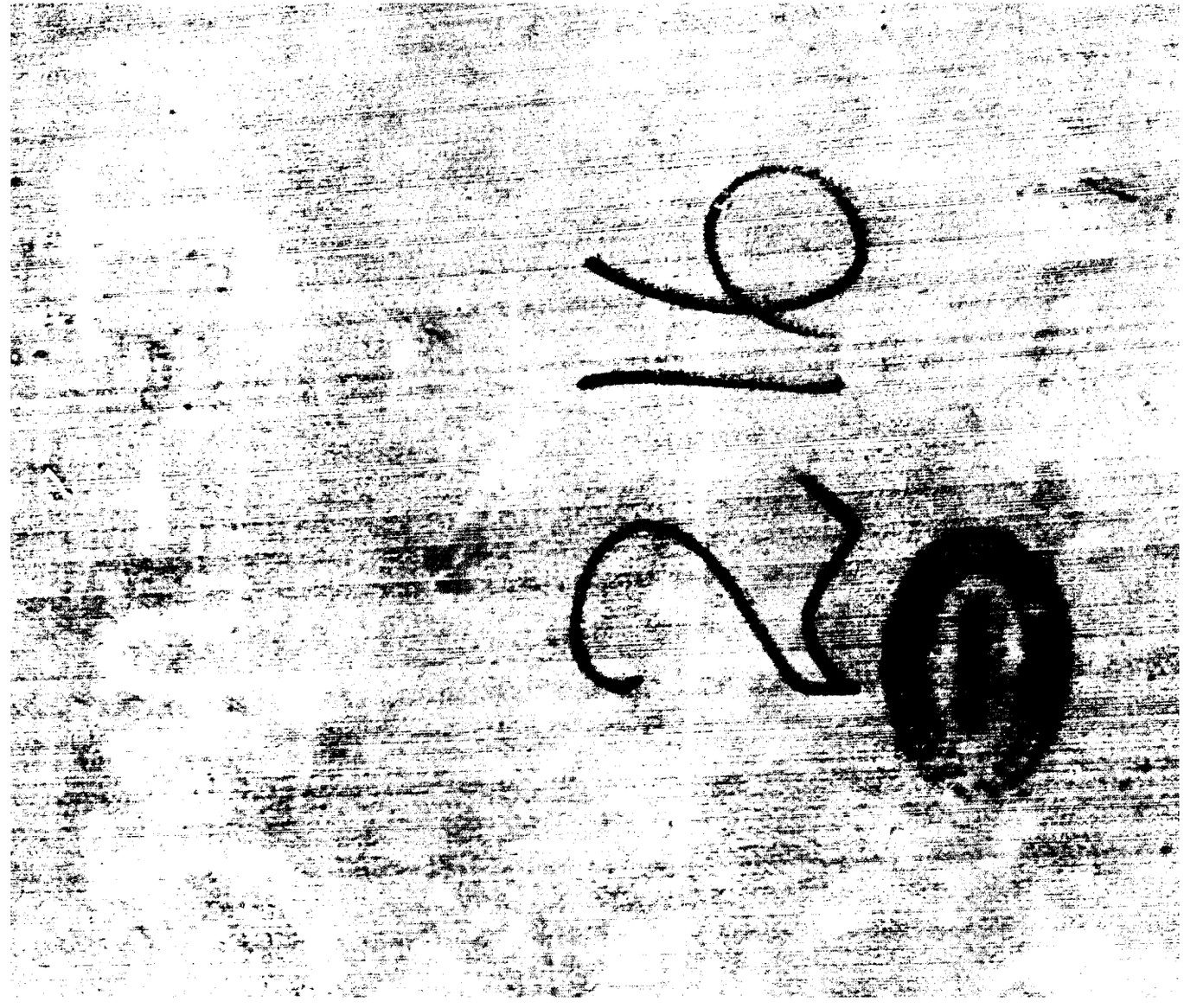




SUPPLEMENT TO

The Gazette of India.

No. 1.} CALCUTTA, SATURDAY, JANUARY 5, 1895.

OFFICIAL PAPERS.

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2nd HALF OF NOVEMBER 1894.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	11 8	11 8	12 14	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	12 0	12 0
Tavoy	...	...	...	...	12 6	12 6	14 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	14 3	14 3
Moulmein and Amherst	7 0	7 0	...	...	11 0	11 3	13 7	13 7	...	...	...	...	...	...	...	...	11 3	11 3	14 0	...	8 0	8 0	140 0	140 0	14 0	14 0
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	20 8	...	9 0	9 0	143 0	143 0	14 3	18 14
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	6 0	6 0	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	9 8	9 8	11 10	11 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 3	14 3
Bassein	...	...	...	...	10 2	10 2	10 7	10 7	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	9 13	9 1	10 6	10 10	...	...	...	...	...	...	...	...	...	...	7 0	7 0	200 0	200 0	14 2	14 2		
Tharrawaddy	...	...	...	...	12 5	11 6	14 13	14 13	...	...	...	...	...	...	...	...	9 8	9 8	8 12	8 12	450 0	450 0	14 3	14 3		
Henzada	...	...	...	...	13 0	9 15	13 0	9 15	...	...	...	...	...	...	...	...	9 8	9 8	5 12	5 12	188 8	188 8	16 2	16 2		
Prome	10 6	10 6	...	...	9 15	9 15	11 1	11 1	...	...	...	...	...	...	...	...	13 3	13 3	9 6	9 6	193 3	193 3	14 3	14 3		
Toungoo	...	...	...	...	13 3	13 3	14 4	14 4	...	...	...	...	...	...	...	...	11 6	11 6	...	...	326 8	326 8	14 3	14 3		
Thayetmyo	12 3	12 3	...	...	10 6	11 3	13 2	13 7	...	...	...	...	...	...	...	...	19 11	19 11	28 3	28 3	8 10	8 10	196 0	196 0	11 9	11 9
Upper Burma—																										
Mandalay	14 0	14 7	...	...	13 7	13 2	14 7	14 7	24 7	24 6	...	...	...	...	...	...	14 10	15 8	24 0	24 0	10 1	10 6	85 0	85 0	15 2	15 2
Bamo	...	...	...	...	7 3	7 10	9 11	9 11	...	...	...	...	...	...	...	...	9 11	9 11	...	...	7 3	7 3	200 0	200 0	9 10	9 10
Pakôkku	...	...	...	...	9 13	9 2	11 9	11 9	40 0	40 0	...	...	...	...	...	...	20 0	20 10	...	...	5 9	5 9	113 0	113 0	12 10	12 10
Meiktila	...	...	...	...	13 6	13 6	14 4	14 4	28 8	28 8	...	...	...	...	...	...	22 2	22 2	51 6	51 6	7 2	7 2	391 13	391 13	10 12	10 12
Arakan—																										
Sandoway	...	...	...	...	17 4	16 9	22 11	20 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	22 6	19 12
Kyaukpyu	...	...	...	...	16 5	16 5	17 4	17 4	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	25 4	25 4
Akyab	...	...	...	...	13 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	165 0	170 0	13 8	13 8
Assam—																										
Surma—																										
Sylhet	...	...	...	...	8 12	8 6	15 12	13 2	...	...	...	...	...	...	...	...	11 6	11 6	...	...	...	...	...	...	11 4	11 4
Cachar	8 8	8 0	...	...	8 0	7 7	12 0	10 3	...	...	...	...	...	...	...	...	11 4	10 13	...	...	...	...	80 0	80 0	10 0	10 0
Khási and Jaintia Hills	6 4	6 4	...	...	4 0	4 0	6 0	6 0	...	...	...	...	...	...	...	...	8 0	8 0	8 0	8 0	...	...	80 0	80 0	7 0	7 0
Garo Hills	...	...	...	...	6 0	6 0	11 0	10 8	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	6 8	6 8
Brahmaputra—																										
Goálpára	13 0	14 0	...	...	6 8	6 8	14 0	14 0	...	...	...	...	...	...	...	...	11 8	12 8	...	...	...	...	140 0	140 0	10 8	10 8
Kámrúp	8 8	7 0	...	...	8 0	7 0	11 0	10 0	...	...	...	...	...	...	...	...	11 8	10 0	...	...	...	...	160 0	160 0	10 0	10 0
Darrang	9 0	9 0	...	...	8 0	8 0	10 0	10 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	...	...	10 0	10 0
Nowgong	...	...	...	...	9 0	8 0	11 0	10 8	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	120 0	120 0	8 0	8 0
Silsagar	...	...	...	...	8 0	8 0	12 0	12 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	160 0	160 0	9 0	9 0
Lakhimpur	8 0	7 8	...	...	6 0	6 0	10 0	9 8	...	...	...	...	...	...	...	...	10 8	11 0	14 0	10 0	...	...	140 0	140 0	8 0	8 0
Manipur	...	...	...	...	18 8	18 8	27 0	27 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	80 0	80 0	2 4	2 4
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts (*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hill Tippera (*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	...	...	...	...	5 0	5 0	†	†	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	12 0	10 12	13 8	11 8	...	...	...	...	...	...	...	...	13 0	13 5	...	...	...	...	80 0	80 0	11 0	11 0
Noakhali	...	...	...	...	9 0	9 4	19 0	19 0	...	...	...	...	...	...	...	...	11 8	11 7	...	...	...	...	...	...	10 0	9 0
Chittagong	10 0	9 12	...	...	12 8	12 0	13 12	13 12	...	...	...	...	...	...	...	...	11 8	11 8	...	...	...	...	90 0	90 0	10 0	10 0
Tippera	7 0	6 8	...	...	11 8	10 0	16 0	13 6	...	...	...	...	...	...	...	...	12 8	12 8	...	...	10 0	10 0	...	...	10 0	10 0
Dacca	13 12	13 12	...	...	10 5	9 10	13 12	12 12	...	...	...	...	...	...	...	...	14 8	14 8	...	...	15 0	15 0	140 0	140 0	9 0	9 0
Mymensingh	9 8	9 8	...	...	12 0	11 0	13 0	12 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	80 0	100 0	8 0	8 0
Deltaic—																										
Khulna	...	...	...	...	13 0	11 8	16 0	14 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	11 0	11 0	160 0	160 0	9 4	9 4
24-Parganas	...	...	...	...	8 0	7 4	13 4	13 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 4	13 4	100 0	88 0	11 4	11 4
Midnapore	13 8	14 0	...	...	12 3	12 3	14 6	14 6	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	200 0	200 0	10 12	10 12
Howrah	...	...	...	...	10 6	10 0	13 0	12 8	...	...	...	...	...	...	...	...	...	...	...	...	10 6	11 8	105 0	105 0	11 0	11 0
Calcutta	13 9	13 14	18 3	20 0	8 0	8 0	10 10	10 10	17 12	18 13	14 8	16 0	...	...	10 0	10 10	16 13	17 12	20 0	18 13	16 13	17 12	85 0	85 0	12 1	11 13
Hooghly	13 0	13 0	...	...	8 0	8 0	11 8	11 8	...	...	...	...	...	...	...	...	15 0	15 0	...	...	10 0	10 0	160 0	160 0	11 0	11 9
Nadia (Krishnagar)	16 0	16 0	...	...	6 12	6 14	12 10	12 10	...	...	...	...	...	...	...	...	17 0	17 0	...	...	17 8	17 8	128 0	128 0	10 12	10 12
Jessore	11 8	...	...	...	8 12	10 0	16 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	...	120 0	120 0	10 0	10 0
Faridpur	13 0	15 0	15 0	16 0	7 8	8 0	13 0	13 5	...	...	...	...	...	...	...	...	10 0	15 0	...	...	...	...	120 0	120 0	10 8	10 8
Central—																										
Bankura	14 8	14 8	...	...	15 0	15 0	20 8	20 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 5	13 5	320 0	320 0	17 0	11 0
Burdwan	15 4	15 8	...	...	12 0	13 8	16 8	16 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	12 0	12 12	100 0	120 0	12 0	11 8
Birbhum	11 4	11 4	...	...	12 0	12 0	16 8	16 8	...	...	...	...	...	...	...	...	9 12	12 12	...	...	12 0	12 0	120 0	120 0	11 0	11 0
Murshidabad	15 0	15 0	...	...	10 0	10 0	14 0	14 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	180 0	180 0	10 8	10 8
Sonthal Parganas	11 0	11 8	...	...	13 0	12 8	19 0	16 0	...	...	...	...	...	...	...	...	14 0	14 0	28 0	28 0	16 0	16 0	120 0	120 0	10 8	10 0
Pabna	15 0	15 0	21 0	21 0	6 6	6 9	18 0	16 8	...	...	...	...	...	...	...	...	13 8	13 8	...	...	17 4	17 4	200 0	200 0	9 12	9 12
Bogra	15 0	13 8	...	...	9 9	10 2	16 8	15 0	...	...	...	...	...	...	...	...	13 8	13 8	...	...	...	...	90 0	90 0	9 12	9 12
Rajshahi	12 12	15 0	18 0	19 8	10 8	11 8	13 14	15 0	...	...	...	...	...	...	...	...	15 0	15 12	...	...	16 0	16 3	240 0	240 0	9 9	9 9
Malda	16 0	16 0	...	...	10 0	10 0	14 0	15 0	...	...	...	...	...	...	13 0	13 0	13 0	14 0	25 0	22 0	11 0	11 0	160 0	160 0	10 0	10 0
Northern—																										
Rangpur	13 0	13 0	...	...	9 0	8 0	11 8	11 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	9 0	9 0	60 0	60 0	10 0	10 0
Dinajpur	13 6	12 10	13 2	14 0	11 3	11 3	11 3 and 15 10	13 3 and 15 10	...	...	...	...	...	...	...	...	13 10	13 6	...	...	...	...	120 0	120 0	10 0	10 0
Jalpaiguri	12 0	12 0	13 0	13 0	10 0	10 0	12 0	12 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	11 0	11 8	120 0	180 0	10 0	10 0
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	11 0	11 0	...	...	...	...	14 0	14 0	...	...	11 8	11 0	23 0	22 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	11 13	11 13	...	...	9 3	9 5	18 10	16 0	...	...	...	...	...	...	...	...	12 7	11 13	...	...	15 1	14 7	80 0	80 0	12 0	12 0
Cuttack	13 2	14 7	...	...	10 8	11 5	18 0	17 1	...	...	...	...	...	...	...	...	15 2*	14 7*	...	...	18 6	18 6	80 0	80 0	10 12	10 12
Balasore	16 0	16 0	8 0	8 0	11 0	11 0	18 0	17 0 and 18 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	10 8	10 8	128 0	128 0	11 0	10 8
Chota-Nagpur—																										
Singhbhum	12 0	12 0	...	...	14 0	14 0	18 0	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	12 0	12 0	100 0	100 0	8 0	8 0
Manbhum	14 8	14 0	20 0	...	10 8	10 0 to 12 0	20 0 to 21 0	20 0 to 22 0	...	...	16 0	...	...	...	...	...	16 0 to 17 8	16 0 to 17 0	...	26 0	17 0	17 0	...	...	10 2	10 2
Lohardaga	7 0 to 11 0	7 8 to 11 0	11 0	12 0	11 0	12 0	14 0 to 20 0	16 0 to 19 0	...	...	...	...	35 0	35 0	...	...	12 8 to 13 0	12 8 to 13 0	20 0	20 0	10 8 and 13 0	10 0 and 14 0	180 0	160 0	9 8	9 8
Palámau	12 6	12 6	13 8	12 6	14 10	11 4	16 5	16 5	...	...	...	...	...	...	...	...	11 4	11 4	12 15	16 14	12 6	12 6	...	...	...	8 7½
Hazáribágh	12 4	12 0	13 0	16 0	8 0	8 0	14 0	15 0	...	...	...	...	24 0	24 0	...	...	15 8	15 8	20 0	20 0	16 0	16 0	240 0	240 0	9 0	9 0

* Kalai.

† Not procurable.

(*a*) Not stated.

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

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Bengal—*continued.*	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bihar, south—																										
Monghyr	13 0 to 13 8	13 12 to 14 11	16 0 to 17 0	17 13½	10 0 to 11 8	10 0 to 11 0	14 0 to 15 0	12 10	...	...	...	...	20 0	...	16 0	...	17 8 to 18 0	17 13 to 18 14	20 0 to 20 8	21 8	15 0 to 16 0	18 0	...	...	130 0 to 180 0	130 0 to 180 0	10 8	11 0
Gaya	14 8	14 8	13 4	15 4	9 4	9 4	16 0	13 0	16 4	16 4	...	...	25 4	22 12	11 4	12 8	18 0	18 0	20 8	20 4	...	...	140 0	140 0	10 8	10 8
Patna	15 0 and 18 0	16 0 and 17 0	20 0	19 0	10 0	10 0	17 0	15 0	...	...	...	...	22 0	24 0	18 0	19 0	19 0	20 0	24 0	24 0	18 0	19 0	130 0	130 0	11 0	11 0
Shahabad	14 0	14 0	16 0	16 0	8 0	9 0	13 0	12 13	...	...	...	...	...	...	...	...	16 0	16 0	20 0	18 0	16 0	16 0	120 0	120 0	10 0	10 8
Bihar, north—																										
Purnea	13 0	13 0	...		10 0	10 0	17 0	16 0	..	...	...	...	...	...	...	...	14 0	13 0	...	...	14 0	14 0	320 0	320 0	10 0	10 0
Bhágalpur	14 8	14 8	17 10	17 10	11 5	10 11	16 6	13 14	...	...	...	...	...	...	...	...	17 0	16 6	22 11	21 7	15 12	15 12	154 0	120 0	10 0	10 11
Darbhanga	15 4	15 4	17 8	15 4	10 0	10 0	16 4	13 8	...	...	...	...	27 4	24 0	...	...	14 12	16 8	24 0	24 4	15 4	19 6	176 0	176 0	11 0	10 8
Muzaffarpur	14 0	15 0	16 0	17 0	7 8	8 0	15 10	12 8	...	...	...	...	...	...	...	...	16 0	16 0	24 8	24 0	16 8	17 0	160 0	160 0	11 0	11 0
Saran	14 0	14 4	18 0	18 0	10 8	12 0	16 0	16 0	...	...	...	...	21 0	21 0	12 8	12 0	18 0	17 5	21 0	21 0	17 0	19 0	160 0	160 0	10 12	10 12
Champaran	14 0	14 0	19 0	18 8	8 8	8 4	18 0	18 4	...	...	...	...	26 0	26 0	...	...	17 0	17 4	25 0	25 8	17 0	17 4	180 0	180 0	10 8	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	14 0	13 8	18 0	18 0	7 0	7 0	13 0	13 0	18 0	18 0	18 0	18 0	...	...	11 0	11 0	18 0	18 0	18 0	18 0	17 0	17 0	100 0	80 0	9 8	9 8
Benares	16 4	16 4	19 4	19 6	8 15	8 15	12 3	11 13	19 0	19 0	16 8	16 6	...	...	15 11½	15 15½	19 0	18 11	19 0	19 0	17 5½	18 0½	110 0	110 0	9 4½	9 4½
Ghazipur	13 0	14 4	18 0	18 0	7 12	7 12	15 4	12 4	18 0	...	16 8	16 0	...	...	12 8	13 0	16 12	18 0	18 0	18 0	17 0	18 8	170 0	170 0	9 0	9 0
Jaunpur	15 8	15 8	20 0	20 8	7 0	7 0	14 0	13 0	...	...	...	...	...	...	...	...	19 8	21 0	...	...	19 0	21 0	145 0	160 0	9 8	9 8
Allahabad	14 8	14 8	19 8	20 0	9 0	9 0	14 0	14 0	20 0	20 0	17 0	17 8	...	...	18 0	18 4	19 0	19 4	20 0	20 0	17 0	18 0	80 0	80 0	10 0	10 0
Central—																										
Bánda	14 8	14 0	15 0	16 0	8 0	8 0	10 8	10 8	19 0	17 0	...	...	...	...	...	...	19 0	18 0	...	...	21 0	21 0	180 0	180 0	10 0	10 0
Fatehpur	13 12	13 8	18 8	18 8	7 0	7 8	12 0	12 0	...	...	...	...	...	...	...	...	18 8	19 0	...	...	22 0	22 0	160 0	160 0	10 0	10 0
Hamírpur	15 8	14 12	18 6	17 4	8 0	8 0	12 0	12 0	17 6	...	19 0	18 6	...	...	...	...	19 8	19 0	...	...	27 8	...	140 0	140 0	10 0	10 0
Jalaun	15 0	15 0	22 0	20 0	9 0	9 0	10 0	10 0	20 0	20 0	18 0	18 0	16 0	16 0	16 0	16 0	20 0	20 0	18 0	...	24 0	24 0	100 0	160 0	11 0	11 0
Cawnpore	17 8	17 8	22 8	22 8	7 8	7 8	13 8	13 8	...	...	17 8	19 0	...	...	19 0	18 8	22 0	21 0	23 0	23 8	20 0	22 8	120 0	120 0	11 8	11 8
Etáwah	16 8	16 6	19 8	20 4	7 5·0	7 6	13 0	11 6	19 0	...	20 8	19 4	18 0	18 0	16 0	16 0	22 6	21 0	23 8	23 8	22 0	24 0	120 0	120 0	10 0	10 0
Farukhabad	15 8	15 8	21 0	21 0	5 4	5 4	7 8	7 0	18 12	...	22 8	22 8	...	...	22 8	...	21 0	21 0	21 0	22 0	21 0	21 0	120 0	120 0	11 0	11 0
Mainpuri	17 8	17 12	20 8	22 4	4 8	4 8	10 0	10 0	25 0	25 0	18 8	20 0	...	...	...	...	21 8	22 8	24 8	25 8	22 8	25 0	100 0	160 0	10 12	10 12
Etah	18 4	19 8	23 8	24 8	6 0	6 0	12 0	11 8	21 8	...	19 8	20 0	20 8	20 8	10 8	10 8	22 8	22 8	20 8	28 8	16 8	17 8	120 0	110 0	11 4	11 4
Western—																										
Jhánsi	15 0	16 0	21 0	19 0	9 0	9 0	11 0	11 0	22 0	22 0	17 4	19 0	...	...	...	...	20 10	22 8	...	...	26 0	28 0	160 0	160 0	11 0	11 0
Agra	15 8	16 0	24 0	24 8	5 0	5 0	8 0	8 0	24 0	24 0	20 0	20 0	...	...	10 0	10 0	22 0	24 8	24 8	25 0	13 0	15 0	95 0	95 0	11 8	11 8
Muttra	18 0	18 0	26 0	26 0	6 8	6 8	11 0	11 0	24 0	24 0	22 0	22 0	...	...	12 0	12 0	27 8	27 8	24 0	24 0	28 0	33 0	120 0	120 0	11 8	11 8
Aligarh	17 12	19 0	25 8	27 4	5 8	5 4	10 4	8 4	22 4	22 8	21 12	23 0	...	...	16 8	16 8	26 4	27 8	25 4	28 0	24 0	27 0	120 0	125 0	11 0	12 0
Bulandshahr	19 8	19 14	25 0	27 0	6 0	4 0	9 8	9 0	26 8	28 0	21 0	22 0	...	...	13 0	12 0	24 8	24 8	26 0	27 0	16 0	17 0	120 0	120 0	11 0	11 4
Sub-montane—																										
Ballia	14 8	15 0	18 0	18 0	9 0	10 0	14 0	14 0	19 0	22 0	...	...	...	...	...	...	18 0	18 0	19 0	20 0	18 0	20 8	83 5	115 0	11 0	11 0
Azamgarh	13 4	14 0	17 4	17 12	6 0	6 0	11 4	12 12	...	...	...	...	...	...	...	...	16 4	16 4	...	...	11 14	11 14	177 0	177 0	9 13	9 12
Gorakhpur	12 9	12 9	16 3	16 3	8 8	8 8	12 12	12 12	...	...	...	...	20 10	21 8	20 10	21 8	17 2	17 2	19 12	18 14	16 10	16 10	160 0	160 0	9 10	9 10
Pasti	14 8	14 4	16 8	16 8	8 12	8 12	11 4	11 4	12 0	12 0	...	...	12 0	12 0	8 0	8 0	19 0	19 0	19 0	19 0	16 0	16 0	160 0	160 0	10 0	10 0
Sháhjahánpur	16 8	16 8	21 0	22 4	7 0	7 0	7 4	7 4	20 0	...	19 0	...	...	...	16 0	24 0	22 4	23 4	20 8	26 0	20 0	20 4	120 0	120 0	10 12	10 12
Budaun	16 4	17 8½	23 0	24 0	6 0	7 0	13 12	9 0	19 0	20 0	17 8	19 0	...	...	18 0	18 0	21 8	23 8	22 0	24 0	24 0	28 0	144 0	144 0	10 12	10 12
Pilibhit	15 12	16 10	22 0	20 0	12 8	12 8	13 12	13 12	...	...	18 0	18 0	...	...	...	...	22 12	22 4	25 0	25 0	24 0	25 0	120 0	120 0	10 0	10 0
Pareilly	15 4	15 4	19 15	19 15	4 11	4 11	11 12	11 12	21 2	21 2	17 8	17 8	...	...	12 8	12 8	22 4	22 4	21 12	21 12	18 12	18 12	112 S	112 S	9 6	9 6
Moradabad	17 4	17 6	23 8	23 8	5 0	5 0	12 4	11 8	22 0	22 0	18 8	18 8	...	...	15 0	15 0	25 8	26 0	23 12	24 0	22 0	22 0	110 0	100 0	11 4	11 4
Naini Tal	12 0	12 0	19 0	19 0	4 0	4 0	8 0	8 0	25 0	25 0	17 8	20 0	...	...	25 0	25 0	15 8	15 8	23 12	25 0	9 0	9 0	160 0	160 0	7 0	7 0
Almora	11 0	11 0	15 0	15 0	8 8	8 8	9 0	9 4	...	...	...	...	15 0	14 0	14 0	13 0	13 4	13 4	...	...	10 0½	10 0½	160 0	160 0	7 0	7 0
Bijnor	17 9	16 14	23 10	24 12	10 2	9 0	11 13	11 4	...	...	19 2	19 2	...	...	...	...	22 8	22 8	...	...	20 4	20 4	90 0	90 0	11 0	11 0
Muzaffarnagar	19 8	20 11	28 9	28 9	5 8	5 8	11 1	11 0	24 7	26 7	21 0	22 0	...	...	...	...	24 11	26 7	24 3	24 4	13 3	13 3	110 0	110 0	11 0	11 0
Meerut	18 12	20 0	22 0	25 8	5 0	5 0	13 0	13 0	23 0	25 0	22 0	22 0	...	...	10 0	10 0	26 0	26 0	24 0	25 0	25 0	25 0	100 0	100 0	11 12	11 12
Saháranpur	19 0	19 0	25 0	25 0	8 0	11 0	18 0	28 0	28 0	22 0	22 0	30 0	30 0	20 0	20 0	25 0	26 0	29 0	29 0	15 0	15 0	100 0	100 0	10 0	10 8
Dehra Dún	16 10	17 0	29 0	30 0	9 0	9 8	10 8	10 8	20 0	20 0	16 0	16 0	22 0	22 0	...	...	22 6	23 8	20 0	...	24 0	24 0	160 0	160 0	10 0	10 0
Garhwál	12 0	12 0	20 0	20	5 0	5 0	9 0	9 0	...	...	...	...	20 0	20 0	20 0	20 0	10 0	10 0	...	...	7 0	7 0	160 0	160 0	6 8	6 8
Oudh—																										
Southern—																										
Partabgarh	13 8	13 13	17 0	18 0	8 0	8 0	13 8	16 0	17 0	18 0	15 8	17 8	19 8	22 0	...	...	17 8	18 0	...	...	13 4	11 8	140 0	134 0	9 8	10 0
Sultanpur	15 0	15 0	18 0	18 0	8 0	8 0	16 0	15 0	18 8	18 8	10 8	9 0	36 0	36 0	18 0	18 0	19 0	19 0	21 0	21 0	20 0	20 0	160 0	160 0	10 0	10 0
Rae-Bareli	16 0	15 12	18 0	20 0	7 8	8 0	16 0	16 8	20 0	20 0	18 8	19 0	22 8	25 0	18 0	20 0	19 0	22 0	20 0	20 0	21 0	21 0	190 0	200 0	11 0	10 8
Unao	16 0	16 4	20 0	20 0	8 0	8 0	14 0	14 0	21 0	21 0	18 0	20 0	...	...	16 0	16 0	21 8	22 0	22 0	22 0	15 0	15 8	160 0	160 0	11 0	11 0
Lucknow	16 8	15 8	19 4	19 8	6 0	6 0	14 0	14 0	21 0	20 8	19 0	17 0	22 0	22 8	18 8	19 8	22 0	21 4	21 8	20 8	19 0	21 8	110 0	120 0	10 4	10 4
Hardoi	17 0	17 8	21 0	22 0	7 0	7 0	16 0	16 0	...	...	...	...	...	...	...	...	23 0	23 0	...	...	13 0	14 0	120 0	120 0	10 0	10 0
Northern—																										
Fyzabad	16 7½	16 10	21 8	22 0	10 8	10 8	14 8	14 5½	21 8	21 8	...	...	...	...	12 4	12 4	21 8	22 12	23 1	23 8	21 0	21 0	147 8	147 8	10 8	10 8
Barabanki	14 8	14 8	17 0	17 8	8 0	8 0	13 0	13 0	19 0	20 8	16 0	17 0	26 0	26 0	16 0	16 0	20 0	21 8	19 0	19 0	20 0	20 0	120 0	120 0	10 0	10 0
Gonda	14 12	14 9	18 0	18 0	12 0	12 0	15 4	15 4	...	...	14 0	11 0	...	...	8 0	8 0	20 8	20 4	27 0	29 0	21 12	21 12	200 0	200 0	10 4	10 4
Bahraich	13 0	13 0	19 0	19 0	10 0	10 0	12 8	12 8	26 0	26 0	15 0	15 0	30 0	30 0	17 0	17 0	20 0	20 0	27 0	26 0	19 0	19 0	160 0	160 0	10 0	10 0
Sitapur	16 0	16 0	20 0	21 0	10 0	10 0	14 0	13 0	...	...	...	...	...	...	25 0	23 0	20 0	21 0	...	...	18 0	21 0	120 0	120 0	10 0	10 0
Kheri	16 0	16 0	20 0	20 0	8 0	8 0	14 0	13 0	...	...	...	...	...	...	...	...	22 0	22 0	27 0	27 0	22 0	22 0	160 0	160 0	10 8	10 8
Rajputana—																										
Eastern—																										
Partábgarh	16 14	16 4	30 0	26 4	8 12	8 12	11 4	11 4	21 4	21 4	15 0	12 8	...	...	...	...	30 0	31 4	28 12	26 4	21 14	25 0	...	...	13 12	13 12
Bánswara	21 4	20 0	25 0	22 8	10 0	7 8	15 0	15 0	...	...	...	...	...	...	...	...	37 8	36 4	37 8	37 8	15 0	16 4	...	...	10 0	8 2
Meywar (Oodeypore)	15 10	15 10	35 2½	35 15	10 2½	10 2½	10 15	10 15	26 9	25 0	11 11½	15 10	*Nil*	*Nil*	14 1	14 1	29 11	32 8	32 13	32 13	10 2½	10 8½	160 0	160 0	10 15	10 15
Sirohee	15 8	15 8	35 0	30 0	5 8	5 8	6 8	6 8	...	...	16 0	16 0	...	...	...	...	26 0	27 0	22 0	...	...	...	160 0	160 0	11 8	11 8
Erinpura	17 3	17 4	29 7	28 7	6 7	...	7 9	7 6	24 4	24 4	20 4	20 8	...	...	...	...	29 13	31 4	...	25 12	...	...	200 0	200 0	12 6	12 0
Ajmere	16 0	17 8	29 0	30 0	5 0	5 0	8 0	8 0	27 0	28 0	19 0	21 2	...	...	15 0	15 0	29 0	30 13	28 4	30 8	...	...	90 0	90 0	12 8	12 8
Abu	14 12	14 14	23 0	22 0	5 12	5 12	7 4	7 4	...	...	14 0	13 2	...	...	...	...	20 8	21 0	...	...	...	...	160 0	160 0	11 0	11 0
Kishengarh	16 4	16 8	30 4	28 8	8 0	6 8	9 0	9 8	32 0	29 0	22 12	19 8	†	†	†	†	29 12	32 0	28 0	28 0	· †	†	*	*	13 0	12 8
Boondee	14 8	14 8	35 0	37 8	7 8	8 0	8 0	8 8	40 0	41 4	...	...	...	...	...	...	50 8	52 8	36 4	...	...	...	160 0	160 0	10 8	10 8
Kotah	13 0	12 8	25 0	24 0	6 8	6 0	7 8	7 0	28 0	28 0	12 0	11 0	...	...	...	...	40 0	40 0	22 8	22 8	35 0	35 0	240 0	240 0	10 4	10 4
Jhallawar	13 4½	13 4½	20 4	19 4½	7 14	7 14	10 3	10 3	23 4½	23 7	13 4½	11 13	...	...	15 9½	15 9½	27 6½	27 2	23 14	21 12½	9 7½	9 7½	175 0	175 0	9 7	9 7½
Tonk	14 8	14 8	29 0	29 0	4 0	4 0	7 0	8 0	35 0	35 0	22 0	22 8	...	...	...	...	36 0	39 0	32 0	31 0	...	...	100 0	100 0	10 8	10 8
Jeypore	16 0	16 0	31 0	30 12	5 0	5 0	7 4	7 4	29 8	27 0	20 0	21 0	†	†	22 0	21 0	29-0 & 30 8	27-0 & 30 0	32 0	32 0	36 0	40 0	95 0	90 0	12 0	12 0
Kerowlee	17 8	17 8	28 12	29 6	10 0	10 0	12 8	11 4	26 4	35 0	21 4	24 10	...	...	20 0	17 8	28 12	31 4	...	...	40 0	50 0	200 0	200 0	11 4	11 4
Dholpur	16 5	17 15	24 4	26 11½	8 7	8 3½	10 2	10 2	20 12½	23 6½	20 14	23 0½	...	...	14 10	15 12	23 9	25 15½	...	...	25 8½	29 2½	90 0	90 0	11 14½	11 13
Bhurtpore	18 7	19 8	27 8	30 4	5 2½	5 2½	5 5½	5 5½	29 12	29 4	22 1	24 0	...	...	16 8	16 8	29 12	33 0	25 0	29 0	30 0	30 0	140 0	140 0	11 8	11 8
Ulwur	20 8	21 0	27 14	29 11	6 10	6 10	9 2½	9 2½	27 14	28 12	21 4	22 1	...	...	15 0	16 0	28 5	31 14	30 4	31 2	33 1	35 13	140 0	140 0	12 10	12 8
Deoli Cantonment	16 4	16 11½	38 8½	50 0	4 0	4 0	7 0	7 0	...	35 0	27 4	30 0	...	...	...	...	41 0	38 9	...	...	...	...	190 0	190 0	12 0	12 0
Nusseerabad Cantonment	16 8	17 0	...	...	6 8	6 8	7 0	7 0	26 0	26 0	20 0	21 0	†	†	...	...	31 0	33 0	...	...	23 0	23 0	100 0	100 0	13 0	13 0
Hilly Tracts of Meywar	18 8	18 0	38 0	34 0	...	...	18 0	19 0	...	...	...	...	...	...	...	...	36 0	37 0	35 0	...	...	...	‡	‡	11 8	11 8
Bálmer	17 14	17 14	...	...	5 3	5 3	7 8	7 8	...	...	28 7	28 7	...	...	...	...	16 4	16 4	...	...	...	...	260 0	260 0	13 8	12 14
Anádra	16 8	17 0	22 8	22 0	6 0	6 0	8 0	8 0	...	...	14 8	14 3	...	...	...	...	26 0	24 2	...	...	...	...	400 0	400 0	12 4	12 0
Shahpoora	15 0	14 0	38 0	39 0	8 0	...	13 0	13 0	38 0	39 0	22 0	22 0	...	...	...	...	37 0	36 0	38 0	...	...	...	160 0	160 0	11 10	11 6
Western—																										
Jodhpore	14 1 and 15 10	14 1 and 15 10	21 14	22 8	6 4	6 4	7 8	7 8	21 4	20 0 and 21 4	16 14 and 17 8	16 9 and 19 9	...	...	...	...	25 10 and 26 4	26 14 and 27 8	21 4 and 23 2	21 14	11 4	11 4	...	...	13 0	12 13
Jeysulmere	13 12	14 4	...	...	7 0	6 0	11 0	10 0	23 0	21 0	18 10	18 0	...	...	...	...	18 0	18 0	...	...	...	...	240 0	240 0	21 0	21 0
Bickaneer	14 0	13 9	...	...	3 0	3 0	6 0	6 0	...	...	14 5	17 0	...	...	...	...	26 0	26 11	...	...	10 0	10 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	13 8	13 8	23 0	21 0	8 0	8 0	9 0	9 0	23 0	23 0	19 0	19 0	...	...	...	...	21 0	21 0	26 0	26 0	18 8	18 0	120 0	120 0	10 0	10 0
Nimach Cantonment	15 8	14 6	...	...	8 0	8 0	12 0	12 0	28 0	28 0	19 0	16 0	†	†	...	...	30 0	30 0	...	...	23 0	23 0	140 0	140 0	12 2	12 2
Goona	14 0	13 0	18 0	18 0	8 0	8 0	9 0	8 8	26 0	23 0	...	...	...	...	...	...	28 4	24 0	24 0	...	...	...	200 0	200 0	9 8	8 12
Gwalior	14 14	15 15	25 8	26 9	5 5	5 5	8 8	8 8	24 2½	25 8	19 14½	21 4	...	...	18 1	14 5½	16 7½	17 12½	21 12½	23 6	17 0	18 1	191 4	212 8	11 6½	11 6

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

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

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Panjab—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Southern—																										
Hissar	21 0	23 0	34 0	37 0	...	...	12 0	12 0	32 0	32 0	25 0	25 0	†	†	†	†	35 0	37 0	†	†	†	†	100 0	100 0	10 8	10 8
Ferozepore	24 0	24 0	39 0	39 0	...	...	9 0	9 0	34 0	34 0	19 0	20 0	‡	‡	18 0	20 0	36 0	39 0	39 0	38 0	11 0	11 0	100 0	100 0	12 12	12 12
Montgomery	24 0	24 0	38 0	39 0	...	...	10 0	10 0	30 0	39 0	21 0	16 0	†	†	36 0	36 9	34 0	38 0	36 0	41 0	12 0	12 0	220 0	220 0	12 0	12 0
Central—																										
Gurgáon	22 0	22 0	30 0	29 0	...	...	9 0	9 0	26 0	28 0	23 0	24 0	†	†	†	†	28 0	28 0	20 0	24 0	26 0	27 0	120 0	120 0	10 0	10 0
Delhi	20 0	20 0	26 0	26 0	...	...	11 0	11 0	27 0	28 0	21 0	22 0	†	†	12 0	12 0	27 0	28 0	23 0	23 0	20 0	24 0	70 0	70 0	11 0	11 0
Rohtak	20 0	21 0	26 0	28 0	...	...	12 0	12 0	30 0	30 0	21 0	24 0	†	†	12 0	12 0	31 0	32 0	25 0	25 0	18 0	18 0	120 0	120 0	11 0	11 0
Karnál	20 0	21 0	32 0	35 0	...	...	12 0	12 0	31 0	34 0	18 0	16 0	20 0	20 0	16 0	16 0	31 0	34 0	31 0	34 0	17 0	17 0	160 0	160 0	10 0	10 0
Lahore	24 0	24 0	38 0	43 0	...	...	11 0	11 0	34 0	32 0	19 0	16 0	‡	‡	24 0	24 0	35 0	35 0	34 0	34 0	10 0	11 0	75 0	75 0	13 0	13 0
Sub-montane—																										
Umballa	24 0	24 0	28 0	28 0	...	...	12 0	12 0	34 0	34 0	20 0	20 0	‡	‡	8 0	8 0	30 0	30 0	30 0	30 0	‡	‡	100 0	120 0	12 12	12 12
Ludhiána	24 0	25 0	34 0	34 0	...	...	9 0	9 0	29 0	32 0	20 0	20 0	‡	‡	17 0	17 0	31 0	34 0	33 0	32 0	13 0	13 0	105 0	105 0	13 0	13 0
Jullundur	27 0	27 0	36 0	36 0	...	...	10 0	10 0	36 0	36 0	20 0	20 0	‡	‡	22 0	22 0	31 0	32 0	34 0	34 0	‡	‡	100 0	100 0	13 0	13 0
Hoshiárpur	23 0	24 0	31 0	33 0	...	...	10 0	10 0	25 0	29 0	22 0	22 0	16 0	16 0	20 0	20 0	29 0	28 0	29 0	30 0	10 0	10 0	90 0	110 0	12 12	12 8
Gurdáspur	30 0	30 0	40 0	40 0	...	...	16 0	16 0	40 0	40 0	26 0	26 0	26 0	26 0	12 0	12 0	30 0	31 0	32 0	32 0	‡	‡	120 0	120 0	12 0	12 0
Amritsar	26 0	25 0	39 0	39 0	...	...	12 0	11 0	34 0	37 0	16 0	15 0	†	†	24 0	26 0	32 0	32 0	32 0	29 0	‡	‡	80 0	80 0	12 0	12 0
Hills—																										
Simla	16 0	16 0	20 0	20 0	...	...	8 0	8 0	15 0	19 0	15 0	16 0	17 0	18 0	14 0	14 0	18 0	21 0	20 0	21 0	9 0	10 0	90 0	90 0	8 8	8 8
Kángra	19 0	18 0	26 0	26 0	...	...	13 0	12 0	14 0	14 0	14 0	14 0	24 0	24 0	6 0	6 0	22 0	22 0	19 0	19 0	12 0	12 0	120 0	120 0	19 0	10 0
North-western—																										
Siálkot	23 0	23 0	40 0	42 0	...	...	14 0	13 0	35 0	35 0	‡	‡	‡	‡	‡	‡	31 0	34 0	32 0	32 0	‡	‡	120 0	120 0	13 8	13 8
Gujránwála	22 0	22 0	41 0	42 0	...	...	13 0	12 0	30 0	30 0	20 0	20 0	‡	‡	20 0	20 0	34 0	38 0	25 0	25 0	‡	‡	90 0	90 0	13 0	13 0
Gujrát	26 0	26 0	40 0	40 0	...	...	16 0	15 0	30 0	30 0	26 0	25 0	†	†	10 0	10 0	33 0	34 0	31 0	30 0	‡	‡	115 0	125 0	14 0	14 0
Jhelum	27 0	30 0	44 0	50 0	...	...	16 0	13 0	32 0	29 0	27 0	33 0	*	*	32 0	34 0	26 0	33 0	*	*	*	*	120 0	120 0	13 0	14 0
Ráwalpindi	27 0	27 0	43 0	49 0	...	...	8 0	8 0	35 0	40 0	28 0	31 0	‡	‡	18 0	18 0	32 0	32 0	32 0	30 0	*	*	70 0	70 0	13 8	13 8
Hazára	23 0	24 0	39 0	41 0	...	...	12 0	12 0	‡	‡	24 0	‡	†	†	‡	‡	27 0	29 0	30 0	30 0	†	†	90 0	90 0	11 0	11 0
Peshawar	25 0	25 0	46 0	48 0	...	...	10 0	10 0	32 0	32 0	26 0	26 0	†	†	18 0	19 0	27 0	27 0	35 0	39 0	28 0	28 0	86 0	86 0	40 0	40 0
Kohát	26 0	27 0	57 0	56 0	...	...	11 0	15 0	46 0	51 0	36 0	37 0	†	†	26 0	26 0	36 0	32 0	37 0	43 0	‡	‡	182 0	204 0	58 10	51 0
Western—																										
Sháhpur	32 0	36 0	45 0	45 0	...	...	10 0	10 0	35 0	36 0	25 0	24 0	25 0	22 0	24 0	20 0	43 0	49 0	30 0	30 0	†	†	160 0	160 0	13 0	13 0
Jhang	24 0	27 0	40 0	40 0	...	...	10 0	10 0	40 0	40 0	16 0	16 0	40 0	40 0	40 0	40 0	40 0	40 0	40 0	40 0	8 0	8 0	160 0	160 0	12 0	12 0
Mooltan	18 0	19 0	31 0	31 0	...	...	12 0	12 0	30 0	32 0	22 0	23 0	†	†	12 0	12 0	29 0	30 0	30 0	32 0	†	†	90 0	90 0	12 4	12 4
Bannu	28 0	35 0	66 0	73 0	...	...	16 0	16 0	50 0	50 0	38 0	40 0	9 0	9 0	9 0	9 0	43 0	54 0	41 0	58 0	19 0	19 0	90 0	90 0	50 0	50 0
D. I. Khan	27 0	29 0	45 0	45 0	...	...	8 0	8 0	40 0	40 0	25 0	25 0	‡	‡	4 0	4 0	43 0	40 0	28 0	28 0	13 0	13 0	105 0	105 0	41 0	41 0
Muzaffargarh	21 0	24 0	34 0	35 0	...	...	18 0	18 0	28 0	28 0	23 0	23 0	‡	‡	‡	‡	27 0	27 0	‡	‡	9 0	9 0	140 0	140 0	12 0	12 0
D. G. Khan	18 0	19 0	35 0	35 0	...	...	7 0	7 0	35 0	35 0	24 0	24 0	20 0	20 0	18 0	18 0	29 0	29 0	15 0	15 0	‡	‡	125 0	125 0	25 0	25 0
Sind and Baluchistan—																										
Karáchi	16 0	16 0	...	...	7 8	7 8	8 8	8 8	18 0	18 0	15 0	15 0	‡	‡	...	...	20 0	21 0	...	...	7 8 and 9 8	7 8 and 9 8	80 0	80 0	14 8	14 8
Hyderabad	15 0	15 0	...	...	8 0	8 0	10 0	10 0	16 0	18 0	15 0	16 0	‡	‡	...	...	18 8	20 0	...	...	...	...	116 6	116 6	12 8	12 8
Thar and Párkar (Umarkot)	13 1	13 1	...	...	13 2	13 2	15 12	15 12	...	...	18 0	18 0	...	...	...	...	8 6	8 6	...	...	...	...	110 6	110 6	12 0	12 0
Sukkur (Shikárpur)	19 0	20 0	...	...	8 0	8 0	12 0	12 0	24 0	28 0	20 0	21 0	‡	‡	...	...	25 0	26 0	...	...	...	...	121 14	120 0	11 8	11 8
Upper Sind Frontier	18 0	18 0	...	...	9 0	9 0	13 0	12 0	24 8	24 0	21 0	20 0	‡	‡	...	...	21 0	23 0	...	...	...	...	174 9	213 0	11 0	11 0
Quetta	18 0	18 0	26 0	26 0	5 0	5 0	7 0	7 0	24 0	24 0	16 0	16 0	‡	‡	6 0	6 0	18 0	18 0	27 0	27 0	10 0	10 0	55 9	53 3	8 0	8 0
Bombay—																										
Konkan—																										
Karwar (Kánara)	10 3	10 3	...	...	9 3	9 2	10 2	10 2	15 3	15 3	13 2	13 2	21 9	21 9	...	...	12 8	12 8	...	...	...	...	312 0	312 0	9 12	9 12
Ratnágiri	10 13	10 2	...	...	10 14	10 14	11 6	11 6	14 7	13 2	15 4	14 9	14 2	*	...	...	13 14	13 14	...	...	*	*	134 6	134 6	11 8	10 6
Alibág (Colába)	10 3	10 3	...	...	10 13	10 13	11 11	11 11	11 9	11 9	12 12	12 12	*	*	...	...	11 14	11 14	...	...	*	*	89 10	89 10	10 14	10 14
Bombay	11 1	11 1	...	...	6 6	6 6	10 6	10 6	13 8	13 8	13 15	13 15	13 8	13 8	...	...	15 0	15 0	...	...	13 4	13 4	79 7	79 7	11 9	11 9
Tanna	12 12	12 12	...	...	10 3	10 3	11 2	11 2	*	*	14 6	14 6	18 10	18 10	...	...	14 3	14 3	...	...	*	*	89 10	89 10	12 4	12 4
Deccan—																										
Dhárwar	18 10	17 2	...	...	10 1	9 7	10 8	9 14	19 6	18 15	18 10	18 0	*	*	...	...	14 10	13 15	...	...	18 8	18 10	100 0	100 0	10 5	11 10
Belgaum	18 4	17 3	...	...	9 11	9 11	10 0	10 0	19 11	20 4	19 8	18 8	26 0	25 0	...	...	15 8	15 0	...	...	15 9	16 10	104 0	92 7	11 8	11 1
Satara	13 1	13 1	...	...	8 14	7 7	10 2	9 1	20 3	18 12	16 12	15 5	...	...	...	...	14 7	14 7	...	...	...	...	91 3	91 3	11 4	11 4
Sholapur	14 14	14 14	...	...	7 10	7 10	10 12	10 12	19 11	19 11	19 11	17 14	*	*	...	...	18 0	18 0	...	...	*	*	80 0	80 0	11 10	11 10
Bijápur	21 5	20 7	...	...	8 5	8 5	10 15	10 15	26 2	26 2	22 15	22 15	...	...	...	...	17 14	19 11	...	...	...	...	89 0	64 0	11 6	11 6
Poona	13 15	13 15	...	...	9 1	9 1	10 3	10 3	18 13	18 13	16 2	16 2	15 13	15 13	...	...	16 6	16 6	...	...	17 2	17 2	81 1	81 1	10 12	10 12
Khandesh—																										
Ahmadnagar	21 0	18 13	...	...	8 13	8 13	9 13	9 13	24 12	23 6	21 15	17 9	*	*	...	...	20 1	18 12	...	...	19 3	16 3	85 5	80 0	12 6	11 11
Násik	16 9	15 13	...	...	8 14	8 14	11 11	11 11	22 6	21 0	15 9	14 13	21 14	*	...	...	17 2	17 2	...	...	...	...	128 0	116 6	12 1	12 1
Dhulia (Khandesh)	17 8	17 8	...	...	7 7	7 7	9 7	9 7	20 11	20 11	18 6	18 6	*	*	...	...	14 14	14 14	...	...	*	*	80 0	80 0	10 2	10 2
Guserat—																										
Surat	12 8	12 8	...	...	6 15	7 6	7 13	8 5	14 13	14 13	12 15	12 15	*	*	...	...	14 13	14 13	...	...	14 13	14 13	74 0	74 0	12 0	12 0
Broach	12 8	13 0	...	...	8 0	7 8	10 8	10 8	16 0	16 0	12 0	12 0	*	*	...	...	20 0	20 0	...	...	17 0	18 0	100 0	100 0	13 4	13 4
Kaira	14 0	14 0	...	...	8 0	8 0	13 8	13 8	16 0	16 0	14 8	14 8	20 0	20 0	...	...	18 0	18 0	...	...	*	*	165 11	106 11	12 0	12 0
Baroda (Camp)	11 0	11 0	...	...	8 0	8 0	9 0	9 0	16 0	16 0	13 0	12 8	*	*	...	...	14 0	14 8	...	...	*	*	91 7	91 7	11 0	11 0
Ahmadabad	15 0	15 0	...	...	12 0	12 8	13 8	13 8	20 0	20 0	16 0	14 8	...	...	...	...	22 8	22 0	...	...	...	...	70 0	70 0	13 10	13 10
Godhra (Panch Mahals)	13 0	13 0	...	...	12 0	12 0	13 0	13 0	19 0	19 0	16 0	16 0	22 8	22 8	...	...	25 0	25 0	...	...	20 0	20 0	182 0	182 0	12 8	12 8
Deesa Cantonment	15 0	15 0	...	...	7 8	7 8	9 0	9 0	17 0	17 0	15 0	15 0	*	*	...	...	21 0	21 0	...	...	*	*	192 0	192 0	11 0	11 0
Kattywar—																										
Rájkot	12 5	13 14	...	...	5 8	5 8	7 0	7 0	17 6	18 8	13 1	13 10	*	*	...	...	18 14	18 14	...	...	*	*	70 0	60 0	56 2	56 2
Central Provinces—																										
Western—																										
Nimar	14 3	14 3	...	...	6 12	6 12	13 1	13 1	22 9	22 9	...	...	...	...	...	...	16 2	16 2	...	...	12 1	12 1	100 0	100 0	10 13	10 13
Khandwa-Asirgarh Cant.	13 0	13 0	...	...	9 0	9 0	12 0	12 0	21 0	21 0	21 0	21 0	...	...	...	...	16 0	16 0	...	...	...	...	160 0	160 0	9 0	9 8
Hoshangabad	14 4	14 4	...	...	8 1	8 1	10 4	10 4	16 2	16 2	...	...	...	...	...	...	15 7	15 7	...	...	11 11	11 11	160 0	160 0	9 8	9 8
Betúl	16 0	16 0	...	...	...	...	9 13	9 13	27 0	27 0	...	...	...	...	...	...	18 0	18 0	...	...	10 13	10 13	240 0	240 0	9 2	9 2
Chhindwára	12 11	12 11	...	...	7 4	8 0	11 7	10 14	20 9	20 9	...	...	...	...	...	...	19 0	21 11	...	...	12 0	12 0	160 0	140 0	9 2	9 2
Nágpur	15 10	15 10	...	...	10 0	10 0	11 4	11 4	18 12	18 2	...	...	...	...	...	...	17 8	18 2	...	...	13 2	12 8	125 0	115 0	10 2	10 2
Wardha	14 9	14 9	...	...	8 0	8 0	10 0	10 0	17 12	17 12	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	120 0	120 0	10 10	10 10
Central—																										
Narsinghpur	13 0	13 0	...	...	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	18 0	18 0	...	...	18 0	18 0	120 0	120 0	9 2	9 2
Saugor	11 4	11 4	...	...	9 1	9 1	9 6	9 6	...	...	...	...	...	...	...	...	17 10	19 0	...	...	19 6	19 6	130 0	130 0	9 2	9 2
Damoh	11 4	10 5	...	...	12 8	12 8	13 0	13 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	10 6	10 6	100 0	160 0	9 6	9 6
Jubbulpore	13 0	12 0	...	...	10 4	10 4	14 0	14 0	19 0	17 8	...	...	...	...	...	...	17 4	17 4	...	...	10 4	12 0	120 0	120 0	9 4	9 4
Saghalbhand (Sutna)	12 8	13 0	18 4	19 0	8 0	8 0	16 0	15 0	13 0	13 0	17 0	15 0	*	*	10 8	12 0	18 2	19 8	...	...	16 0	22 0	140 0	140 0	10 8	9 4
Mandla	18 0	15 0	...	...	12 0	12 0	16 0	15 0	...	...	...	...	...	...	...	...	27 0	25 0	...	...	13 0	13 0	200 0	200 0	9 0	9 0
Seoni	16 9	16 9	...	...	9 12	9 12	13 5	13 6	...	...	...	...	...	...	...	...	18 10	18 10	...	...	11 8	11 8	180 0	180 0	8 12	8 12
Bálághát	14 0	11 0	...	...	10 0	9 0	16 0	16 0	...	...	...	...	...	...	...	...	14 0	13 0	...	...	10 0	9 0	100 0	100 0	10 0	8 8
Bhandára	15 0	15 0	...	...	...	...	12 8	12 8	...	...	...	...	...	...	...	...	13 4	15 0	...	...	12 0	11 4	200 0	200 0	9 0	8 8
Chánda	13 8	13 8	...	...	...	...	12 8	12 8	16 5	16 5	...	...	...	...	...	...	13 14	13 14	...	...	12 0	12 0	320 0	320 0	10 0	10 0
Eastern—																										
Bilaspur	17 12	17 12	...	...	12 5	12 5	18 0	18 0	...	...	...	...	...	...	...	...	17 0	18 0	...	...	...	...	130 0	130 0	8 0	8 0
Raipur	18 9	18 9	...	...	11 15	11 15	17 1	17 1	...	...	...	...	...	...	...	...	15 15	15 15	...	...	16 3	15 5	90 0	90 0	9 0	9 0
Sambalpur	14 0	14 0	...	...	12 4	13 2	17 8	17 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	10 0	10 0	120 0	120 0	9 10	9 10
Berar—																										
Buldána	18 0	17 8	...	...	7 0	7 0	10 0	10 0	22 0	21 0	18 0	18 0	...	...	...	...	19 0	17 0	...	...	13 0	13 0	182 0	182 0	9 0	9 8
Básim	17 8	17 8	...	...	7 8	7 8	11 8	11 0	20 0	19 0	...	...	...	...	...	...	17 0	17 0	...	...	13 8	13 8	64 0	75 0	9 0	9 8
Akola	15 0	15 0	...	...	6 0	6 0	8 0	8 0	21 8	20 0	17 8	...	...	...	...	...	17 8	18 0	...	...	12 0	12 0	96 0	96 0	12 0	12 0
Ellichpur	14 0	14 0	...	...	6 0	6 0	8 0	8 0	19 0	19 0	15 0	15 0	...	...	...	...	14 0	14 0	...	...	15 0	15 0	120 0	120 0	10 0	10 0
Amraoti	14 8	14 8	9 0	9 0	7 0	7 0	9 0	9 0	18 8	18 8	16 0	14 8	...	...	...	...	15 0	15 0	...	...	13 0	13 0	84 0	84 0	10 0	10 0
Wún	14 0	14 0	...	...	8 0	8 0	10 0	10 0	17 0	17 0	13 0	14 0	...	...	...	...	14 0	14 0	...	...	16 0	16 0	240 0	240 0	9 8	9 8
Nizam's Territories—																										
Secunderabad	13 3	13 3	*	*	7 8	7 8	9 13	10 3	13 3	13 3	17 12	17 12	22 3	22 3	*	*	12 15	12 15	*	*	17 12	17 12	120 0	120 0	8 8	8 10
Bolárum	14 0	14 0	*	*	8 2	8 2	10 8	10 8	16 9	16 12	*	*	*	*	*	*	14 3	13 7	*	*	*	*	116 14	116 14	8 12	8 12
Chadarghat	12 0	11 8	*	*	7 8	7 8	13 0	11 8	21 8	17 8	21 0	23 0	*	*	*	*	18 4	14 8	*	*	*	*	130 0	145 0	9 8	9 8

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

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

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorgum vulgare*).		Bajra or gumbu (*Penicillaria spicata*).		Maize (*Zea Mays*).		Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Aehar, or thur, Cadian pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14 0	11 12	96 0	96 0	9 12	9 12
S. Canara	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14 0	13 0	96 0	96 0	10 0	10 0
South, central—																					12 8	12 8	150 0	150 0	10 0	10 0
Coimbatore	22 3	22 6	...	...	11 13	11 13	11 13	11 13	20 14	21 5	19 11	19 2	13 0	...	21 14	21 14	23 13	23 13	10 14	10 14	14 0	14 0	224 0	224 0	9 8	9 8
Nilgiris	...	...	...	...	8 13	8 13	8 13	8 13	...	...	...	...	...	...	20 10	20 10	20 10	20 10	10 10	10 10	13 0	13 0	200 0	200 0	9 0	9 0
Salem	23 14	23 14	23 14	23 14	10 13	10 13	10 13	10 13	19 2	18 6	23 6	23 3	23 14	23 14	23 14	23 14	23 14	23 14	11 5	12 3	8 0	8 0	240 0	240 0	9 12	9 12
Central—																					14 0	14 0	320 0	320 0	9 0	9 0
Bellary	...	...	...	...	11 13	11 13	11 13	11 13	20 14	21 5	19 11	19 2	13 0	...	21 14	21 14	23 13	23 13	10 14	10 14	14 0	14 0	320 0	320 0	9 0	9 0
Anantapur	...	...	...	...	8 13	8 13	8 13	8 13	...	...	...	...	...	...	20 10	20 10	20 10	20 10	10 10	10 10						
Cuddapah	...	...	...	...	10 13	10 13	10 13	10 13	19 2	18 6	23 6	23 3	23 14	23 14	23 14	23 14	23 14	23 14	11 5	12 3						
Kurnool	...	...	...	...	10 13	10 13	10 13	10 13	19 2	18 6	23 6	23 3	23 14	23 14	23 14	23 14	23 14	23 14	11 5	12 3						
East Coast, north—																										
Ganjam	...	...	...	...	10 13	10 13	10 13	10 13	25 13	26 5	...	...	13 0	...	24 13	24 13	23 13	23 13	10 14	10 14	8 12	8 12	96 0	96 0	9 12	9 12
Vizagapatam	...	...	...	...	10 13	10 13	10 13	10 13	25 13	25 13	24 13	23 3	23 14	23 14	23 14	23 14	23 14	23 14	11 5	12 3	8 8	8 8	96 0	96 0	10 0	10 0
Godavari	...	...	...	...	11 10	11 10	11 10	11 6	19 0	24 5	...	...	15 0	15 0	23 10	23 10	23 10	23 10	10 10	10 10	10 12	10 12	150 0	150 0	10 0	10 0
East Coast, central—																					8 0	8 0	224 0	224 0	9 8	9 8
Kistna	...	...	...	...	12 13	12 13	12 13	12 13	25 13	26 5	...	...	15 0	...	24 13	24 13	23 13	23 13	10 14	10 14	10 12	10 12	200 0	200 0	9 0	9 0
Nellore	...	...	...	...	10 11	10 11	10 11	10 11	25 13	25 13	24 13	23 3	23 14	23 14	23 14	23 14	23 14	23 14	11 5	12 3	10 4	10 4	240 0	240 0	9 0	9 0
East Coast, south—																					12 8	12 8	320 0	320 0	9 12	9 12
Madras	...	...	...	...	13 0	13 0	13 0	13 0	19 6	21 5	...	...	13 0	...	21 14	21 14	23 13	23 13	10 14	10 14	12 8	12 8	320 0	320 0	9 0	9 0
Chingleput	...	...	...	...	13 3	13 3	13 3	13 3	17 6	16 13	21 6	18 13	17 6	16 13	20 10	20 10	20 10	20 10	11 5	12 3						
N. Arcot	...	...	...	...	14 13	14 13	14 13	14 13	22 11	22 11	27 11	18 13	22 11	22 11	23 11	23 11	23 11	23 11	12 3	12 3						
S. Arcot	...	...	...	...	10 14	10 14	10 14	10 14	19 6	19 6	...	...	17 6	17 6	23 10	23 10	23 10	23 10	11 2	11 2						
Tanjore	...	...	...	...	10 10	10 10	10 10	10 10	19 6	19 6	25 6	24 11	17 6	16 13	23 10	23 10	23 10	23 10	10 10	10 10						
Trichinopoly	...	...	...	...	11 5	11 5	11 5	11 5	19 6	19 6	25 6	24 11	17 6	16 13	23 10	23 10	23 10	23 10	11 5	11 5						
Southern—																										
Tinnevelly	...	...	...	...	12 3	12 3	12 3	12 3	19 6	19 6	25 6	24 11	17 6	16 13	23 10	23 10	23 10	23 10	12 3	12 3						
Madura	...	...	...	...	13 13	13 13	13 13	13 13	19 6	19 6	25 6	24 11	17 6	16 13	23 10	23 10	23 10	23 10	13 13	13 13						
Mysore—																										
Mysore	...	...	...	...	10 14	10 14	10 14	10 14	17 14	17 3	19 11	19 11	17 14	18 6	21 14	21 14	23 13	23 13	10 14	10 14						
Bangalore	...	...	...	...	11 0	11 5	11 0	11 5	*	*	*	*	*	*	*	*	*	*	*	*						
Kolar	...	...	...	...	10 10	10 2	10 10	10 2	19 6	19 6	17 6	17 10	19 6	18 6	19 6	19 6	19 6	19 6	10 14	10 14						
Tumkur	...	...	...	...	8 12	7 12	8 12	8 12	25 0	25 0	21 0	21 0	25 0	25 0	26 0	26 0	24 0	24 0	11 0	11 0						
Hassan	...	...	...	...	8 8	7 8	8 8	8 8	23 4	23 0	18 0	...	23 0	23 0	27 14	28 0	28 0	28 0	12 0	12 0						
Kadur	...	...	...	...	10 12	7 14	10 12	11 0	23 0	23 0	30 0	32 0	25 0	25 0	31 0	31 0	30 0	32 0	10 4	10 4						
Shimoga	...	...	...	...	10 0	9 0	10 0	10 0	25 0	25 0	...	...	...	...	33 0	33 0	32 0	32 0	12 0	12 8						
Chitaldroog	...	...	...	...	10 0	8 0	10 0	10 0	25 0	25 0	...	...	...	...	24 0	24 0	24 0	24 0	10 0	10 0						
Coorg—																										
Coorg	13 12	13 8	...	...	12 1	12 1	12 1	12 2	26 12	25 7	...	...	26 12	25 7	34 16	34 16	33 5	32 5	13 10	13 10						
Ajmer	15 0	15 0	15 0	15 0	11 8	11 8	11 8	11 8	32 0	32 0	20 0	24 0	32 0	32 0	42 0	42 0	38 0	38 0	15 0	15 0						
	9 0	9 0	7 8	7 8	12 0	12 0	11 8	11 8	25 0	25 0	21 0	21 0	25 0	25 0	28 0	26 8	26 8	26 8	24 0	24 0						
	7 0	7 0	...	...	6 9	6 9	6 9	6 9	10 3	10 3	9 4	9 4	10 3	10 3	*	*	*	*	9 4	9 4						

* Not sold.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

STEPHEN JACOB,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. on Saturday, December 22nd, 1894.

General Summary.—With the exception of a few light showers in East Bengal, the week opened with fine weather over the whole of India and Burma. The first indications of a change were observable on Tuesday, when skies began to cloud over in Baluchistan. By next morning a diffused disturbance covering a large tract of country was causing slightly unsettled weather over the whole of Baluchistan and North-Western India. No rain was, however, reported until next day, when the disturbance had advanced to Bundelkhand and gave light rain to the Central Provinces and Central India. A very shallow secondary depression appeared the same day in the Central Punjab, but it filled up during the day without causing any rainfall. The primary depression continued to advance eastwards, and by Friday morning was central near Bogra in Bengal. Rain had continued in Central India and the Central Provinces, and showers had fallen in Chota Nagpur. The depression filled up during the next 24 hours after giving light to moderate rain to North Bengal, Assam and Upper Burma. Skies had, however, begun to cloud over in Baluchistan on Friday, and on Saturday morning a brisk fall of the barometer indicated the advance of another depression from the west.

Temperature was normal or in defect in North-Western India during the week, but over the remainder of India and Burma it was in excess of the normal, the excess being greatest in the Central Provinces where it was due chiefly to unusually high night temperatures. For the whole of India the mean temperature of the week was 1°·4 above the normal.

Less rain than usual was received in most provinces, the only parts of the country where rainfall in excess of the normal fall for the week was received being the eastern states of Central India, the Central Provinces, North and East Bengal and the Brahmaputra Valley.

Daily Summary.—*Sunday.*—Pressure had fallen in the Punjab and Upper Sind and was steady or had changed by small amounts elsewhere. It was practically normal at the head of the Bay and in the Peninsula, but in excess of the normal elsewhere. Weather was slightly disturbed in East Bengal. Barisal had received ·67 inch of rain, and light showers had fallen at Chittagong, Colombo and Negapatam.

Monday.—The barometer had fallen slightly in North-Western India and had risen slightly in North-Eastern India, but was steady in the Peninsula. Pressure was in general slight excess, the excess being greatest in Sind, the North-Western Provinces and Lower Burma. A few light showers were received in East Bengal and the Coromandel coast districts.

Tuesday.—Pressure had risen briskly to rapidly over the Punjab, East Baluchistan, Upper Sind and Rajputana, but was steady in West Baluchistan and North Bombay, and had risen slightly over the remainder of India. Winds had shifted to southerly and easterly directions in Baluchistan and Lower Sind, and skies were heavily clouded in Baluchistan. Light showers were reported from Chittagong, Colombo and Southern India. Colombo had received ·47 inch and Cuddalore ·29 inch.

Wednesday.—The barometer had fallen briskly in North-Western India and East Baluchistan and had changed by small amounts elsewhere. Winds were unchanged in direction in Baluchistan and a diffused disturbance was apparently affecting a large tract of country, including Baluchistan and North-Western India, where weather was slightly unsettled.

Thursday.—Pressure had fallen slightly in the West Punjab, Rajputana and Bundelkhand, and was steady or had risen slightly over the remainder of the Indian area. The depression had advanced to Bundelkhand and the adjacent districts where pressure was relatively low and winds were feebly cyclonic in direction. An area of low pressure also covered the Central Punjab, and strong north-westerly winds were blowing at Cherat. Light showers had been received in the Central Provinces and Central India, the more important being: Neemuch ·47 inch, Saugor ·42 inch and Jubbulpore ·25 inch. Cuddalore, in Southern India, reported a fall of 1·06 inches.

Friday.—Pressure had risen slightly in the Punjab and the secondary depression in the Central Punjab had filled up. Pressure had fallen generally elsewhere, and the primary depression had advanced into Eastern and Central Bengal and was central near Bogra. Showers had been received in the Central Provinces, Central India and Chota Nagpur, the principal falls being ·66 inch at Pachmarhi, ·48 inch at Hoshangabad and ·3 inch at Ranchi.

Saturday.—Pressure had risen slightly to briskly in North-Eastern India and Burma, and the depression in Bengal had filled up. The barometer had fallen briskly in Baluchistan and slightly in the Punjab and Sind, and another depression was indicated approaching from the west. Winds were south-easterly in Baluchistan, and a gale of wind was reported from Chaman. Light to moderate rain had been received in North Bengal, Assam and Upper Burma. Kindat reported a fall of 1·01 inches, Lashio ·83 inch and Dhubri ·68 inch.

Temperature.—Unusually high temperatures, chiefly due to excessive night temperatures, prevailed during the week over the whole of India and Burma, with the exception of the Punjab, Sind and Rajputana. Temperature was most in excess in the Central Provinces, where the excess over the normal ranged from 3°·6 on the 21st to 6°·4 on the 20th. For the whole week the mean temperature averaged 4°·6 in excess in the Central Provinces, 2°·5 in Bombay, 2°·2 in Burma and Bengal and 1°·9 in Madras. It was 2° below the normal in Sind and Rajputana.

The mean temperature for the whole of India was in excess throughout the week, the excess being most marked on the 20th when it averaged 2°. For the whole week it was 1°·4 above the normal.

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

Province.	December 1894.							Mean Variation of week.
	16th.	17th.	18th.	19th.	20th.	21st.	22nd.	
	°	°	°	°	°	°	°	°
Burma	+0·8	+2·2	+2·8	+3·7	+3·5	+2·0	+0·5	+2·2
Bengal and Assam	+4·5	+2·3	+1·3	+1·2	+1·5	+2·5	+2·3	+2·2
North-Western Provinces and Oudh	+1·0	−0·1	+0·5	+0·2	+0·8	+0·3	+0·8	+0·5
Punjab	−1·9	−0·8	−0·5	+0·1	−0·7	−0·7	+1·5	−0·4
Bombay	+1·2	+1·9	+2·7	+3·5	+2·9	+2·8	+2·4	+2·5
Central Provinces and Berar	+4·3	+4·4	+5·0	+4·5	+6·4	+3·6	+3·9	+4·6
Central India and Gujarat	−0·9	−0·1	+0·1	+2·7	+3·8	+1·6	+1·7	+1·3
Sind and Rajputana	−4·5	−3·6	−2·4	−1·4	−1·7	−1·1	+0·8	−2·0
Madras	+2·5	+2·0	+1·6	+1·9	+1·7	+2·2	+1·1	+1·9
	°	°	°	°	°	°	°	°
Mean for whole of India	+0·8	+0·9	+1·2	+1·8	+2·0	+1·5	+1·7	+1·4

Rainfall.—Rain fell during the week in 20 of the 52 rainfall divisions, but the amounts received in all divisions were small. The largest average rainfall was ·47 inch in the Madras East Coast (South). Assam (Brahmaputra) received ·42 inch, and the Central and Eastern districts of the Central Provinces and East Bengal received amounts slightly exceeding ·25 inch, but in no other divisions did the rainfall exceed a quarter of an inch, and in 11 divisions it was below a tenth of an inch. The rainfall of the week was in excess of the normal in the Central Provinces, the Brahmaputra Valley, East and North Bengal and the eastern states of Central India.

For the period from the 14th October to the 22nd December rainfall was in defect of the normal amount in Burma, the North-West and West Punjab, Sind, and East Coast (South). It was either practically normal or in excess of the normal in all other divisions.

Province.	Division.	Rainfall data for week ending 22nd December, 1894.			Rainfall data from 14th October to 22nd December, 1894.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, 14th October to 22nd December.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0	0	0·64	5·26	— 88
	Lower Burma	0	0·01	—0·01	2·19	7·17	— 69
	Central do.	0	0·01	—0·01	2·61	4·55	— 43
	Upper do.	0·16	?	?	4·00	?	?
	Arakan	0	0·03	—0·03	2·35	7·43	— 68
Bengal and Assam	Eastern Bengal	0·27	0·03	+0·24	7·65	4·35	+ 76
	Assam (Surma)	0·02	0·03	—0·01	18·63	4·08	+ 351
	Do. (Brahmaputra)	0·42	0·08	+0·34	7·59	2·55	+ 198
	Deltaic Bengal	0	0·05	—0·05	7·00	2·83	+ 147
	Central do.	0·01	0·04	—0·03	5·73	2·30	+ 149
	North do.	0·18	0·06	+0·12	6·46	2·51	+ 157
	Orissa	0	0·13	—0·13	7·27	5·31	+ 37
	Chota Nagpur	0·08	0·15	—0·07	2·55	1·85	+ 36
	Bihar (South)	0·01	0·06	—0·05	6·03	1·59	+ 273
	Do. (North)	0	0·05	—0·05	4·76	1·28	+ 272
North-Western Provinces and Oudh.	North-Western Provinces (East)	0·	0·11	—0·11	5·71	1·11	+ 414
	North-Western Provinces Submontane (*a*)	0	0·08	—0·08	5·82	1·03	+ 465
	Oudh (South)	0	0·17	—0·17	6·88	0·71	+ 869
	Do. (North)	0	0·17	—0·17	3·92	0·63	+ 522
	North-Western Provinces (Central)	0	0·13	—0·13	5·53	0·48	+ 1,052
	North-Western Provinces (West)	0·01	0·12	—0·11	2·32	0·36	+ 544
	North-Western Provinces (Submontane) (*b*)	0	0·17	—0·17	3·21	0·54	+ 494
Punjab	Punjab (South)	0	0·09	—0·09	0·60	0·34	+ 76
	Do. (Central)	0	0·08	—0·08	2·26	0·37	+ 511
	Do. (Submontane)	0	0·20	—0·20	2·79	0·63	+ 343
	Do. (Hill Districts)	0	0·35	—0·35	9·13	1·36	+ 645
	Do. (North-West)	0	0·08	—0·08	0·34	1·01	— 66
	Do. (West)	0	0·01	—0·01	0·11	0·23	— 52
Bombay and Malabar Coast Districts (Madras)	Malabar	0	0·12	—0·12	11·19	9·90	+ 13
	Madras (South Central)	0·06	0·44	—0·38	8·61	9·08	— 11
	Coorg	0	0·14	—0·14	6·58	8·06	— 18
	Mysore	0	0·21	—0·21	5·98	5·80	+ 3
	Konkan	0	0·07	—0·07	4·39	3·55	+ 24
	Bombay Deccan	0	0·13	—0·13	4·18	4·10	+ 2
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0·22	—0·22	3·62	2·71	+ 34
Central Provinces and Berar.	Berar	0	0·14	—0·14	4·73	2·58	+ 83
	Central Provinces (West)	0·16	0·16	0	5·37	1·78	+ 202
	Do. (Central)	0·29	0·07	+0·22	5·28	1·40	+ 277
	Do. (East)	0·27	0·09	+0·18	3·68	1·54	+ 139
Bombay (North)	Gujarat	0	0·02	—0·02	6·00	0·60	+ 900
	Kathiawar	0	0	0	2·45	0·34	+ 621
	Sind	0·02	0·05	—0·03	0·14	0·22	— 36
Rajputana and Central India.	Central India (East)	0·25	0·04	+0·21	4·17	0·82	+ 405
	Rajputana (East) Central India (West)	0·01	0·04	—0·03	0·97	0·58	+ 67
	Rajputana (West)	0	0·02	—0·02	0·40	0·15	+ 167
Madras	East Coast (North)	0	0·13	—0·13	12·63	8·96	+ 41
	Do. (do.) (*a*)	0	0·04	—0·04	8·85	5·35	+ 65
	Hyderabad (South)	0	0·03	—0·03	2·70	1·38	+ 96
	Madras (Central)	0·02	0·13	—0·11	5·97	5·48	+ 9
	East Coast (Central)	0·08	0·42	—0·34	15·01	12·47	+ 20
	Do. (South)	0·47	1·64	—1·17	14·26	18·57	— 23
	Madras (South)	0·08	0·86	—0·78	11·83	13·01	— 9

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Actg. Asst. Meteorological Reporter to the Government of India.

SIMLA, *27th December 1894.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 29th December.*—Scattered showers have fallen in the Southern districts, moderate rain in Tanjore. The water-supply is generally sufficient, but rain is urgently wanted in many districts. Agricultural operations continue. The standing crops are generally fair, but need rain. The harvest continues with fair to average outturn. Pasture and fodder are generally sufficient. Prices are generally steady, but rising slightly in parts of the Deccan and Central districts.

Bombay.—*For week ending 2nd January.*—Slight rain in Shikarpur. The standing crops have been damaged by blight in parts of Bijapur and Dharwar, and are suffering for want of rain in parts of Poona, Sholapur, and Belgaum. Sowing of the late crops is progressing in nine, and reaping of early crops in four, districts. Cotton-picking continues in parts of Ahmednagar. Fodder supply sufficient. Agricultural stock in good condition. Prices are normal.

Bengal.—*For week ending 31st December.*—There was slight rain in Bihar, but no rain is reported elsewhere. Reports of the crops continue satisfactory. The harvesting of winter rice is proceeding with good results. Prospects of the spring crops and sugarcane are favourable. Poppy is generally doing well, but in Hazaribagh the crop is backward. Cattle are in good condition. The price of common rice is normal and is falling in some districts.

North-Western Provinces and Oudh.—*For week ending 2nd January.*—Weather generally cloudy with showers in several districts. Hail is reported from Jhansi, but no damage has been done. The condition of the crops and prospects are good. Prices are normal, but rising in places.

Punjab.—*For week ending 2nd January.*—Rain has fallen in all districts except Lahore and Sialkot. Harvesting of the autumn crops is almost over. Sugarcane-pressing and cotton-picking continue. Sowings of the spring crops have been finished. The standing crops are generally in good condition except on low-lying lands in Delhi and Peshawar. Prospects are promising, but a spell of sunny weather is needed in Umballa for the growth of the crops. Cattle are generally in good condition and fodder is sufficient throughout the province. Prices are rising in Umballa, normal in Delhi, low elsewhere.

Central Provinces.—*For week ending 2nd January.*—Weather generally clear and cold. Harvesting of the autumn crops is in progress. Winter sowings have been completed. In parts of a few districts the linseed crop has been attacked by rust, otherwise the crops are doing well and prospects are favourable. Prices are steady.

Burma.—*For week ending 29th December.*—No rain. Reaping of the main paddy crop is well advanced in Lower Burma, the outturn is poor. In Upper Burma reaping of wet-weather paddy is nearly completed in several districts and cultivation of the dry crops is progressing everywhere. Prospects are good, except in the south of the Central Zone. Fodder and water are sufficient. The price of paddy is about normal in Lower Burma, but very high in Tharrawaddy; steady and below normal in Upper Burma.

Assam.—*For week ending 1st January.*—Weather seasonable. Harvesting of winter paddy continues. Condition of cattle fair. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 2nd January.*—MYSORE: The standing crops are in good condition. Prospects are favourable. *Ragi* (*Eleusine coracana*) has been harvested in parts of six districts. Prices continue steady.

COORG: Reaping of rice and picking of coffee are still in progress. Fodder and water for cattle sufficient. Prices of food grains remain normal.

Berar and Hyderabad.—*For week ending 2nd January.*—BERAR: Weather clear and cool. The winter crops are thriving well. Picking of cotton and cutting of *juar* (*Sorghum vulgare*) continue. Fodder and water are sufficient. Prices have risen in two, fallen in one, and steady in the remaining three districts.

HYDERABAD: No rain during the week. Harvesting of the autumn crops is very nearly completed. Land is being ploughed for the hot-weather crops. Prices continue normal.

Central India.—*For week ending 2nd January.*—Rain fell during the week in four Agencies. Agricultural operations have been completed in Bhopal; in progress elsewhere. The standing crops are in fairly good condition, though some damage has been done by recent rain and hail storms. The condition of agricultural stock is indifferent in Gwalior, but fairly good elsewhere. Prices of food grains are normal in Bhopal and Bhopawar, above normal in Gwalior, Bundelkhand, Goona, and the Neemuch district. The condition of the opium crop is good.

Rajputana.—*For week ending 2nd January.*—Rainfall good in Bhurtpore, Jeypore, and Ulwar; slight in Kotah, Harowtee, Dholepur, and Ajmere. Agricultural operations are satisfactory. The standing crops and harvest prospects are good. Cattle generally in good condition. Fodder is sufficient, but failing in Dholepur and Bhurtpore. Prices are rising in four States, falling in one, and normal elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 1st January.*—Weather cloudy. Sowings for the spring crops have been completed in most places. Prices continue normal.

JAMMU PROVINCE.—*For week ending 2nd January.*—Slight rain. Weather cloudy. Crops in good condition. Fodder sufficient. Prices show a tendency to fall.

Nepal.—*For week ending 29th December.*—Weather foggy. Wheat sowing finished.

DENZIL IBBETSON,
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GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 23RD DECEMBER 1893, AND FROM 1ST JULY TO 22ND DECEMBER 1894.

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

Railway.	Average earnings per mile per week during the 2nd-half of 1893.	Week ending 23rd December 1893. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Week ending 22nd December 1894. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Earnings from 1st July to 23rd December 1893.	Earnings from 1st July to 22nd December 1894.	Increase.	Decrease.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	552	1,634	10,68,056	654	1,687	10,38,154	615	2,25,33,828	2,33,34,511	8,00,683	...
Bengal-Nágpur	107	863	1,31,625	153	862	1,33,161	152	22,29,521	20,84,400	...	1,45,121
Indian Midland (*a*)	112	752	1,33,694	178	752	1,06,964	142	20,91,145	24,64,845	3,73,700	...
Bezwada extension	100	21	1,763	84	21	3,188	152	51,607	89,224	37,617	...
Metre gauge—											
Rajputana-Malwa (*b*)	216	1,699	5,48,100	323	1,790	5,10,130	285	88,71,866	98,62,522	9,90,656	...
Palanpur-Deesa	49	17	564	33	17	1,010	59	(*c*)3,680	10,211	12,531	...
South Indian	142	1,043	1,39,603	134	1,042	1,53,102	147	35,87,177	39,04,644	3,17,467	...
Máyavaram-Mutupet	...	...	...	...	54	3,693	69	...	1,07,461	1,07,461	...
Southern Mahratta (*d*)	90	1,163	1,13,682	98	1,165	1,25,445	108	25,82,461	26,07,383	24,922	...
Bengal and North-Western (*e*)	108	756	90,066	119	756	1,04,380	138	20,13,072	22,40,131	2,26,459	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	59	223	15,470	69	224	14,524	65	2,75,231	3,92,091	1,16,860	...
TOTAL	221	8,171	22,42,623	274	8,379	21,93,751	262	4,42,40,188	4,71,03,423	28,63,235	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	222	2,509	7,12,680	284	2,511	7,41,358	295	1,36,73,534	1,48,20,302	11,46,768	...
Oudh and Rohilkhand (state)	206	740	1,73,712	235	797	2,37,035	297	36,07,341	45,83,543	9,76,202	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	345	778	2,38,671	307	813	3,22,150	396	68,16,345	74,64,170	6,47,825	...
Bengal Central (*g*)	121	125	15,207	122	125	13,670	109	3,76,115	3,74,883	...	1,232
East Coast (state)	71	266	(*h*)14,039	53	321	24,792	77	(*h*)3,49,404	6,65,309	3,15,965	...
Metre gauge—											
Burma (state)	133	730	93,905	129	746	1,04,220	140	23,87,065	23,65,709	...	21,356
Special gauges—											
Jorhát (state provincial)	57	28	1,580	56	28	1,427	51	36,776	39,008	2,232	...
Cherra-Companyganj (state provincial)	52	8	410	51	8	677	85	10,464	11,489	1,025	...
TOTAL	216	5,184	12,50,204	241	5,349	14,45,329	270	2,72,57,044	3,03,24,473	30,67,429	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	392	1,490	9,84,308	661	1,490	7,07,024	475	1,42,20,023	1,21,88,283	...	20,31,740
Bombay, Baroda and Central India	495	461	3,30,677	717	461	3,20,000	707	54,97,113	57,57,380	2,60,267	...
Madras	239	840	1,92,894	230	840	1,91,235	228	49,65,326	48,48,336	...	1,16,990
TOTAL	363	2,791	15,07,879	540	2,791	12,24,259	439	2,46,82,462	2,27,93,999	...	18,88,463
TOTAL (GUARANTEED AND STATE)	244	16,146	50,00,706	310	16,510	4,863,339	295	9,01,79,694	10,02,21,895	40,42,201	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	145	161	23,950	149	161	25,204	157	5,92,869	6,02,137	9,268	...
Tarkessur	213	22	4,188	190	22	5,279	240	1,18,004	1,22,605	4,601	...
Metre gauge—											
Rohilkund and Kumaon (Company section)	123	67	7,576	113	67	5,580	83	1,99,114	2,02,021	2,907	...
Bengal Dooars	97	27	2,337	87	36	2,940	82	72,821	1,16,625	43,804	...
Dibru-Sadiya	127	78	4,876	63	78	9,276	119	2,49,029	2,03,043	14,614	...
Special gauge—											
Darjeeling-Himalayan	241	51	10,913	214	51	10,982	215	3,04,876	3,11,092	6,216	...
TOTAL	150	406	53,840	133	415	59,261	143	15,36,713	16,18,183	81,470	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	145	333	56,851	171	333	61,212	184	11,67,189	13,71,351	2,04,162	...
The Gaekwar's Petlád	82	13	1,439	111	13	1,120	86	27,052	28,625	1,573	...
Rájpura-Bhátinda	119	108	15,106	140	108	16,950	157	3,01,349	5,32,352	2,31,003	...
Kolar Gold-fields	...	...	...	...	10	1,632	163	...	60,039	60,039	...
Metre gauge—											
Southern Mahratta (Mysore section) (*j*)	96	362	32,496	90	362	33,156	92	8,34,103	7,88,207	...	45,896
The Gaekwar's Mehsána	59	93	9,849	106	93	6,650	72	1,30,108	1,25,858	...	4,310
Kolháp ur	73	29	2,261	78	29	1,646	57	52,771	50,221	...	2,550
Special gauge—											
The Gaekwar's Dabhoi	53	72	5,556	77	72	3,520	49	92,240	76,190	...	13,050
Cooch Behar	17	22	126	6	22	790	30	(*k*) 2,840	18,708	15,928	...
TOTAL	107	1,032	1,23,684	120	1,042	1,26,676	122	26,07,712	30,54,611	4,46,899	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	90	334	42,111	126	334	30,346	91	7,05,532	6,47,212	...	58,320
Jetalsar-Rájkot	61	46	2,416	53	46	2,706	59	69,355	68,532	...	823
Jodhpore-Bickaneer	46	364	20,464	56	364	16,800	46	4,11,260	4,19,051	7,791	...
Special gauge—											
Morvi	62	94	6,478	69	94	6,564	70	1,46,703	1,29,483	...	17,220
TOTAL	66	838	71,469	85	838	56,416	67	13,32,850	12,64,278	...	68,572
GRAND TOTAL	226	18,422	52,49,699	285	18,805	51,05,692	272	10,10,56,64	10,61,58,967	45,01,908	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 8th November to 23rd December 1893.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Includes the earnings of the Bezwada-Gódavari section.
(*i*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*j*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*k*) Total earnings from 15th September to 23rd December 1893.

CALCUTTA, *the 4th January, 1895.*

H. P. BURT,
Assistant Secretary.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XXXVIII OF 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

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

Railway.	Average earnings per mile per week in 1893-94.	Week ending 23rd December 1893. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Week ending 22nd December 1894. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Earnings from 1st April to 23rd December 1893.	Earnings from 1st April to 22nd December 1894.	Increase.	Decrease.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	602	1,634	10,68,056	654	1,687	10,38,154	615	3,57,04,065	3,70,85,647	13,81,582	...
Bengal-Nágpur	149	863	1,31,625	153	862	1,33,161	152	41,74,012	39,64,831	...	2,09,181
Indian Midland (*a*)	132	752	1,33,694	178	752	1,06,964	142	34,96,987	40,83,452	5,86,465	...
Bezwada extension	95	21	1,763	84	21	3,188	152	76,236	1,23,238	47,002	...
Metre gauge—											
Rajputana-Malwa (*b*)	261	1,699	5,48,100	323	1,790	5,10,130	285	1,55,00,726	1,73,87,567	18,86,841	...
Palanpur-Deesa	41	17	564	33	17	1,010	59	(*c*) 3,680	27,027	23,347	...
South Indian	144	1,043	1,39,603	134	1,042	1,53,102	147	58,23,697	60,29,979	2,06,282	...
Máyavaram-Mutupet	.....	...	...	...	54	3,693	69	...	(*d*) 1,56,012	1,56,012	...
Southern Mahratta (*e*)	100	1,163	1,13,682	98	1,165	1,25,445	108	43,42,549	45,42,869	2,00,320	...
Bengal and North-Western (*f*)	132	756	90,066	119	756	1,04,380	138	36,37,128	39,76,401	3,39,273	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	223	15,470	69	224	14,524	65	4,87,195	6,41,915	1,54,720	...
TOTAL	250	8,171	22,42,623	274	8,370	21,93,751	262	7,32,46,275	7,80,18,938	47,72,663	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*g*)	232	2,509	7,12,680	284	2,511	7,41,358	295	2,11,77,709	2,31,72,679	19,94,970	...
Oudh and Rohilkhand (state)	242	740	1,73,712	235	797	2,37,035	297	61,45,055	75,39,583	13,94,528	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	309	778	2,38,671	307	813	3,22,150	396	92,57,959	1,02,16,640	9,58,681	...
Bengal Central (*h*)	120	125	15,207	122	125	13,670	109	5,63,088	5,83,037	19,049	...
East Coast (state)	71	266	(*i*)14,039	53	321	24,792	77	(*i*) 4,16,777	10,79,596	6,62,819	...
Metre gauge—											
Burma (state)	171	730	93,905	129	746	1,04,220	140	40,94,028	39,31,886	...	1,62,142
Special gauges—											
Jorhát (state provincial)	49	28	1,580	56	28	1,427	51	55,113	55,641	528	...
Cherra-Companyganj (state provincial)	54	8	410	51	8	677	85	16,084	18,027	1,943	...
TOTAL	226	5,184	12,50,204	241	5,349	14,45,329	270	4,17,26,713	4,65,97,089	48,70,376	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*j*)	510	1,490	9,84,308	661	1,490	7,07,024	475	2,62,75,468	2,30,12,551	...	32,62,917
Bombay, Baroda and Central India	638	461	3,30,677	717	461	3,26,000	707	1,06,00,633	1,11,00,669	5,00,036	...
Madras	238	840	1,92,894	230	840	1,91,235	228	76,03,787	74,93,644	...	1,10,143
TOTAL	440	2,791	15,07,879	540	2,791	12,24,259	439	4,44,79,888	4,16,06,864	...	28,73,024
TOTAL (GUARANTEED AND STATE)	277	16,146	50,00,706	310	16,510	48,63,339	295	15,94,52,876	16,62,22,891	67,70,015	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	148	161	23,950	149	161	25,204	157	9,00,368	9,78,902	78,534	...
Tarkessur	253	22	4,188	190	22	5,279	240	1,99,970	2,15,639	15,669	...
Metre gauge—											
Rohilkhand and Kumaon (Company section)	137	67	7,576	113	67	5,580	83	3,36,478	3,37,242	764	...
Bengal Dooars	77	27	2,337	87	36	2,940	82	92,552	1,55,602	63,050	...
Dibru-Sadiya	130	78	4,876	63	78	9,276	119	3,80,870	3,93,910	13,040	...
Special gauge—											
Darjeeling-Himalayan	238	51	10,913	214	51	10,982	215	4,85,138	4,86,153	1,015	...
TOTAL	155	406	53,840	133	415	59,261	143	23,95,376	25,67,448	1,72,072	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	158	333	56,851	171	333	61,212	184	19,11,998	22,48,549	3,36,551	...
The Gaekwar's Petlád	92	13	1,439	111	13	1,120	86	44,687	50,947	6,260	...
Rájpura-Bhátinda	129	108	15,106	140	108	16,950	157	4,91,248	8,81,258	3,90,010	...
Kolar Gold-fields	...	...	...	...	10	1,632	163	...	(*k*)73,258	73,258	...
Metre gauge—											
Southern Mahratta (Mysore section) (*l*)	95	362	32,496	90	362	33,156	92	12,89,235	12,24,955	...	64,280
The Gaekwar's Mehsána	75	93	9,849	106	93	6,650	72	2,29,483	2,41,900	12,417	...
Kolháp ur	77	29	2,261	78	29	1,646	57	83,912	89,419	5,507	...
Special gauges—											
The Gaekwar's Dabhoi	67	72	5,556	77	72	3,520	49	1,73,037	1,58,291	...	14,746
Cooch Behar	20	22	126	6	22	790	36	(*m*)2,840	29,569	26,729	...
TOTAL	114	1,032	1,23,684	120	1,042	1,26,676	122	42,26,440	49,98,146	7,71,706	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	118	334	42,111	126	334	30,346	91	14,12,213	12,29,441	...	1,82,772
Jetalsar-Rájkot	60	46	2,416	53	46	2,706	59	(*n*)98,640	1,11,769	13,129	...
Jodhpore-Bickaneer	54	364	20,464	56	364	16,800	46	6,37,816	7,74,316	1,36,500	...
Special gauge—											
Morvi	67	94	6,478	69	94	6,564	70	2,37,142	2,27,224	...	9,918
TOTAL	81	838	71,469	85	838	56,416	67	23,85,811	23,42,750	...	43,061
GRAND TOTAL	256	18,422	52,49,699	285	18,805	51,05,692	272	16,84,60,503	17,61,31,235	76,70,732	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 8th November to 23rd December 1893.
(*d*) Total earnings from 2nd April to 22nd December 1894.
(*e*) Includes the Guntakal-Mysore frontier section.
(*f*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*g*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the earnings of the Bezwada-Gódavari section.
(*j*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*k*) Total earnings from 1st June to 22nd December 1894.
(*l*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*m*) Total earnings from 15th September to 23rd December 1893.
(*n*) Total earnings from 12th April to 23rd December 1893.

CALCUTTA, *the 4th January, 1895.*

H. P. BURT,
Assistant Secretary.

C

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.

CUSTOMS.

No. 57-S. R., dated Calcutta, the 4th January 1895.

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

READ—

Despatch from Her Majesty's Secretary of State for India, No. 169 (Revenue), dated the 13th December, 1894.

INDIA OFFICE,
London, 13th December 1894.

REVENUE,
No. 169.

To His Excellency The Right Honourable The Governor General of India in Council.

MY LORD,—I have considered in Council your Excellency's confidential letter, No. 210, dated the 7th August 1894, with your colleague Mr. Westland's Minute, regarding the imposition of import duties on cotton goods.

2. So far as a judgment can be formed at the present time, the Indian treasury requires an addition of a crore or a crore and a half to the present revenues. I observe that you still are of opinion that this addition can best be secured by the imposition of import duties on cotton goods. But Her Majesty's Government consider that, in accordance with the resolution of the House of Commons, these duties must not be protective in their nature.

3. Mr. Westland's Minute, embodying the results of a careful inquiry made by him into the circumstances of the Bombay cotton industry, concludes by recommending that import duties be imposed at the rate of,—

(*a*) 5 per cent *ad valorem* on all cotton piece goods;
(*b*) 3½ per cent. *ad valorem* on all cotton yarns of counts above 24;

and that an excise duty of,—

(*c*) 3½ per cent. *ad valorem* be levied on all machine-made cotton yarns, produced at mills in British India of counts above 24.

Indian-made piece goods would thus pay excise duty on the yarn of which they are woven, whenever such yarns are finer than 24s. It is proposed that a drawback be paid on exported yarns or goods, and that negotiations be undertaken with Native States in view to their levying a similar excise duty upon yarns made at mills within their borders.

Your Government consider Mr. Westland's proposals to be the best way of meeting the requirement of Her Majesty's Government that Indian cotton duties must not be protective.

4. I think that these proposals would comply with the requirements laid down, subject to two modifications of detail. First, I consider that the duty (import and excise) upon yarns should be at the same rate, 5 per cent. *ad valorem*, as on woven goods. I share the view expressed by the late Mr. James Wilson in his Financial Statement of the 18th February 1860, that, for reasons which he there states, "the same duty may be placed on yarns as is charged on "goods, without any perceptible injury to the trade." Moreover, I am not certain that a 3½ per cent. duty on yarns used in Indian fabrics might not to some extent protect Indian manufactures against imported goods of the same description, paying a 5 per cent. duty. Secondly, I am not satisfied that counts above 24 are, without doubt, the right line at which duty on yarns should begin. Mr. Westland shows good grounds for believing that imported yarns below 30s, and imported goods containing yarns below 30s, constitute a small proportion of the total importations of cotton goods. But it seems

that such goods are imported to some extent. Complete information on the subject does not appear to be available. On the whole, in order to prevent any possibility of the duties being protective, I consider the duty on yarns should begin with counts above 20, instead of 24 as proposed by your Government. I have no objection to your reserving to yourself in the Act power to raise the line by executive action, with the consent of Her Majesty's Government, in case experience should hereafter show that it has been drawn unnecessarily low.

5. You are aware that in July 1877 the House of Commons passed a Resolution to the effect that "the duties now levied upon cotton manufactures imported into India, *being protective in their nature*, are contrary to sound "commercial policy;" and that, in reply to a question in the House of Commons on the 27th July last, I said that the above-mentioned Resolution dealt "with duties which are protective in their nature," and I proceeded "I have "already stated to the House that, in my opinion, the Executive Government "ought not to sanction steps which would reverse that decision without giving "an opportunity for discussion in this House." Again, in the Indian Budget debate on the 16th of August 1894, I said that the House had resolved, "that "it will not sanction a protective duty on cotton goods; therefore the position "I have taken up is that the imposition of such a duty is a step which must not "be taken, until the House has had some opportunity of discussing the question, ". . . . I have said all along, and I say now, that, if the manufacturers of "India are prepared to submit to a countervailing duty which will destroy the "element of protection, I do not see why the import duty should not be imposed. . . . If there be any necessity for increasing the taxation of India, I "see no reason why this tax could not be fairly and justly imposed, and at the "same time deprived of any protective character, so that it shall go into the "Treasury of India, and not into the pockets of the manufacturers. Then no "injustice would be done to the English manufacturer on the one hand or to the "Indian consumer on the other." It will, therefore, be understood that Her Majesty's Government are precluded by the pledges above quoted from sanctioning the imposition of import duties on cotton goods, unless under such conditions as will ensure beyond question that the duties thus imposed will have no protective effect.

6. Subject to the two modifications stated in paragraph 4, I agree to your moving the Legislature to impose import and excise duties upon cotton manufactures in the way you propose.

I have the honour to be,
My Lord,
Your Lordship's most obedient, humble Servant,
(Signed) HENRY H. FOWLER.

Ordered, that the despatch be published for general information in the Supplement to the *Gazette of India*, in continuation of No. 6168-S.R., dated the 17th December, 1894.

STEPHEN JACOB,
Offg. Secretary to the Government of India.

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

SUPPLEMENT TO

The Gazette of India.

No. 2.} CALCUTTA, SATURDAY, JANUARY 12, 1895.

OFFICIAL PAPERS.

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

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

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

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

No. $\frac{\text{1-Sanitary}}{3-16}$.

Extract from the Proceedings of the Government of India in the Home Department (Sanitary),—under date Calcutta, the 11th January 1895.

Read again—

Home Department Resolution No. $\frac{\text{1-Sanitary}}{21-33}$, dated the 21st January 1886.

Read also—

Home Department Resolution No. $\frac{\text{2-Sanitary}}{102-14}$, dated the 3rd May 1887.

Correspondence with, and reports from, the Government of Bombay and Messrs. Thomas Cook & Son on the arrangements made by the latter in connection with the conveyance of pilgrims to and from the Hedjaz from 1888 to 1894.

RESOLUTION.

IN the Resolution of the 21st January 1886, cited above, it was stated that in October 1884 a communication had been received from Messrs. Thomas Cook & Son expressing the readiness of that firm to undertake the conveyance of Muhammadan pilgrims between India and the Hedjaz. The success which had attended the extensive schemes of Messrs. Cook & Son for lessening the difficulties and increasing the comfort of travellers in different parts of the world seemed to the Government of India to afford an assurance that that firm would be successful in placing the arrangements for the conveyance of pilgrims between this country and Arabia on a footing more satisfactory to the Government, and

more convenient to the pilgrims themselves, than had hitherto been found possible. After carefully considering the matter in personal communication with Mr. J. M. Cook, the Governor General in Council came to an agreement with the firm by which they were to be appointed pilgrim agents for the whole of India. Local officers and officers in charge of treasuries were instructed to assist the firm in making known the terms of through conveyance to Jeddah and back, and in disposing of through tickets; and the Government of Bombay were requested to make over to the representatives of the firm the issue of passports in Bombay after they had been signed by the proper authorities, and to instruct the Protector of Pilgrims to work in harmony with the firm and to render them every assistance. On their part, Messrs. Cook & Son agreed to arrange with the railway administrations, steamship proprietors and others concerned for the conveyance of the pilgrims, at through fares, from all the chief stations in India to Jeddah and back, and to do all in their power to secure the transit of the pilgrims in satisfactory ships supplied with proper accommodation in accordance with the regulations laid down by the Government. The firm were prepared to provide the requisite agency for the work, Muhammadans being appointed for that purpose in all cases where necessary; to establish a special pilgrimage office in the most convenient position in Bombay, and possibly also at Jeddah; and to make all detailed arrangements in connection with the issue of the necessary announcements, forms of tickets, etc. They also expressed their readiness to comply with the requirements and regulations which might be laid down from time to time by the Government of India in the same manner as though they were in the service of the Government.

2. During the winter of 1886-87 Mr. F. H. Cook made a tour in India with the view of personally working out the details of the scheme in communication with the Government of India and of explaining to the Muhammadan community what the firm proposed to do. In their Resolution of the 3rd May 1887, the Government of India announced the detailed arrangements which had been completed with Messrs. Cook & Son. These were to last for three years from the beginning of 1887 and to be terminable at the end of that period at the option of either the Government or Messrs. Cook & Son. In the event of the Government withdrawing after three years from the scheme, Messrs. Cook & Son were to be at liberty to continue it as a private enterprise. It was explained that, though the Government gave their countenance and assistance to Messrs. Cook & Son's enterprise, they had no desire to constitute a monopoly in favour of the firm. As, however, the firm engaged to convey pilgrims to Jeddah at a fair charge, to protect them while on the journey from extortion and ill-treatment, and to provide them with comforts and facilities in the way of supplies of food and banking arrangements, the Government were, it was stated, satisfied that pilgrims would do well to take advantage of the firm's arrangements. The prices of single and return steamship fares were fixed on the representation of Mr. F. H. Cook and the advice of the Government of Bombay. Tickets, inclusive of the railway and steamer fares, were to be kept for sale at the office of the Collector or Deputy Commissioner of every district in India, and district officers were instructed to give the widest publicity to the advantages to be secured which were set forth in a prospectus approved by the Government of India. A guarantee against actual loss in the execution of these arrangements, up to £2,000 for the first year and £1,000 for each of the two following years, was given by the Government of India, on the understanding that Messrs. Cook & Son should furnish their accounts for audit by the Accountant-General of Bombay.

3. The report of Messrs. Cook & Son on the arrangements carried out by them in connection with the Hajj of 1887 showed that, out of a total of 9,839 pilgrims, who sailed from ports in British India for Jeddah and Yembo, 1,936 (or 19·8 per cent.) were booked by the firm. The chief advantage which the pilgrims had secured was stated by the firm to be that of through booking at fixed rates, inclusive of landing and baggage charges. Messrs. Cook & Son were endeavouring to charter vessels themselves for future voyages in order to be able to furnish improved accommodation on board. The accounts of the firm showed a loss of £2,592, and the sum of £2,000 guaranteed by Government was accordingly paid to them.

4. On the 27th February 1888, Messrs Cook & Son reported that they had chartered for the coming season four steamers from Bombay to Jeddah and two from Jeddah to Bombay. The dates of departure of these vessels were published in the *Gazette of India*, and the Local Governments and Administrations were requested to give every publicity to them. The report on the working of the arrangements during 1888 showed that 13,532 pilgrims left Bombay for the Hajj, in 16 steamers, of whom 3,961 (or 29·3 per cent.) were conveyed by Messrs. Cook & Son in four steamers. A loss was incurred by the firm above the amount of the guarantee of £1,000, and the guaranteed sum was accordingly paid by Government. In his letter dated the 17th April 1889, Mr. J. M. Cook stated that, from the experience they had gained, Messrs. Cook & Son were convinced that it was quite impossible for them to convey the pilgrims in the way they were doing at existing rates for a profit, and that, unless the Government of India expressed satisfaction with, and appreciation of, the past working of the arrangements, they did not consider that they would be justified in incurring the great responsibility and personal labour involved. The Home Secretary's letter of the 15th October 1889 conveyed the reply of the Government of India to the effect that, after making enquiries from the Local Governments and Administrations, they were assured that the conditions under which Indian pilgrims could proceed to the Hedjaz had been materially improved, particularly in the reduction of opportunities for extortion, since Messrs. Cook & Son had undertaken the work, and that the Governor General in Council believed that this was not only the case in the ships by which pilgrims proceeded with the firm's tickets, but also that the example set on the vessels chartered by the firm had raised the standard of comfort on the vessels belonging to other firms. The Government of India accordingly indicated their willingness to continue the arrangements with Messrs. Cook & Son for the years 1890 and 1891, with a guarantee against loss up to £1,000 in each year. Mr. J. M. Cook, the Managing Partner of the firm, when replying to this letter on the 9th December 1889, took exception to some of the criticisms contained in the reports of the local authorities, and stated that he would leave the decision as to the acceptance of a continuance of the arrangements for the years 1890 and 1891 to his son, Mr. F. H. Cook, who was then proceeding to India. On the 15th January 1890, the latter gentleman intimated that he had decided to continue the arrangements for at least the period of two years during which the Government had offered to continue its assistance.

5. The report on the working of the arrangements during 1889 showed that 11,514 pilgrims left Bombay for the Hajj, in 15 steamers, of whom 4,460 (or 38·6 per cent.) were conveyed in the four steamers chartered by Messrs. Cook & Son. The amount of compensation claimed by the firm was R3,266 on account of the losses sustained in connection with the pilgrim traffic to the Hedjaz in 1889, and R4,969 representing the losses incurred in previous years which had not been covered by the guarantee. The former sum was paid to Messrs. Cook & Son, but the Government of India did not consider the firm to be entitled to the latter sum.

6. The report on the arrangements made in 1890 showed that of 9,953 pilgrims, who left Bombay for the Hedjaz in eleven steamers, 4,220 (or 44½ per cent.) were conveyed in the four steamers chartered by Messrs. Cook & Son. The statement of account submitted by the firm showed a claim against the Government of R12,761-15-4, which sum included R6,272 on account of losses incurred in previous years. In Home Department letter dated the 25th August 1891, the Government of India sanctioned the payment of the sum of R6,489-13-10, being the amount of actual loss sustained during 1890.

7. On the 29th June 1891, the firm again addressed the Government of India regarding the question of continuing the arrangements. They expressed their conviction that the business of conveying pilgrims to the Hedjaz under the conditions proposed by them and accepted by the Government of India could never be made self-supporting, and enquired whether the Government was prepared to guarantee them against actual monetary loss. They stated that to enable the arrangements to be carried out in a satisfactory manner, it would be necessary to put on a special service of steamers to compete with the shippers who had been in the trade for many years, and that an increase in the amount guaranteed would

be necessary. The Government of India were reluctant to withdraw from the scheme without a further trial of it, and expressed their willingness to continue existing arrangements for a further period of two years (1892 and 1893). This was eventually arranged on condition that the Government of India should pay to the firm the sum of R6,272 claimed as losses over the sums guaranteed in previous years, and should continue the indemnity and allow losses accruing to the firm in 1892 to be carried on to the accounts for 1893, provided that the total indemnity for those two years should not exceed £2,000. These terms were accepted by the firm in their letter dated the 21st April 1892.

8. The report of the arrangements for the year 1891 showed that, out of a total of 12,032 pilgrims who left Bombay for the Hajj in 18 steamers, 4,485 (or 37·2 per cent.) were conveyed in four steamers chartered by Messrs. Cook & Son. The amount of compensation paid to the firm for the losses of the year was R14,471-8-5.

9. The report on the pilgrim traffic for the year 1892 showed that 12,466 pilgrims left Bombay for the Hedjaz in 19 steamers, and that only 2,939 (or 23·5 per cent.) were carried by Messrs. Cook & Son in three steamers chartered by them. In addition to these the firm conveyed 732 pilgrims in one steamer from Calcutta. The Government of India sanctioned the payment to the firm of the sum of £1,000 towards the loss of R36,147-2-9 (=£2,259-3-9) sustained by them during the year.

10. In a letter dated the 20th July 1893, Messrs. Cook & Son enquired what were the intentions of the Government of India as to any further continuation of the arrangements with the firm for the conveyance of pilgrims to the Hedjaz, and the Government of India consulted the Government of Bombay upon the matter. The report of the Government of Bombay showed that during the official year 1892-93, the number of pilgrims embarked from Bombay was 11,896, of whom only 1,656 or not quite 14 per cent. were booked by Messrs. Cook & Son. The Bombay Government considered that the influence of Messrs. Cook & Son on the working of the pilgrim traffic was diminishing, and were unable to recommend that the existing arrangements should be continued. The Government of India came reluctantly to the conclusion that they would not be justified, in view of the diminishing number of pilgrims carried through the agency of Messrs. Cook & Son, in continuing the subsidy to Messrs. Cook & Son after 1893. This decision was intimated to the firm and communicated to Her Majesty's Secretary of State for India.

11. The report of Messrs. Cook & Son on the working of the arrangements during 1893 has now been received and considered by the Government of India, and the accounts for the year have been audited by the Accountant-General. The report shows that, in 1893, 18,468 pilgrims left Bombay for the Hedjaz in 29 steamers, but Messrs. Cook & Son only conveyed 1,767 (or 9·5 per cent.) in two steamers. These figures, it appears to the Government of India, are sufficient in themselves to justify the decision come to in October 1893 to terminate the arrangements with Messrs. Cook & Son. The accounts of the pilgrim traffic for that year show that the receipts to the firm from all sources amounted to R65,636-10-0, and the expenditure to R61,348-2-11. There was thus a net gain of R4,288-7-1 on the year. In pursuance of the conditions accepted by the firm in 1892, the Government of India have to make good the losses of the two years 1892 and 1893 together up to the limit of £2,000. The payment of R16,023-10-10 has accordingly been sanctioned. With the payment of this sum Messrs. Cook & Son will be recouped for all losses shown in their accounts and admitted on audit by the Accountant-General of Bombay which have been incurred by the firm since 1887 in connection with their transactions for the conveyance of Indian pilgrims to and from Arabia.

12. In sanctioning the above payment the Governor General in Council has thought fit to review the history of the arrangements, which were brought to a termination last year, between Messrs. Cook & Son and the Government of India. His Excellency in Council fully recognizes the good work done by the firm in improving the conditions under which Indian pilgrims during the last few years proceeded to the Hedjaz. Its influence has in his

opinion been especially manifested in the reduction of the opportunities for extortion. The Governor General in Council is aware that difficulties were encountered by Messrs. Cook & Son in the opposition of the shippers interested in the traffic, but His Excellency in Council was not without hope that the popularity of the vessels of so influential a firm would have been so great that in time the continuance of the arrangements would not have necessitated a guarantee. This hope has not been realized, and the reports for recent years show that the firm's vessels have lately been less popular as compared with those of other charterers than they were. In these circumstances the Governor General in Council was forced to conclude that the experiment which had been fully and fairly tried was not likely to be more successful in future, and that the time had come for the discontinuance of the annual subsidy.

ORDER.—Ordered that a copy of this Resolution be forwarded to all Local Governments and Administrations, to the Foreign and Financial Departments, and to Messrs. Thomas Cook & Son, Bombay, for information.

Ordered also that the Resolution be published in the Supplement to the *Gazette of India* for general information.

(True Extract.)

J. P. HEWETT,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. on Saturday, December 29th, 1894.

General Summary.—The depression, the approach of which was indicated by the observations of the 22nd December, crossed the North-Western frontier by Sunday morning and was central in Rajputana. Light rain and snow had fallen in Baluchistan. By next morning the depression had travelled as far as Bundelkhand and a secondary depression had formed in the Punjab. Winds were irregularly cyclonic in both depression areas, and had strengthened considerably at Cherat and Murree. Showers had fallen in Bundelkhand and Rajputana, and light general rain in the Punjab and western districts of the North-Western Provinces. Murree and Srinagar had received light falls of snow. The primary depression was almost stationary during the next 24 hours having moved only slightly eastwards by Tuesday morning and it was very faintly marked. The secondary depression had partly filled up. Snow had fallen in the Western Himalayan hill districts, and rain in the Punjab, the North-Western Provinces, Bihar, and Central India. Ludhiana received a heavy fall of 2·38 inches, and Chakrata, Nowgong, Dehra Dun, Mussoorie, Simla, and Rurki amounts ranging between one and two inches. By next morning, however, both depressions had practically filled up and only a few light showers were reported from the hill and submontane districts of the North-Western Provinces. The next day was rainless over the whole of the Indian area. But fine weather did not continue long, for, on Wednesday morning, the first indications of the approach of another depression were observable in the increase of temperature and cloud in Baluchistan. The barometer fell slightly in Baluchistan next day and briskly the day following, but it was not till Saturday morning that the depression was shown crossing the frontier near Jacobabad. It had given light rain and snow to Baluchistan and the North-West Punjab. Quetta received ·57 inch, Chaman ·25 inch, and Murree ·21 inch.

Practically no rain has fallen during the week in Southern India. A heavy local fall of over three inches was reported from Negapatam on Sunday, but only light local showers were received at other stations, and on the last four days of the week no rain whatever was reported.

Daily Summary.—*Sunday.*—Pressure was steady in Rajputana and Gujarat, but had risen slightly to briskly in Baluchistan and the remainder of Northern India. The depression which was shown approaching from the west on the previous day had crossed the North-West Frontier and was central in Rajputana. The air was damper in Baluchistan where light rain and snow had fallen, and skies were heavily clouded in Baluchistan and North-Western India. A heavy local fall of rain, amounting to 3·12 inches, was reported from Negapatam.

Monday.—The barometer had risen in Baluchistan and Sind, but had fallen elsewhere, the fall being rapid in the central and eastern districts of the Punjab, and also in Bundelkhand and the adjacent districts of the North-Western Provinces. The depression had advanced to Bundelkhand and was central near Nowgong.

A secondary depression had formed in the Central Punjab. Winds had increased considerably at Murree and Cherat and were irregularly cyclonic in direction in both depression areas. Light general rain had fallen in the Punjab and the western districts of the North-Western Provinces, and showers in Rajputana and Bundelkhand. Nowgong reported a fall of ·97 inch, Khushab ·9 inch, Delhi ·62 inch, and Agra ·49 inch.

Tuesday.—Pressure had risen in Rajputana and Central India and had fallen elsewhere, the fall being brisk to rapid in North-Eastern India and Burma. The primary depression had advanced slightly eastwards, but was very faintly marked. The secondary depression was still in existence, but had commenced to fill up. Temperature had decreased very rapidly in the Upper India hill districts, Gujarat, Lower Sind and Rajputana and rapidly in the Punjab. Several stations reported maximum temperatures more than 15° in defect of the normal. Snow had fallen in the Western Himalayan hill districts and rain in the Punjab, the North-Western Provinces, Bihar, and Central India. Ludhiana had received 2·38 inches, Chakrata 1·9 inches, Nowgong 1·21 inches, Dehra Dun 1·13 inches, Mussoorie 1·11 inches, Simla 1·05 inches, and Rurki 1·04 inches.

Wednesday.—Pressure had risen briskly to rapidly in North-Western and Central India and fallen slightly in Bengal, Burma, and the greater part of the Peninsula. The secondary depression in the Punjab had filled up completely and the primary depression had practically filled up. Temperature was in considerable to large defect in North-Western India. A few showers had been received in the hill and submontane districts of the North-Western Provinces. Mussoorie reported a fall of 1·18 inches and Dehra Dun ·4 inch. Skies were clouding over again in Baluchistan where temperature had risen rapidly.

Thursday.—The barometer had risen over the whole of India and Burma, but had fallen slightly in West Baluchistan, Upper Sind, and Gujarat, and winds had shifted to east at Chaman and Jacobabad. Skies were overcast in Baluchistan and another depression was apparently approaching from the west. Temperature had risen rapidly in Baluchistan and had fallen briskly to rapidly in the North-Western and Central Provinces and Bengal. No rain was reported.

Friday.—Pressure had fallen briskly in Baluchistan and North-Western India, and slightly in the Central Provinces. It was steady in the south of the Peninsula, North-Eastern India, and Burma. A shallow low-pressure area covered the submontane districts of the North-Western Provinces, where pressure was in slight defect, and winds were cyclonic in direction. Darjeeling and Gnatong reported light falls of rain and snow.

Saturday.—The barometer had risen rapidly in West Baluchistan. It had fallen briskly in Upper Sind and the West Punjab, and the depression approaching Baluchistan the day before was crossing the frontier near Jacobabad. Strong south-easterly winds were blowing at Murree and winds at Chaman had shifted to east-north-east. Light rain had fallen in Baluchistan and the North-West Punjab. Quetta received ·57 inch and Chaman ·25 inch.

Temperature.—Unusually low temperatures prevailed during the latter part of the week in Northern India. A cool wave entered the Punjab, Sind, and Rajputana on the 25th causing a rapid fall of temperature in these provinces. By

next day it had entered the North-Western Provinces and Central India, the fall of temperature averaging 6° in Central India. By the 27th temperature had begun to fall in the Central Provinces, and on the next day the wave had reached Bengal where it reduced the mean temperature of the province by 3°.

The following table gives the variations from the normal temperature of the different provinces of India for each day of the week:—

Province.	23rd.	24th.	25th.	26th.	27th.	28th.	29th.	Mean variation of week.
	°	°	°	°	°	°	°	°
Burma	+0·3	—1·2	—1·9	—1·5	—1·2	—1·7	—1·9	—1·3
Bengal and Assam	+1·0	+0·3	+0·4	+1·7	+0·4	—2·8	—3·0	—0·3
North-Western Provinces and Oudh	+0·8	+2·5	+0·5	—3·2	—4·7	—3·3	—1·3	—1·2
Punjab	+3·5	—1·0	—3·5	—4·8	—4·4	—1·0	+1·6	—1·4
Bombay	+2·5	+1·8	+0·5	—0·8	+0·2	+0·6	+0·6	+0·8
Central Provinces and Berar	+4·9	+6·2	+5·6	+2·3	—1·4	—4·4	—3·0	+1·5
Central India and Gujarat	+3·3	+4·4	—1·1	—7·4	—7·1	—4·2	+0·2	—1·7
Sind and Rajputana	+3·2	—0·3	—5·8	—7·9	—7·6	—4·9	—1·8	—3·6
Madras	+1·5	+0·7	—0·4	+0·1	—0·2	+0·2	—0·2	+0·3
MEAN FOR WHOLE OF INDIA.	+2·3	+1·5	—0·6	—2·4	—2·9	—2·4	—1·0	—0·8

The mean temperature of the whole week was in slight excess in the Central Provinces, practically normal in Bengal, Bombay, and Madras and in defect elsewhere, the deficiency being most marked in Sind and Rajputana where it amounted to 3°·6.

The average mean temperature for the whole of India was in excess of the normal on the first two days of the week, and below the normal during the remainder of the week, the defect being greatest on the 26th, 27th, and 28th. For the whole week it was 0°·8 below the normal.

Rainfall.—The depression travelling through Northern India during the week gave moderate general rain to the Punjab, North-Western Provinces, Central India, and East Rajputana. Very little rain fell in other provinces. Twenty-five of the fifty-two rainfall divisions received rain during the week, but in only the hill and submontane districts of the Punjab did the average rainfall for the week amount to one inch, and in eight of the remaining divisions it was below a tenth of an inch.

The rainfall of the period 14th October to 29th December was either practically normal or in excess of the usual quantity everywhere, with the exception of Burma, the North-West Punjab, Sind, and the southern districts of the Madras east coast, where it was in defect by more than 20 per cent. of the normal quantity. In the Surma Valley the excess amounted to 14·53 inches.

Province.	Division.	Rainfall data for week ending 29th December, 1894.			Rainfall data from 14th October to 29th December, 1894.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, 14th October to 29th December.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0	0	0·64	5·26	— 88
	Lower Burma	0	0·04	—0·04	2·19	7·21	— 70
	Central do.	0	0·01	—0·01	2·61	4·55	— 43
	Upper do.	0	?	?	4·00	?	?
	Arakan	0	0	0	2·35	7·43	— 68
Bengal and Assam	Eastern Bengal	0	0·01	—0·01	7·65	4·36	+ 75
	Assam (Surma)	0	0·03	—0·03	18·63	4·10	+ 354
	Do. (Brahmaputra)	0·12	0·06	+0·06	7·71	2·61	+ 195
	Deltaic Bengal	0	0·01	—0·01	7·00	2·84	+ 146
	Central do.	0	0·01	—0·01	5·73	2·31	+ 148
	North do.	0·04	0·01	+0·03	6·51	2·52	+ 158
	Orissa	0	0·03	—0·03	7·27	5·34	+ 36
	Chota Nagpur	0·01	0·02	—0·01	2·56	1·87	+ 37
	Bihar (South)	0·01	0·03	—0·02	6·04	1·62	+ 273
	Do. (North)	0·01	0·03	—0·02	4·77	1·30	+ 267
North-Western Provinces and Oudh	North-Western Provinces (East)	0·14	0·04	+0·10	5·86	1·14	+ 414
	North-Western Provinces Submontane (*a*)	0·04	0·03	+0·01	5·86	1·05	+ 458
	Oudh (South)	0·55	0·11	+0·44	7·43	0·83	+ 795
	Do. (North)	0·37	0·05	+0·32	4·29	0·73	+ 488
	North-Western Provinces (Central)	0·60	0·07	+0·53	6·13	0·55	+ 1,015
	North-Western Provinces (West)	0·64	0·08	+0·56	2·96	0·44	+ 573
	North-Western Provinces (Submontane) (*b*)	0·75	0·10	+0·65	3·96	0·64	+ 519
Punjab	Punjab (South)	0·32	0·04	+0·28	0·92	0·38	+ 142
	Do. (Central)	0·31	0·03	+0·28	2·57	0·40	+ 543
	Do. (Submontane)	1·37	0·09	+1·28	4·16	0·72	+ 478
	Do. (Hill Districts)	1·85	0·18	+1·67	10·98	1·54	+ 613
	Do. (North-West)	0·40	0·24	+0·16	0·74	1·25	— 41
	Do. (West)	0·18	0·05	+0·13	0·29	0·28	+ 4
Bombay and Malabar Coast Districts (Madras)	Malabar	0	0·16	—0·16	11·19	10·06	+ 11
	Madras (South Central)	0	0·63	—0·63	8·61	10·31	— 17
	Coorg	0	0·14	—0·14	6·58	8·20	— 20
	Mysore	0	0·14	—0·14	5·98	5·94	+ 1
	Konkan	0	0·03	—0·03	4·39	3·58	+ 23
	Bombay Deccan	0	0·10	—0·10	4·18	4·20	0
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0·13	—0·13	3·62	2·84	+ 27
Central Provinces and Berar	Berar	0	0·17	—0·17	4·73	2·75	+ 72
	Central Provinces (West)	0·01	0·05	—0·04	5·39	1·83	+ 195
	Do. (Central)	0·11	0·06	+0·05	5·42	1·46	+ 271
	Do. (East)	0	0·09	—0·09	3·68	1·64	+ 124
Bombay (North)	Gujarat	0	0·01	—0·01	6·00	0·62	+ 868
	Kathiawar	0	0·01	—0·01	2·45	0·35	+ 600
	Sind	0·03	0·02	+0·01	0·16	0·24	— 33
Rajputana and Central India.	Central India (East)	0·55	0·03	+0·52	4·73	0·85	+ 456
	Rajputana (East), Central India (West)	0·31	0·02	+0·29	1·29	0·60	+ 115
	Rajputana (West)	0	0·03	—0·03	0·40	0·18	+ 122
Madras	East Coast (North)	0	0·06	—0·06	12·63	9·03	+ 40
	Do. (do.) (*a*)	0	0·21	—0·21	8·85	5·56	+ 59
	Hyderabad (South)	0	0·03	—0·03	2·70	1·41	+ 92
	Madras (Central)	0	0·08	—0·08	5·97	5·56	+ 8
	East Coast (Central)	0	0·11	—0·11	15·01	12·58	+ 19
	Do. (South)	0·37	0·67	—0·30	14·63	19·24	— 24
	Madras (South)	0·08	0·47	—0·39	11·91	13·48	— 12

W. A. BION,
Actg. Asst. Meteorological Reporter to the Government of India.

SIMLA, *the 3rd January 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 5th January.*—No rain, except a few scattered showers in parts of Tanjore. The water-supply is insufficient for irrigation in many districts. Agricultural operations continue. The standing crops are fair, but greatly need rain. The harvest continues with fair to average outturn. Pasture and fodder are generally sufficient. Prices almost stationary.

Bombay.—*For week ending 9th January.*—Slight rain in Sind. The standing crops have been damaged by blight in parts of Shikarpur, Bijapur, and Dharwar, and are suffering for want of rain in parts of Poona, Sholapur, and Belgaum. Sowing of the late and reaping of the early crops are progressing in nine districts. Cotton-picking continues in two districts. The fodder supply is sufficient. Agricultural stock in good condition. Prices are normal except in parts of Ahmednagar and Sholapur.

Bengal.—*For week ending 7th January.*—There was a little rain in North Bihar, but no rain is reported elsewhere in the province. General agricultural prospects continue favourable. The rice harvest is being rapidly completed, and a good outturn is generally expected. The spring crops and poppy are promising. Sugarcane is generally a good crop; it is being cut and pressed in parts of the Patna division. The price of common rice continues generally normal.

North-Western Provinces and Oudh.—*For week ending 9th January.*—Weather generally cloudy with rain in nearly all districts. Hail is reported from Gorakhpore and Cawnpore. The condition of the crops is good. Prospects are also good, but damage to crops is apprehended in Agra and Saharanpur if rain and cloudy weather continue. Supplies are ample. Prices are rising in several districts.

Punjab.—*For week ending 9th January.*—Rain has fallen in all districts, except Sialkot and Peshawar. Harvesting of the autumn crops is generally finished. Cotton-picking and sugarcane pressing are going on. Irrigation of the spring crops is in progress. The condition of the standing crops is generally reported good to average. Prospects are promising, but the crops on low-lying lands have suffered a little in Delhi and Peshawar. A spell of sunny weather is needed for the development of the crops in Umballa. The dry land crops are suffering for want of rain in parts of Amritsar. The crops are being damaged by field rats in parts of Ferozepore and Lahore. Cattle are generally in good condition, and fodder is sufficient in all districts, except Sialkot. Prices are high in Delhi, rising in Lahore, Umballa, and Jullundur; low elsewhere.

Central Provinces.—*For week ending 9th January.*—The weather has been occasionally cloudy in parts with slight rain in two districts. Harvesting of the autmn crops is approaching completion. Except the linseed crop which has been attacked by rust in places, the other winter crops are reported to be generally in good condition. Prices are rising in Seoni but are steady elsewhere.

Burma.—*For week ending 5th January.*—No rain. Threshing of the main paddy crop has commenced in Lower Burma. In Upper Burma reaping of wet-weather paddy is nearly completed and cultivation for the dry-weather

crops continues. Prospects are generally good except in the south of the Central zone. Fodder and water are sufficient. In Lower Burma the price of paddy is steady and above normal; in Upper Burma it is below normal, but unsteady.

Assam.—*For week ending 9th January.*—Weather dry. Reaping of winter paddy continues. The condition of cattle is fair. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 9th January.*—MYSORE:—Crops and prospects are good. Harvesting of *ragi* (*Eleusine coracana*) continues in five districts. Prices have slightly fallen in Hassan.

COORG: Reaping of rice and picking of coffee still continue. Fodder and water for cattle sufficient. Prices of food-grains remain normal.

Berar and Hyderabad.—*For week ending 9th January.*—BERAR: Weather clear and cool. The spring crops are thriving well, except linseed which has been damaged in parts of three districts and wheat in the Malkapur taluka through blight. Picking of cotton and cutting of *juar* (*Sorghum vulgare*) continues. Fodder and water are sufficient. Prices are fluctuating in the Wun district; otherwise prices are stationary.

HYDERABAD: No rain during the week. Harvesting of the autumn crops very nearly completed. Land is being ploughed for the hot-weather crops. Prices are normal.

Central India.—*For week ending 9th January.*—Rain fell during the week in three Agencies. Agricultural operations have been completed in Bhopal; in progress elsewhere. The standing crops are in fairly good condition though slightly damaged by recent rains and hail storms. The condition of agricultural stock is good. Prices of food-grains are above normal in three Agencies, rising in parts of Gwalior, normal elsewhere. The condition of opium is indifferent in the Neemuch district, but good elsewhere.

Rajputana.—*For week ending 9th January.*—Rainfall moderate in Kotah and Dholepur, slight in Kherwara, Ajmere, Kerowlee, Bickanir and Ulwar. Agricultural operations are satisfactory. The standing crops and harvest prospects are good. Cattle are generally in good condition. Fodder is sufficient, but is failing in Dholepore and Bhurtpore. Prices are fluctuating in one State, have risen in four; steady elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 8th January.*—Rain has fallen in the Mozaffarabad district. Snow falling in Kashmir proper and Gilgit. Weather unsettled. Spring sowings have been finished. Prices continue normal with tendency to fall.

JAMMU PROVINCE.—*For week ending 9th January.*—Report not received.

Nepal.—*For week ending 5th January.*—Weather alternately bright and foggy. Prospects are good.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

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SUPPLEMENT TO

The Gazette of India.

No. 3.] CALCUTTA, SATURDAY, JANUARY 19, 1895.

OFFICIAL PAPERS.

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

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

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

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.

Customs.

DEFINITION OF THE TERM "MACHINERY" FOR THE PURPOSES OF THE INDIAN TARIFF ACT, 1894.

No. 324 S. R., dated Calcutta, the 18th January 1895.

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

READ—

(1) Resolution in the Finance and Commerce Department, No. 5559, dated the 3rd November 1894.

(2) Letter from the Government of Madras, No. 4928, dated the 14th December 1894, and enclosures, containing a letter from the Madras Chamber of Commerce, dated the 26th November 1894.

(3) Letter from the Government of Bengal, No. 6844, dated the 27th December 1894, and enclosures.

(4) Letter from the Bengal Chamber of Commerce, No. 1272—94, dated the 22nd December 1894.

(5) Letter from the Government of the North-Western Provinces and Oudh, No. 317—XIII—370 A., dated the 22nd December 1894, and enclosures, containing a communication from the Upper India Chamber of Commerce, dated the 20th December 1894.

(6) Abstract of the Proceedings of the Council of the Governor General for making Laws and Regulations, dated respectively, the 17th and 27th December 1894.

(7) Letter to the Government of Madras, No. 6370, dated the 31st December 1894.

In the Resolution of the 3rd November 1894, read in the preamble, the Local Governments concerned were requested to furnish the Government of India with an expression of their opinion on the definition of the term "Machinery," which was given therein, for the purposes of the Indian Tariff Act, VIII of 1894.

2. The replies received were duly considered by the Select Committee on the Tariff Amendment Bill, and the grounds of their decision are enunciated in the speeches of the Honourable Sir James Westland contained in the Abstract of the Proceedings of the Legislative Council read above. Accordingly the definition of the term "Machinery" and its component parts finally adopted by the Legislature (*vide* entry No. 11 of Schedule IV of the Indian Tariff Act Amendment Act, XVI of 1894) allows of the free import of—

Machinery, namely, prime-movers, and component parts thereof, including boilers and component parts thereof; also including locomotive and portable engines, steam rollers, fire-engines and other machines in which the prime-mover is not separable from the operative parts.

Machinery (and component parts thereof), meaning machines or sets of machines to be worked by electric, steam, water, fire, or other power not being manual or animal labour, or which before being brought into use require to be fixed with reference to other moving parts; and which are intended for—

(*a*) the preparing, ginning, pressing, spinning, weaving, sewing, knitting, bleaching, and dyeing of cotton, jute, hemp, silk, wool, or other fibres and any other process intervening between the raw material and the finished product as packed ready for the market;
(*b*) the smelting and milling of iron and other metallic ores and the manufacture of iron, steel, and other metals;
(*c*) the manufacture of leather, sugar, indigo, silk, paper, soap, gas, oil, flour, cordage, rope, and twine;
(*d*) the milling of rice;
(*e*) the drying and rolling of tea;
(*f*) the pulping of coffee;
(*g*) printing presses;
(*h*) foundries and workshops of iron and other metals;
(*i*) railway workshops;
(*j*) the refining of petroleum, and the manufacture of vegetable oils;
(*k*) the crushing of bones and bricks;
(*l*) the manufacture of lac;
(*m*) potteries;
(*n*) saw mills;
(*o*) mining, navigation, agriculture, and pumping;
(*p*) **such other manufactures and industries as the Governor General in Council may from time to time specify.**

Provided that the term does not include tools and implements to be worked by manual or animal labour, and provided also that only such articles shall be admitted as component parts of machinery as are indispensable for the working of the machinery and are, owing to their shape or to other special quality, not adapted for any other purpose.

Note.—Machinery and component parts thereof made of substances other than metal are included in this entry;

while under entry No. 13 of the same schedule the only machines, tools, and implements to be worked by manual or animal labour, which can be admitted free, are—

water-lifts, sugar-mills, oil-presses, and parts thereof, and any other machines and parts of machines ordinarily used in processes of husbandry, or for the preparation for use or for sale of the products of husbandry which the Governor General in Council may, by notification in the *Gazette of India*, exempt.

3. As regards the question as to what are and what are not component parts of machinery, the attention of all Collectors of Customs should be invited to the express provisions of the law and to the remarks in elucidation of this point contained in the Honourable Sir J. Westland's speech of the 27th December 1894. No hard-and-fast lines other than those contained in the Act itself can be prescribed, but if the general principles laid down in the above-mentioned speech are borne in mind, Collectors of Customs should have but little difficulty in giving effect to the intentions of the Legislature. They should bring to notice any points arising in ordinary practice in which they think that the words of the law oblige them to impose a duty, where they have reason to believe that the intention of the law was to exempt.

4. In the letter to the Government of Madras of the 31st December 1894, the Government of India undertook to adopt the suggestion of the Madras Chamber of Commerce regarding the publication in the Gazettes and the communication to Mercantile and Trade representative bodies of all Government decisions on questions raised and adjudicated upon under the Tariff Act. The Governor General in Council is of opinion that the best way of giving effect to this suggestion is to publish such decisions in the Supplement to the *Gazette of India*, and to communicate them without delay to Chambers of Commerce and the Press, and further to collect the decisions and notifications and rules issued under the Act periodically into volumes of "Selections from the Records of the Government of India," which will be for sale to the public. This course will be followed in future, and this Resolution, together with the Resolution of the 3rd November 1894, cited in the preamble, and extracts from the speeches referred to in paragraph 2 are accordingly published for general information.

ORDER.—Ordered, that copy be forwarded to the Governments of Madras, Bombay, Bengal, and the North-Western Provinces and Oudh, to the Chief Commissioner of Burma; also to the Chambers of Commerce, Madras, Bombay, Bengal, Karachi, and Rangoon, and to the Upper India Chamber of Commerce.

Ordered also, that this Resolution and the papers mentioned in the last paragraph be published for general information in the Supplement to the *Gazette of India*.

STEPHEN JACOB.
Offg. Secy. to the Govt. of India.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Enclosures of Resolution No. 324 S.R. of 1895.

No. 5559 S. R., dated 3rd November 1894.

RESOLUTION—By the Government of India, FINANCE AND COMMERCE DEPARTMENT.

Read—

Resolution in the Finance and Commerce Department, No. 873, dated 31st May 1881.
Resolution in the Finance and Commerce Department, No. 3172, dated 25th June 1894.
Letter from the Government of Bombay, No. 5964, dated 13th July 1894.

In the letter from the Government of Bombay read in the preamble, the orders of the Government of India are requested on proposals made by the Collector of Customs, Bombay, for the adoption of some general principle for the guidance of Customs officers in differentiating between machines and machinery for the purpose of the levy of duty under the Indian Tariff Act.

2. The question has more than once engaged the attention of Government in connection with the working of former Tariff Acts. It was considered very fully in 1880 in view to the removal of the great diversity of practice which prevailed in the Custom Houses at that time in the classification of articles as machines (hardware) and machinery. On the suggestion then made that Government should either issue a general definition as to articles which should be deemed machinery, or frame an authoritative list of articles to be passed free as machinery, the decision arrived at, as stated in the Resolution of the 31st May 1881 read above, was as follow:—

These reasons have led the Government of India to the conclusion that neither a definition of machinery, nor a list of articles which should be exempted under that head, can be issued which would not be open to objection as including or excluding much which the law and the Government of India do not intend to include or exclude, as the case may be. The only feasible course to adopt is that local officers should exercise their discretion in determining what articles should be passed free as "machinery," bearing in mind the distinction between "machinery" and "machines" or articles so named, doubtful points being referred, as hitherto, to the Government of India.

3. The Government of India are still of opinion that it is practically impossible to frame in general terms a definition of machinery which would not be open to the objections expressed in 1881 and still leave much opening for doubt and discussion. It may be possible, however, by supplementing a general definition by particular limitations, to lessen to a material extent the occasions for doubt; and in view of the difficulties experienced by Customs officers and the complaints by importers it is expedient that the question should again be fully considered.

4. It appears to the Government of India that the principle of imposing indirect taxation in the form of import duties for revenue purposes having been accepted, no reasonable claim can be urged for the exemption from duty of articles of common domestic use merely because they are called machines, articles, for instance, like coffee-grinding machines, which are found in every household, or sodawater machines. But a fair claim can be made for the exemption of machinery which represents fixed capital directly employed in the productive industries of the country. Any definition which failed to bring out this distinction clearly would obviously be defective.

5. The following definition has been suggested to the Government of India as substantially meeting the necessary conditions. It is both general and specific, and while the specification has been so framed as to include all important industries now existing in India, it also contains a proviso enabling Government to add to the list—

Machinery, meaning machines or sets of machines which are worked by electric, steam, water, or other power not being manual or animal labour, or which before being brought into use require to be fixed with reference to other moving parts; and the term includes all such machines or sets of machines intended for—

(*a*) the pressing, spinning, and weaving of cotton, jute, silk, wool or other fibres;
(*b*) the smelting of iron-ore and manufacture of iron;
(*c*) the manufacture of leather, paper, sugar, indigo, soap, gas, and flour;
(*d*) the milling of rice;
(*e*) the drying and rolling of tea;
(*f*) the pulping of coffee;
(*g*) printing presses;
(*h*) foundries and workshops of iron and other metals;
(*i*) the refining of petroleum;
(*j*) mining, navigation, and agriculture;
(*k*) any other manufacturing or other industry that may be specified from time to time by the Governor General in Council;

Provided that the term does not include tools or implements.

6. On the suitability of this definition, which will require legislation to give it effect, the Governor General in Council desires to be favoured with an expression of the opinion of

His Excellency the Governor in Council / His Honour the Lieutenant-Governor / the Chief Commissioner — and of the Madras / Bombay / Bengal / Upper India / Rangoon Chamber of Commerce. As it is desirable to consider, as soon as possible, the questions that have been raised, it is requested that the Chamber of Commerce may be consulted and an answer sent with the least possible delay.

ORDER.—Ordered, that copy be forwarded to the Governments of Madras, Bombay, Bengal, and the North-Western Provinces and Oudh, and to the Chief Commissioner of Burma.

Extract from the Speeches of the Honourable Sir James Westland, K.C.S.I., contained in the Abstract of the Proceedings of the Legislative Council, dated 17th and 27th December 1894.

The second cause of the difficulties to which I am alluding is the indefiniteness of the lines which divide machinery which is free, articles made of iron which are taxed at one per cent., and hardware and cutlery, including ironmongery, which pays the five per cent. rate of duty. The exemption of machinery was based on the principle that it was undesirable to burden with a five per cent. duty capital employed in the productive industries of the country; but, even while the old Tariff was in force, difficulties were found in restricting the application of the exemption within its intended limits. 'Machinery' is a somewhat wide term, and it gives rise to claims for exemption of 'machines,' which is a still more indefinite and extensive term. We have met this difficulty by giving a somewhat precise definition of machinery, which will, we hope, have the effect of opening the door freely to such articles as represent what may be called the fixed capital employed in productive industries, but will at the same time prevent claims arising for exemption of articles which, though they may bear, in common parlance, the name of machines, have no right to expect entry into India without the same payment of duty which we levy upon nearly all other imported articles. The proposed definition of machinery was circulated to Chambers of Commerce, and other authorities, a short time ago, and has been slightly expanded in consequence of suggestions received.

The second point which the Select Committee took up was the question of the definition of machinery.

We have carefully considered this question, and I may mention to the Council the point of view from which, in the Bill as now framed, we have dealt with the subject, especially as it involves certain considerations which relate generally to the question of customs taxation.

The principle of the Bill, as has been so often said, is that of levying a general import duty of five per cent. If the rate were not only general but universal, the working of the Tariff would be easy, and, as a matter of fact, the difficulties which arise in applying a Tariff arise almost entirely out of the exemptions. The exemptions are the peculiarities which we have carefully to hedge round, so as to prevent their being extended beyond the grounds upon which they are based.

Now the question may fairly be asked, if we exempt the large and costly machinery of wealthy companies, is it not inconsistent to continue to tax the small machines used by workers in their own trades? But the principle on which the exemption of machinery is justified is this: looking to the fact that there is a certain amount of capital which is seeking investment in some productive line of business, we want to attract that capital to those lines of business in which India is interested, or, at any rate, to prevent it being discouraged by the weight of any initial taxation. We therefore proclaim this exemption in their favour, and we consider ourselves compensated by the fact that they will add to the production of the country, which eventually pays its dues to us in some shape or other.

Now this ground of exemption, whether it be a good one or a bad one, does not apply to the small producers of the country; there is in their case no new capital to attract in the same sense. They may or may not invest their savings in labour-saving machines, but at least they do not require the enticement of an exemption from taxation to determine the precise line in which they shall invest their money, if they invest it at all.

The operation may look at first sight like taxing the poorer and exempting the richer. But this is a question that unfortunately arises in every individual case touched by the customs duty. In each case, taken by itself, it may be urged that it is hard that the burden of tax should be imposed. It is hard lines that the village carpenter should be unable to get his tools unweighted by a tax: it is hard lines that an old woman should not be able to get a warm garment without having a duty added on to its price. There is no answer to these arguments except to say that the money is absolutely required for the purposes of the administration, and that we cannot admit exemptions which are based upon the mere ground that the people who pay the tax would have somewhat fuller pockets if they did not pay it. You cannot work an Import Tariff on eleemosynary principles, and your exemptions must be based on some other ground than the mere hardship of having to pay the tax.

The exemption of machinery I base upon the economic ground I have stated, and I would rather reconsider the question of its exemption than admit a corresponding claim in the case of the innumerable other interests which might argue that they have as much claim to consideration as wealthy mill owners and industrial companies. The comparative estimation of claims to consideration must to my mind be based upon economic grounds, and not on questions of comparative ability to meet the tax-collector's demands.

These remarks will explain the general scheme of our definition of machinery; and I have only further to remark with reference to it that what we sought was not a scientific definition of machinery, as such, but a definition which would as accurately as possible include the kind of articles which on the grounds I have stated we proposed to exempt, and could not be stretched so as to include others to which those grounds do not apply. We want a working definition for our Custom Houses, and not merely one that will pass a dialectic scrutiny.

We had some discussion over the question of component parts, with reference to which more than one suggestion was made to us; and objection has been taken especially to the limitation expressed in the words 'which are not adapted for any other purpose.'

Now, I admit there is a certain difficulty in defining exactly what is a component part of machinery and what is not. It is easy to see that what are ordinarily classed as 'renewals' and 'spares'—duplicates of those parts of a machine which wear out most rapidly—are component parts. It is easy also, I take it, to see that nuts and bolts are not component parts except when they are actually in their place in the machine, or at least are not separately imported. But at intermediate stages between these there may be some difficulty. A cog-wheel, for example, may be imported for the particular purpose of being fitted into a particular part of a machine ready for it, or it may be imported without reference to any particular purpose, and simply as hardware. I cannot help thinking that the circumstances of importation are in such cases a guide to the Customs Collector; and I do not know any better way of indicating the test than that of its being, owing to the special shape, adapted for the particular purposes and not for general use for miscellaneous purposes. Again, there are articles which may be described as parts of machinery, which are perpetually being used up in its working and requiring continual replacement. Take, for example, asbestos packing; there is no more reason why that should be exempt merely because it is used for machinery than for the exemption of lubricating oil. The principles on which we base the exemption of machinery do not apply to what may be called the stores used up in its working.

It is not possible to work a Tariff upon the principle that the same article may be taxed, or may be exempt, according to the purpose which the particular importer has in view. Wire gauze, for example, is used for a hundred different purposes. We cannot allow a paper manufacturer to claim an exemption for his importation on the ground that he requires it for the working of his paper machines, and tell all other importers that because they are not paper manufacturers they must pay duty. It is not therefore the mere fact that an article is to be used with, or fitted into, a place in a machine that gives it its claim to exemption, but the fact that in ordinary practice that and no other is the purpose for which the article is imported and used; and that the article is such and of such special character that on its importation it may be at once presumed that use as part of an exempted piece of machinery is the purpose for which it is required.

We have considered all the suggestions that have been made to us in respect of these definitions, and we have adopted several of them, but some of them we considered to go too far, and to be framed on such a principle that, though they were good so far as they went, they did not sufficiently bear in mind the necessity of restricting the exemption to those things alone which ought, on our principles, to go untaxed—a necessity which, from the point of view of the Government, is just as important as that of declaring the exemptions itself.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. on Saturday, January 5th, 1895.

General Summary.—The only important feature in the meteorology of the past week was the passage of another depression across Northern India. The first indications of its approach were shown on Wednesday the 26th December, when temperature rose and skies began to cloud over in Baluchistan. Cloud increased and the barometer fell on both the 27th and 28th, but it was not till the 29th that the observations showed the depression crossing the Sind frontier. Light to moderate rain was reported from Baluchistan and North-West Punjab. By Sunday morning, the 30th, the depression had advanced as far as South-East Rajputana, and light showers had fallen in Baluchistan and the hill and submontane districts of the Punjab. During the next 24 hours the depression travelled in a south-easterly direction to Bundelkhand and the adjacent districts, and a secondary depression was formed in the North-West Punjab, where pressure was nearly a tenth of an inch in defect. Practically no rain, however, had fallen, the only shower exceeding a tenth of an inch being one of ·25 inch at Quetta, where a brisk fall of barometer had taken place and weather continued unsettled and showery. The primary depression was almost stationary during the 31st December, and had advanced only slightly eastwards by the morning of the 1st January. Light to moderate rain and snow had been received in the Upper India hill districts and in the North-Western Provinces. Chakrata reported a fall of 1·13 inches and Cawnpore ·87 inch. By next morning the secondary depression in the Punjab had filled up and the primary depression had advanced in a south-easterly direction and was shown covering Orissa and the head of the Bay, where pressure was in moderate defect. Light rain and snow had fallen in the Upper India hill districts, and the North-Western Provinces and Quetta reported a light fall of snow. Pressure then rose over the whole of the Indian area, and the depression at the head of the Bay filled up without giving any more rain. Skies were lightly to heavily clouded in North-Western India on the last two days of the week, and a few showers were received in the North-Western Provinces, but the showers were in all cases light, and fine weather prevailed generally on Friday and Saturday over the whole country. On Saturday morning, however, temperature commenced to rise in Baluchistan and cloud to increase, which with a falling barometer indicated the probable approach of another depression from the west.

Daily Summary.—*Sunday.*—Pressure had risen briskly in Baluchistan, the West Punjab and Sind, and fallen briskly in Rajputana and the North-Western and Central Provinces. The depression entering North-Western India the day before had advanced to South-East Rajputana and had given a few light showers in Baluchistan and the hill and submontane districts of the Punjab. Strong winds were reported from Cherat and Murree.

Monday.—The depression had travelled in a south-easterly direction to Bundelkhand and the adjacent districts of the Central Provinces where the barometer had fallen briskly. The barometer had fallen rapidly in the North-West Punjab and a secondary depression had formed in the Central Punjab, but practically no rain had fallen anywhere except at Quetta where a fall of ·25 inch was recorded. Cloud had increased in Baluchistan and the barometer had fallen briskly at Quetta.

Tuesday.—Pressure had risen slightly in the Punjab and Rajputana and the secondary depression had commenced to fill up. The primary depression had moved slightly eastwards and was central to the east of Sutna. Strong northerly winds were blowing at Cherat and winds had increased in strength slightly at Chaman. Light to moderate rain had fallen in the Upper India hill districts, the North-Western Provinces and Rajputana. Chakrata received 1·13 inches and Cawnpore ·87 inch.

Wednesday.—The barometer had risen briskly to rapidly in the Punjab, Rajputana, the North-Western Provinces and Bundelkhand, and the primary depression had advanced in a south-easterly direction to Orissa and the head of the Bay, where pressure was in moderate defect and winds were irregularly cyclonic in direction. The secondary depression had filled up completely. The Upper India hill districts and the North-Western Provinces had received light rain and snow.

Thursday.—Pressure had risen everywhere and the depression covering the head of the Bay had filled up. Strong winds continued at Cherat and easterly winds were blowing at Chaman. Quetta had received a light fall of snow, but skies were clearing in Baluchistan and conditions were more settled than they had been for some days past. Sibsagar and Colombo reported light showers of rain.

Friday.—The barometer was steady or had risen over the whole of the Indian area, the rise being brisk in the submontane districts of the Punjab, Berar and the Central Provinces. Gradients were unusually steep in the Bay and winds had increased at Diamond Island and on the Madras Coast. Skies were clear or only lightly clouded in Baluchistan and the North-West Punjab, but were heavily clouded over the remainder of North-Western India, where weather conditions were slightly unsettled. Lucknow reported a light shower of rain.

Saturday.—Pressure had fallen briskly in West Baluchistan, where both temperature and cloud had increased, and also in Bihar and parts of Bengal. It was steady or had fallen slightly elsewhere. Strong winds were reported from Cherat and Murree. A few light showers of rain had fallen in the North-Western Provinces, the heaviest fall being ·19 inch at Lucknow.

Temperature.—From the 1st January to the end of the week both day and night temperatures were in moderate to considerable excess in the Central Provinces, the mean temperature ranging from 2°·8 to 3°·6 above the normal. A cool wave following the depression which travelled across Northern India during the week, entered North-Western India on the 1st, and temperature fell rapidly in the Punjab, Sind and Rajputana. It caused a rapid fall of temperature next day in Central India and the North-Western Provinces, and a slight fall in Bengal on the 4th.

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

Province.	December 1894.		January 1895.					Mean variation of week.
	30th.	31st.	1st.	2nd.	3rd.	4th.	5th.	
	°	°	°	°	°	°	°	°
Burma	—1·7	—0·1	+0·2	+1·1	+0·6	—0·2	+0·9	+0·1
Bengal and Assam	—1·3	—0·5	0	+1·3	+2·2	+1·5	+0·6	+0·5
North-Western Provinces and Oudh	—0·1	+2·1	+3·6	—2·1	—0·7	+1·1	+0·5	+0·6
Punjab	—0·2	+1·1	—1·1	—2·0	—3·0	—0·5	—1·6	—1·0
Bombay	—0·3	—0·7	+0·3	—0·3	—0·3	+0·3	+0·5	—0·1
Central Provinces and Berar	—0·7	+1·0	+3·3	+2·8	+2·8	+3·6	+2·8	+2·2
Central India and Gujarat	+2·6	+2·7	+1·7	—2·0	—0·2	+1·5	+2·8	+1·3
Sind and Rajputana	+1·3	+1·0	—2·5	—1·1	—1·2	—0·3	—2·4	—0·7
Madras	—1·5	—1·6	—1·1	—0·3	+0·2	+0·8	+0·3	—0·5
	°	°	°	°	°	°	°	°
Mean for whole of India	—0·2	+0·6	+0·5	—0·3	0	+0·9	+0·5	+0·3

The mean temperature of the week was approximately normal in most provinces. It was 2°·2 in excess in the Central Provinces and 1°·3 in Central India and 1° in defect in the Punjab. For the whole of India the average mean daily temperature was nearly normal throughout the week, the largest variation from the normal occurring on the 4th when it was +0°·9.

Rainfall.—Rain has fallen only in the provinces affected by the depression which crossed Northern India during the week. No rain has fallen in Southern India. Rainfall was heaviest in the Punjab hill districts and in Oudh, where it averaged between half and three quarters of an inch. The largest amount received at any station during the week was 2·1 inches at Kanauj in the Farakhabad district.

Rainfall in excess of the normal fall of the week was received in the majority of the districts of the North-Western Provinces, Oudh, the Central and hill districts of the Punjab, Sind, Rajputana and Central India.

A new rainfall period commences with this week.

Province.	Division.	Rainfall data for week ending 5th January, 1895.			Rainfall data from 30th December to 5th January, 1895.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, 30th December to 5th January.	Excess or defect of (seasonal) rainfall expressed as a per-centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0	0	0	0	0
	Lower Burma	0	0·04	—0·04	0	0·04	— 100
	Central do.	0	0·01	—0·01	0	0·01	— 100
	Upper do.	0·01	?	?	0·01	?	?
	Arakan	0	0·01	—0·01	0	0·01	— 100
Bengal and Assam	Eastern Bengal	0	0·13	—0·13	0	0·13	— 100
	Assam (Surma)	0	0·17	—0·17	0	0·17	— 100
	Do. (Brahmaputra)	0·03	0·15	—0·12	0·03	0·15	— 80
	Deltaic Bengal	0	0·11	—0·11	0	0·11	— 100
	Central do.	0	0·07	—0·07	0	0·07	— 100
	North do.	0	0·03	—0·03	0	0·03	— 100
	Orissa	0	0·04	—0·04	0	0·04	— 100
	Chota Nagpur	0	0·09	—0·09	0	0·09	— 100
	Bihar (South)	0	0·05	—0·05	0	0·05	— 100
	Do. (North)	0·03	0·06	—0·03	0·03	0·06	— 50
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·04	—0·04	0	0·04	— 100
	North-Western Provinces Submontane (*a*)	0·21	0·06	+0·15	0·21	0·06	+ 250
	Oudh (South)	0·51	0·06	+0·45	0·51	0·06	+ 750
	Do. (North)	0·49	0·03	+0·46	0·49	0·03	+ 1,533
	North-Western Provinces (Central)	0·38	0·08	+0·30	0·38	0·08	+ 375
	North-Western Provinces (West)	0·17	0·07	+0·10	0·17	0·07	+ 143
	North-Western Provinces (Submontane) (*b*)	0·36	0·18	+0·18	0·36	0·18	+ 100
Punjab	Punjab (South)	0·05	0·05	0	0·05	0·05	0
	Do. (Central)	0·08	0·05	+0·03	0·08	0·05	+ 60
	Do. (Submontane)	0·16	0·17	—0·01	0·16	0·17	— 6
	Do. (Hill Districts)	0·75	0·30	+0·45	0·75	0·30	+ 150
	Do. (North-West)	0·07	0·21	—0·14	0·07	0·21	— 67
	Do. (West)	0·01	0·07	—0·06	0·01	0·07	— 86
Bombay and Malabar Coast Districts (Madras)	Malabar	0	0·09	—0·09	0	0·09	— 100
	Madras (South Central)	0	0·12	—0·12	0	0·12	— 100
	Coorg	0	0·09	—0·09	0	0·09	— 100
	Mysore	0	0·03	—0·03	0	0·03	— 100
	Konkan	0	0·07	—0·07	0	0·07	— 100
	Bombay Deccan	0	0·05	—0·05	0	0·05	— 100
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0·06	—0·06	0	0·06	— 100
Central Provinces and Berar.	Berar	0	0·14	—0·14	0	0·14	— 100
	Central Provinces (West)	0	0·07	—0·07	0	0·07	— 100
	Do. (Central)	0·02	0·07	—0·05	0·02	0·07	— 71
	Do. (East)	0	0·10	—0·10	0	0·10	— 100
Bombay (North)	Gujarat	0	0	0	0	0	0
	Kathiawar	0	0	0	0	0	0
	Sind	0·06	0·02	+0·04	0·06	0·02	+ 200
Rajputana and Central India.	Central India (East)	0·07	0·03	+0·04	0·07	0·03	+ 133
	Rajputana (East) Central India (West)	0·08	0·02	+0·06	0·08	0·02	+ 300
	Rajputana (West)	0·10	0·03	+0·07	0·10	0·03	+ 233
Madras	East Coast (North)	0	0·03	—0·03	0·03	0·03	— 100
	Do. (do.) (*a*)	0	0·07	—0·07	0	0·07	— 100
	Hyderabad (South)	0	0·03	—0·03	0	0·03	— 100
	Madras (Central)	0	0·01	—0·01	0	0·01	— 100
	East Coast (Central)	0	0·08	—0·08	0	0·08	— 100
	Do. (South)	0	0·23	—0·23	0	0·23	— 100
	Madras (South)	0	0·20	—0·20	0	0·20	— 100

W. A. BION,
Actg. Asst. Meteorological Reporter to the Government of India.

SIMLA, *10th January 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 12th January.*—No rain except slight scattered showers in the southern districts. The water-supply is insufficient for irrigation in most districts. Agricultural operations continue. The standing crops are fair, but greatly need rain. The harvest continues with fair outturn. Pasture and fodder are generally sufficient. Prices are falling in parts of the Circars, Kurnool, Nellore, Cuddapah, and Madura; elsewhere prices are generally steady.

Bombay.—*For week ending 16th January.*—Slight rain in Sind and Ahmednagar. The standing crops have been damaged by blight in parts of Bijapur and Dharwar and are suffering for want of rain in parts of Poona, Ahmednagar, Sholapur, and Belgaum. Sowing of the late crops continues in two, and reaping of the early crops in four, districts. The fodder-supply is sufficient. Agricultural stock in good condition. Prices are low in Ahmednagar and Sholapur; otherwise prices are normal.

Bengal.—*For week ending 14th January.*—There was no rain during the week. The general prospects of the crops are satisfactory. The harvesting of winter rice is nearly finished, and the outturn is generally good. The condition of the cold-weather crops continues generally satisfactory. Poppy is also a promising crop, but is somewhat backward. Prices of common rice continue generally normal.

North-Western Provinces and Oudh.—*For week ending 16th January.*—Weather generally cloudy with rain in nearly all districts. In some districts the rain has been beneficial, but in others the crops are being damaged by excessive moisture; bright sunshine is now needed. Hailstorm reported from Agra, causing injury to the crops in some villages. Prospects are however fair. Fodder and supplies are sufficient. Prices are fluctuating.

Punjab.—*For week ending 16th January.*—Rain has fallen in all districts except Sialkot and Peshawar. Harvesting of the autumn crops is finished. Pressing of sugarcane and irrigation of spring crops in progress. The condition of the standing crops is generally reported to be good to average. The recent rain has improved prospects save in Delhi where hail and heavy rains have done some damage. Sunny weather is also needed at Umballa for the development of the crops. The crops are being injured by field rats in parts of the Lahore and Ferozepore districts. Cattle are generally reported to be in good condition, and fodder is sufficient throughout the province. Prices are high in Delhi, and are rising in Lahore and Umballa; elsewhere prices are low.

Central Provinces.—*For week ending 16th January.*—Weather cloudy with slight falls of rain in seven districts. The damage caused to the linseed crops by rust is extending and a poor outturn is estimated. The wheat crop in one of the tahsils of the Hoshangabad District has been slightly attacked by rust; otherwise prospects continue generally favourable.

Burma.—*For week ending 12th January.*—No rain. Threshing of the main paddy crop has commenced in Lower Burma; rather less than a 14-anna crop is expected. In Upper Burma reaping of the wet-weather crop is nearly completed and cultivation of the dry-weather crops continues. Crop prospects are good except in Thayetmyo and parts of Minbu and Magwe. Fodder and water are sufficient. In Lower Burma the price of paddy is generally above normal, but is falling in the Tenasserim division; in Upper Burma the price is generally below normal.

Assam.—*For week ending 15th January.*—Weather seasonable. Reaping of the late rice continues. The condition of cattle is fair. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 16th January.*—MYSORE: The standing crops are in good condition. Harvesting of *ragi* (*Eleusine coracana*) continues in six districts. Prices have slightly risen in Kolar.

COORG: Rainfall slight. Reaping of rice and picking of coffee nearly completed. Fodder and water for cattle are sufficient. Prices of food-grains normal.

Berar and Hyderabad.—*For week ending 16th January.*—BERAR: Weather cool and occasionally cloudy. The winter crops are in good condition, except linseed which has been damaged through blight in parts of two districts. Threshing of *juar* (*Sorghum vulgare*) is in progress and cotton-picking continues. Fodder and water are ample. Prices have risen in one district, but are steady elsewhere.

HYDERABAD: No rain during the week. Harvesting of the autumn crops almost completed. Land is being ploughed for the hot-weather crops. Prices are normal.

Central India.—*For week ending 16th January.*—Rain fell during the week in five Agencies. Agricultural operations have been stopped by rain in Goona, completed in Bhopal, and in progress elsewhere. The standing crops are in fairly good condition though slightly damaged by rain, hail, and blight. The condition of agricultural stock is good except in parts of Bhopal and Bewani. Prices of food-grains are above normal in three Agencies, rising in parts of Gwalior, low in Dhar, and normal elsewhere. Opium has been partly damaged by rain in Goona, but the crop is good elsewhere.

Rajputana.—*For week ending 16th January.*—Rainfall good in Jhallawar, Harowtee, Karowli, Dholepore, Bhurtpore, Jeypore, and Ulwar; slight rain elsewhere. Agricultural operations are satisfactory. The standing crops prospects and agricultural stock are generally good, but some damage has been caused to the crops in Jhallawar, Kotah, Kerowlee, and Ulwar by rain and hail. Fodder is sufficient, and is improving in Dholepore. Prices have risen in four States, below average in one, and normal elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 15th January.*—Rain has fallen in the Mozaffarabad district. Heavy snow fell in Kashmir proper and Gilgit. The weather is now fine. Prices are falling.

JAMMU PROVINCE.—*For week ending 16th January.*—Report not received.

Nepal.—*For week ending 12th January.*—Weather fine, with high winds. Wheat is germinating.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 31ST DECEMBER 1893, AND FROM 1ST JULY TO 31ST DECEMBER 1894.

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

Railway.	Average earnings per mile per week during the 2nd-half of 1893.	Last 8 days ending 31st December 1893. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open.	Last 9 days ending 31st December 1894. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open.	Earnings from 1st July to 31st December 1893.	Earnings from 1st July to 31st December 1894.	Increase.	Decrease.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	552	1,634	11,27,531	690	1,687	13,37,842	793	2 34,63,952	2,47,20,601	12,56,649	...
Bengal-Nágpur	107	863	1,59,432	185	862	2,10,879	252	23,94,29	23,01,27	...	93,020
Indian Midland (*a*)	112	752	1,12,110	149	752	1,01,838	135	22,03,159	25,78,527	3,75,368	...
Bezwada extension	100	21	2,363	113	21	3,771	180	54,535	93,279	38,744	...
Metre gauge—											
Rajputana-Malwa (*b*)	216	1,699	5,91,260	348	1,790	6,66,340	372	95,53,18	1,05,95,238	10,42,050	...
Pálanpur-Deesa	49	17	712	42	17	1,320	78	(*c*)4,430	17,617	13,181	...
South Indian	142	1,043	2,57,354	247	1,042	2,42,323	233	38,44,531	41,46,967	3,02,436	...
Máyavaram-Mutupet	...	...	...	...	54	4,816	89	...	1,12,277	1,12,277	...
Southern Mahratta (*d*)	90	1,163	1,27,965	110	1,165	1,47,788	127	27,25,630	27,48,614	22,984	...
Bengal and North-Western (*e*)	108	756	1,01,496	134	756	1,31,270	174	21,15,103	23,69,910	2,54,742	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	59	223	20,210	91	224	28,684	128	3,07,320	4,20,775	1,13,449	...
TOTAL	221	8,171	25,00,433	306	8,370	28,82,871	344	4,66,66,218	5,01,05,084	34,38,866	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	222	2,509	7,38,863	294	2,511	8,38,968	334	1,44,39,713	1,56,17,567	11,77,854	...
Oudh and Rohilkhand (state)	206	740	1,84,344	249	797	3,29,264	413	38,12,715	49,16,730	11,04,015	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	345	813	1,91,280	235	813	3,96,960	488	70,07,625	78,61,300	8,53,765	...
Bengal Central (*g*)	121	125	16,319	131	125	16,460	132	3,92,434	3,91,915	...	519
East Coast (state)	71	266	(*h*)54,074	203	321	46,101	144	(*h*)4,03,077	7,06,417	3,02,740	...
Metre gauge—											
Burma (state)	133	730	1,38,944	190	746	1,40,704	189	25,29,881	1,25,05,941	...	23,940
Special gauges—											
Jorhát (state provincial)	57	28	1,423	51	28	1,815	65	38,199	40,841	2,642	...
Cherra-Companyganj (state provincial)	52	8	366	46	8	727	91	10,830	12,218	1,388	...
TOTAL	216	5,219	13,25,613	254	5,349	17,70,999	331	2,86,35,074	3,20,53,010	34,17,945	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	392	1,490	9,72,506	653	1,490	8,40,798	564	1,51,92,529	1,30,86,338	...	21,06,191
Bombay, Baroda and Central India	495	461	3,87,540	841	461	4,05,000	879	59,29,754	61,59,160	2,29,406	...
Madras	239	840	2,52,997	301	840	2,52,721	301	52,18,333	51,03,383	...	1,14,940
TOTAL	363	2,791	16,13,043	578	2,791	14,98,519	537	2,63,40,606	2,43,48,881	...	19,91,725
TOTAL (GUARANTEED AND STATE)	244	16,181	54,39,089	336	16,510	61,52,389	373	10,16,41,898	10,05,96,984	48,05,080	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	145	161	28,753	179	161	29,837	185	6,10,050	6,35,669	25,619	...
Tarkessur	213	22	4,966	226	22	6,019	274	1,23,013	1,29,051	6,039	...
Metre gauge—											
Rohilkund and Kumaon (Company section)	123	67	9,337	139	67	11,313	169	2,14,223	2,13,334	...	891
Bengal Dooars	97	32	8,505	266	36	13,900	386	81,326	1,29,561	48,235	...
Dibru-Sadiya	127	78	8,479	109	78	8,521	109	2,57,508	2,74,080	16,578	...
Special gauge—											
Darjeeling-Himalayan	241	51	14,786	290	51	12,002	235	3,19,662	3,23,094	3,432	...
TOTAL	150	411	74,826	182	415	81,592	197	16,05,784	17,04,795	99,011	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	145	333	80,766	243	333	83,751	252	12,55,231	14,57,863	2,02,632	...
The Gaekwar's Petlád	82	13	1,257	97	13	1,530	118	28,320	29,971	1,651	...
Rájpura-Bhátinda	119	108	17,264	160	108	21,898	203	3,35,423	5,54,250	2,18,827	...
Kolar Gold-fields	...	...	...	...	10	1,637	164	...	62,503	62,503	...
Metre gauge—											
Southern Mahratta (Mysore section) (*j*)	96	362	33,133	92	362	38,029	105	8,75,741	8,19,775	...	55,966
The Gaekwar's Mehsána	59	93	9,175	99	93	8,360	90	1,43,452	1,50,483	...	6,969
Kolhápur	73	29	2,294	79	29	2,546	88	55,160	53,143	...	2,017
Special gauge—											
The Gaekwar's Dabhoi	53	72	6,463	90	72	4,930	68	98,703	86,568	...	12,135
Cooch Behar	17	22	3,000	137	22	1,320	60	(*k*) 5,840	20,318	14,472	...
TOTAL	107	1,032	1,53,358	149	1,042	1,64,001	157	27,97,870	33,20,874	4,22,998	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	90	334	75,388	226	334	49,073	147	7,80,920	6,99,886	...	81,034
Jetalsar-Rájkot	61	46	4,367	95	46	4,842	105	73,722	73,572	...	150
Jodhpore-Bickaneer	46	364	19,553	54	364	21,790	60	4,32,687	4,44,116	11,429	...
Special gauge—											
Morvi	62	94	5,797	62	94	7,791	83	1,52,496	1,37,420	...	15,076
TOTAL	66	838	1,05,105	125	838	83,496	100	14,39,825	13,54,994	...	84,831
GRAND TOTAL	226	18,462	57,72,378	313	18,805	64,81,478	345	10,74,8,5153	11,27,87,647	53,02,264	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 8th November to 31st December 1893.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Includes the earnings of the Bezwada-Gódavari section.
(*i*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*j*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*k*) Total earnings from 15th September to 31st December 1893.

CALCUTTA, *the 18th January, 1895.*

F. B. HEBBERT,
Under Secretary.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XXXIX OF 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

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

Railway.	Average earnings per mile per week in 1893-94.	Last 8 days ending 31st December 1893. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open.	Last 9 days ending 31st December 1894. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open.	Earnings from 1st April to 31st December 1893.	Earnings from 1st April to 31st December 1894.	Increase.	Decrease.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	602	1,634	11,27,531	690	1,687	13,37,842	793	3,66,34,189	3,84,71,737	18,37,548	...
Bengal-Nágpur	149	863	1,59,432	185	862	2,16,879	252	43,38,790	41,81,710	...	1,57,080
Indian Midland (*a*)	132	752	1,12,110	149	752	1,01,838	135	36,09,001	41,97,134	5,88,133	...
Bezwada extension	95	21	2,363	113	21	3,771	180	79,164	1,27,293	48,129	...
Metre gauge—											
Rajputana-Malwa (*b*)	261	1,699	5,91,260	348	1,790	6,66,340	372	1,61,82,042	1,81,20,283	19,38,241	...
Pálanpur-Deesa	41	17	712	42	17	1,320	78	(*c*) 4,436	28,433	23,997	...
South Indian	144	1,043	2,57,354	247	1,042	2,42,323	233	60,81,051	62,72,302	1,91,251	...
Máyavaram-Mutupet	...	...	...	...	54	4,816	89	...	(*d*) 1,60,828	1,60,828	...
Southern Mahratta (*e*)	100	1,163	1,27,965	110	1,165	1,47,788	127	44,85,718	46,84,100	1,98,382	...
Bengal and North-Western (*f*)	132	756	1,01,496	134	756	1,31,270	174	37,38,624	41,06,180	3,67,556	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	223	20,210	91	224	28,684	128	5,19,290	6,70,599	1,51,309	...
TOTAL	250	8,171	25,00,433	306	8,370	28,82,871	344	7,56,72,305	8,10,20,599	53,48,294	...
State lines worked by the State.											
Standard gauge—											
North-Western (state) (*g*)	232	2,509	7,38,863	294	2,511	8,38,968	334	2,19,43,887	2,40,70,900	21,27,013	...
Oudh and Rohilkhand (state)	242	740	1,84,344	249	797	3,29,264	413	63,50,429	78,72,770	15,22,341	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	309	813	1,91,280	235	813	3,96,960	488	94,49,239	1,06,13,860	11,64,621	...
Bengal Central (*h*)	120	125	16,319	131	125	16,460	132	5,80,307	6,00,069	19,762	...
East Coast (state)	71	266	(*i*)54,074	203	321	46,101	144	(*i*) 4,71,050	11,20,644	6,49,594	...
Metre gauge—											
Burma (state)	171	730	1,38,944	190	746	1,40,704	189	42,36,844	40,72,118	...	1,64,726
Special gauges—											
Jorhát (state provincial)	49	28	1,423	51	28	1,815	65	56,536	57,474	938	...
Cherra-Companyganj (state provincial)	54	8	366	46	8	727	91	16,450	18,756	2,306	...
TOTAL	226	5,219	13,25,613	254	5,349	17,70,999	331	4,31,04,742	4,84,26,591	53,21,849	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*j*)	510	1,490	9,72,506	653	1,490	8,40,798	564	2,72,47,974	2,39,10,606	...	33,37,368
Bombay, Baroda and Central India	638	461	3,87,540	841	461	4,05,000	879	43,38,790	41,81,710	4,69,175	...
Madras	238	840	2,52,997	301	840	2,52,721	301	78,96,784	77,48,691	...	1,08,093
TOTAL	440	2,791	16,13,043	578	2,791	14,98,519	537	4,61,38,032	4,31,61,746	...	29,76,286
TOTAL (GUARANTEED AND STATE)	277	16,181	54,39,089	336	16,510	61,52,389	373	16,49,15,079	17,26,08,936	76,93,857	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	148	161	28,753	179	161	29,837	185	9,17,549	10,12,434	94,885	...
Tarkessur	253	22	4,966	226	22	6,019	274	2,04,979	2,22,025	17,046	...
Metre gauge—											
Rohilkhand and Kumaon (Company section)	137	67	9,337	139	67	11,313	169	3,51,589	3,48,555	...	3,034
Bengal Dooars	77	32	8,505	266	36	13,900	386	1,01,057	1,68,538	67,481	...
Dibru-Sadiya	130	78	8,479	109	78	8,521	109	3,89,349	4,04,353	15,004	...
Special gauge—											
Darjeeling-Himalayan	238	51	14,786	290	51	12,002	235	4,99,924	4,98,155	...	1,769
TOTAL	155	411	74,826	182	415	81,592	197	24,64,447	26,54,060	1,89,613	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	158	333	80,766	243	333	83,751	252	20,00,040	23,35,064	3,35,024	...
The Gaekwar's Petlád	92	13	1,257	97	13	1,530	118	45,955	52,293	6,338	...
Rájpura-Bhátinda	129	108	17,264	160	108	21,898	203	5,25,322	9,03,156	3,77,834	...
Kolar Gold-fields	...	...	...	...	10	1,637	164	...	(*k*)75,722	75,722	...
Metre gauge—											
Southern Mahratta (Mysore section) (*l*)	95	362	33,133	92	362	38,029	105	13,30,873	12,56,523	...	74,350
The Gaekwar's Mehsána	75	93	9,175	99	93	8,360	90	2,42,767	2,52,525	9,758	...
Kolhápur	77	29	2,294	79	29	2,546	88	86,301	92,341	6,040	...
Special gauges—											
The Gaekwar's Dabhoi	67	72	6,463	90	72	4,930	68	1,79,500	1,65,669	...	13,831
Cooch Behar	20	22	3,006	137	22	1,320	60	(*m*)5,846	31,119	25,273	...
TOTAL	114	1,032	1,53,358	149	1,042	1,64,001	157	44,16,604	51,64,412	7,47,808	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	118	334	75,388	226	334	49,073	147	14,87,601	12,82,115	...	2,05,486
Jetalsar-Rájkot	60	46	4,367	95	46	4,842	105	(*n*)1,03,007	1,16,809	13,802	...
Jodhpore-Bickaneer	54	364	19,553	54	364	21,790	60	6,59,243	7,99,381	1,40,138	...
Special gauge—											
Morvi	67	94	5,797	62	94	7,791	83	2,42,935	2,35,161	...	7,774
TOTAL	81	838	1,05,105	125	838	83,496	100	24,92,786	24,33,466	...	59,320
GRAND TOTAL	256	18,462	57,72,378	313	18,805	64,81,478	345	17,42,83,916	18,28,60,874	85,71,958	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 8th November to 31st December 1893.
(*d*) Total earnings from 2nd April to 31st December 1894.
(*e*) Includes the Guntakal-Mysore frontier section.
(*f*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*g*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the earnings of the Bezwada-Gódávari section.
(*j*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*k*) Total earnings from 1st June to 31st December 1894.
(*l*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*m*) Total earnings from 15th September to 31st December 1893.
(*n*) Total earnings from 12th April to 31st December 1893.

CALCUTTA, *the 18th January, 1895.*

F. B. HEBBERT,
Under Secretary.

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OFFICIAL PAPERS.

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF DECEMBER 1894.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jawar or cholum (*Sorghum vulgare*). Present fortnight.	Jawar or cholum (*Sorghum vulgare*). Past fortnight.	Bajra or cumbu (*Penicillaria spicata*). Present fortnight.	Bajra or cumbu (*Penicillaria spicata*). Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi (*Eleusine coracana*). Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Past fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
Burma—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Tenasserim—																										
Mergui	...	...	...	...	11 8	11 8	12 14	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	12 0	12 0
Tavoy	...	...	...	...	12 6	12 6	14 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	14 3	14 3
Moulmein and Amherst	7 0	7 0	...	...	11 3	11 0	13 7	13 7	...	...	...	...	...	...	...	...	11 3	11 3	†	14 0	8 0	8 0	140 0	140 0	14 0	14 0
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	20 8	20 8	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	6 0	6 0	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	9 8	9 8	11 10	11 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 3	14 3
Bassein	...	...	...	...	11 13	10 2	13 9	10 7	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	9 13	9 13	10 6	10 6	...	...	...	...	...	...	...	...	...	...	...	...	7 0	7 0	200 0	200 0	14 2	14 2
Tharrawaddy	...	...	...	...	12 5	12 5	14 13	14 13	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	450 0	450 0	14 13	14 3
Henzada	...	...	...	...	11 15	13 0	11 15	13 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	188 8	188 8	16 2	16 2
Prome	10 6	10 6	...	...	9 15	9 15	11 1	11 1	...	...	...	...	...	...	...	...	13 3	13 3	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	13 3	13 3	14 4	14 4	...	...	...	...	...	...	...	...	11 6	11 6	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	12 3	12 3	...	...	11 3	10 6	13 13	13 2	...	...	...	...	...	...	...	...	18 4	19 11	28 3	28 3	8 10	8 10	196 0	196 0	11 9	11 9
Upper Burma—																										
Mandalay	13 5	14 0	...	...	13 7	13 7	14 7	14 7	24 7	24 7	...	...	...	...	...	...	13 14	14 10	24 0	24 0	10 1	10 1	85 0	85 0	15 2	15 2
Bamo	...	...	...	...	7 3	7 3	9 11	9 11	...	...	...	...	...	...	...	...	9 11	9 11	...	...	7 3	7 3	200 0	200 0	9 11	9 10
Pakôkku	...	...	...	...	9 13	9 13	11 9	11 9	40 0	40 0	...	...	...	...	...	...	20 0	20 0	...	...	5 9	5 9	113 0	113 0	12 10	12 10
Meiktila	...	...	...	...	14 4	13 6	16 1	14 4	28 8	28 8	...	...	...	...	...	...	21 2	22 2	67 0	51 6	7 2	7 2	301 13	361 13	10 12	10 12
Arakan—																										
Sandoway	...	...	...	...	16 0	17 4	22 11	22 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	22 6	22 6
Kyaukpyu	...	...	...	...	16 11	16 5	17 9	17 4	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	25 4	25 4
Akyab	...	...	...	...	13 8	13 0	17 0	16 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	160 0	165 0	14 0	13 8
Assam—																										
Surma—																										
Sylhet	...	...	...	...	9 8	8 12	18 12	15 12	...	...	...	...	...	...	...	...	11 6	11 6	...	...	...	...	...	...	11 4	11 4
Cachar	8 8	8 8	...	...	8 11½	8 0	13 0	12 0	...	...	...	...	...	...	...	...	11 4	11 4	...	...	...	...	80 0	80 0	10 0	10 0
Khási and Jaintia Hills	6 0	6 4	...	...	5 0	4 0	6 0	6 0	...	...	...	...	...	...	...	...	8 0	8 0	8 0	8 0	...	...	80 0	80 0	7 0	7 0
Garo Hills	...	...	...	...	6 0	6 0	11 0	11 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	6 8	0 8
Brahmaputra—																										
Goalpara	12 0	13 0	...	...	6 8	6 8	15 0	14 0	...	...	...	...	...	...	...	...	10 0	11 8	...	...	...	...	140 0	140 0	10 8	10 8
Kámrup	8 8	8 8	...	...	10 0	8 0	12 0	11 0	...	...	...	...	...	...	...	...	11 0	11 8	...	...	...	...	160 0	160 0	10 0	10 0
Darrang	8 0	9 0	...	...	9 0	8 0	12 0	10 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	...	...	10 0	10 0
Nowgong	...	...	...	...	8 8	9 0	12 0	11 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	8 0	8 0	11 0	12 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	160 0	160 0	9 0	9 0
Lakhimpur	8 0	8 0	...	...	6 0	6 0	11 0	10 0	...	...	...	...	...	...	...	...	11 0	10 8	14 0	14 0	...	...	160 0	140 0	8 0	8 0
Manipur	...	...	...	...	18 8	18 8	27 0	27 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	80 0	80 0	2 4	2 4
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts (*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hill Tippera(*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	...	...	...	...	5 0	5 0	...	†	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	11 7	12 0	13 5	13 8	...	...	...	...	...	...	...	...	11 13½	13 0	...	...	...	...	80 0	80 0	12 1	11 0
Noakhali	...	...	...	...	9 0	9 0	18 0	19 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	...	...	...	...	10 0	10 0
Chittagong	10 0	10 0	...	...	12 12	12 8	14 12	13 12	...	...	...	...	...	...	...	...	11 12	11 8	...	...	...	...	90 0	90 0	10 0	10 0
Tippera	7 0	7 0	...	...	12 0	11 8	18 0	16 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	...	10 0	...	...	10 0	10 0
Dacca	13 12	13 12	...	...	12 0	10 5	16 0	13 12	...	...	...	...	...	...	...	...	14 0	14 8	...	...	15 0	15 0	140 0	140 0	9 0	9 0
Mymensingh	9 8	9 8	...	...	12 0	12 0	13 0	13 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	80 0	80 0	8 0	8 0
Deltaic—																										
Khulna	...	...	...	...	10 12	13 0	16 0	16 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	11 0	11 0	160 0	160 0	9 4	9 4
24-Parganas	...	...	...	...	7 4	8 0	13 4	13 4	...	...	...	...	...	...	...	...	16 0	16 0	...	...	12 5	13 4	106 6	100 0	10 0	11 4
Midnapore	13 8	13 8	...	...	14 8	12 3	17 12	14 6	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 0	16 0	200 0	200 0	11 0	10 12
Howrah	...	...	...	...	10 12	10 6	13 8	13 0	...	...	...	...	...	...	...	...	...	...	...	...	11 0	10 6	105 0	105 0	11 0	11 0
Calcutta	13 0	13 9	18 2	18 3	8 0	8 0	10 10	10 10	17 12	17 12	15 3	14 8	...	...	10 0	10 0	15 9	16 13	20 0	20 0	16 0	16 13	85 0	85 0	12 1	12 1
Hooghly	13 0	13 0	...	...	8 0	8 0	11 8	11 8	...	...	...	...	...	...	...	...	14 0	15 0	...	...	10 0	10 0	160 0	160 0	10 12	11 0
Nadia (Krishnagar)	15 8	16 0	...	...	6 14	6 12	13 5	12 10	...	...	...	...	...	...	...	...	18 4	17 0	...	...	17 8	17 8	128 0	128 0	10 12	10 12
Jessore	11 0	11 8	...	...	16 0	8 12	18 0	16 0	...	...	...	...	...	...	...	...	10 0	16 0	...	...	18 0	16 0	120 0	120 0	10 0	10 0
Faridpur	13 0	13 0	16 0	15 0	7 8	7 8	16 0	13 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	8 0	...	120 0	120 0	10 8	10 8
Central—																										
Bankura	14 8	14 8	...	...	16 4	15 0	21 4	20 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 5	13 5	320 0	320 0	11 0	11 0
Burdwan	13 0	15 4	...	...	14 8	12 0	16 0	16 8	...	...	...	...	...	...	...	...	10 0	16 0	...	...	12 0	12 0	120 0	100 0	11 8	12 0
Birbhum	10 8	11 4	...	...	12 0	12 0	16 8	16 8	...	...	...	...	...	...	...	...	9 12	9 12	...	...	12 0	12 0	120 0	120 0	11 0	11 0
Murshidabad	14 0	15 0	...	...	11 0	10 0	15 0	14 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	180 0	180 0	10 8	10 8
Sonthal Parganas	11 0	11 0	...	...	13 0	13 0	19 0	19 0	...	...	...	...	...	...	...	...	14 0	14 0	28 0	28 0	10 0	16 0	120 0	120 0	10 8	10 8
Pabna	15 0	15 0	21 0	21 0	6 6	6 6	17 4	18 0	...	...	...	...	...	...	...	...	13 8	13 8	...	...	17 4	17 4	200 0	200 0	9 12	9 12
Bogra	13 8	15 0	...	...	9 12	9 9	16 8	16 8	...	...	...	...	...	...	...	...	13 8	13 8	...	...	...	...	90 0	90 0	9 9	9 12
Rajshahi	12 0	12 12	19 8	18 0	12 0	10 8	15 0	13 14	...	...	...	...	...	...	...	...	15 0	15 0	...	...	14 6	16 0	240 0	240 0	9 9	9 9
Malda	16 0	16 0	...	...	10 0	10 0	14 0	14 0	...	...	...	...	...	...	13 0	13 0	14 0	13 0	25 0	25 0	11 0	11 0	100 0	100 0	10 0	10 0
Northern—																										
Rangpur	13 0	13 0	...	...	9 0	9 0	11 8	11 8	...	...	...	...	14 0	14 0	...	...	16 0	16 0	...	...	9 0	9 0	60 0	60 0	10 0	10 0
Dinajpur	16 0	13 6	12 4	13 2	11 3	11 3	13 8 and 16 0	11 3 and 15 10	...	...	...	...	...	...	...	...	13 4	13 10	...	...	...	...	120 0	120 0	10 0	10 0
Jalpaiguri	12 0	12 0	13 0	13 0	10 0	10 0	13 0	12 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	11 0	11 0	160 0	120 0	10 0	10 0
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	11 0	11 0	...	...	...	...	...	14 0	...	...	11 0	11 8	22 0	23 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	12 0	11 13	...	...	9 3	9 3	18 14	18 10	...	...	...	...	...	...	...	...	13 2	12 7	...	...	14 7	15 1	80 0	80 0	11 8	12 0
Cuttack	14 7	13 2	...	...	10 8	10 8	18 0	18 0	...	...	...	...	...	...	...	...	14 7*	15 2*	...	...	17 1	18 0	80 0	80 0	10 12	10 12
Balasore	16 0	16 0	8 0	8 0	11 0	11 0	18 0	18 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	10 8	10 8	128 0	128 0	11 0	11 0
Chota-Nagpur—																										
Singhbhum	12 0	12 0	...	...	14 0	14 0	20 0	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	12 0	12 0	100 0	100 0	8 0	8 0
Manbhum	13 8	14 8	18 0	20 0	18 8	10 8	20 0	20 0 to 21 0	...	...	16 0	16 0	...	...	...	...	15 0 to 18 0	16 0 to 17 8	...	...	18 0	17 0	...	...	10 0	10 2
Lohardaga	7 12 to 11 0	7 0 to 11 0	11 0	11 0	14 0	11 0	20 0	14 0 to 20 0	...	...	...	...	28 0	35 0	...	...	12 0 to 13 0	12 8 to 13 0	19 0	20 0	9 8 and 11 0	10 8 and 13 0	180 0	180 0	9 0	9 8
Palámau	12 6	12 6	...	13 8	14 10	14 10	15 12	16 5	...	...	...	...	...	...	...	...	12 6	11 4	18 9	12 15	...	12 6	...	...	9 0	...
Hazáribágh	12 0	12 4	14 0	13 0	8 0	8 0	17 0	14 0	...	...	...	...	24 0	24 0	...	...	15 0	15 8	18 0	20 0	14 0	16 0	240 0	240 0	8 0	9 0

* Kalai.

† Not procurable.

(*a*) Not stated.

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

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued*.																										
Bihár, south—																										
Monghyr	13 4	{13 0 to 13 8}	16 12	{16 0 to 17 0}	10 8	{10 0 to 11 8}	14 8	{14 0 to 15 0}	...	...	...	...	20 0	20 0	16 0	16 0	17 8	{17 8 to 18 0}	{20 0 to 20 8}		15 8	{15 0 to 16 0}	160 0	{130 0 to 180 0}	{10 0}	10 8
Gaya	14 8	14 8	16 0	13 4	9 0	9 4	13 8	16 0	18 0	16 4	...	...	22 8	25 4	12 8	11 4	18 8	18 0	21 4	20 8	18 0	...	140 0	140 0	10 8	10 8
Patna	{15 0 and 16 0}	{15 0 and 18 0}	20 0	20 0	10 0	10 0	18 0	17 0	...	...	...	...	30 0	22 0	20 0	18 0	19 0	19 0	24 0	24 0	17 0	18 0	130 0	130 0	10 0	11 0
Shahabad	13 0	14 0	16 0	16 0	8 0	8 0	13 0	13 0	...	...	...	...	...	...	8 0	...	16 0	16 0	20 0	20 0	16 0	16 0	120 0	120 0	10 8	10 0
Bihár, north—																										
Purnea	13 0	13 0	...	...	16 0	10 0	20 0	17 0	...	...	...	...	...	...	...	...	16 0	14 0	...	...	14 0	14 0	320 0	320 0	10 0	10 0
Bhágalpur	14 8	14 8	15 2	17 10	{10 11 and 14 8}	11 5	{16 6 and 17 1}	16 6	...	...	...	...	...	...	...	...	17 11	17 0	22 11	22 11	15 12	15 12	151 8	154 0	10 1	10 0
Darbhanga	14 12	15 4	19 12	17 8	12 0	10 0	16 6	16 4	...	...	...	...	27 0	27 4	...	...	16 6	14 12	25 0	24 0	15 4	15 4	176 0	176 0	11 0	11 0
Muzaffarpur	14 0	14 0	16 0	16 0	7 8	7 8	12 8	15 10	...	...	...	...	...	...	...	...	14 0	10 0	23 0	24 8	14 0	16 8	160 0	160 0	10 0	11 0
Saran	14 0	14 0	16 0	18 0	10 0	10 8	17 8	16 0	...	...	...	...	22 0	21 0	14 0	12 8	16 0	18 0	22 0	21 0	14 0	17 0	160 0	160 0	10 8	10 12
Champaran	15 8	14 0	19 0	19 0	8 8	8 8	18 0	18 0	...	...	...	...	...	26 0	...	...	17 0	17 0	24 12	25 0	16 8	17 0	180 0	180 0	10 8	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 8	14 0	18 8	18 0	7 0	7 0	13 0	13 0	18 0	18 0	18 0	18 0	...	...	11 8	11 0	18 8	18 0	18 0	18 0	17 0	17 0	100 0	100 0	9 8	9 8
Benares	15 9½	16 4	17 14	19 4	8 13	8 15	11 15	12 3	18 9	19 0	16 8	16 8	...	...	15 11½	15 11½	18 11	19 0	18 9	19 0	17 5½	17 5½	110 0	110 0	9 4½	9 4½
Ghazipur	13 0	13 0	18 0	18 0	7 12	7 12	15 4	15 4	18 0	18 0	16 8	16 8	...	...	12 8	12 8	15 8	16 12	18 0	18 0	16 8	17 0	170 0	170 0	9 0	9 0
Jaunpur	16 0	15 8	18 0	20 0	7 0	7 0	14 0	14 0	...	...	...	...	...	...	...	...	18 0	19 8	...	...	16 8	19 0	145 0	145 0	9 8	9 8
Allahabad	13 8	14 8	18 8	19 8	10 0	9 0	13 0	14 0	21 0	20 0	18 0	17 0	...	...	17 0	18 0	19 8	19 0	20 0	20 0	16 8	17 0	80 0	80 0	10 0	10 0
Central—																										
Bánda	14 0	14 8	16 0	15 0	7 0	8 0	11 8	10 8	18 0	19 0	...	...	...	...	...	...	17 0	19 0	...	...	21 0	21 0	180 0	180 0	10 0	10 0
Fatehpur	13 8	13 12	18 0	18 8	8 0	7 0	12 0	12 0	...	...	...	...	...	...	...	...	17 8	18 8	...	...	21 0	22 0	160 0	160 0	10 0	10 0
Hamírpur	15 8	15 8	18 6	18 6	8 0	8 0	12 0	12 0	20 8	17 6	20 8	19 0	...	...	...	...	18 0	19 8	...	...	23 0	27 8	140 0	140 0	10 0	10 0
Jalaun	15 0	15 0	19 0	22 0	9 0	9 0	10 0	10 0	20 0	20 0	16 0	18 0	16 0	16 0	16 0	16 0	19 0	20 0	18 0	18 0	24 0	24 0	160 0	160 0	11 0	11 0
Cawnpore	17 8	17 8	22 0	22 8	7 8	7 8	13 0	13 8	...	...	17 8	17 8	...	...	17 0	19 0	21 0	22 0	22 0	23 0	20 0	20 0	120 0	120 0	11 8	11 8
Etáwah	16 4	16 8	19 2	19 8	5 0	5 0	13 4	13 0	19 8	19 0	19 12	20 8	18 0	18 0	16 0	16 0	21 4	22 6	22 12	23 8	22 0	22 0	120 0	120 0	10 0	10 0
Farukhabad	14 12	15 8	20 8	21 0	5 4	5 4	7 8	7 8	19 8	18 12	21 0	22 8	...	...	...	22 8	20 7	21 0	21 4	21 0	19 12	21 0	120 0	120 0	11 8	11 0
Mainpuri	16 12	17 8	20 0	20 8	4 8	4 8	11 0	10 0	20 0	25 0	18 0	18 8	...	...	...	...	20 8	21 8	22 0	24 8	23 8	22 8	160 0	160 0	11 2	10 12
Etah	16 5	18 4	20 8	23 8	6 0	6 0	11 8	12 0	20 8	21 8	18 8	19 8	19 8	20 8	10 8	10 8	20 8	22 8	22 8	20 8	16 8	16 8	120 0	120 0	11 0	11 4
Western—																										
Jhánsi	15 0	15 0	21 0	21 0	9 0	9 0	12 0	11 0	21 0	22 0	16 0	17 4	...	...	...	...	20 0	20 10	...	...	24 0	26 0	160 0	160 0	11 4	11 0
Agra	15 0	15 8	22 0	24 0	5 0	5 0	8 0	8 0	22 0	24 0	17 8	20 0	...	...	10 0	10 0	22 0	22 0	22 0	24 8	13 0	13 0	95 0	95 0	11 4	11 8
Muttra	16 0	18 0	23 0	26 0	7 0	6 8	11 8	11 0	26 0	24 0	20 0	22 0	...	...	12 0	12 0	24 0	27 8	22 0	24 0	22 0	28 0	120 0	120 0	11 0	11 8
Aligarh	17 4	17 12	24 0	25 8	6 0	5 8	12 0	10 4	22 0	22 4	20 0	21 12	...	...	17 0	16 8	24 8	26 4	24 0	25 4	21 8	24 0	120 0	120 0	11 8	11 0
Bulandshahr	17 12	19 8	23 8	25 0	6 0	6 0	10 0	9 8	22 0	26 8	20 0	21 0	...	...	13 0	13 0	23 12	24 8	22 0	26 0	16 0	16 0	120 0	120 0	11 4	11 0
Sub-montane—																										
Ballia	14 8	14 8	18 0	18 0	9 0	9 0	14 0	14 0	19 0	19 0	...	...	...	...	...	...	18 0	18 0	19 0	19 0	18 0	18 0	115 0	83 5	11 0	11 0
Azamgarh	11 12	13 4	16 4	17 4	6 0	6 0	11 12	11 4	...	...	...	...	...	...	...	...	16 4	16 4	...	...	10 8	11 14	177 0	177 0	9 13	9 13
Gorakhpur	13 1	12 9	17 2	16 3	8 8	8 8	15 4	12 12	...	...	...	...	20 11	20 10	20 11	20 10	16 10	17 2	19 12	19 12	16 3	16 10	160 0	160 0	9 10	9 10
Basti	14 8	14 8	16 8	16 8	8 12	8 12	11 4	11 4	12 0	12 0	...	...	12 0	12 0	8 0	8 0	19 0	19 0	19 0	19 0	16 0	16 0	160 0	160 0	10 0	10 9
Sháhjahánpur	16 0	16 8	20 0	21 0	7 0	7 4	19 12	20 0	16 4	19 0	...	...	...	...	20 0	16 0	19 12	22 4	22 4	20 8	19 0	20 0	120 0	120 0	10 10	10 12
Bordaun	15 12	16 4	22 0	23 0	6 0	6 0	13 12	13 12	19 0	19 0	17 0	17 8	...	...	18 0	18 0	22 0	21 8	22 0	22 0	24 0	24 0	144 0	144 0	10 0	10 12
Pilibhit	16 6	15 12	20 0	22 0	12 8	12 8	13 12	13 12	...	...	17 8	18 0	...	...	...	...	19 8	22 12	24 0	25 0	...	24 0	120 0	120 0	10 0	10 0
Bareilly	14 11	15 4	18 12	19 15	4 11	4 11	11 12	11 12	19 15	21 2	16 6	17 8	...	...	12 8	12 8	19 15	22 4	19 15	21 12	18 12	18 12	112 8	112 8	10 9	9 6
Moradabad	16 0	17 [illegible]	23 8	23 8	5 0	5 0	12 8	12 4	21 4	22 0	13 0	18. 8	...	...	15 0	15 0	22 0	25 8	22 12	23 12	21 15	22 0	110 0	110 0	11 4	11 4
Naini Tal	12 0	12 0	19 0	19 0	4 0	4 0	8 0	8 0	25 0	25 0	17 8	17 8	...	...	25 0	25 0	15 8	15 8	23 12	23 12	9 0	9 0	160 0	160 0	7 0	7 0
Almora	11 0	11 [illegible]	15 0	15 0	8 0	8 0	8 8	8 8	9 0	...	...	...	14 0	15 0	13 0	14 0	14 0	13 4	...	...	10 0§	10 0§	160 0	160 0	7 0	7 0
Bijnor	16 14	17 9	23 10	23 10	10 2	11 4	11 13	...	...	...	18 9	19 2	...	...	...	...	20 13	22 8	...	...	20 4	20 4	90 0	90 0	11 0	11 0
Muzaffarnagar	17 13½	19 8	27 8	28 9	5 8	5 8	11 0	11 1	26 6½	24 7	20 0	21 0	...	...	...	...	24 3	24 11	24 3	24 3	13 3	13 3	110 0	110 0	11 0	11 0
Meerut	18 12	18 12	24 0	22 0	5 0	5 0	13 0	13 0	23 0	23 0	19 0	22 0	...	...	10 0	10 0	25. 0	26 0	23 0	24 0	25 0	25 0	100 0	100 0	11 12	11 12
Saháranpur	18 0	19 0	25 0	25 0	5 0	5 0	10 0	11 0	25 0	28 0	20 0	22 0	25 0	29 0	16 0	20 0	23 0	25 0	29 0	16 0	15 0	15 0	100 0	100 0	10 0	10 0
Dehra Dún	16 8	16 10	23 0	29 0	8 8	9 0	10 8	20 0	20 0	17 0	16 0	22 0	22 0	...	...	19 0	22 6	20 0	20 0	24 0	24 0	160 0	160 0	10 0	13 0
Garhwál	12 0	12 0	20 0	20 0	5 0	8 0	9 0	...	...	...	...	...	20 0	20 0	20 0	20 0	10 0	10 0	...	...	7 0	7 0	160 0	160 0	6 8	6 8
Oudh—																										
Southern—																										
Partabgarh	13 8	13 8	16 8	17 0	8 0	8 0	13 0	13 8	16 8	17 0	15 8	15 8	10 0	19 8	16 8	...	17 0	17 8	16 0	...	11 12	13 4	140 0	140 0	9 8	9 8
Sultanpur	15 0	15 0	18 0	18 0	8 0	8 0	15 8	16 0	17 8	18 8	10 8	10 8	36 0	36 0	18 0	18 0	18 0	19 0	17 0	21 0	18 8	20 0	160 0	160 0	10 0	10 0
Rae-Bareli	15 8	16 0	19 0	18 0	7 8	7 8	16 0	16 0	20 0	20 0	18 0	18 8	20 0	22 8	17 0	18 0	19 0	19 0	20 0	20 0	21 0	21 0	190 0	190 0	11 0	11 0
Unao	15 8	16 0	20 0	20 0	8 0	8 0	14 0	14 0	20 0	21 0	18 0	18 0	...	...	16 0	16 0	21 0	20 0	22 0	22 0	15 0	15 0	160 0	160 0	11 0	11 0
Lucknow	17 0	16 8	19 8	19 4	6 0	6 0	13 0	14 0	19 8	21 0	17 0	19 0	19 8	22 0	18 0	18 8	19 0	22 0	20 8	21 8	18 4	19 0	110 0	110 0	10 4	10 4
Hardoi	16 8	17 0	21 0	21 0	7 0	7 0	13 0	16 0	...	...	...	...	...	...	...	...	21 0	23 0	...	...	12 0	13 0	120 0	120 0	10 0	10 4
Northern—																										
Fyzabad	16 4	16 7½	21 0	21 8	10 13	10 8	14 10½	14 8	20 7	21 8	...	...	...	...	12 4	12 4	20 0	20 8	20 10½	23 1	18 3	21 0	147 8	147 8	10 8	10 8
Barabanki	15 0	14 8	18 0	17 0	8 0	8 0	13 0	12 0	19 0	19 0	16 0	16 0	25 0	26 0	16 0	16 0	20 0	20 0	18 8	19 0	19 8	19 0	120 0	120 0	10 0	10 0
Gonda	15 1	14 12	18 0	18 0	12 0	12 0	15 0	15 4	...	...	16 8	14 0	...	...	8 0	8 0	19 12	20 8	23 0	27 0	21 12	21 12	200 0	200 0	10 8	10 4
Bahraich	13 0	13 0	17 0	19 0	10 0	10 0	14 0	12 0	24 0	26 0	18 0	15 0	30 0	30 0	17 0	17 0	19 0	20 0	25 0	27 0	19 0	19 0	160 0	160 0	10 0	10 0
Sitapur	16 0	16 0	19 0	20 0	10 0	10 0	14 0	14 0	18 0	...	18 0	...	...	...	25 0	25 0	19 0	20 0	18 0	...	18 0	18 0	120 0	120 0	10 0	10 0
Kheri	17 0	16 0	20 0	20 0	8 0	8 0	13 0	14 0	...	...	...	...	...	...	...	...	19 0	22 0	27 0	27 0	22 0	22 0	160 0	160 0	10 0	10 8
Rajputana—																										
Eastern—																										
Partábgarh	16 14	16 14	27 8	30 0	8 12	8 12	11 4	11 4	21 4	21 4	17 8	15 0	...	...	...	...	31 4	30 0	30 0	28 12	20 0	21 14	...	...	13 12	13 12
Bánswara	21 4	21 4	25 0	25 0	6 4	10 0	16 4	15 0	...	...	...	...	...	...	...	...	37 8	37 8	36 4	37 8	15 0	15 0	...	...	10 0	10 0
Meywar (Oodeypore)	15 10	15 10	34 6	35 2½	10 2½	10 15	10 15	28 2	26 9	13 4½	11 11½	*Nil*	*Nil*	14 13½	14 1	28 2	29 11	32 13	32 13	10 8¾	10 2½	160 0	160 0	10 15	10 15
Sirohee	15 8	15 8	28 0	30 0	5 8	5 8	6 8	6 8	...	...	16 0	16 0	...	...	...	...	26 0	26 0	24 0	22 0	...	...	160 0	160 0	11 8	11 8
Erinpura	16 8	17 3	28 8	29 7	6 6	6 7	7 6	7 9	25 4	24 4	20 4	20 4	...	...	...	...	30 0	29 13	...	...	...	...	200 0	200 0	12 0	12 6
Ajmere	16 0	16 0	28 0	29 0	5 0	5 0	8 0	8 0	27 0	27 0	19 0	19 0	...	...	15 0	15 0	28 5	29 0	28 4	28 4	...	...	90 0	90 0	12 8	12 8
Abu	14 12	14 12	23 0	23 0	5 12	5 12	7 4	7 4	...	...	14 0	14 0	...	...	...	...	22 6	20 8	...	...	...	...	160 0	160 0	11 0	11 0
Kishengarh	16 8	16 4	28 8	30 4	9 0	8 0	9 8	9 0	30 0	32 0	20 0	22 12	†	†	†	†	30 0	29 12	28 0	28 0	†	†	*	*	13 0	13 0
Boondee	14 0	14 8	35 0	35 0	8 8	7 8	9 0	8 0	35 0	40 0	...	...	...	...	...	...	47 4	50 8	35 0	36 4	...	...	160 0	160 0	10 2	10 8
Kotah	13 0	13 0	25 0	25 0	6 8	6 8	7 8	7 8	28 0	28 0	14 0	12 0	...	...	...	...	40 0	40 0	22 8	22 8	35 0	35 0	240 0	240 0	10 12	10 4
Jhallawar	13 4	13 4½	22 4	20 4	7 14	7 14	10 3	10 3	23 9	23 4½	14 12	13 4½	...	...	15 9½	15 9½	29 5	27 6½	23 8	23 14	9 7½	9 7½	175 0	175 0	9 7½	9 7
Tonk	14 0	14 8	26 8	29 0	4 0	4 0	7 0	7 0	32 0	35 0	22 0	22 0	...	...	...	...	34 0	36 0	30 0	32 0	...	...	90 0	100 0	10 8	10 8
Jeypore	15 4	15 0	26 8	31 0	5 0	5 0	7 4	7 4	26 8	29 8	20 12	20 0	†	†	22 0	22 0	26-0 & 26 12	29-0 & 30 8	29 0	32 0	33 0	36 0	95 0	95 0	12 0	12 0
Kerowlee	15 5	17 8	27 8	28 12	10 0	10 0	12 8	12 8	25 0	26 4	20 10	21 4	...	...	20 0	20 0	26 4	28 12	...	...	31 4	40 0	200 0	200 0	11 4	11 4
Dholpur	15 15½	16 5	24 4	28 7	8 7	9 10	10 2	20 6½	24 0	22 12½	19 13½	20 14	...	...	15 12	14 10	22 3½	23 9	...	...	23 10	25 8½	90 0	90 0	11 13½	11 14½
Bhurtpore	17 4	18 7	24 9	27 8	5 2½	5 2½	5 5½	5 5½	26 0	29 12	19 5	22 1	...	...	15 8	16 8	24 1	26 13	22 0	23 0	25 0	29 0	140 0	140 0	11 8	11 8
Ulwur	19 7	20 8	20 0	27 14	6 10	6 10	9 2½	9 2½	27 5	27 14	21 9	21 4	...	...	14 0	15 0	26 12	28 5	28 14	30 4	27 14	33 1	140 0	140 0	12 2	12 10
Deoli Cantonment	15 14	16 4	36 5	38 8½	4 0	4 0	7 0	7 0	35 5	...	24 11½	27 4	...	...	...	...	38 7	41 0	...	...	...	...	190 0	190 0	12 0	12 0
Nusseerabad Cantonment	16 0	16 8	...	...	6 8	6 8	7 0	7 0	26 0	26 0	20 0	20 0	†	†	...	...	30 0	31 0	...	...	†	23 0	100 0	100 0	13 0	13 0
Hilly Tracts of Meywar	15 0	18 8	24 0	38 0	...	...	17 8	18 0	...	...	...	...	...	...	...	...	35 0	36 0	35 0	37 0	...	...	‡	‡	11 8	11 0
Bálmer	17 14	17 14	...	...	5 3	5 3	7 8	7 8	...	...	26 14	28 7	...	...	...	...	16 4	16 4	...	...	...	...	260 0	260 0	13 8	13 8
Anádra	16 8	16 8	22 12	22 8	6 0	6 0	8 0	8 0	...	...	14 9	14 8	...	...	...	...	26 0	26 0	...	...	...	...	400 0	400 0	12 0	12 4
Shahpoora	14 8	15 0	33 0	38 0	8 0	8 0	13 0	13 0	32 0	38 0	22 0	22 0	...	...	...	...	33 0	37 0	33 0	38 0	...	...	160 0	160 0	11 10	11 10
Western—																										
Jodhpore	{13 12 and 15 5}	{14 1 and 15 10}	21 4	21 14	6 4	6 4	7 8	7 8	20 10	21 4	{16 4 and 17 8}	{16 14 and 17 8}	...	...	...	...	{25 0 and 26 10}	{25 10 and 26 4}	22 8	{21 4 and 23 2}	11 4	11 4	...	...	12 13	13 0
Jeysulmere	14 0	13 12	...	...	6 4	7 0	11 0	11 0	22 0	23 0	18 8	18 10	...	...	...	...	18 4	18 0	...	...	...	...	240 0	240 0	21 0	21 0
Bickaneer	14 0	14 0	...	...	3 0	3 0	6 0	6 0	...	...	16 2½	14 5	...	...	...	...	25 5½	26 0	...	...	10 0	10 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	13 12	13 8	23 0	23 0	8 0	8 0	9 0	9 0	23 0	23 0	18 0	19 0	...	...	...	...	21 0	21 0	24 0	26 0	17 8	18 8	120 0	120 0	10 8	10 0
Nimach Cantonment	15 8	15 8	...	...	8 0	8 0	12 0	12 0	28 0	28 0	18 0	19 0	†	†	...	...	25 0	30 0	...	...	23 0	23 0	160 0	140 0	12 2	12 2
Goona	13 4	14 0	18 0	18 0	8 0	8 0	9 0	9 0	25 0	26 0	...	...	...	...	...	...	28 0	28 4	24 0	24 0	...	...	200 0	200 0	9 0	9 8
Gwalior	14 9½	14 14	24 7	25 8	5 5	5 5	8 8	8 8	22 5	24 2½	18 1	19 14½	...	...	18 1	18 1	17 0	16 7½	19 2	21 12½	17 0	17 0	191 4	191 4	11 6½	11 6½

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

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

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jawar or cholum (*Sorghum vulgare*). Present fortnight.	Jawar or cholum (*Sorghum vulgare*). Past fortnight.	Bajra or cumbu (*Penicillaria spicata*). Present fortnight.	Bajra or cumbu (*Penicillaria spicata*). Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi (*Eleusine coracana*). Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Past fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar, or thur, cadian pea (*Cajanus indicus*). Present fortnight.	Arhar, or thur, cadian pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
Panjab—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Southern—																										
Hissar	21 0	21 0	33 0	34 0	...	...	12 0	12 0	29 0	32 0	25 0	25 0	†	†	†	†	32 0	35 0	†	†	†	†	100 0	100 0	10 8	10 8
Ferozepore	22 0	24 0	32 0	39 0	...	...	9 0	9 0	28 0	34 0	18 0	19 0	‡	‡	16 0	18 0	31 0	36 0	31 0	39 0	11 0	11 0	100 0	100 0	12 12	12 12
Montgomery	20 0	24 0	33 0	38 0	...	...	10 0	10 0	31 0	30 0	†	21 0	‡	‡	36 0	36 0	31 0	34 0	31 0	36 0	12 0	12 0	220 0	220 0	12 0	12 0
Central—																										
Gurgáon	18 0	22 0	25 0	30 0	...	...	9 0	9 0	24 0	26 0	21 0	23 0	‡	‡	†	†	25 0	28 0	20 0	20 0	24 0	26 0	120 0	120 0	5 0	10 0
Delhi	17 0	20 0	24 0	26 0	...	...	11 0	11 0	25 0	27 0	20 0	21 0	‡	‡	13 0	12 0	25 0	27 0	22 0	23 0	20 0	20 0	70 0	70 0	11 0	11 0
Rohtak	20 0	20 0	28 0	26 0	...	...	12 0	12 0	30 0	30 0	22 0	21 0	†	†	12 0	12 0	29 0	31 0	23 0	25 0	18 0	18 0	120 0	120 0	11 0	11 0
Karnál	19 0	20 0	30 0	32 0	...	...	12 0	12 0	30 0	31 0	18 0	18 0	20 0	20 0	16 0	16 0	30 0	31 0	28 0	31 0	17 0	17 0	160 0	160 0	10 0	10 0
Lahore	21 0	24 0	36 0	38 0	...	...	10 0	11 0	32 0	34 0	19 0	19 0	‡	‡	24 0	24 0	31 0	35 0	29 0	34 0	11 0	10 0	75 0	75 0	12 12	13 0
Sub-montane—																										
Umballa	24 0	24 0	26 0	28 0	...	...	12 0	12 0	28 0	34 0	20 0	20 0	‡	‡	8 0	8 0	28 0	30 0	29 0	30 0	‡	‡	110 0	100 0	12 12	12 12
Ludhiána	24 0	24 0	34 0	34 0	...	...	9 0	9 0	27 0	29 0	20 0	20 0	‡	‡	17 0	17 0	28 0	31 0	31 0	33 0	13 0	13 0	105 0	105 0	13 0	13 0
Jullundur	23 0	27 0	33 0	36 0	...	...	10 0	10 0	32 0	36 0	20 0	20 0	‡	‡	21 0	22 0	27 0	31 0	32 0	34 0	‡	‡	80 0	100 0	13 0	13 0
Hoshiárpur	22 0	23 0	29 0	31 0	...	...	10 0	10 0	23 0	25 0	22 0	22 0	16 0	16 0	20 0	20 0	27 0	29 0	27 0	29 0	10 0	10 0	90 0	90 0	12 0	12 12
Gurdáspur	25 0	30 0	40 0	40 0	...	...	14 0	16 0	40 0	40 0	26 0	26 0	26 0	26 0	13 0	12 0	28 0	30 0	33 0	32 0	‡	‡	120 0	120 0	12 0	12 0
Amritsar	22 0	26 0	33 0	39 0	...	...	12 0	12 0	25 0	34 0	16 0	16 0	†	†	24 0	24 0	27 0	32 0	32 0	32 0	‡	‡	80 0	80 0	12 0	12 0
Hills—																										
Simla	15 0	16 0	18 0	20 0	...	...	8 0	8 0	14 0	15 0	15 0	15 0	16 0	17 0	9 0	14 0	17 0	18 0	20 0	20 0	9 0	9 0	90 0	90 0	8 8	8 8
Kángra	19 0	19 0	26 0	26 0	...	...	14 0	13 0	14 0	14 0	14 0	14 0	24 0	24 0	6 0	6 0	22 0	22 0	20 0	19 0	12 0	12 0	120 0	120 0	10 0	10 0
North-western—																										
Siálkot	23 0	23 0	42 0	40 0	...	...	14 0	14 0	35 0	35 0	‡	‡	‡	‡	‡	‡	31 0	31 0	29 0	32 0	‡	‡	120 0	120 0	13 8	13 8
Gujránwála	22 0	22 0	41 0	41 0	...	...	12 0	13 0	28 0	30 0	26 0	20 0	‡	‡	20 0	20 0	35 0	34 0	25 0	25 0	‡	‡	90 0	90 0	13 0	13 0
Gujrát	25 0	26 0	39 0	40 0	...	...	16 0	16 0	30 0	30 0	26 0	20 0	‡	‡	10 0	10 0	31 0	33 0	29 0	31 0	‡	‡	140 0	115 0	14 0	14 0
Jhelum	25 0	27 0	45 0	44 0	...	...	15 0	16 0	32 0	32 0	27 0	27 0	‡	‡	*	‡	28 0	32 0	25 0	26 0	*	*	120 0	120 0	14 0	13 0
Ráwalpindi	25 0	27 0	42 0	43 0	...	...	8 0	8 0	35 0	35 0	28 0	28 0	*	*	18 0	18 0	30 0	32 0	32 0	32 0	*	*	70 0	70 0	13 4	13 8
Hazára	23 0	23 0	37 0	37 0	...	...	13 0	12 0	‡	‡	24 0	24 0	‡	‡	‡	‡	27 0	27 0	28 0	30 0	†	†	90 0	90 0	11 0	11 0
Pesháwar	23 0	25 0	45 0	46 0	...	...	10 0	10 0	30 0	32 0	25 0	26 0	†	†	19 0	18 0	25 0	27 0	25 0	25 0	31 0	28 0	96 0	86 0	39 0	40 0
Kohát	27 0	26 0	52 0	57 0	...	...	11 0	11 0	46 0	46 0	36 0	36 0	†	†	26 0	26 0	34 0	36 0	39 0	37 0	‡	‡	182 0	182 0	61 3	58 10
Western—									*																	
Sháhpur	30 0	32 0	42 0	45 0	...	...	10 0	10 0	35 0	35 0	25 0	25 0	22 0	25 0	24 0	24 0	39 0	43 0	28 0	30 0	†	†	160 0	160 0	13 0	13 0
Jhang	25 0	24 0	40 0	40 0	...	...	10 0	10 0	28 0	40 0	16 0	16 0	40 0	40 0	40 0	40 0	32 0	40 0	30 0	40 0	9 0	8 0	160 0	160 0	12 0	12 0
Mooltan	19 0	18 0	32 0	31 0	...	...	12 0	12 0	26 0	30 0	22 0	22 0	†	†	16 0	12 0	26 0	29 0	20 0	30 0	†	†	90 0	90 0	12 4	12 4
Bannu	31 0	28 0	72 0	66 0	...	...	15 0	16 0	50 0	50 0	38 0	38 0	9 0	9 0	9 0	9 0	48 0	43 0	50 0	41 0	19 0	19 0	90 0	90 0	50 0	50 0
D. I. Khan	27 0	27 0	45 0	45 0	...	...	9 0	8 0	40 0	40 0	29 0	25 0	‡	‡	4 0	4 0	39 0	43 0	20 0	28 0	13 0	13 0	103 0	103 0	41 0	41 0
Muzaffargarh	21 0	21 0	34 0	34 0	...	...	14 0	18 0	26 0	28 0	23 0	23 0	‡	‡	‡	‡	26 0	27 0	‡	‡	9 0	9 0	140 0	140 0	12 0	12 0
D. G. Khan	18 0	18 0	35 0	35 0	...	...	7 0	7 0	31 0	35 0	26 0	24 0	20 0	20 0	18 0	18 0	28 0	29 0	15 0	15 0	‡	‡	125 0	125 0	23 12	25 0
Sind and Baluchistan																										
Karáchi	16 0	16 0	...	...	7 8	7 8	8 8	8 8	18 0	18 0	15 0	15 0	‡	‡	...	...	20 0	20 0	...	...	7 8 and 9 8	7 8 and 9 8	80 0	80 0	14 8	14 8
Hyderabad	15 0	15 0	...	...	8 0	8 0	10 0	10 0	16 0	16 0	15 0	15 0	‡	‡	...	...	18 8	18 8	...	...	...	...	106 11	116 6	12 8	12 8
Thar and Párkar (Umarkot)	13 0	13 1	...	...	13 0	13 2	15 0	15 12	15 0	...	17 0	18 0	‡	‡	...	...	8 4	8 6	...	...	10 0	...	116 6	116 6	12 0	12 0
Sukkur (Shikárpur)	19 0	19 0	...	...	8 0	8 0	12 0	12 0	22 0	24 0	20 0	20 0	‡	‡	...	...	23 8	25 0	...	...	...	...	128 0	121 14	11 8	11 8
Upper Sind Frontier	17 0	18 0	...	...	9 0	9 0	13 0	13 0	24 8	24 8	22 0	21 0	‡	‡	...	...	21 0	21 0	...	...	...	...	128 0	128 0	11 0	11 0
Quetta	18 0	18 0	26 0	26 0	5 0	5 0	7 0	7 0	24 0	24 0	16 0	16 0	‡	‡	6 0	6 0	18 0	18 0	27 0	27 0	8 0	10 0	53 5	55 9	8 0	8 0
Bombay—																										
Konkan—																										
Karwar (Kánara)	10 3	10 8	...	...	9 3	9 3	10 2	10 2	15 3	15 3	13 2	13 2	21 9	21 9	...	...	12 8	12 8	...	...	...	...	312 0	312 0	9 12	9 12
Ratnágiri	10 13	10 13	...	...	10 14	10 14	11 6	11 6	14 7	14 7	15 4	15 4	14 2	14 2	...	...	13 14	13 14	...	...	*	*	134 6	134 6	11 8	11 8
Alibág (Colába)	10 3	10 3	...	...	10 13	10 13	11 11	11 11	13 3	11 9	12 12	12 12	*	*	...	...	11 14	11 14	...	...	*	*	99 9	89 10	11 14	10 14
Bombay	11 6	11 1	...	...	6 6	6 6	10 6	10 6	13 8	13 8	13 15	13 15	13 8	13 8	...	...	13 12	15 0	...	...	13 4	13 4	79 7	79 7	11 9	11 9
Tanna	12 12	12 12	...	...	10 3	10 3	11 2	11 2	*	*	14 6	14 6	18 10	18 10	...	...	14 3	14 3	...	...	...	...	89 10	89 10	12 4	12 4
Deccan—																										
Dharwar	18 6	18 10	...	...	10 8	10 1	11 0	10 8	20 5	19 6	22 13	18 10	*	*	...	...	14 10	14 10	...	...	18 8	18 8	100 0	100 0	10 11	10 5
Belgaum	18 4	18 4	...	...	10 12	9 11	11 9	10 0	20 12	19 11	20 0	19 8	26 0	26 0	...	...	16 0	15 8	...	...	16 1	15 9	86 1	104 0	11 8	11 8
Satara	14 5	13 1	...	...	8 14	8 14	10 2	10 2	17 5	20 3	15 5	16 12	...	...	...	...	14 7	14 7	...	...	...	...	91 3	91 3	11 4	11 4
Sholapur	14 14	14 14	...	...	7 10	7 10	10 12	10 12	19 11	19 11	19 11	19 11	*	*	...	...	18 0	18 0	...	...	...	...	80 0	80 0	11 10	11 10
Bijápur	21 5	21 5	...	...	8 5	8 5	10 15	10 15	23 6	26 2	22 15	22 15	...	...	...	...	17 14	17 14	...	...	...	...	80 0	80 0	11 6	11 6
Poona	13 15	13 15	...	...	9 11	9 1	10 13	10 3	18 13	18 13	16 2	16 2	15 13	15 13	...	...	17 4	16 6	...	...	17 2	17 2	86 14	81 1	10 12	10 12
Khandesh—																										
Ahmadnagar	21 0	21 0	...	...	8 13	8 13	9 13	9 13	23 6	24 12	20 7	21 15	*	*	...	...	19 7	20 1	...	...	18 7	19 3	80 0	85 5	12 6	12 6
Násik	17 0	16 9	...	...	8 14	8 14	11 11	11 11	28 0	22 6	18 6	15 9	23 0	21 14	...	...	17 2	17 2	...	...	*	*	128 0	128 0	12 1	12 1
Dhulia (Khandesh)	17 8	17 8	...	...	7 7	7 7	9 7	9 7	22 7	20 11	18 6	18 6	*	*	...	...	14 14	14 14	...	...	*	*	80 0	80 0	10 2	10 2
Guserat—																										
Surat	12 8	12 8	...	...	6 15	6 15	7 13	7 13	14 13	14 13	12 15	12 15	*	*	...	...	14 13	14 13	...	...	14 13	14 13	74 0	74 0	12 0	12 0
Broach	12 8	12 8	...	...	8 0	8 0	10 8	10 8	16 0	16 0	12 8	12 0	*	*	...	...	20 0	20 0	...	...	17 0	17 0	100 0	100 0	13 4	13 4
Kaira	13 0	14 0	...	...	8 0	8 0	13 8	13 8	16 0	16 0	14 8	14 8	20 0	20 0	...	...	18 0	18 0	...	...	*	*	106 11	105 11	12 0	12 0
Baroda (Camp)	11 0	11 0	...	...	8 0	8 0	10 0	9 0	16 0	16 0	13 8	13 0	*	*	...	...	13 0	14 0	...	...	*	*	91 7	91 7	11 0	11 0
Ahmadabad	15 0	15 0	...	...	13 0	12 0	14 0	13 8	20 0	20 0	16 0	16 0	...	...	...	...	22 0	22 8	...	...	...	...	70 0	70 0	13 10	13 10
Godhra (Panch Máhals)	14 0	13 0	...	...	12 0	12 0	13 0	13 0	19 0	19 0	16 0	16 0	24 0	22 8	...	...	25 0	25 0	...	...	20 0	20 0	182 0	182 0	12 8	12 8
Deesa Cantonment	15 0	15 0	...	...	7 8	7 8	9 0	9 0	18 0	17 0	16 0	15 0	*	*	...	...	21 0	21 0	...	...	*	*	192 0	192 0	11 0	11 0
Kattywar—																										
Rájkot	12 5	12 5	...	...	5 8	5 8	7 0	7 0	17 6	17 6	13 1	13 1	*	*	...	...	18 14	18 14	...	...	*	*	70 0	70 0	56 2	56 2
Central Provinces—																										
Western—																										
Nimar	14 3	14 3	...	...	6 12	6 12	13 1	13 1	24 13	22 9	...	...	..	...	...	...	16 2	16 2	...	...	12 1	12 1	100 0	100 0	10 13	10 13
Khandwa-Asirgarh Cant.	13 8	13 0	...	...	9 0	9 0	13 0	12 0	22 0	21 0	20 0	21 0	...	...	...	...	16 0	16 0	...	...	...	...	160 0	160 0	9 0	9 0
Hoshangabad	14 11	14 4	...	...	8 1	8 1	11 14	10 4	19 3	16 2	...	...	...	...	...	...	16 10	15 7	...	...	11 11	11 11	180 0	160 0	9 8	9 8
Betúl	16 0	16 0	...	...	...	...	9 13	9 13	27 0	27 0	...	...	...	...	...	...	18 0	18 0	...	...	10 13	10 13	240 0	240 0	9 2	9 2
Chhindwára	13 13	12 11	7 4	7 4	11 7	11 7	24 0	20 9	...	...	...	...	...	...	...	...	19 0	19 0	...	...	12 0	12 0	150 0	160 0	9 2	9 2
Nágpur	15 0	15 10	10 0	10 0	11 4	11 4	18 12	18 12	...	...	...	...	...	...	...	...	17 8	17 8	...	...	12 8	13 2	125 0	125 0	10 2	10 2
Wardha	14 9	14 9	8 0	8 0	10 0	10 0	20 0	17 12	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	120 0	120 0	10 10	10 10
Central—																										
Narsinghpur	13 0	13 0	8 0	8 0	9 2	9 2	22 0	...	...	...	...	...	...	...	...	...	18 0	18 0	...	...	18 0	18 0	200 0	120 0	9 2	9 2
Saugor	11 4	11 4	9 1	9 1	9 6	9 6	...	...	...	...	...	...	...	...	...	...	16 7	17 10	...	...	19 6	19 6	130 0	130 0	9 2	9 2
Damoh	12 8	11 4	11 4	12 8	12 8	13 0	...	...	...	...	...	...	...	...	...	...	15 0	15 0	...	...	10 0	10 6	100 0	100 0	9 8	9 6
Jubbulpore	13 0	13 0	10 4	10 4	13 4	14 0	21 0	19 0	...	...	...	...	...	...	...	...	17 12	17 4	...	...	10 4	10 4	120 0	120 0	9 4	9 4
Baghelkhand (Sirhut)	12 8	12 8	8 0	8 0	17 0	16 0	17 0	13 0	17 0	17 0	*	*	10 0	10 8	...	...	18 0	18 2	*	...	17 0	16 0	140 0	140 0	10 10	10 8
Mandla	16 0	18 0	12 0	12 0	16 0	16 0	...	...	...	...	...	...	...	...	...	...	26 0	27 0	...	...	13 0	13 0	200 0	200 0	9 0	9 0
Seoni	16 9	16 9	9 12	9 12	13 5	13 5	...	...	...	...	...	...	...	...	...	...	18 10	18 10	...	...	11 8	11 8	190 0	180 0	8 12	8 12
Bálághát	12 0	14 0	10 0	10 0	16 0	16 0	...	...	...	...	...	...	...	...	...	...	12 0	14 0	...	...	11 0	10 0	100 0	100 0	8 0	10 0
Bhandára	15 0	15 0	...	...	12 8	12 8	...	...	...	...	...	...	...	...	...	...	13 4	13 4	...	...	11 4	12 0	200 0	200 0	9 0	9 0
Chánda	13 8	13 8	...	...	12 8	12 8	16 5	16 5	...	...	...	...	...	...	...	...	12 8	13 14	...	...	12 14	12 0	320 0	320 0	10 0	10 0
Eastern—																										
Biláspur	17 12	17 12	...	...	13 8	12 5	19 3	18 0	...	...	...	...	...	...	...	...	17 0	17 0	...	...	...	...	130 0	130 0	8 0	8 0
Raipur	18 9	18 9	...	...	10 4	11 15	15 5	17 1	...	...	...	...	...	...	...	...	15 15	15 15	...	...	15 5	16 3	90 0	90 0	9 0	9 0
Sambalpur	14 14	14 0	...	...	12 4	12 4	17 8	17 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	9 0	10 0	120 0	120 0	9 10	9 10
Berar—																										
Buldána	18 0	18 0	...	...	7 0	7 0	10 0	10 0	25 0	22 0	18 0	18 0	...	...	...	...	20 0	19 0	...	...	13 0	13 0	182 0	182 0	9 0	9 0
Basim	16 8	17 8	...	...	7 8	7 8	11 0	11 8	23 8	20 0	...	...	...	...	...	...	17 0	17 0	...	...	13 8	13 8	55 0	64 0	8 8	9 0
Akola	15 8	15 0	...	...	6 0	6 0	8 0	8 0	23 0	21 8	16 8	17 8	...	...	...	...	16 8	17 8	...	...	11 8	12 9	96 0	96 0	12 0	12 0
Ellichpur	14 0	14 0	...	...	6 0	6 0	8 0	8 0	19 0	19 0	15 0	15 0	...	...	...	...	14 0	14 0	...	...	15 0	15 0	120 0	120 0	10 0	10 0
Amraoti	15 0	14 8	9 8	9 0	7 0	7 0	10 0	9 0	18 0	18 0	16 0	16 0	...	...	...	...	15 0	15 0	...	...	13 0	13 0	84 0	84 0	11 0	10 0
Wún	15 0	14 0	...	...	8 0	8 0	10 0	10 0	18 0	17 0	14 0	13 0	...	...	...	...	14 0	14 0	...	...	16 0	16 0	240 0	240 0	9 8	9 8
Nizam's Territories—																										
Secunderabad	13 3	13 3	*	*	7 2	7 8	9 13	9 13	13 3	13 3	17 12	17 12	22 3	22 3	*	*	13 3	12 15	*	*	17 12	17 12	120 0	120 0	8 10	8 8
Bolárum	14 2	14 0	*	*	8 2	8 2	10 12	10 8	17 12	16 9	*	*	*	*	*	*	14 2	14 3	*	*	*	*	116 14	116 14	9 0	8 12
Chadarghat	12 4	12 0	*	*	7 12	7 8	12 0	13 0	21 0	21 8	24 0	21 0	*	*	*	*	16 8	18 4	*	*	*	*	140 0	130 0	9 8	9 8

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

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

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorgnum vuigare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine corocana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadian pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	...	...	...	...	...	...	11 5	11 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	136 2	136 2	10 13	10 13
S. Canara	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	121 5	121 8	11 14	11 14
South, central—																										
Coimbatore	...	...	...	...	...	...	11 13	11 13	20 14	20 14	22 5	19 2	23 0	22 2	...	...	...	...	...	...	...	...	131 3	131 3	10-5 & 11-10	9-13&11-3
Nilgiris	...	...	...	...	...	...	8 13	8 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Salem	...	...	...	...	...	...	11 5	10 13	20 0	19 2	23 6	23 6	23 14	23 14	...	...	...	...	...	...	...	...	274 3	274 3	9 11	9 11
Central—																							145 13	145 13	10-14 & 12-10	10-6 & 12-10
Bellary	...	...	...	...	...	...	10 13	10 13	27 13	25 13	...	...	27 3	26 3	...	...	...	...	...	...	...	...				
Anantapur	...	...	...	...	...	...	10 13	10 13	25 13	25 13	...	...	27 3	27 3	...	...	...	...	...	...	...	...	109 6	97 3	10-5&11-8	10-5&11-8
Cuddapan	...	...	...	...	...	...	11 10	11 10	19 13	19 0	23 3	23 3	23 5	23 5	...	...	...	...	...	...	...	...	97 3	97 3	11 8	11 8
Kurnool	...	...	...	...	...	...	11 6	11 6	26 11	24 11	...	...	*	*	...	...	...	...	...	...	...	...	126 6	126 6	11 13	11 13
East Coast, north—																							121 8	121 8	10-2 & 11-10	10-2 & 11-10
Ganjam	...	...	...	...	...	...	12 13	12 13	...	...	...	...	21 10	21 10												
Vizagapatam	...	...	...	...	...	...	10 11	10 11	...	...	24 13	24 13	23 3	23 3	...	...	...	...	...	...	...	...	86 8	86 8	10 2	10 2
Godavari	...	...	...	...	...	...	13 8	13 0	17 5	15 6	...	...	25 8	23 11	...	...	...	...	...	...	...	...	72 14	72 14	12 0	12 0
East Coast, central—																							133 11	133 11	12 2	12 2
Kistna	...	...	...	...	...	...	13 11	13 11	17 14	17 6	*	*	27 13	23 13	...	...	...	...	...	...	...	...				
Nellore	...	...	...	...	...	...	14 13	14 13	22 11	22 11	18 13	18 13	23 2	23 2	...	...	...	...	...	...	...	...	140 14	140 14	13 3	13 3
East Coast, south—																							93 5	93 5	12 13	12 13
Madras	...	...	...	...	...	...	10 14	10 14	19 6	19 6	...	...	21 14	21 14												
Chingleput	...	...	...	...	...	...	10 16	10 10	...	...	...	...	20 10	20 10	...	...	...	...	...	...	...	...	98 3	98 3	13 5	13 5
N. Arcot	...	...	...	...	...	...	11 5	11 5	23 10	23 10	21 6	21 6	26 0	20 0	...	...	...	...	...	...	...	...	91 14	97 3	13 5	13 5
S. Arcot	...	...	...	...	...	...	12 3	12 3	...	...	27 11	27 11	23 14	23 14	...	...	...	...	...	...	...	...	100 13	100 13	12 2	12 2
Tanjore	...	...	...	...	...	...	13 6	13 13	...	...	25 6	25 6	24 3	24 3	...	...	...	...	...	...	...	...	209 0	209 0	12 13	12 13
Trichinopoly	...	...	...	...	...	...	10 8	10 14	18 3	17 14	20 5	19 11	21 0	21 0	...	...	...	...	...	...	...	...	145 13	145 13	12 6 and 12 8	12 6 and 12 8
Southern—																							143 6	143 6	12 0	12 0
Tinnevelly	...	...	...	...	...	...	10 10	11 0	*	*	*	*	*	*	...	...	...	...	...	...	...	...				
Madura	...	...	...	...	...	...	10 10	10 10	20 5	19 6	19 2	17 10	21 11	19 6	...	...	...	...	...	...	...	...	58 5	58 5	13 8	13 13
Mysore—																							97 3	97 3	12 11	13 2
Mysore	11 4	10 12	11 0	10 4	8 12	7 12	9 12	8 12	27 0	25 0	20 0	21 0	25 0	26 0												
Bangalore	12 8	12 8	9 0	9 4	7 0	7 7	8 0	8 8	23 0	23 4	...	...	28 0	27 14	21 0	20 0	11 0	11 0	...	...	14 0	14 0	96 0	96 0	9 0	9 12
Kolar	10 8	11 0	10 0	9 8	10 0	10 8	11 0	10 12	23 0	23 0	18 0	18 0	30 0	31 0	...	...	11 8	11 10	...	...	14 0	14 0	96 0	96 0	10 0	10 0
Tumkur	12 0	12 8	10 8	10 8	8 8	9 0	9 0	10 0	25 0	25 0	30 0	30 0	32 0	30 0	15 0	15 0	10 4	10 4	13 0	13 0	13 0	12 8	150 0	150 0	10 0	10 0
Hassan	...	...	9 4	10 8	9 0	9 0	10 0	10 0	...	...	...	...	32 0	33 0	35 0	35 0	11 8	12 8	...	...	15 0	14 0	224 0	224 0	10 0	9 8
Kadur	10 0	10 0	10 0	10 0	8 0	8 0	10 0	10 0	...	...	...	...	24 0	24 0	...	...	11 0	10 8	...	...	12 0	13 0	200 0	200 0	8 8	8 8
Shimoga	12 10	13 12	...	...	7 6	7 14	11 13	12 1	26 4	26 12	...	...	34 2	34 10	...	...	12 10	12 6	...	...	16 4	...	272 0	320 0	10 8	9 12
Chitaldroog	14 0	15 0	15 0	15 0	9 8	9 8	11 8	11 8	32 0	32 0	25 0	24 0	40 0	42 0	40 0	40 0	14 0	15 0	...	...	14 0	14 0	320 0	320 0	9 8	9 0
Coorg—																										
Coorg	9 0	9 0	7 8	7 8	10 0	9 0	11 8	12 0	...	...	...	...	29 8	28 0	...	...	23 0	24 0	...	...	...	...	110 0	110 0	9 0	9 0
Aden	7 0	7 0	...	...	5 14	5 14	6 9	6 9	10 3	10 3	9 4	9 4	*	*	...	...	9 4	9 4	...	...	*	*	65 5	65 5	32 0	32 0

* Not sold.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

STEPHEN JACOB,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first nine months of the official year 1894-95 and of the twenty-three preceding years.

(IN THOUSANDS OF RUPEES.)

Year.	For the nine months, April to December.																						Year.
	Bengal.				Bombay.				Sindh.				Madras.				Burma.				Total British India.				
	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	Total Import Revenue.	Export Revenue.	Total Revenue.	
1871-72	7,65	55,99	16,59	80,23	5,00	33,67	3,10	41,77	93	93	1,38	3,24	2,66	8,92	9,93	21,51	1,17	3,16	12,78	17,11	17,41	1,02,67	1,20,08	43,78	1,63,86	1871-72
1872-73	9,08	52,55	18,12	79,75	3,93	31,83	2,59	38,35	81	92	1,62	3,35	2,88	8,68	7,96	19,52	2,19	3,54	22,31	28,04	18,89	97,52	1,16,41	52,60	1,69,01	1872-73
1873-74	7,79	51,64	14,08	73,51	4,51	34,03	2,64	41,18	90	77	90	2,57	2,70	10,24	9,87	22,81	2,38	3,46	16,41	22,25	18,28	1,00,14	1,18,42	43,90	1,62,32	1873-74
1874-75	8,85	58,68	11,14	78,67	4,97	34,99	3,01	42,97	86	63	1,10	2,59	2,71	10,17	9,64	22,52	2,92	5,10	11,22	19,24	20,31	1,09,57	1,29,88	36,11	1,65,99	1874-75
1875-76	9,37	57,45	11,65	78,47	4,95	30,55	3,77	39,27	97	79	1,02	2,78	3,15	10,41	8,60	22,16	2,87	3,67	19,35	25,89	21,31	1,02,87	1,24,18	44,39	1,68,57	1875-76
1876-77	9,65	49,49	10,93	70,07	6,18	31,26	83	38,27	1,16	58	20	1,94	4,11	9,06	5,63	18,80	3,14	3,80	13,59	20,53	24,24	94,19	1,18,43	31,18	1,49,61	1876-77
1877-78	10,71	59,44	13,04	83,19	6,31	35,95	77	43,03	1,49	70	32	2,51	4,06	6,53	1,54	12,18	3,62	4,60	10,17	18,39	26,19	1,07,27	1,33,46	25,84	1,59,30	1877-78
1878-79	9,68	49,72	11,62	71,02	6,28	33,26	1,54	41,08	1,42	44	19	2,05	4,03	6,81	3,39	14,23	4,92	5,07	15,33	25,32	26,33	95,30	1,21,63	32,07	1,53,70	1878-79
1879-80	9,04	46,91	7,68	63,63	7,04	28,75	1,46	37,25	2,40	55	19	3,14	3,90	6,93	5,28	16,11	5,67	4,91	18,00	27,98	27,45	88,05	1,15,50	32,61	1,48,11	1879-80
1880-81	9,73	45,62	9,27	64,62	6,36	40,98	1,77	49,11	3,39	86	18	4,43	3,92	7,99	5,89	17,80	3,51	5,94	21,87	31,32	26,91	1,01,39	1,28,30	38,98	1,67,28	1880-81
1881-82	9,61	40,83	11,24	61,68	7,43	35,08	1,21	43,72	2,83	97	26	4,06	3,66	7,24	3,63	14,53	5,10	5,87	25,38	36,35	28,63	89,99	1,18,62	41,72	1,60,34	1881-82
1882-83	10,40	11	11,91	22,42	7,36	-1,04*	1,15	7,47	2,59	3	44	3,06	4,04	2	2,88	6,94	5,73	6	30,23	36,02	30,12	-82*	29,30	46,61	75,91	1882-83
1883-84	10,45	22	12,98	23,65	7,96	41	1,08	9,45	2,64	4	38	3,06	3,73	7	3,88	7,68	5,77	11	21,97	27,85	30,55	85	31,40	40,29	71,69	1883-84
1884-85	9,13	26	8,16	17,55	7,70	33	1,39	9,42	2,87	5	43	3,35	3,57	4	3,78	7,39	5,67	4	16,07	21,78	28,94	72	29,66	29,83	59,49	1884-85
1885-86	9,73	22	10,08	20,03	8,90	40	88	10,18	3,17	5	59	3,81	3,65	8	2,72	6,45	4,65	4	25,40	30,09	30,10	79	30,89	39,67	70,56	1885-86
1886-87	9,79	37	8,08	18,24	9,00	42	1,05	10,47	3,82	9	70	4,61	4,64	13	3,96	8,73	6,42	9	21,86	28,37	33,67	1,10	34,77	35,65	70,42	1886-87
1887-88	9,52	38	10,72	20,62	10,63	40	1,38	12,41	3,61	6	59	4,26	7,48	6	3,26	10,80	6,67	2	22,14	28,83	37,91	92	38,83	38,09	76,92	1887-88
1888-89	11,04	4,85	10,63	26,52	10,88	3,04	1,10	15,02	3,83	65	33	4,81	7,74	71	3,74	12,19	6,32	77	14,91	22,00	39,81	10,02	49,83	30,71	80,54	1888-89
1889-90	10,70	6,97	8,39	26,06	11,61	2,42	1,34	15,37	4,09	51	45	5,05	7,60	58	5,09	13,27	6,29	1,87	24,99	33,15	40,29	12,35	52,64	40,26	92,90	1889-90
1890-91	12,08	6,86	11,75	30,69	12,71	3,29	1,22	17,22	4,60	81	59	6,00	8,40	82	3,38	12,60	6,63	30	36,08	43,01	44,42	12,08	56,50	53,02	1,09,52	1890-91
1891-92	11,75	8,14	12,39	32,28	12,27	3,41	93	16,61	4,42	65	52	5,59	7,70	83	2,73	11,26	6,58	70	28,68	35,96	42,72	13,73	56,45	45,25	1,01,70	1891-92
1892-93	12,75	8,62	11,00	32,37	12,64	3,67	1,51	17,82	4,27	40	57	5,24	7,67	33	3,19	11,19	6,90	53	21,96	29,39	44,23	13,55	57,78	38,23	96,01	1892-93
1893-94	11,93	9,74	10,12	31,79	13,11	5,69	1,30	20,10	4,12	80	40	5,32	7,09	97	3,65	11,71	6,07	23	23,86	30,16	42,32	17,43	59,75	39,33	99,08	1893-94
1894-95	12,91	37,73	11,10	61,74	13,28	73,31	2,46	89,05	3,98	5,72	52	10,22	8,04	8,78	5,18	22,00	6,28	6,52	34,80	47,60	44,49	1,32,06	1,76,55	54,06	2,30,61	1894-95

* The amount refunded was greater than the duty collected.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*)
Calcutta, 19th January 1895.

STEPHEN JACOB,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. on Saturday, January 12th, 1895.

General Summary.—Unsettled and showery weather has prevailed during the greater part of the week in North-Western India, especially in the hill and submontane districts of the Punjab and North-Western Provinces. A depression crossed the North-Western Frontier on Sunday and had advanced as far as Jeypore by Monday morning. During the next 24 hours it travelled in a south-easterly direction and was central in Bundelkhand next day. Another disturbance, but of a very feeble and ill-defined character, was transferred across the frontier from Baluchistan, and by Wednesday morning had advanced as far as Rajputana, while its predecessor was practically stationary near Nowgong. Both disturbances, either directly or through the secondary depressions they gave rise to in the Punjab, gave light to moderately heavy rain and snow in the Upper India hill districts, the Punjab, Rajputana and the North-Western Provinces. No rain, however, was given by either of them east of the North-Western Provinces, except a few light showers in Bihar, and thus the rainfall of the week has been confined mainly to North-Western India. A few showers were received in Southern India, but they were in all cases light, the largest amount received during the whole week at any station in the south of the Peninsula being only ·57 inch at Ambasamudram in the Tinnevelly district.

The temperature conditions of the week have been marked by excessive night temperatures in Northern India, due to the unusual amount of cloud present, while day temperatures in North-Western India were in general defect. The mean temperature for the whole of India for the week was 1°·6 in excess of the normal.

Daily Summary.—*Sunday.*—The barometer had fallen rapidly in Baluchistan and the North-Western Frontier districts, and had fallen slightly to briskly elsewhere. Pressure was in large defect in Baluchistan, and in considerable defect in Sind and Guzarat. A depression was passing through Baluchistan, where light rain and snow had fallen.

Monday.—Pressure had risen briskly to rapidly in Baluchistan and had fallen slightly to briskly in Rajputana and Bundelkhand. The depression had crossed the frontier and was central near Jeypore. Temperature had fallen very rapidly in Baluchistan, and had risen rapidly in Rajputana and the North-Western Provinces. Light to moderate rain and snow had fallen in Baluchistan and the Punjab, the more important falls being Chaman ·74 inch, Quetta ·67 inch, Murree ·7 inch, and Sialkot ·55 inch. Colombo received ·9 inch.

Tuesday.—The barometer had risen slightly to briskly in Baluchistan and North-Western India and fallen slightly in Bundelkhand and the adjacent districts. It was steady elsewhere. The depression was shown central near Nowgong, and a secondary depression had formed in the Punjab, but had nearly filled up again after giving light to moderately heavy rain and snow to the Upper India hill districts and the submontane districts of the Punjab. Light to moderate rain had also been received in the eastern districts of the Punjab and the adjacent districts of the North-Western Provinces. Chakrata, Murree, and Srinagar had each received over an inch.

Wednesday.—Pressure had given way briskly to rapidly in Baluchistan and North-Western India and slightly to briskly in North-Eastern India and Upper Burma. The primary depression was in practically the same position, but the secondary depression had intensified considerably owing to another disturbance which had crossed the frontier and was central in Rajputana. Rain and snow had continued in the same area as on the previous day. Delhi reported a fall of ·85 inch, Bickaneer ·55 inch, Sialkot ·61 inch, and Srinagar ·6 inch.

Thursday.—The barometer was steady in Baluchistan, Bengal, and Burma, had risen slightly to briskly in North-Western India, and had fallen slightly in the south of the Peninsula. The secondary depression in the Punjab had filled up, and the primary depression had advanced in an easterly direction and was shown covering the head of the Bay, but it was very faintly indicated and was no longer of any importance. The disturbance in Rajputana the day before had apparently advanced eastwards, but it was not clearly marked. Light to moderately heavy rain and snow had fallen in the Upper India hill districts, the submontane and eastern districts of the Punjab, and in the North-Western Provinces. Meerut received 1·51 inches, Dehra Dun 1·37 inches, Delhi 1·28 inches, Mussooree 1·2 inches, and Roorkee and Chakrata each 1·09 inches.

Friday.—Pressure had fallen everywhere with the exception of Baluchistan, Sind, Guzarat, Rajputana and the south of the Peninsula, where it had risen slightly to briskly. The fall was largest in the North-West Punjab, where an area of low pressure was shown, and pressure was in moderate defect. The disturbance in Rajputana on Wednesday was more clearly marked apparently being central in Bundelkhand. Light to heavy snow had been received in the Upper India hill districts, and light to moderate rain in the North-Western Provinces and the submontane districts of the Punjab. Srinagar reported a fall of 1·75 inches, Sialkot ·72 inch, and Murree ·68 inch.

Saturday.—The barometer had risen briskly to rapidly in Baluchistan and North-Western India, and the depression in the Punjab had filled up. Pressure had fallen slightly in North-Eastern India and Burma, and the disturbance in Bundelkhand the day before had advanced into Bengal. Rain and snow had fallen in the Upper India hill districts and the North-Western Provinces, Srinagar receiving 1·35 inches, Mainpuri ·56 inch, and Murree ·5 inch.

Temperature.—The unsettled and cloudy weather prevailing during the week was the cause of unusually high night temperatures over the greater part of Northern India. Day temperatures were, on the other hand, in general defect in the Punjab, Sind and Rajputana, the deficiency on the 8th averaging 10° in the Punjab.

The following table gives the variations from the normal temperature of the different provinces of India for each day of the week:—

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

The mean temperature of the week was either practically normal or in excess in all provinces. The excess was largest in the North-Western Provinces, where it averaged 3°·8. It averaged 3° in the Central Provinces, 2°·7 in Central India, and 2°·3 in Bengal.

The average mean temperature for the whole of India was in excess of the normal on every day of the week, the excess ranging from 1° on the 6th to 2°·2 on the 9th. For the whole week it was 1°·6 above the normal.

Rainfall.—Twenty-four of the fifty-two rainfall divisions have received rain during the week. In the Punjab hill districts the average rainfall of the division amounted to 2·38 inches. In four other divisions it exceeded 1 inch, but in ten divisions it did not exceed a tenth of an inch. The only provinces in which rainfall averaged over half an inch were the Punjab and the central and western districts of the North-Western Provinces.

The stations that have recorded the largest amount of rain during the week are Murree (7·4 inches) and Dharmsala (4·38 inches).

The rainfall of the period 30th December to the 12th January was in excess of the normal in Oudh, the central and western districts of the North-Western Provinces, the Punjab, Central India, Rajputana and Khandesh. It was normal or in defect over the remainder of India.

Province.	Division.	Rainfall data for week ending 12th January, 1895. Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Rainfall data from 30th December, 1894, to 12th January, 1895. Average actual rainfall of season to date.	Average normal rainfall, 30th December to 12th January.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0	0	0	0	0
	Lower Burma	0	0·02	—0·02	0	0·06	— 100
	Central do.	0	0	0	0	0·01	— 100
	Upper do.	0	?	?	0·01	?	?
	Arakan	0	0	0	0	0·02	— 100
Bengal and Assam	Eastern Bengal	0	0·10	—0·10	0	0·23	— 100
	Assam (Surma)	0	0·19	—0·19	0	0·35	— 100
	Do. (Brahmaputra)	0	0·19	—0·19	0·03	0·34	— 91
	Deltaic Bengal	0	0·09	—0·09	0	0·21	— 100
	Central do.	0	0·11	—0·11	0	0·17	— 100
	North do.	0	0·09	—0·09	0	0·11	— 100
	Orissa	0	0·06	—0·06	0	0·09	— 100
	Chota Nagpur	0	0·15	—0·15	0	0·24	— 100
	Bihar (South)	0·04	0·16	—0·12	0·04	0·21	— 81
	Do. (North)	0	0·13	—0·13	0·03	0·19	— 84
North-Western Provinces and Oudh	North-Western Provinces (East)	0·02	0·22	—0·20	0·02	0·26	— 92
	North-Western Provinces Submontane (*a*)	0	0·15	—0·15	0·21	0·21	0
	Oudh (South)	0·31	0·21	+0·10	0·81	0·27	+ 200
	Do. (North)	0·10	0·17	—0·07	0·59	0·20	+ 195
	North-Western Provinces (Central)	0·67	0·17	+0·50	1·05	0·26	+ 304
	North-Western Provinces (West)	0·74	0·11	+0·63	0·91	0·18	+ 406
	North-Western Provinces (Submontane) (*b*)	1·35	0·27	+1·08	1·72	0·45	+ 282
Punjab	Punjab (South)	0·57	0·20	+0·37	0·61	0·25	+ 144
	Do. (Central)	1·27	0·21	+1·06	1·35	0·20	+ 419
	Do. (Submontane)	1·68	0·39	+1·29	1·84	0·56	+ 229
	Do. (Hill Districts)	2·38	0·71	+1·67	3·13	1·01	+ 210
	Do. (North-West)	1·34	0·40	+0·94	1·41	0·62	+ 127
	Do. (West)	0·16	0·08	+0·08	0·17	0·15	+ 13
Bombay and Malabar Coast Districts (Madras)	Malabar	0·05	0·10	—0·05	0·05	0·19	— 74
	Madras (South Central)	0·02	0·03	—0·01	0·02	0·15	— 87
	Coorg	0	0·06	—0·06	0	0·15	— 100
	Mysore	0	0·01	—0·01	0	0·04	— 100
	Konkan	0	0·01	—0·01	0	0·05	— 100
	Bombay Deccan	0	0	0	0	0·05	— 100
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0·08	0·01	+0·07	0·08	0·07	+ 14
Central Provinces and Berar	Berar	0	0·01	—0·01	0	0·15	— 100
	Central Provinces (West)	0·04	0·02	+0·02	0·04	0·10	— 60
	Do. (Central)	0·06	0·10	—0·04	0·08	0·17	— 53
	Do. (East)	0	0·08	—0·08	0	0·14	— 100
Bombay (North)	Guzarat	0	0·01	—0·01	0	0·01	— 100
	Kathiawar	0	0	0	0	0	0
	Sind	0·08	0·17	—0·09	0·14	0·19	— 26
Rajputana and Central India.	Central India (East)	0·45	0·11	+0·34	0·52	0·14	+ 271
	Rajputana (East), Central India (West)	0·34	0·07	+0·27	0·42	0·08	+ 425
	Rajputana (West)	0·10	0·12	—0·02	0·20	0·15	+ 33
Madras	East Coast (North)	0	0·03	—0·03	0	0·06	— 100
	Do. (do.) (*a*)	0	0·01	—0·01	0	0·07	— 100
	Hyderabad (South)	0	0·03	—0·03	0	0·06	— 100
	Madras (Central)	0	0	0	0	0·01	— 100
	East Coast (Central)	0	0·01	—0·01	0	0·09	— 100
	Do. (South)	0·02	0·07	—0·05	0·02	0·30	— 93
	Madras (South)	0·07	0·15	—0·08	0·07	0·35	— 80

W. A. BION,
Actg. Asst. Meteorological Reporter to the Government of India.

SIMLA, *the 17th January, 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 19th January.*—No rain except a few scattered showers in parts of Madura and Tinnevelly. The water-supply continues insufficient for irrigation in many districts. Agricultural operations are progressing. The standing crops are fair, but greatly need rain. The harvest continues with fair outturn. Pasture and fodder are generally sufficient. Prices are falling generally.

Bombay.—*For week ending 23rd January.*—Slight rain has fallen in parts of Sind and Khandesh. The standing crops have been damaged by frost in parts of Sind, by blight in parts of Karachi, Shikarpur, Satara, Bijapur, and Dharwar, and are suffering for want of rain in parts of Poona, Ahmednagar, and Sholapur. The sowing of late crops continues in two, and reaping of early crops in four districts. The reaping of late crops and preparations for next season are in progress in Ahmednagar and Sholapur. The fodder-supply is sufficient and agricultural stock in good condition. Prices are normal except in Ahmednagar and Sholapur.

Bengal.—*For week ending 21st January.*—There was general rain in Bihar, and light local showers are also reported from some districts of Bengal. The harvest of winter rice is nearly finished, and has yielded a good outturn for the whole province. The cultivation of spring rice is in progress. The spring and poppy crops are generally reported to be doing well, and to have benefitted, especially in Bihar, from the rainfall. Cattle are in good condition. The price of common rice is generally steady, but shows a fall in some districts.

North-Western Provinces and Oudh.—*For week ending 23rd January.*—The weather is cloudy and cold with showers in almost all reporting districts and a somewhat heavy fall in Saharanpur. In some districts crops have been slightly injured by excessive moisture, while in others damage is apprehended if rain and cloudy weather continue. Clear weather and sunshine are now needed. Prospects are, however, generally favourable, supplies and fodder ample, and prices fairly steady.

Punjab.—*For week ending 23rd January.*—Rain has fallen in the Hissar, Delhi, Umballa, Lahore, and Dera Ismail Khan districts. Pressing of sugarcane and irrigation of spring crops still continue. The condition of standing crops is generally reported to be good to average. Rain is wanted at Dehra Ismail Khan and clear weather at Umballa. Field rats are injuring the crops in parts of the Lahore and Ferozepore districts. Cattle are generally reported to be in good condition, and pasturage and fodder are sufficient throughout the province. Prices high at Jullundur, normal at Delhi, stationary at Umballa, below normal at Sialkot, and low elsewhere.

Central Provinces.—*For week ending 23rd January.*—The weather is cold and occasionally cloudy. There have been slight falls of rain in two districts. Hail storms are reported in the north of the Damoh district. Prospects of winter crops, except linseed, are generally promising. Prices remain steady.

Burma.—*For week ending 19th January.*—No rain. Threshing of paddy continues in Lower Burma and prospects are fairly good. In Upper Burma threshing has begun and cultivation of the dry-weather crops continues. Prospects are good except in the southern portion of the Central zone. In Lower Burma

the price of paddy is above normal with a tendency to rise, but in Upper Burma prices are unsteady and below normal. Fodder and water are sufficient.

Assam.—*For week ending 22nd January.*—Weather seasonable. Harvesting of the winter paddy crop is nearly finished. The condition of cattle is fair. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 23rd January.*—MYSORE: Crops and prospects are good. Harvesting of *ragi* (*Eleusine coracana*) continues in four districts. Prices have slightly fallen in the Bangalore, Kolar and Mysore districts.

COORG: The reaping of rice and picking of coffee has been completed. Fodder and water for cattle are sufficient. In some parts the prices of food-grains are normal.

Berar and Hyderabad.—*For week ending 23rd January.*—BERAR: Weather cool with moderate rainfall during the week. The winter crops are in fair condition, except gram which has been somewhat damaged by insects, and linseed through blight. Fodder and water are sufficient. Prices are fluctuating in the Wun district but are otherwise steady.

HYDERABAD: No rain during the week. Harvesting of the autumn crops very nearly completed. Land is being ploughed for the hot-weather crops. Prices are normal.

Central India.—*For week ending 23rd January.*—Rain fell during the week in four Agencies. Agricultural operations have been completed in Bhopal and are in progress elsewhere. Standing crops are in fairly good condition though slightly damaged by rain, hail, blight and insects in some Agencies. The condition of agricultural stock is indifferent in parts of Gwalior and Bhopawar, but good elsewhere. Pasturage in good condition except in parts of Bhopawar. Prices of food-grains are above normal in three Agencies, rising in parts of Gwalior, low in Dhar, and normal elsewhere. Opium has been partly damaged by rain in Goona, the crop is indifferent in the Neemuch district, but good elsewhere.

Rajputana.—*For week ending 23rd January.*—Rainfall good in Bickaneer, and slight in six States. Agricultural operations are satisfactory. Standing crops and harvest prospects are good. Cattle are generally in good condition. Fodder is sufficient but failing in Dholepore. Prices have risen in three States, are fluctuating in one, and normal elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 22nd January.*—Weather cloudy. Snow has fallen. Prices falling.

JAMMU PROVINCE.—*For week ending 17th January.*—Heavy rain has fallen accompanied with hailstones. The crops are in good condition, but prices are rising rapidly. Fodder is scanty.

For week ending 23rd January.—Heavy rain continues, and weather is still cloudy. Crops are in good condition and prices high. Fodder is scanty.

Nepal.—*For week ending 19th January.*—Slight rain during the week, but the weather is again fine, and prospects of crops are fair.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

STATISTICS.

IMPORTS OF COTTON, WHEAT, LINSEED, AND INDIGO.

Statement showing in maunds the imports of Cotton, Wheat, Linseed, and Indigo by rail and river into Calcutta, Bombay Town, and Karachi, during the month of November 1894, and from 1st January to 30th November 1894, compared with the corresponding periods of the years 1892 and 1893

Articles, and whence exported.	Total of month.									Total from January 1st, including total of month.									Articles, and whence exported.
	Calcutta.			Bombay Town.			Karachi.			Total.			Calcutta.			Bombay Town.			Karachi.			Total.			
	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	
COTTON, RAW—																									COTTON, RAW—
Madras	...	...	...	...	1,431	1,741	...	...	...	...	1,431	1,741	...	...	...	17,602	1,69,967	75,123	...	...	...	17,602	1,69,967	75,123	Madras.
Bombay	...	...	...	76,311	67,041	33,178	...	...	...	76,311	67,041	33,178	...	...	19	38,27,537	34,60,201	33,22,817	...	...	...	38,27,537	34,60,220	33,23,059	Bombay.
Sind	...	...	...	...	...	...	1,054	8,162	4,070	1,054	8,162	4,070	...	...	242	...	...	...	2,09,492	1,63,879	3,99,419	2,09,492	1,63,879	3,99,419	Sind.
Bengal	4,504	2,939	1,598	5	...	...	...	...	...	4,509	2,939	1,598	...	...	...	...	...	...	...	...	...	91,860	95,729	66,755	Bengal.
N.-W. P. & O.	15,836	38,473	18,508	38,058	55,261	1,554	...	...	...	53,894	93,734	20,062	91,845	95,710	66,755	15	19	...	...	...	...	4,78,915	4,49,661	6,46,153	N.-W. P. & O.
Punjab	...	2,539	587	...	1,342	...	2,346	21,629	9,453	2,346	25,510	10,040	2,69,735	1,95,334	3,98,529	2,09,180	2,54,327	2,47,624	...	...	...	17,347	3,30,524	3,11,313	Punjab.
Cent. Provs.	...	...	...	4,110	1,707	24	...	...	...	4,110	1,707	24	237	44,200	60,922	1,837	68,914	69,638	15,273	2,17,410	1,80,753	92,702	85,502	1,33,778	Cent. Provs.
Berar	...	...	...	11,140	26,249	21,133	...	...	...	11,140	26,249	21,133	14,241	4,529	8,405	78,401	80,973	1,25,373	...	...	...	14,73,000	9,94,019	10,38,877	Berar.
Assam	9	1,574	340	...	...	...	...	...	...	9	1,574	340	10,351	2,071	5,295	14,62,649	9,91,948	10,33,582	...	...	...	16,285	36,241	27,093	Assam.
Raj. & C. I.	...	...	...	1,416	5,730	572	...	...	...	1,416	5,730	572	10,285	36,241	27,093	...	...	...	...	...	...	7,40,256	5,90,541	8,43,648	Raj. & C. I.
Nizam's Terry.	...	...	...	84	502	1,088	...	...	...	84	502	1,088	9,051	11,702	49,748	7,31,205	5,78,839	7,93,900	...	...	...	20,911	28,338	22,236	Nizam's Terry.
Mysore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20,911	28,338	22,236	...	...	...	...	659	143	Mysore.
													...	...	...	...	059	143	...	...	...	...			
TOTAL	20,349	45,525	21,033	1,31,124	1,59,263	59,290	3,400	29,791	14,423	1,54,873	2,34,579	94,746	4,11,745	3,89,806	6,16,989	63,49,397	56,34,185	56,90,436	2,24,765	3,81,289	5,80,172	69,85,907	64,05,280	68,87,597	TOTAL.
WHEAT—																									WHEAT—
Madras	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	122	...	...	...	...	...	122	Madras.
Bombay	...	...	...	93,877	15,953	81,548	...	...	...	93,877	15,953	81,548	...	...	...	13,76,162	15,05,947	9,42,082	...	...	...	13,76,162	15,05,947	9,42,082	Bombay.
Sind	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15,32,299	30,46,138	21,97,902	15,32,299	30,46,138	21,97,902	Sind.
Bengal	1,01,316	9,833	4,093	...	...	...	...	...	...	1,01,316	9,833	4,093	15,05,781	6,92,487	2,26,599	1	...	...	...	...	...	15,05,782	6,92,487	2,26,599	Bengal.
N.-W. P. & O.	2,14,278	1,24,667	1,63,779	90,337	13,778	...	...	...	...	3,04,486	1,38,445	1,63,779	48,66,778	24,49,501	18,08,131	29,51,011	3,32,840	1,83,868	6,183	556	...	78,23,972	27,82,897	19,91,999	N.-W. P. & O.
Punjab	11,564	34,734	59,016	50,482	53,092	40,464	70,408	3,85,431	5,80,251	1,32,454	4,73,317	6,80,331	1,20,114	2,05,901	4,79,103	11,31,002	4,37,257	7,74,917	44,30,411	39,17,101	62,63,869	56,88,127	45,60,259	75,17,889	Punjab.
Cent. Provs.	2,120	1,115	136	2,12,538	1,84,872	2,430	...	...	...	2,14,658	1,85,987	2,566	19,031	1,87,060	30,063	52,64,618	46,55,790	11,56,950	...	...	...	52,83,649	48,42,850	11,87,013	Cent. Provs.
Berar	...	...	...	16,052	...	197	...	...	...	16,052	...	197	...	...	...	4,51,666	43,198	33,858	...	...	...	4,51,666	43,198	33,858	Berar.
Assam	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	991	4,237	631	Assam.
Raj. and C. I.	80	...	...	69,403	70,880	7,256	...	...	...	69,483	70,880	7,256	991	4,237	631	...	...	...	...	...	...	13,27,601	12,79,045	4,22,386	Raj. & C. I.
Nizam's Terry.	...	...	...	...	...	...	...	...	...	...	...	...	15,984	3,869	...	13,11,617	12,75,176	4,22,386	...	...	...	2	2,286	2	Nizam's Terry.
Mysore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2,286	2	...	...	...	...	...	2,133	Mysore.
													...	...	...	...	...	2,133	...	...	...				
TOTAL	3,29,358	1,70,409	2,27,624	5,48,286	3,44,581	1,31,865	1,10,152	7,26,400	9,02,130	9,87,796	12,41,390	13,51,658	65,28,679	35,43,055	25,44,527	1,24,86,679	82,52,494	35,16,318	59,74,893	69,63,795	84,61,771	2,49,90,251	1,87,59,344	1,45,22,616	TOTAL.
LINSEED—																									LINSEED—
Madras	...	...	...	1,527	967	12	...	...	...	1,527	967	12	...	...	...	5,559	68,318	98,658	...	...	...	5,559	68,318	98,658	Madras.
Bombay	...	...	...	55,119	40,466	16,809	...	...	...	55,119	40,466	16,809	488	...	...	10,59,010	10,76,639	17,30,653	...	...	...	10,59,498	10,76,639	17,30,653	Bombay.
Sind	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	697	7	...	697	Sind.
Bengal	1,39,880	1,45,154	1,00,835	44	...	...	...	...	...	1,39,924	1,45,154	1,00,835	26,69,726	44,58,857	37,40,030	62	...	...	...	...	...	26,69,788	44,58,857	37,40,030	Bengal.
N.-W. P. & O.	43,172	57,375	21,301	2,614	6,378	457	...	...	...	45,786	63,753	21,758	26,05,245	21,39,603	18,97,758	1,60,152	2,27,612	3,14,956	...	...	2,273	27,65,397	23,67,215	22,14,987	N.-W. P. & O.
Punjab	...	...	...	...	173	285	...	1,444	756	...	1,617	1,041	6,100	6,870	5,129	1,841	1,540	3,367	121	13,387	30,322	8,122	21,797	38,818	Punjab.
Cent. Provs.	15,845	7,025	4,774	33,565	56,471	17,698	...	...	...	49,410	63,496	22,472	3,04,477	2,09,261	3,09,040	11,58,203	19,32,733	11,95,672	...	...	...	14,62,680	21,41,994	15,64,712	Cent. Provs.
Berar	...	...	1,679	38,789	33,701	19,737	...	...	...	38,789	33,001	18,416	533	...	25,407	11,21,402	9,03,525	13,40,233	...	...	...	11,21,935	9,03,525	13,65,640	Berar.
Assam	...	...	371	...	...	...	...	...	...	...	...	371	34,714	14,632	35,801	...	...	...	...	...	...	34,714	14,032	38,801	Assam.
Raj. & C. I.	2,270	5,583	2,543	30,380	30,342	42,520	...	...	...	32,650	35,925	45,063	1,96,081	1,15,706	1,56,362	9,93,185	10,90,670	17,77,822	...	...	...	11,89,266	12,06,376	19,34,184	Raj. & C. I.
Nizam's Terry.	...	...	...	19,023	6,800	9,511	...	...	...	19,023	6,800	9,511	...	...	...	4,81,193	3,70,370	5,79,782	...	...	...	4,81,193	3,70,370	5,79,782	Nizam's Terry.
Mysore	...	...	...	...	2	...	...	...	...	...	2	...	...	...	...	3	85	795	...	...	...	3	85	795	Mysore.
													...	...	...										
TOTAL	2,01,167	2,15,137	1,31,503	1,81,061	1,74,000	1,04,029	...	1,444	756	3,82,228	3,91,181	2,36,288	58,17,424	69,44,929	62,29,527	49,80,610	56,71,492	70,41,938	128	13,387	33,292	1,07,98,162	1,26,29,808	1,33,04,757	TOTAL.
INDIGO—																									INDIGO—
Madras	...	...	...	505	36	232	...	...	...	505	36	232	...	...	...	1,625	1,028	2,127	...	...	...	1,625	1,028	2,127	Madras.
Bombay	...	...	...	493	651	110	...	...	...	493	651	110	...	...	...	1,703	2,898	1,170	...	...	...	1,703	2,898	1,170	Bombay.
Sind	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	117	21	...	7,137	5,963	7,385	7,254	5,984	7,385	Sind.
Bengal	13,310	5,808	4,016	...	...	...	1,172	476	420	14,482	6,284	4,436	...	...	...	...	...	2	...	...	...	21,438	12,117	11,064	Bengal.
N.-W. P. & O.	15,170	29,079	15,650	38	24	...	...	...	...	15,208	29,103	15,650	21,438	12,117	11,062	...	229	223	...	...	...	22,041	31,945	20,778	N.-W. P. & O.
Punjab	158	12	...	...	...	...	...	...	...	158	12	...	21,940	31,716	20,555	101	19	243	6,354	4,417	7,327	6,526	4,479	7,827	Punjab.
Cent. Provs.	...	...	95	...	...	...	2,046	556	1,000	2,046	556	1,095	107	43	257	5	19	243	...	...	...	...	...	...	Cent. Provs.
Berar	...	...	...	...	...	...	...	...	...	...	...	...	10	46	95	3	2	121	...	...	...	13	48	216	Berar.
Assam	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Assam.
Raj. & C. I.	...	...	...	167	269	106	...	...	...	167	269	106	...	...	...	...	...	...	...	...	...	...	...	...	Raj. & C. I.
Nizam's Terry.	...	...	...	...	150	93	...	...	...	...	156	93	...	...	...	866	853	910	...	...	...	866	853	910	Nizam's Terry.
Mysore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	273	212	...	...	...	1	273	212	Mysore.
													...	...	...	...	...	...	...	...	...	...	...	...	
TOTAL	28,638	34,899	19,761	1,203	1,136	542	3,218	1,032	1,420	33,059	37,067	21,723	43,555	43,922	31,969	4,421	5,323	5,008	13,491	10,380	14,712	61,467	59,625	51,689	TOTAL.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

DEPARTMENT OF REVENUE AND AGRICULTURE:

Calcutta, the 23rd January 1895.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST TO 13TH JANUARY 1894, AND FROM 1ST TO 12TH JANUARY 1895.

N.B.—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st-half of 1894.	First 13 days of January 1894. Mean mileage worked.	First 13 days of January 1894. Earnings. Total.	First 13 days of January 1894. Earnings. Per mile open.	First 12 days of January 189 . Mean mileage worked.	First 12 days of January 189 . Earnings. Total.	First 12 days of January 189 . Earnings. Per mile open.	Earnings from 1st to 13th January 1894.	Earnings from 1st to 12th January 1895.	Increase.	Decrease.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	655	1,634	19,98,242	1,223	1,687	17,68,142	1,048	19,98,242	17,68,142	...	2,30,100
Bengal-Nágpur	189	863	2,84,089	329	862	2,80,279	336	2,84,089	2,89,279	5,190	...
Indian Midland (*a*)	162	752	2,22,172	295	752	1,89,712	252	2,22,172	1,89,712	...	32,460
Bezwada extension	108	21	3,300	157	21	4,493	214	3,300	4,493	1,193	...
Metre gauge—											
Rajputana-Malwa (*b*)	324	1,699	8,79,526	518	1,790	9,75,440	545	8,79,526	9,75,440	95,914	...
Pálanpur-Deesa	47	17	1,236	73	17	1,920	113	1,230	1,920	684	...
South Indian	143	1,043	2,21,494	212	1,042	2,94,188	282	2,21,494	2,94,188	72,694	...
Máyavaram-Mutupet	61	...	...	...	54	6,606	122	...	6,606	6,000	...
Southern Mahratta (*c*)	115	1,163	1,99,069	171	1,165	2,25,169	193	1,99,069	2,25,169	26,100	...
Bengal and North-Western (*d*)	162	756	1,90,497	252	756	1,84,980	245	1,90,497	1,84,980	...	5,517
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	223	32,483	146	231	33,315	144	32,483	33,315	832	...
Total	286	8,171	40,32,108	493	8,377	39,73,244	474	40,32,108	39,73,244	...	58,864
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	255	2,509	12,36,988	493	2,511	11,84,831	472	12,36,988	11,84,831	...	52,157
Oudh and Rohilkhand (state)	287	740	3,25,455	440	797	4,21,309	529	3,25,455	4,21,309	95,914	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	281	813	4,42,539	544	813	5,15,050	634	4,42,539	5,15,050	72,511	...
Bengal Central (*f*)	126	125	25,676	205	125	28,520	228	25,670	28,520	2,844	...
East Coast (state)	107	266	28,363	107	353	42,355	120	28,303	42,355	13,992	...
Metre gauge—											
Burma (state)	199	730	2,16,509	297	746	2,16,674	290	2,16,509	2,16,674	165	...
Special gauges—											
Jorhát (state provincial)	44	28	1,957	70	28	2,379	85	1,957	2,379	422	...
Cherra-Companyganj (state provincial)	60	8	744	93	8	1,146	143	744	1,140	402	...
Total	244	5,219	22,78,231	437	5,381	24,12,324	448	22,78,231	24,12,324	1,34,003	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	596	1,490	17,27,658	1,160	1,490	13,20,786	886	17,27,65	13,20,786	...	4,06,872
Bombay, Baroda and Central India	801	461	5,23,108	1,135	461	5,27,000	1,143	5,23,108	5,27,000	3,892	...
Madras	237	840	3,48,821	415	840	3,57,170	425	3,48,821	3,57,170	8,349	...
Total	522	2,791	25,99,587	931	2,791	22,04,956	790	25,99,587	22,04,956	...	3,94,631
TOTAL (Guaranteed and State)	313	16,181	89,09,926	551	16,549	85,90,524	519	89,09,930	85,90,524	...	3,19,402
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	167	161	36,480	227	161	40,710	253	36,480	40,710	4,230	...
Tarkessur	308	22	9,711	441	22	9,336	424	9,711	9,336	...	375
Metre gauge—											
Rohilkund and Kumaon (Company section)	149	67	14,562	217	67	6,640	99	14,562	6,640	...	7,922
Bengal Dooars	80	32	3,901	122	36	4,830	134	3,901	4,830	929	...
Dibru-Sadiya	133	78	19,967	256	78	19,233	247	19,967	19,233	...	734
Special gauge—											
Darjeeling-Himalayan	232	51	9,742	191	51	13,864	272	9,742	13,864	4,122	...
Total	166	411	94,363	230	415	94,613	228	94,363	94,613	250	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	185	333	78,239	235	333	1,01,641	305	78,239	1,01,641	23,402	...
The Gaekwar's Petlád	112	13	1,910	147	13	2,620	202	1,910	2,620	710	...
Rájpura-Bhátinda	192	108	27,984	259	108	49,034	460	27,984	49,034	21,050	...
Kolar Gold-fields	300	...	...	...	10	2,959	296	...	2,959	2,959	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	88	362	57,562	159	362	57,914	160	57,562	57,914	352	...
The Gaekwar's Mehsána	98	93	12,021	130	93	10,400	112	12,021	10,400	...	2,161
Kolhápur	92	29	3,294	114	29	3,361	116	3,294	3,361	67	...
Special gauge—											
The Gaekwar's Dabhoi	81	72	7,878	109	72	5,520	77	7,878	5,520	...	2,358
Cooch Behar	30	22	289	13	22	1,450	66	289	1,450	1,161	...
Total	130	1,032	1,89,777	184	1,042	2,35,559	220	1,89,777	2,35,559	45,782	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	131	334	62,715	188	334	50,488	151	62,715	50,488	...	12,227
Jetalsar-Rájkot	68	46	4,378	95	46	4,603	100	4,378	4,603	225	...
Jodhpore-Bickaneer	75	364	42,280	116	364	32,010	88	42,280	32,010	...	10,270
Special gauge—											
Morvi	75	94	11,320	120	94	9,938	106	11,320	9,938	...	1,382
Total	97	838	1,20,693	144	838	97,039	116	1,20,693	97,039	...	23,654
GRAND TOTAL	290	18,462	93,14,759	505	18,844	90,17,735	479	93,14,759	90,17,735	...	2,97,024

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

CALCUTTA *the 25th January, 1895.*

F. B. HEBBERT,
Under Secretary.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XL of 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

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

Railway.	Average earnings per mile per week in 1893-94.	First 13 days of January 1894. Mean mileage worked.	First 13 days of January 1894. Earnings. Total.	First 13 days of January 1894. Earnings. Per mile open.	First 12 days of January 1895. Mean mileage worked.	First 12 days of January 1895. Earnings. Total.	First 12 days of January 1895. Earnings. Per mile open.	Earnings from 1st April 1893 to 13th January 1894.	Earnings from 1st April 1894 to 12th January 1895.	Increase.	Decrease.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	602	1,634	19,98,242	1,223	1,687	17,68,142	1,048	3,86,32,431	4,02,39,879	16,07,448	...
Bengal-Nágpur	149	863	2,84,089	329	862	2,89,279	336	46,22,879	44,70,989	...	1,51,890
Indian Midland (*a*)	132	752	2,22,172	295	752	1,89,712	252	38,31,173	43,89,285	5,58,112	...
Bezwada extension	95	21	3,300	157	21	4,493	214	82,464	1,33,458	50,994	...
Metre gauge—											
Rajputana-Malwa (*b*)	261	1,699	8,79,526	518	1,790	9,75,440	545	1,70,61,568	1,90,95,723	20,34,155	...
Palanpur-Deesa	41	17	1,236	73	17	1,920	113	(*c*) 5,672	30,353	24,681	...
South Indian	144	1,043	2,21,494	212	1,042	2,94,188	282	63,02,545	65,66,490	2,63,945	...
Máyavaram-Mutupet	...	...	...	...	54	6,606	122	...	(*d*) 1,67,434	1,67,434	...
Southern Mahratta (*e*)	100	1,163	1,99,069	171	1,165	2,25,169	193	46,84,787	48,95,855	2,11,068	...
Bengal and North-Western (*f*)	132	756	1,90,497	252	756	1,84,980	245	39,29,121	42,94,920	3,65,799	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	223	32,483	146	231	33,315	144	5,51,773	7,11,116	1,59,343	...
Total	250	8,171	40,32,108	493	8,377	39,73,244	474	7,97,04,413	8,49,95,502	52,91,089	...
State lines worked by the State.											
Standard gauge—											
North-Western (state) (*g*)	232	2,509	12,36,988	493	2,511	11,84,831	472	2,31,80,874	2,52,82,667	21,01,793	...
Oudh and Rohilkhand (state)	242	740	3,25,455	440	797	4,21,369	529	66,75,884	83,08,161	16,32,277	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	309	813	4,42,539	544	813	5,15,050	634	98,91,778	1,11,44,807	12,53,029	...
Bengal Central (*h*)	120	125	25,070	205	125	28,520	228	6,05,983	6,27,329	31,346	...
East Coast (state)	71	266	(*i*)28,363	107	353	42,355	120	(*i*) 4,99,413	11,60,363	6,60,950	...
Metre gauge—											
Burma (state)	171	730	2,16,509	297	746	2,16,674	290	44,53,353	42,88,792	...	1,64,561
Special gauges—											
Jorhat (state provincial)	49	28	1,957	70	28	2,379	85	58,493	59,853	1,360	...
Cherra-Companyganj (state provincial)	54	8	744	93	8	1,146	143	17,194	19,907	2,713	...
Total	226	5,219	22,78,231	437	5,381	24,12,324	448	4,53,82,972	5,09,01,879	55,18,907	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*j*)	510	1,490	17,27,658	1,160	1,490	13,20,786	886	2,89,75,632	2,52,43,279	...	37,32,353
Bombay, Baroda and Central India	638	461	5,23,108	1,135	461	5,27,000	1,143	1,15,56,382	1,20,29,449	4,73,067	...
Madras	238	840	3,48,821	415	840	3,57,170	425	82,05,005	81,08,673	...	96,932
Total	440	2,791	25,99,587	931	2,791	22,04,956	790	4,87,37,619	4,53,81,401	...	33,56,218
TOTAL (Guaranteed and State)	277	16,181	89,09,926	551	16,549	85,90,524	519	17,38,25,004	18,12,78,782	74,53,778	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	148	161	36,480	227	161	40,710	253	9,54,029	10,53,144	99,115	...
Tarkessur	253	22	9,711	441	22	9,336	424	2,14,090	2,31,361	16,671	...
Metre gauge—											
Rohilkhand and Kumaon (Company section)	137	67	14,562	217	67	6,640	99	3,66,151	3,47,090	...	19,061
Bengal Dooars	77	32	3,901	122	36	4,830	134	1,04,958	1,74,809	69,851	...
Dibru-Sadiya	130	78	19,967	256	78	19,233	247	4,09,316	4,23,614	14,298	...
Special gauge—											
Darjeeling-Himalayan	238	51	9,742	191	51	13,864	272	5,09,666	5,12,019	2,353	...
Total	155	411	94,363	230	415	94,613	228	25,58,810	27,42,037	1,83,227	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	158	333	78,239	235	333	1,01,641	305	20,78,279	24,37,208	3,58,929	...
The Gaekwar's Petlád	92	13	1,910	147	13	2,620	202	47,865	54,913	7,048	...
Rájpura-Bhátinda	129	108	27,984	259	108	49,634	460	5,53,306	9,74,434	4,21,128	...
Kolar Gold-fields	...	...	...	...	10	2,959	296	...	(*k*)78,686	78,686	...
Metre gauge—											
Southern Mahratta (Mysore section) (*l*)	95	362	57,562	159	362	57,914	160	13,88,435	13,10,115	...	78,320
The Gaekwar's Mehsána	75	93	12,621	136	93	10,460	112	2,55,388	2,62,985	7,597	...
Kolhápur	77	29	3,294	114	29	3,361	116	89,595	95,845	6,250	...
Special gauges—											
The Gaekwar's Dabhoi	67	72	7,878	109	72	5,520	77	1,87,378	1,71,189	...	16,189
Cooch Behar	20	22	289	13	22	1,450	66	(*m*)6,135	33,249	27,114	...
Total	114	1,032	1,89,777	184	1,042	2,35,559	226	46,06,381	54,18,624	8,12,243	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	118	334	62,715	188	334	50,488	151	15,50,316	13,33,971	...	2,16,345
Jetalsar-Rájkot	60	46	4,378	95	46	4,603	100	(*n*)1,07,385	1,21,527	14,142	...
Jodhpore-Bickaneer	54	364	42,280	116	364	32,010	88	7,01,523	8,31,391	1,29,868	...
Special gauge—											
Morvi	67	94	11,320	120	94	9,938	106	2,54,255	2,44,968	...	9,287
Total	81	838	1,20,693	144	838	97,039	116	26,13,479	25,31,857	...	81,622
GRAND TOTAL	256	18,462	93,14,759	505	18,844	90,17,735	479	18,36,03,674	19,19,71,300	83,67,626	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 8th November 1893 to 13th January 1894.
(*d*) Total earnings from 2nd April 1894 to 12th January 1895.
(*e*) Includes the Guntakal-Mysore frontier section.
(*f*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*g*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the earnings of the Bezwada-Gódávari section.
(*j*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*k*) Total earnings from 1st June 1894 to 12th January 1895.
(*l*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*m*) Total earnings from 15th September 1893 to 13th January 1894.
(*n*) Total earnings from 12th April 1893 to 13th January 1894.

F. B. HEBBERT,
Under Secretary.

CALCUTTA, *the 25th January, 1895.*

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

SUPPLEMENT TO

The Gazette of India.

No. 5.} CALCUTTA, SATURDAY, FEBRUARY 2, 1895.

OFFICIAL PAPERS.

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

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

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

GOVERNMENT OF INDIA,

FINANCE AND COMMERCE DEPARTMENT.

SEPARATE REVENUE.

Post Office

General Matters.

REVIEWING THE ADMINISTRATION REPORT OF THE POST OFFICE OF INDIA FOR 1893-94.

No. 527 S. R., dated Calcutta, the 30th January 1895.

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

READ—

Report on the Post Office of India for the year 1893-94.

RESOLUTION.—The continuous and steady progress evinced in previous years in the operations of the Post Office was maintained in the year under review, the transactions in the several branches of business showing a satisfactory increase. The noticeable events in the working of the Inland Post were—

(1) The abolition of the separate postal circle of Oudh, and its amalgamation with the North-Western Provinces circle.

(2) The general introduction of a system of movable hour plates for letter-boxes in towns, and day plates for those in the interior, the system affording a real check on the regular and punctual clearance of letter-boxes.

(3) The extension to all the districts of the Central Provinces of the system of remitting revenue and rent through the Post Office.

(4) The extension to several other provinces of the arrangement experimentally introduced in Bengal, Assam, and Burma for the sale of Government quinine to the poorer classes through the agency of the Post Office.

2. The principal events under "Foreign Post" were—

(1) The introduction of a telegraphic money order exchange with Ceylon, and of an ordinary money order exchange with the German Protectorate in East Africa, and the arrangement of a direct money order exchange with New Zealand which did not come into operation, however, until after the close of the year.

(2) The conclusion of arrangements for the transmission of postal parcels to and from Italy, Persia, the British East Africa Company's territory, and the German Protectorate in East Africa.

(3) The extension of the parcel exchange with Gibraltar to Tangiers, and the addition of Mashonaland to the list of countries to which parcels can be sent through the United Kingdom.

(4) The removal of the restriction which previously existed against the insurance of parcels containing money transmitted by post to and from the United Kingdom.

(5) The inclusion of Cape Colony, the Orange Free State, Bechuanaland and Ascension in the list of countries outside the Postal Union, to which post-cards can be sent.

3. The transactions of the Imperial Post Office in the year under review, compared with those of the previous year, are briefly summarised below:—

		1892-93.	1893-94.	Increase or decrease per cent.
Number of post offices		8,832	8,978	1·65
„ letter-boxes		13,292	13,875	4·38
„ letters and post-cards issued for delivery		311,014,049	326,862,219	5·09
„ newspapers	„ „	26,637,963	26,363,793	—1·02
„ parcels	„ „	2,169,715	2,339,416	7·82
„ packets	„ „	12,149,494	14,702,537	21·01
„ letters and parcels insured		263,811	285,038	8·04
„ inland money orders issued		8,237,855	8,754,940	6·27
Value of „ „ „		₹17,19,16,585	18,35,34,008	6·75
Commission realised on „ „		₹ 21,58,398	22,95,946	6·37
Number of telegraphic „ „		107,401	115,528	7·56
Value of „ „ „		₹ 1,16,01,119	1,24,72,233	7·51
Commission realised on „ „		₹ 1,21,637	1,33,998	10·16
Number of foreign money orders issued by India		43,490	52,944	21·73
Value of „ „ „		£ 143,738	186,569	29·79
Number of foreign money orders paid in India		21,599	23,171	7·27
Value of „ „ „		£ 113 718	121,842	7·14
Mileage of Mail lines.				
Railways		17,540	18,099	3·18
Mail carts		4,630	4,859	4·49
Runners and boats		45,732	44,805	—2·02
Steamers		12,550	12,603	0·42

4. With the single exception of newspapers which show a decrease of 1·02 per cent., the transactions of the year show an increase under each head, the largest increase being in the number of packets issued for delivery, and in the number and value of foreign money orders issued by India. The total estimated number of postal articles of all kinds (excluding money orders) issued for delivery was upwards of 370 millions, against nearly 352 millions in the previous year. The increase in the year thus amounted to about 18¼ millions, of which 11⅛ millions or 62 per cent. was on account of post-cards, the popularity of which continues undiminished. The balance (6¾ millions) consisted of increases of 3¾ millions under ordinary letters, 2¼ millions under newspapers and packets and upwards of half a million under registered letters. The value-payable system shows a remarkable development, the number of articles sent under it having risen regularly and rapidly from year to year: the number was only 7,408 in 1878-79 (the first full year of the working of the system), 287,377 in 1883-84, 999,731 in 1888-89, and 1,596,952 in 1893-94, the highest now on record. The declared value of value-payable articles in the last year was ₹1,76,14,628 against ₹1,51,64,846 in 1892-93, the commission realised thereon during the two years being ₹3,19,561 and ₹2,77,845, respectively. As a result of the reduction of foreign postage, correspondence with the United Kingdom, as well as with foreign countries, increased to a considerable extent, the increase being exceptionally large under "newspapers, book packets, and samples."

5. Of the total number of articles (including money orders) received for delivery, *viz.*, upwards of 371 millions, the number actually delivered was nearly 368 millions, or 99·12 per cent. as compared with 99·09 per cent. in the preceding year. The remainder were sent for disposal to the Dead Letter Offices, and the number ultimately found not to be disposable either by delivery to the addressees or by return to the senders amounted to only ·2 per cent. of the total number given out for delivery.

6. The steady increase in the money order business noticed in the review of the report for 1892-93 was maintained in the year under review; the entire transactions under this head during the last two years being as follows:—

	1892-93.	1893-94.	Increase per cent.
Number of inland, Native State, and foreign money orders issued	8,325,457	8,853,225	6·33
Value of „ „ „	₹17,57,24,054	18,80,21,454	6·99
Commission realised on „ „ „	₹ 21,94,419	23,37,323	6·51
Number of inland, Native State, and foreign money orders paid	8,365,203	8,892,976	6·30
Value of „ „ „	₹17,75,28,369	18,95,16,965	6·75

There was thus an increase of more than 6 per cent. under each head. The number and value of inland money orders issued increased by 6·27 and 6·75 per cent., respectively, and the average value of an inland money order was ₹20-15-5 against ₹20-13-10 in 1892-93. The revenue money order system continued to make steady progress in the North-Western Provinces and Oudh, the Lower Provinces of Bengal, the Punjab, and the Central Provinces, but was discontinued in Madras as unnecessary for that Presidency, the people being able to pay their revenue through other means. There was also an increase in the number and value of rent money orders.

7. The operations of the Post Office Savings Banks increased generally. The following is a summary of the transactions during the year as compared with the previous year:—

	1892-93.	1893-94.
Number of banks	6,408	6,358
„ accounts at the close of the year	520,967	574,050
Amount of deposits during the year	₹414,52,425	4,40,72,754
„ withdrawals during the year	₹3,65,51,950	4,25,38,122
„ balance at the close of the year	₹7,81,87,727	8,26,57,319
Average balance of each account	₹ 150·08	143·98

There was a decrease of 50 banks due to the withdrawal of Savings Bank powers from certain small branch post offices at which the transactions were nominal. Otherwise there was no reduction in the normal rate of increase in the number of accounts, notwithstanding the fact that the public were informed beforehand that the rate of interest would be reduced from 1st April 1894 from ₹3¾ to ₹3½ per cent.

8. The insurance business during the year developed considerably, the number and value of insured articles having exceeded the number and value in

the preceding year by 8·04 and 9·62 per cent., respectively. The increase occurred under insured parcels, the number and declared value of insured letters having fallen off slightly, as shown in the following figures :—

	Number.		Value.		Average value of each.	
	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.
			R	R	R	R
Letters . .	89,845	89,332	2,36,54,593	2,31,75,043	263	259
Parcels . .	173,966	195,706	4,94,06,117	5,69,14,359	284	290
TOTAL .	263,811	285,038	7,30,60,710	8,00,89,402	276	280

The amount of insurance fees realised was R2,10,714 against R1,93,250 in 1892-93.

9. The number of complaints made by the public against the Post Office was 9,448, being more than the number in the previous year by 777 or 8·96 per cent. This increase was to be expected in proportion to the increase in postal transactions generally. On investigation it was found that the complaints were well-founded in only 37 per cent. of the total number.

10. As observed in the review of the report for 1892-93, the changes introduced from October 1892 in the system of receiving salt revenue through the Post Office have considerably reduced the transactions on this account, the number of indents received by the Post Office being 479 only for 78,843½ maunds of salt, and the amount of salt revenue received being R2,19,539 against 49 lakhs in the previous year. The Government of India will await the result of the consideration which the Director General is giving to the question whether the system should be discontinued or measures taken to stimulate it.

11. The financial results of the working of the Post Office during the last three years were as follows :—

	1891-92.	1892-93.	1893-94.
	R	R	R
Revenue . . .	1,44,59,253	1,48,88,627	1,55,75,971
Expenditure . .	1,49,64,174	1,51,85,555	1,55,82,814
+surplus or—deficit .	—5,04,921	—2,96,928	—6,843

Making the same adjustments as in previous years, the results are :—

	1891-92.	1892-93.	1893-94.
	R	R	R
Surplus or deficit according to Appendix XI to the Report .	—5,04 921	—2,96,928	—6,843
Add—Indirect expenditure .	—6,40,718	—6,07,041	—6,72,311
TOTAL .	—11,45,639	—9,03,969	—6,79,154
Deduct—District Post charges (excluding charges in British Baluchistan) . . .	11,42,554	11,54,907	11,97,134
Resulting surplus or deficit .	—3,085	+2,50,938	+5,17,980

12. The Department was administered for the greater part of the year by Mr. Fanshawe, and from November 1893 to the end of the year by Mr. Kisch. Both these officers have earned the commendation of the Government of India for their able administration of the Department. The Governor General in Council is also glad to notice the names of the officers favourably mentioned in paragraph 63 of the Report.

ORDERED, that a copy of the Resolution be forwarded to the Director General of the Post Office of India, and that the Report and the Resolution be published in the *Gazette of India*.

STEPHEN JACOB,
Offg. Secretary to the Government of India.

ANNUAL REPORT

ON

THE POST OFFICE OF INDIA

FOR THE YEAR

1893-94.

No. 12—III, dated the 31st December 1894.

From—H. M. KISCH, Esq., *Officiating Director General of the Post Office of India,*

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

I have the honour to submit the annual report on the Post Office of India for the official year 1893-94.

Charge of the Post Office.

2. The administration of the department was in the hands of Mr. A. U. Fanshawe from the 1st April to the 6th November 1893 and in my charge as officiating Director General for the remainder of the year.

Principal events—Inland post.

3. The principal administrative measures of the year in connection with the inland post were the abolition of the separate postal circle of Oudh and its amalgamation with the North-Western Provinces circle, the abolition of the irregular local post of the Kumaon division and its absorption into the district post administered by the Imperial Post Office, and the general introduction of a system of moveable hour-plates for town letter-boxes and day-plates for letter-boxes in the interior. This last measure, by far the most important of the year, will it is hoped afford a real check on the regular and punctual clearance of letter-boxes, the moveable plates being kept in responsible custody in the post office and given out and returned at prescribed times. In the interior, where letter-boxes are cleared by village postmen when making the village deliveries, the moveable day-plates will be a check on the visits of the postman and his deliveries as well as on the clearances of the letter-boxes. The special operations of the Post Office on behalf of other branches of the public service were materially extended. The system for the remittance of revenue and rent through the Post Office was extended to all the districts of the Central Provinces; arrangements were made for the extension to several other provinces of the scheme introduced in Bengal in 1892 for the sale of closed packets of quinine at post offices in the interior; sanction was given to the application to the Delhi district of the system for the payment of military pensioners through the Post Office, and to the further use of the Post Office in several provinces for the sale of court-fee and non-judicial stamps; and the number of telegraph offices worked by the Post Office was increased from 845 to 979. Although the Post Office was not required during the year to send any offices into the field with any expedition on active service, the special postal services and offices provided in the Kuram valley and for the military posts at Kajuri Kach and Jandula beyond the Gomal pass were main-

tained throughout the year, and a temporary line with camp offices was organised to accompany the 23rd Pioneers for its march and road operations from Abbotabad to Chilas through the Kagan valley and over the Babusar pass. Owing to the heavy rainfall and floods in the Punjab and Madras, the breaks in railway communication during the rains were unusually numerous in those provinces and in many cases temporary boat, cart, tonga, runner, and trolly lines had to be established at the shortest notice to maintain postal communication.

There were altogether 116,607 miles of mail lines and 10,387 post offices at the close of the year and the total number of postal articles dealt with was 370 millions. The general progress of the year in the main branches of Post Office business was an increase of 2,250 miles of permanent mail lines, 248 post offices, 297 money order offices, 635 letter-boxes, 18¼ millions of postal articles (excluding money orders), six lakhs of rupees in the sales of postage stamps, more than half a million money orders, and 53,000 Savings bank accounts.

Principal events—Foreign post.

4. The following were the principal events of the Foreign Post. A telegraphic money order exchange with Ceylon and an ordinary money order exchange with the German Protectorate in East Africa were introduced. Owing to the fluctuations of exchange, between India and countries retaining a silver monetary standard, which followed the passing of the Indian Coinage and Paper Currency Act of 1893, the money order business with Hong-Kong and the Straits Settlements was suspended at the request of the postal administrations of those colonies; and although the latter exchange was soon afterwards resumed, the former remained in abeyance until July 1894. Negotiations took place for a direct money order exchange with New Zealand, but the exchange did not actually come into operation until after the close of the year. Arrangements were made for the transmission by post of parcels to and from Italy, Persia, the British East Africa Company's territory, and the German Protectorate in East Africa; the parcel exchange with Gibraltar was extended to Tangier; Mashonaland was added to the list of countries to which parcels can be sent through the United Kingdom; and the limit of weight for postal parcels exchanged between India and Canada was raised from 7lbs. to 11lbs. The system under which parcels between India and the United Kingdom can be insured for the entire transit was completed by the removal of the restriction that previously existed against the insurance of parcels containing money. The list of countries outside the Postal Union to which post-cards can be sent was extended by the inclusion of Cape Colony, the Orange Free State, Bechuanaland, and Ascension.

Working of the P. and O. contract.

5. According to the terms of the contract with the Peninsular and Oriental Steam Navigation Company, the steamers with the European mails are due in Bombay at 8 A.M. on Monday of each week, and during the year under review they arrived on all occasions in advance of the contract time—in four instances on the previous Friday, in nineteen instances on the previous Saturday, and in twenty-three instances on the previous Sunday, while on six occasions there was an early Monday arrival. The average time occupied by the mail from London to Bombay was 15 days 6 hours and 31 minutes, against 16 days 11 hours and 35 minutes according to the terms of the contract. The average time in the opposite direction (from Bombay to London) was 15 days 8 hours and 28 minutes, the contract time for only the sea voyage from Bombay to Brindisi being 14 days 8 hours in the fair season and 16 days 8 hours in the monsoon. Twice during the year advantage was taken of the despatch of an extra passenger steamer from Bombay, *viâ* Marseilles, to send an additional mail to London. Only articles specially marked for transmission by these steamers were forwarded, and they amounted to 2,511 letters and papers in one case, and to 2,326 in the other.

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

Post offices, letter-boxes, and rural delivery.

6. In Appendix I, the numbers of post offices, letter boxes, and village post-men of the Imperial Post in each circle on the 31st March 1894 are compared with the numbers at the close of the previous year; and in the marginal abstract will be found the figures of the past two years for the whole of India for both the Imperial and District Post, separately and together, with an entry also of the number of postmen as distinguished from village postmen whose beats do not admit of their returning daily to the post office. The total number of post offices has increased by 248, and of this number more than 63 per cent. belong to the class of offices entrusted to the charge of village school-masters and other persons who are not permanent servants of the department. Of the new offices, 99 were opened in the Punjab, and the increase of letter-boxes was also greatest in that circle.

	Imperial Post.		District Post.		Total.		
	Number at close of 1892-93.	Number at close of 1893-94.	Number at close of 1892-93.	Number at close of 1893-94.	Number at close of 1892-93.	Number at close of 1893-94.	Increase.
Post Offices	8,832	8,978	1,307	1,409	10,139	10,387	248
Postmen	9,051	9,184	129	132	9,180	9,316	136
Letter-Boxes (in addition to those at post offices).	13,292	13,875	2,595	2,647	15,887	16,522	635
Village Postmen	3,837	3,970	2,924	3,047	6,761	7,017	256

The following table shows for each circle and for the whole of India the number of post offices and letter-boxes compared with the area, total population, and literate population:—

Circle.	Area in square miles.	Population.	Literate population.	Post offices.	Letter-boxes (including those at post offices.)	1 Post office serves			1 Letter-box serves		
						Square miles.	Population.	Literate population.	Square miles.	Population.	Literate population.
Bengal	119,719	40,879,787	1,993,584	1,427	5,862	83	28,647	1,397	20	6,973	340
Bombay	148,517	26,372,106	1,416,474	1,426	4,381	104	18,493	1,993	33	6,019	323
Madras	263,015	55,984,761	3,128,788	1,910	4,316	137	29,311	2,638	60	12,971	724
North-Western Provinces and Oudh	112,612	47,697,576	1,308,105	1,599	4,039	70	29,829	818	27	11,809	323
Punjab	148,966	25,130,127	819,383	1,360	2,287	109	18,478	602	65	10,988	358
Assam	49,004	5,476,833	168,314	287	514	170	19,083	586	95	10,655	327
Bihar	42,284	23,578,585	712,383	562	1,185	75	41,954	1,267	35	19,897	601
Burma	211,430	8,098,014	1,608,591	263	943	803	30,750	6,116	224	8,587	1,705
Central India	77,803	10,318,812	*	126	199	617	81,895	...	391	51,853	...
Central Provinces	133,654	15,842,296	345,761	613	1,040	218	25,843	564	128	15,232	332
Eastern Bengal	21,247	10,082,923	427,814	403	1,439	52	25,019	1,061	14	7,006	297
Rajputana	130,337	12,762,701	*	252	389	561	55,081	...	335	32,809	...
Sind	53,898	3,030,981	115,056	179	315	301	16,932	642	171	9,622	365
Total	1,512,491	285,255,502	12,044,293	10,387	26,909	145	27,462	1,159	56	10,600	447

* Enumeration not taken under this head.

It will be seen that although there are 10,387 post offices and 26,909 letter-boxes there is only one post office for every 145 square miles and only a single letter-box for 56 square miles. Even Eastern Bengal, the circle most favoured with offices and letter-boxes, has only one post office for every 52 square miles and only one letter-box in 14 square miles, while in Burma there is only one office for 803 square miles and in Central India only one letter-box for 391 square miles. According to population, Sind, the Punjab, and Bombay are most favoured with post offices, and Bombay, Bengal, and Eastern Bengal the most favoured with letter-boxes, while the least fortunate circle in these respects is Central India with only one office for 81,895 persons and one

letter-box for every 51,853 persons, the averages for the whole of India being a post office for every 27,462 and a letter-box for every 10,600 of the population. Taking only the literate population into consideration letter-boxes and post offices may be said to be liberally provided, there being a letter-box for every 447 and a post office for every 1,159 persons who can read and write. In these respects the most favoured circles are Eastern Bengal and the Central Provinces, the former of which has a letter-box for every 297 of the literate population and the latter a post office for every 564 of its literate inhabitants.

Section II.—Postal Lines.

Postal communication.

7. Appendix II shows, according to postal circles, the distances over which mails are conveyed by the various agencies used by the post office on Imperial postal lines; and an abstract of that appendix is given on the margin with additional columns for District Post lines and political lines administered by the Imperial Post Office. Altogether there were 116,607 miles of mail lines, or an increase of 2,250 miles over the total of the previous year. The mileage was greater than in 1892-93 under each class of mail line, the increase being greatest, 1,119 miles, under runner and country boat lines. The increase of 559 miles of railway postal lines is mainly accounted for by the opening of two sections of the East Coast Railway, the completion of the Bangalore-Guntakul section of the Southern Mahratta Railway system and the Lucknow-Rae Bareli section of the Oudh and Rohilkand Railway, the opening of the Kuch Bihar, Bengal Duars, Pálanpur-Deesa, and Jetalsar-Rajkot Railways, and the completion of a further section of the Godhra-Rutlam Railway.

Nature of Lines.	1893-94.				Total mileage in 1892-93.	1893-94.	
	Imperial.	District Post.	Political	Total mileage in 1893-94.		Increase.	Decrease.
Railway . .	18,099	8	...	18,107	17,548	559	...
Mail Cart . .	4,859	525	707	6,091	5,674	417	...
Runners and Boats	44,805	33,416	...	78,221	77,102	1,119	...
Steamers . .	12,603	1,585	...	14,188	14,033	155	...
Total .	80,366	35,534	707	116,607	114,357	2,250	...

Section III.—Correspondence and Parcels.

Postal traffic.

8. The estimated number of postal articles of all kinds, exclusive of money orders, issued for delivery during the year, amounted to over 370 millions, or more than 18¼ millions in excess of the number in the preceding year. The increase has been 45·34 per cent. in the past seven years and 54·97 per cent. in the past eight years. Statistics showing the different classes of articles delivered in the various postal circles during 1893-94 will be found in Appendix III, and a summary is given in the statement below:—

Year.	Post-cards.	Letters paid.	Letters unpaid.	Letters registered.	Total of letters and post-cards.	Newspapers.	Book and pattern packets.	Parcels.	Grand Total (all postal articles except money orders).
	No.	No.	No.	No.	No.	No.	No.	No.	No.
1892-93 . .	119,802,516	158,555,165	26,202,595	6,453,773	311,014,049	26,637,963	12,149,494	2,169,715	351,971,221
1893-94 . .	131,218,154	161,844,129	26,667,602	7,132,334	326,862,219	26,363,793	14,702,537	2,339,416	370,267,965
Increase or Decrease . .	11,415,638	3,288,964	465,007	678,561	15,848,170	...	2,553,043	169,701	18,296,744
	...	...	...	...	...	274,170	...	...	...
Percentage of— Increase or Decrease . .	9·52	2·07	1·77	10·51	5·09	...	21·01	7·82	5·19
	...	...	...	...	...	1·02	...	...	...

It will be seen that, except as regards newspapers, there was an increase in the total number of articles under each head, and, as the rates of postage for newspapers other than privileged publications not exceeding 3 tolas in weight are the same as for book packets, it is not possible to distinguish clearly between newspapers and book packets passing through the post. Taking newspapers and packets together there was also an increase of 2,278,873 or 5·87 per cent. The percentage of increase in all articles (excluding money orders) taken together was highest in the Burma Circle where it was 10·77 per cent.; Assam comes next with an increase of 9·46 per cent., the Bombay Circle next with an increase of 8·98 per cent., and then the Punjab, Central India, and the Central Provinces. As in the preceding three years, the increase in the number of post-cards far exceeded the increase in any other class of postal article, more than 62 per cent. of the whole increase of 18¼ millions of articles being accounted for by an increase of 11½ millions in the number of post-cards. The other 6¾ millions of articles in excess of those in 1892-93 included increases of 3¾ millions of ordinary letters, 2¼ millions of newspapers and book and pattern packets, and more than half a million registered letters.

The following table prepared from the returns of the last census shows for each circle the number of letters and other postal articles per head of the total population and per head of those who can read and write. Bombay, Sind, Burma, and the Punjab rank highest and in that order as regards the number of articles per head of the population, and Sind, the Punjab, and Bombay rank highest and in that order as regards the number of articles per head of the literate population:—

Circle.	Total population.	Number who can read and write.	Total number of postal articles (excluding money orders).	Number of postal articles per head of population.	Number of postal articles per head of those who can read and write.
Bengal	40,879,787	1,993,584	54,380,203	1·33	27·27
Bombay	26,372,106	1,416,474	71,653,046	2·71	50·58
Madras	55,984,761	3,128,788	66,422,465	1·18	21·23
North-Western Provinces and Oudh	47,697,576	1,308,145	48,703,280	1·02	37·23
Punjab	25,13,0127	819,383	42,611,351	1·69	52·10
Assam	5,476,833	168,314	6,539,966	1·19	38·85
Bihar	23,578,585	712,383	15,078,697	·63	21·16
Burma	8,098,014	1,608,591	15,608,182	1·92	9·70
Central India . .	10,318,812	*	4,198,438	·40	
Central Provinces . .	15,842,296	345,761	15,387,096	·97	44·50
Eastern Bengal . .	10,082,923	427,814	12,870,969	1·27	30·08
Rajputana	12,762,701	*	8,155,299	·63	
Sind	3,030,981	115,056	8,173,106	2·69	71·00
Total .	285,255,502	12,044,293	369,782,098	1·29	30·70

* Enumeration not taken under this head.

The commercial activity of the inhabitants of the Bombay circle sufficiently explains its position according to the figures of the last two columns. The position taken by the Sind circle which includes Baluchistan is accounted for by the comparatively high proportion of the population of Sind engaged in trade and by the correspondence of the troops and foreign labourers in Baluchistan, while the position of the Punjab is solely due to the large number of English and native troops stationed in the province at a distance from their homes. In Burma while the number of articles per head of the population is comparatively high, owing to the large foreign population and the diffusion of a knowledge of reading and writing among the Burmese, the number of articles per head of the literate population is much lower than in any other circle. This is natural, as a considerable amount of correspondence is necessarily carried on everywhere on behalf of the illiterate, and, other conditions being the same, the lower the proportion of the illiterate to the total population the less correspondence on their behalf falls to those who can read and write. Also as comparatively few of the Burmese who can read and write leave their homes they have not the same need for correspondence as the literate population elsewhere.

Foreign correspondence, including that with the United Kingdom.

9. The figures in Appendix III include the foreign correspondence received in India for delivery, but a special table is given at the end of this paragraph showing separately the amount of correspondence in each direction between India and the United Kingdom and between India and foreign countries. It will be seen that though the increase in the mails exchanged with the United Kingdom was not of such an abnormal character as in 1892-93 when it was 18·58 per cent., there was again last year a large development of the traffic in newspapers and other packets in each direction, while the great increase in the number of letters and post-cards which followed the reductions of postage in 1891 and 1892 was maintained and increased further by about $2\frac{1}{4}$ per cent. in each direction. As regards correspondence exchanged between India and foreign countries, statistics are taken only once in three years, alternately in May and November, and the percentages of increase shewn in the table below represent the progress from May 1890 to November 1893, a period of $3\frac{1}{2}$ years. The rate of increase (36 per cent.) in the number of letters and post-cards exchanged with foreign countries during this period was more than twice as great as the rate of increase in the interval between the statistical periods of 1887 and 1890. This is accounted for by the general reduction of foreign letter postage made by India in 1891 and by the reductions made by other countries, about the same time and after the Vienna Congress, in the direction of uniform rates of foreign postage.

Class.		Estimated Aggregate Number.		Percentage of		Remarks.
		1892-93.	1893-94.	Increase.	Decrease.	
Despatched from India to the United Kingdom.	Letters and post-cards	2,855,220	2,920,744	2·29	...	The figures relating to correspondence despatched from India to the United Kingdom are based on statistics taken for each mail, and those showing the number of articles received from the United Kingdom are based on special statistics taken during the year.
	Newspapers, book-packets, and samples	807,521	892,752	10·55	...	
Received in India from the United Kingdom.	Letters and post-cards	3,081,754	3,151,357	2·25	...	
	Newspapers, book-packets, and samples	4,091,291	4,653,456	13·74	...	
Grand Total of all Correspondence exchanged with the United Kingdom.	Letters and post-cards	5,936,974	6,072,101	2·27	...	
	Newspapers, book-packets, and samples	4,898,812	5,546,208	13·21	...	
Despatched from India to Foreign Countries other than the United Kingdom.	Letters and post-cards	1,446,332	1,677,481	15·98	...	Under the system of the Universal Postal Union, statistics of international correspondence are taken for 28 days every third year. The figures shown under 1892-93 are based on statistics taken in May 1890: the figures shown under 1893-94 are based on statistics taken in November 1893. The percentages of increase therefore represent the development of correspondence in $3\frac{1}{2}$ years.
	Newspapers, book-packets, and samples	571,520	691,096	21·45	...	
Received in India from Foreign Countries other than the United Kingdom.	Letters and post-cards	1,436,752	2,244,411	56·21	...	
	Newspapers, book-packets, and samples	1,364,180	1,653,225	21·19	...	
Grand Total of Correspondence exchanged with Foreign Countries other than the United Kingdom.	Letters and post-cards	2,883,084	3,921,892	36·03	...	
	Newspapers, book-packets, and samples	1,935,700	2,347,321	21·26	...	

The number of letters and post-cards exchanged between India and the United Kingdom has doubled in the past twenty-one years: the number of newspapers and packets between the same two countries has doubled in the past sixteen years. The corresponding periods relating to the exchanges with all other foreign countries are respectively six years and five years.

Foreign parcels.

10. The following statement gives details of the Foreign parcel traffic both to and from India during the last two years. In the year under report there was an increase of 18,810 or 10·14 per cent. in the number of foreign parcels and of ₹15,067 in the Indian share of the revenue from the foreign parcel post.

Parcel Exchanges.	Total Number of Parcels.		Average Weight of each Parcel.		Net Revenue of the Indian Post Office.*	
	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.
	No.	No.	lb oz.	lb oz.	₹	₹
With United Kingdom.						
(1st, through London Post Office.)						
To India	79,291	85,119	2 12·65	2 12·82	61,316	66,859
From India	62,057	71,246	2 1·45	2 1·37	43,872	50,670
Total	141,348	156,365	2 7·73	2 7·60	1,05,188	1,17,529
(2nd, through P. and O. S. N. Co. without the Agency of the London Post Office.)						
To India	6,580	5,599	7 14·84	7 12·00	15,411	14,286
From India	1,685	1,979	16 4·82	15 2·97	9,402	10,675
Total	8,265	7,578	9 10·16	9 11·07	24,813	24,961
Total number of parcels through both Agencies (London Post Office and Peninsular and Oriental Steam Navigation Company)	149,613	163,943	2 14·05	2 12·94	1,30,001	1,42,490
With Continent of Europe.						
To India	3,328	3,646	5 12·28	5 10·71	6,099	5,841
From India	4,862	4,877	3 2·96	3 4·26	5,515	4,957
Total	8,190	8,523	4 3·75	4 4·71	11,614	10,798
With Other Countries.						
To India	10,065	12,301	2 14·82	2 15·88	5,911	6,994
From India	17,592	19,503	2 10·48	2 13·71	15,532	17,843
Total	27,657	31,804	2 12·06	2 14·55	21,443	24,837
GRAND TOTAL	185,460	204,270	2 14·71	2 14·18	1,63,058	1,78,125

* Net revenue is calculated after deduction of customs duty and sums due to the Peninsular and Oriental Steam Navigation Company, the British Post Office, and other administrations.

Parcel exchange with the United Kingdom.

As was the case in 1892-93, more than 80 per cent. of the whole foreign parcel traffic was with the United Kingdom; and in that branch of the traffic there was a satisfactory increase of 14,330 parcels or 9·5 per cent. during the year under report, the exchange in each direction showing a marked advance.

The number of parcels sent to and from India so as to reach their destinations just before Christmas and New Year is almost exactly double the average number sent by the rest of the mails of the year.

Parcel exchange with foreign countries other than the United Kingdom.

In the exchange with Continental Europe there was a small increase in the numbers of parcels in each direction; but the net revenue derived by the Indian Post Office was about ₹800 less than in the previous year. In the exchange with other countries there was a material development, there being an increase of 4,147 parcels or 14·99 per cent., and a corresponding increase of ₹3,400 in the net Indian revenue. The whole increase of about 2,000 parcels from India to non-European countries is accounted for by the growth of the parcel traffic with Ceylon due to the value-payable post; and half of the increase (2,236) in parcels to India from those countries is due to the importation of cigarettes from Egypt by private consumers.

Progress in foreign parcel traffic in 20 years.

11. The progress of the foreign parcel traffic as a whole in the past 20 years is shown in the table in the margin. Owing to the reduction of the postage on book packets from 1½*d.* to ½*d.* per 2 ozs. in 1892, some 40,000 parcels of books, which but for the reduction would have been sent to India by parcel post through the Peninsular and Oriental Steam Navigation Company, are now sent as packets by book post; but the decline in the number of parcels by this transfer of an entire class has been nearly compensated in two years by the progress of the traffic in other directions. Altogether the business has more than doubled in the past ten years, and the number of foreign parcels exchanged with India is now between nine and ten times the number of such parcels twenty years ago.

Year.	Number of Parcels.	Year.	Number of Parcels.
1873-74	21,923	1884-85	110,590
1874-75	25,563	1885-86	133,054
1875-70	35,819	1886-87	141,453
1876-77	45,357	1887-88	158,792
1877-78	59,183	1888-89	163,989
1878-79	69,763	1889-90	177,210
1879-80	73,211	1890-91	191,713
1880-81	80,257	1891-92	211,162
1881-82	88,840	1892-93	185,460
1882-83	88,684	**1893-94**	**204,270**
1883-84	98,296		

Delivery work of the year.

12. The figures given in paragraph 8 of this report show that 370,267,965 letters, post-cards, newspapers, packets, and parcels were issued for delivery during the year. These figures, which are calculated from actual enumerations made for a week at a time twice during the year, represent approximately the delivery of mail articles properly so called. In order, however, to ascertain the entire delivery work of the year, it is necessary to add the number of money orders which are now delivered and paid by postmen. The entire delivery work of the year is shown by the following figures:—

Sent out for delivery (including 8,895,316 money orders) . .	379,163,281
Received back undelivered (deducted as representing articles either again sent out and delivered or sent to the Dead Letter Office) .	11,304,492
Balance actually delivered	367,858,789
Sent to Dead Letter Offices	3,275,610
Total number received for delivery (counting each article only once)	**371,134,399**

These figures show that the percentage of articles delivered to the whole number received for delivery was 99·12 as compared with 99·09 in the previous year.

Dead Letter Offices.

13. The total number of letters, post-cards, and other articles, excluding money orders, that reached one or other of the ten Dead Letter Offices was 4,299,445 as compared with 4,290,795 received in the previous year. The distribution of these articles among the different Dead Letter Offices and the ways

in which the articles were disposed of are shown in detail in Appendix IV, of which a summary is given below:—

			Number.		Percentage.	
			1892-93.	1893-94.	1892-93.	1893-94.
Total number of articles received in Dead Letter Offices			4,290,795	4,299,445		
	1892-93.	1893-94.				
DEDUCT—						
Articles issued by Dead Letter Offices for delivery to the addressees or senders and received back again as undeliverable . .	258,448	247,764				
Articles transferred to other Dead Letter Offices . .	1,181,804	1,129,104				
			1,440,252	1,376,868		
Net receipts to be disposed of by the Dead Letter Offices			2,850,543	2,922,577	100	100
Articles disposed of by the Dead Letter Offices excluding articles returned undeliverable . .	Disposed of by redirection to addressees . .		408,653	447,706	14·34	15·32
	Disposed of by return to senders .		1,724,322	1,705,345	60·49	58·35
Articles undisposable			717,568	769,526	25·17	26·33

Of the total number of articles, 447,706 were successfully disposed of by being redirected and then delivered to the addressees, while 1,705,345 were returned to the senders and 769,526 were found to be unreturnable. This last figure is only ·2 per cent. of the total number of articles given out for delivery in the year, and a large proportion of the 769,526 articles were from their nature not capable of delivery. Some statistics were kept by the Lucknow Dead Letter Office, and in that single Dead Letter Office 7,572 such articles were received during the year: there were 2,368 unpaid letters which were refused by the addressees and contained only blank pieces of paper apparently sent to annoy the recipients or as a pre-arranged mode of communication involving only the cost of stationery and no charge for postage; there were 3,796 post-cards without any address at all and without sufficient information regarding the senders to enable the Post Office to re-deliver the cards; there were 1,056 newspapers received without wrappers and without any names written on the papers; and there were 352 wrappers without any contents, the packets themselves having been disposed of through other offices, probably because the papers or other contents themselves bore the names of the senders or addressees.

As usual, a large amount of valuable property was found in letters and other articles posted without address or with addresses so incorrect or incomplete that the covers had to be opened in order that the senders might be traced. In articles opened in the Dead Letter Offices of Bengal, Bombay, Madras, and the Punjab were found cheques, bills of exchange, currency notes, jewellery, and other property amounting in value to ₹1,97,445, £1,096-10-6½, and 200 Francs 65 Centimes, and the whole of this property, with the exception of

money and other articles of the total value of ₹10,082 and £89-18, was successfully delivered to the owners in the year. In one out of the ten Dead Letter Offices money and other valuables to the amount of ₹22,259 and £76-9-2 were found in covers posted without any address at all.

Sale of postage stamps, etc.

14. Particulars regarding the issues from treasuries of post-cards, postage stamps, and embossed envelopes for sale will be found in Appendix V, and similar information regarding service post-cards and service postage stamps in Appendix VI. A statement compiled from these appendices, showing the issues of each kind of post-card, postage stamp, and embossed envelope, is given at page 11. Altogether the issues of ordinary stamps amounted to ₹1,03,10,627 and of service stamps to ₹23,04,255, there being an increase over the preceding year of ₹4,77,857 in the value of ordinary stamps and of ₹62,016 in the value of service stamps.

The largest sales of ordinary stamps were in the Bombay Circle, where they amounted to over 21 lakhs of rupees. Madras was next with sales of nearly 19 lakhs of rupees, and then Bengal with sales of over 18 lakhs of rupees. The inland single post-card commanded a higher sale than any other single stamp, the total sales of this card being over 91¾ millions: next comes the small ½-anna envelope with a sale of 67½ millions: next the ½-anna adhesive stamp 47¼ millions: and then the ½-anna reply post-card 10¼ millions, and the 1-anna adhesive stamp 8½ millions. There was a slight improvement in the sales of the special square and registration envelopes of which the actual cost is charged to the public in addition to the face value of the impressed stamps; but the sales of the larger registration envelope were still so small that it was decided at the close of the year to use part of the stock for service purposes.

Apart from the sale of postage stamps, 1-anna revenue or receipt stamps to the value of ₹3,04,118 were sold during the year through the agency of the Post Office. Non-judicial and court-fee stamps are also sold at a large number of post offices; but except in Burma the postmaster acts, as regards these stamps, as a private vendor, and the stamps do not form part of the Post Office balance. In Burma, where general stamps are kept by the postmaster in the same way as other stamps, the sales were ₹42,106.

[The figures represent issues from treasuries to postmasters and licensed vendors for sale to the public.]

Ordinary Postage Stamps.		½-anna Post-cards.	½-anna Inland Reply Post-cards.	1-anna Foreign Post-cards.	1½-anna Foreign Post-cards.	2-anna Foreign Reply Post-cards.	3-anna Foreign Reply Post-cards.	½-anna Envelopes.	½-anna Envelopes square.	1-anna Envelopes.	1-anna Envelopes square.	2-anna Registration Envelopes, small size.	2-anna Registration Envelopes, large size.	2½-anna Envelopes (sold at face value of charged stamps), for).	½-anna Stamps.	1-anna Stamps.	2-anna Stamps.	3-anna Stamps.	4-anna Stamps.	6-anna Stamps.	8-anna Stamps.	12-anna Stamps.	1-rupee Stamps.	Gross Value.
		₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹
1892-93	Value of each kind of stamp sold	13,50,100	2,86,613	8,455	64	1,390	...	20,84,043	10,097	1,562	4,238	60,494	4,782	70,943	14,28,327	5,09,363	6,73,308	3,09,521	1,27,303	4,58,944	3,191	52,521	6,64,318	2,83,141	14,07,389	98,51,027
	Proportion of each to whole value of stamps sold	13·71	2·91	·09	...	·01	...	21·16	·10	·01	·04	·61	·05	·72	14·50	5·17	6·84	3·08	1·29	4·65	·03	·53	6·74	2·87	14·29	100
1893-94	Value of each kind of stamps sold	14,34,031	3,20,055	7,618	151	1,046	49	21,19,155	10,323	1,172	4,817	66,380	4,785	71,555	14,28,327	5,09,525	6,70,829	3,59,736	1,24,332	4,56,514	3,191	62,156	6,85,232	3,07,864	15,26,429	1,02,98,295
	Proportion of each to whole value of stamps sold in previous year	14·56	3·25	·08	...	·01	...	21·44	·11	·01	·05	·67	·05	·72	15·01	5·39	6·81	3·65	1·26	4·63	...	·63	6·96	3·13	15·50	104·54

Service Postage Stamps.		½-anna Post-cards.	Officie Soldiers' Envelopes,	½-anna Stamps.	1-anna Stamps.	2-anna Stamps.	4-anna Stamps.	8-anna Stamps.	Gross Value.
		₹	₹	₹	₹	₹	₹	₹	₹
1892-93	Value of each kind of stamp sold	24,441	3,161	3,47,267	11,99,401	1,86,699	2,31,139	2,49,255	22,41,363
	Proportion of each to whole value of stamps sold	1·09	·14	15·50	53·51	8·33	10·31	11·12	100
1893-94	Value of each kind of stamp sold	23,984	4,295	3,42,396	12,28,781	1,99,655	2,40,980	2,62,243	23,02,334
	Proportion of each to whole value of stamps sold in previous year	1·07	·19	15·28	54·82	8·91	10·75	11·70	102·72

Section IV.—District Post.

Scope and management of the District Post.

15. The following somewhat important administrative measure in connection with the District Post of the North-Western Provinces was carried out during the incumbency of Mr. Stewart-Wilson and by his exertions. The funds of the irregular "Mulki" or local post of the Kumaon Division were amalgamated with other District Post funds, and the "mulki" post itself was abolished. This post was an outgrowth of the ancient obligations of the landholders of the division to convey official correspondence, and had developed into an exceptional and dangerous system under which unregistered local correspondence was carried in unsealed bags or bundles open to search by every traveller and villager. Although the post was free of charge it was necessarily irregular, unpunctual, and insecure, while its existence was a bar to the extension of the imperial post and any facilities beyond the carriage of unregistered correspondence. Apart from this measure, no material change was made during the year in the District Post which was administered as usual by the heads of postal circles, but subject to the control of the several local governments and administrations. Although District Post offices and lines are opened and maintained with reference to the requirements of the administration, without regard to the special financial considerations which govern the Imperial Post Office, the District Post services when once established form for all practical purposes part of the general postal system of the country and are available to the general public as well as for official correspondence. Whenever therefore it is necessary to do so in order to convey a correct impression of the extent and scope of any branch of the postal service, the figures of the District Post are, in this report, shown along with the corresponding figures of the Imperial post.

General results of the year.

16. A comparative statement is however given on the following page showing separately in the usual form the establishments, income, expenditure, and operations of the District Post for the years 1892-93 and 1893-94. There was an increase of 102 in the number of post offices, of 126 in the number of postmen and village-postmen, and of 52 in the number of letter-boxes. In District Post mail lines there was an increase of 2,251 miles, due chiefly to the opening of new lines in the North-Western Provinces and Oudh, the Central Provinces, and Bengal. There was an increase of 742,831 or 5·39 per cent. in the number of articles, including money orders, delivered by the District Post agency, and an increase of 590,672 or 6·49 per cent. in the number posted in District Post offices and letter-boxes. The percentage of articles returned as undeliverable fell slightly—from 4·82 to 4·73. Details of letters and other postal articles sent to and received from the District Post are given according to circles in Appendix VII.

District Post.

Postal Circles. 1		Number of District Post Offices and Receiving Offices. 2	Number of District Post-Village Postmen and Postmen. 3	Number of District Post Letter-boxes (in addition to those at post-offices.) 4	Length in miles of District Post Lines. 5	Local Cess. 6	Grant from Imperial or Provincial Revenue. 7	Expenditure. 8	Articles received from the Imperial and District Posts for delivery by the District Post. 9	Articles posted in the District Post for despatch to the Imperial or District Post. 10	Articles returned by the District to the Imperial Post undelivered. 11	Percentage of articles returned on the total number received for delivery by the District Post. 12
		No.	No.	No.	Miles.	₹	₹	₹	No.	No.	No.	
Bengal	1892-93	191	18	375	7,816	†2,54,875(a)	*Nil.*	2,11,788	1,537,094	1,334,161	54,462	3·54
	1893-94	**197**	**21**	**363**	**8,043**	**2,36,230**(a)	**Nil.**	**2,11,227**	**1,598,947**	**1,407,085**	**55,904**	**3·49**
Bombay	1892-93	11	497	392	148	*Nil.*	87,588	87,226	1,355,328	484,308	60,900	4·49
	1893-94	**29**	**525**	**421**	**236**	**Nil.**	**87,026**	**85,200**	**1,439,082**	**559,362**	**60,738**	**4·22**
Madras	1892-93	59	776	591	1,052	*Nil.*	1,16,100	87,680	2,613,304	1,169,504	166,716	6·37
North-Western Provinces and Oudh*	**1893-94**	**78**	**781**	**518**	**1,230**	**Nil.**	**99,100**	**90,844**	**2,698,863**	**1,235,196**	**170,639**	**6·32**
	1892-93	348	742	586	8,113	1,74,117	*Nil.*	1,75,220	3,363,000	2,491,891	122,477	3·64
	1893-94	**353**	**755**	**591**	**9,211**	**1,85,000**	**Nil.**	**1,82,803**	**3,372,076**	**2,371,378**	**101,114**	**2·99**
Punjab	1892-93	317	723	39	2,989	87,398	21,256	1,08,654	2,114,994	1,254,494	112,720	5·32
	1893-94	**360**	**793**	**126**	**3,173**	**1,18,813**	**13,578**	**1,32,391**	**2,666,401**	**1,780,415**	**153,028**	**5·73**
Assam	1892-93	61	71	27	1,292(b)	40,141	*Nil.*	38,794	358,338	272,196	21,048	5·87
	1893-94	**62**	**72**	**29**	**1,254**(b)	**42,541**	**Nil.**	**40,458**	**330,867**	**267,126**	**22,704**	**6·86**
Bihar	1892-93	93	*Nil.*	69	3,345	1,25,039	*Nil.*	1,02,591	714,876	660,816	42,894	6·00
	1893-94	**91**	**Nil.**	**67**	**3,345**	**1,41,216**	**Nil.**	**1,00,003**	**707,334**	**628,854**	**38,514**	**5·44**
Burma	1892-93	82	137	431	3,167	89,660	*Nil.*	83,802	624,294	476,956	30,692	4·91
	1893-94	**82**	**144**	**476**	**3,221**	**89,762**	**Nil.**	**86,486**	**637,530**	**479,256**	**36,528**	**5·72**
Central Provinces	1892-93	102	83	81	3,575(d)	56,501(f)	22,204	81,831	375,186	297,253	33,746	8·99
	1893-94	**114**	**82**	**51**	**4,028**(d)	**66,456**(f)	**31,122**	**96,494**	**371,450**	**299,095**	**29,642**	**7·98**
Eastern Bengal	1892-93	31	*Nil.*	4	1,395	73,674	*Nil.*	†56,710	655,782	616,302	14,748	2·24
	1893-94	**31**	**Nil.**	**4**	**1,399**	**63,544**(c)	**Nil.**	**54,421**	**633,534**	**619,944**	**14,130**	**2·23**
Rajputana	1892-93	10	6	*Nil.*	191	880	3,530	4,029	48,026	31,874	3,894	8·10
	1893-94	**10**	**6**	**Nil.**	**190**	**976**	**3,530**	**3,984**	**47,312**	**32,998**	**3,336**	**7·05**
Sind	1892-93	2	*Nil.*	200		*Nil.*	3,570(e)	3,570	4,120	4,311	49	1·18
	1893-94	**2**	**Nil.**	**1**	**204**	**Nil.**	**3,774**(e)	**3,774**	**3,777**	**4,029**	**74**	**1·95**
Total	1892-93	1,307	3,053	2,595	33,283	9,02,285	2,54,248	10,41,895	13,764,342	9,094,066	664,346	4·82
	1893-94	**1,409**	**3,179**	**2,647**	**35,534**	**9,44,538**	**2,38,130**	**10,88,085**	**14,507,173**	**9,684,738**	**686,351**	**4·73**

(a) Includes contributions from Tributary States.
(b) These are dry season distances: during the rains these lines are increased in length.
(c) Includes contributions from Frontier Police Fund, ₹3,104, and the State of Hill Tipperah, ₹300.
* The Oudh Circle was amalgamated with the North Western Provinces from the 1st May 1893.
(d) Includes lines paid from the revenues of Feudatory States.
(e) Grant made available from Bombay District Post Funds.
(f) Includes contributions from Feudatory States, ₹8,745.
† Revised figures obtained from the Accountant-General, Bengal.

Section V.—Money Orders.

Inland money orders. General results.

17. The total number of money order offices at the close of the year was 10,393, as compared with 10,096 at the close of the previous year. The number of inland money orders issued, including telegraphic money orders but excluding all transactions with Native States, was $8\frac{3}{4}$ millions of the aggregate value of $18\frac{1}{3}$ crores of rupees, and the commission realised amounted to nearly 23 lakhs of rupees. The table in the margin shows the yearly progress made in this branch of business since it was undertaken by the Post Office in 1880. The transactions have doubled in the last eight years and quadrupled in the last twelve years, and are now thirty-five times as numerous as in the last year—15 years ago—before the Post Office undertook money order work. During the year under report there was an increase of 6·27 per cent. in the number of inland money orders issued, of 6·75 per cent. in their value, and of 6·37 per cent. in commission. The average value of an inland money order was R20-15-5, against R20-13-10 in the previous year.

Inland Money Orders.	Total number of money orders issued.	Total value of money orders issued.	Commission realised.
	No.	₹	₹
During the year 1878-79, the last complete year before money order business was transferred from treasuries to the Post Office	245,468	89,24,720	1,05,870
During the last quarter of the year 1879-80. (The Post Office began the business on 1st January 1880)	232,639	72,48,208	84,901
During the year 1880-81	1,604,174	4,57,08,580	5,35,076
,, ,, 1881-82	2,157,796	5,73,32,007	6,79,073
,, ,, 1882-83	2,565,904	6,46,84,183	7,70,958
,, ,, 1883-84	3,034,894	7,31,24,179	8,84,925
,, ,, 1884-85	3,550,257	8,20,88,559	11,06,226
,, ,, 1885-86	4,163,078	9,38,27,375	11,63,830
,, ,, 1886-87	4,821,117	10,68,49,151	13,37,820
,, ,, 1887-88	5,512,395	11,84,43,573	14,94,381
,, ,, 1888-89	6,136,790	12,90,06,804	16,57,761
,, ,, 1889-90	6,750,116	14,05,32,147	17,95,350
,, ,, 1890-91	7,326,065	15,77,70,303	19,37,598
,, ,, 1891-92*	7,783,290	16,44,00,526	20,58,306
,, ,, 1892-93*	8,237,855	17,19,16,585	21,58,308
,, ,, 1893-94*	**8,754,940**	**18,35,34,008**	**22,95,946**
Percentage of increase over the year 1892-93	6·27	6·75	6·37

* Exclusive of money orders of Native States and the Portuguese Settlements previously included in this statement.

Incidence of inland money order work according to postal circles.

18. The following statement shows the distribution of the inland money order business among the various postal circles:—

Postal Circles.	Issues during 1893-94.		Payments during 1893-94.		Percentage to the whole	
	Number of money orders.	Value of money orders.	Number of money orders.	Value of money orders.	Number of money orders.	Amount of money orders.
		₹		₹		
Bengal	2,167,440	3,72,15,423	2,213,401	3,05,26,746	25·02	20·91
North-Western Provinces and Oudh	1,273,930	2,31,77,408	1,824,699	3,55,75,113	17·70	10·00
Madras	1,132,620	2,27,01,163	1,151,471	2,43,51,753	13·05	12·82
Bombay	840,049	1,87,44,258	1,003,123	2,31,22,744	10·92	11·41
Punjab	704,895	1,57,21,879	726,168	1,88,76,455	8·18	9·42
Burma	404,990	1,07,40,242	121,390	58,30,311	3·35	6·15
Bihar	569,286	97,91,008	738,745	1,24,85,646	7·47	6·07
Eastern Bengal	466,524	1,03,95,520	448,588	87,35,660	5·19	5·21
Central Provinces	386,885	98,18,166	154,591	40,89,771	3·09	3·70
Assam	294,480	68,10,161	94,710	32,81,428	2·22	2·75
Rajputana	134,191	36,75,184	107,057	40,01,968	1·38	2·09
Sindh	189,421	50,16,774	70,986	24,84,539	1·49	2·04
Central India	127,217	37,20,822	36,735	11,92,859	·94	1·34
Total for 1893-94	**8,754,940**	**18,35,34,008**	**8,752,600**	**18,35,54,999**	**100**	**100**
Total for 1892-93	8,237,855	17,19,16,585	8,228,184	17,17,55,882	...	...
Increase	517,085	1,16,17,423	524,416	1,17,99,117	...	...

As in former years, the money order business of the Bengal circle was far greater than that of any other circle, and the three circles (Bengal, Bihar, and Eastern Bengal) which together form the Lower Provinces account for 36·51 per cent. of the whole number of money orders issued and 38·85 per cent. of the whole number of money orders paid. In the North-Western Provinces and Oudh, and Bihar the payments were as usual largely in excess of the issues, owing mainly to the remittances of sepoys, police, and labourers serving in other provinces; whereas in Burma, the Central Provinces, Assam, Sind, and Central India, the issues were more important than the payments. There was a falling off in the value of money orders issued in Burma, which is attributed to a reduction in the remittances of Madrasis employed in Burma and in part to a decline in immigration. In other respects there was no change in the general character of the money order business in the different provinces.

Revenue money orders.

19. The revenue money order system continued to make steady progress in the North-Western Provinces and Oudh, and also in the Lower Provinces of Bengal, the Punjab, and the Central Provinces. In the North-Western Provinces and Oudh, the total number of revenue money orders issued rose from 134,893 in 1892-93 to 140,237 during 1893-94, the amount of revenue remitted being R30,68,812 as compared with R30,31,817 in the preceding year. In the Lower Provinces, comprising the postal circles of Bengal, Bihar, and Eastern Bengal, the number of revenue money orders rose from 180,922 to 189,942, and the total amount of revenue remitted from R16,31,709 to R16,40,422. The revenue money order system was extended to the whole of the Punjab from 1st April 1894 and to the whole of the Central Provinces from 15th March 1894, and during the year under report 2,276 revenue money orders for R1,56,853 were issued in the former province and 3,478 for R1,83,285 in the latter. The system which had been tried in a few districts of Madras since 1890 was discontinued from the 10th April 1894 as unnecessary for that presidency owing to the ryots being able to pay their revenue through the village headmen.

Remittance of miscellaneous Government dues by money orders.

20. Remittances of miscellaneous Government dues by money orders paid by book transfer also increased in the year under report in the Lower Provinces and the North-Western Provinces and Oudh where this mode of remittance has been provided. In the Lower Provinces, 74,142 official money orders of the aggregate value of R14,12,682 were paid during the year by book transfer, as compared with 67,859 orders of the total value of R12,60,468 paid during the previous year; while in the North-Western Provinces and Oudh, the number of such orders issued during the year was 18,391 of the aggregate value of R3,59,423 as compared with 17,409 orders for R3,42,893 in 1892-93.

Rent money orders.

21. In rent money orders there was also an increase in each of the provinces in which the rent money order system was in force throughout the year. In the North-Western Provinces and Oudh 70,059 rent money orders were issued for R9,11,506, as compared with 63,862 for R8,37,599 in 1892-93; and in the Lower Provinces of Bengal there were 48,042 rent money orders for R6,40,716, as compared with 44,444 for R5,70,390 in the previous year. The system was extended to all the districts of the Central Provinces from the 15th March 1894.

Money order business with Native States.

22. The following statement shows the money order transactions with Native States :—

STATE.	ISSUES IN THE STATE.		PAYMENTS IN THE STATE.	
	Number.	Value.	Number.	Value.
		₹		₹
Gwalior	45,197	11,86,324	14,341	4,20,255
Patiala	15,336	5,60,387	12,115	3,73,551
Jhind	2,545	92,116	2,501	86,582
Nabha	2,790	84,484	2,622	85,935
Chamba	1,333	46,685	425	15,870
Faridkot	1,201	37,413	388	13,625
TOTAL	68,402	20,07,409	32,392	9,95,818
Total for 1892-93	64,113	17,60,576	32,115	10,39,081

Compared with the previous year, there was a slight decrease in the value of the payments in the States but a material increase of nearly 2½ lakhs of rupees in the issues from the States to British territory.

Telegraphic money orders.

23. The transactions in telegraphic money orders in each circle are given in the following table :—

NAMES OF POSTAL CIRCLES.	ISSUES.			PAYMENTS.	
	Number of money orders.	Value of money orders.	Commission realised.	Number of money orders.	Value of money orders.
		₹	₹ a.		₹
Bengal	12,138	13,25,188	13,626 4	18,089	22,39,867
Bombay	5,074	7,06,166	7,193 2	8,247	10,45,827
Madras	16,119	18,50,725	19,338 6	32,594	30,30,988
North-Western Provinces and Oudh.	5,084	4,58,397	4,719 6	16,097	13,13,561
Punjab	4,312	4,71,578	4,849 12	7,733	7,99,561
Assam	5,516	5,71,529	5,944 12	2,950	5,06,055
Bihar	2,786	4,06,402	4,350 8	4,232	3,91,162
Burma	53,514	49,52,885	56,372 6	13,225	18,68,531
Central India	1,152	1,72,661	1,755 0	677	1,20,123
Central Provinces	2,686	4,23,913	4,320 8	1,937	1,76,484
Eastern Bengal	3,580	6,78,587	6,883 6	6,277	5,80,263
Rajputana	670	75,272	770 14	1,117	1,46,375
Sind	2,897	3,78,930	3,874 0	1,423	2,52,322
TOTAL	115,528	1,24,72,233	1,33,998 4	114,598	1,24,71,119
Total for 1892-93	107,401	1,16,01,119	1,21,637 8	107,032	1,15,96,338
Increase	8,127	8,71,114	12,360 12	7,566	8,74,781

The number of telegraphic money orders issued was 115,528, for the aggregate amount of nearly 125 lakhs of rupees, as compared with 107,401 orders for 116 lakhs of rupees in the previous year. The postal commission on these orders was ₹1,33,998, in addition to ₹1,15,528 the cost of the telegrams which is paid by the remitters along with the postal commission but credited to the Telegraph Department. The average value of a telegraphic money order was ₹107-15-4 against ₹108-0-3 in 1892-93.

As in previous years, telegraphic money orders were far more freely issued from Burma than elsewhere, the telegraphic money orders from that province being in the year under report 46·32 per cent. of the number for the whole of India.

Foreign money orders in sterling.

24. Foreign money orders for and from the United Kingdom, most of the British colonies and possessions, Foreign European countries and most of their colonies and possessions, and Egypt are issued in sterling, payments being made by the remitters and to the payees in India at the rates of exchange fixed by the Post Office from time to time for this purpose. Details of the sterling money order exchanges of the year are given in the table below :—

COUNTRIES OF EXCHANGE. [Only the countries of exchange are entered here. The list of countries for which sterling orders are issued is given in the *Postal Guide*.]	1892-93.				1893-94.			
	ORDERS ISSUED BY INDIA.		ORDERS PAID IN INDIA.		ORDERS ISSUED BY INDIA.		ORDERS PAID IN INDIA.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.
United Kingdom	39,482	129,285 8 4	17,331	78,033 2 10	47,920	166,679 1 11	18,599	84,765 10 2
France	578	1,399 16 6	607	7,798 14 1	828	2,034 7 0	814	10,308 11 4
Germany	1,643	4,500 14 6	627	3,823 10 5	1,765	4,850 8 10	639	3,798 8 6
New South Wales	296	864 18 10	916	6,649 11 7	475	1,646 3 6	963	6,356 5 7
Egypt	287	1,223 9 5	479	5,933 12 1	370	1,686 14 10	524	5,445 13 1
Victoria	322	1,373 0 6	577	3,688 12 11	367	1,721 5 11	685	4,983 9 1
Italy	452	3,398 11 5	28	232 15 11	63	5,971 17 4	51	675 15 6
South Australia	58	171 10 4	259	1,760 12 9	82	352 18 9	304	1,593 8 10
Queensland	43	229 1 11	281	1,799 13 11	116	335 15 7	315	1,895 4 10
West Australia	7	42 4 9	284	2,604 12 6	28	181 7 9	90	605 3 6
Malta	125	570 3 4	28	80 13 9	113	277 8 6	60	303 12 10
Denmark	29	203 13 9	30	332 3 5	36	155 19 5	28	366 8 7
Tasmania	41	124 7 11	81	553 8 5	71	313 17 11	52	202 5 0
Switzerland	126	344 4 7	36	131 0 1	134	361 18 0	47	142 0 5
North Borneo *†	1	7 0 0	35	295 13 2	...	...	...	...
TOTAL	43,490	143,738 6 1	21,599	113,717 17 10	52,944*	186,569 5 3	23,171	121,841 17 3
Percentage of increase	...	...	...	...	21·73	29·79	7·27	7·14
Average amount of each order	...	3 6 1	...	5 5 3	...	3 10 5	...	5 5 2

The number of money orders issued on foreign countries rose from 43,490 in 1892-93 to 52,944 in the year under report, and the value from £143,738 to £186,569. The orders advised by foreign countries and paid in India rose by 1,572 in number and £8,124 in value. The increase in both issues and pay-

* Includes 309 money orders of the value of £1,124 18s. 11d. issued in March 1894 but adjusted in the accounts for April 1894.

† From July 1892 the exchange with North Borneo was converted into a rupee money order exchange.

ments was principally in the exchanges with and through the United Kingdom. Nearly two-thirds of the payments, amounting to £84,765, on money-order advices from London were on account of orders through London, consisting chiefly of remittances from Indian emigrants and labourers in Cape Colony, Natal, British Guiana, and the West Indies. The average value of a money order issued by India in 1893-94 was £3-10-5 against £3-6-1 in 1892-93, and that of a money order paid in India was £5-5-2 against £5-5-3 in the preceding year. The average of the rates of exchange in force was the same in both years, *viz.*, 14¾*d.* per rupee. There was a net gain of ₹21,031 in the year by exchange owing to fluctuations between the dates of the actual transactions in India and the dates on which the accounts were settled with the several foreign administrations.

Foreign money orders in Indian currency.

25. The following table shows the money order transactions with foreign countries with which the Indian Post Office has exchanges based on Indian currency :—

Countries of Exchange.	1892-93.				1893-94.			
	Orders issued by India.		Orders paid in India.		Orders issued by India.		Orders paid in India.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		₹ a. p.		₹ a. p.		₹ a. p.		₹ a. p.
Ceylon*	2,329	94,688 11 6	30,225	10,78,422 0 0	2,835	1,05,750 4 0	34,087	12,02,211 3 0
Straits Settlements	405	17,617 10 0	13,514	7,23,079 13 9	365	19,165 4 0	8,931	4,56,020 9 0
Portuguese Settlements (India)	8,907	3,06,014 3 9	2,935	66,172 12 0	9,485	3,28,264 8 0	2,310	60,539 8 0
Mombassa (British East Africa)	6	423 8 0	575	40,553 7 0	26	1,125 12 0	1,102	1,06,845 11 0
China and Japan	261	21,475 10 0	2,878	2,08,611 13 0	144	13,545 6 0	836	68,929 2 0
Mauritius	82	6,115 12 0	1,053	63,619 10 0	86	5,423 10 0	988	56,824 0 0
German Protectorate (East Africa)	...	...	...	...	3	63 15 0	395	39,785 15 9
North Borneo	7	544 9 0	127	10,940 10 0	5	420 0 0	154	10,497 9 0
Total	11,997	4,46,880 0 3	51,307	21,96,400 1 9	12,949	4,74,058 11 0	48,803	20,01,653 9 9
Percentage of increase or decrease on previous year	...	...	...	...	+7·93	+6·8 0 0	−·48	−8·86 0 0
Average amount of each order	...	37 4 0	...	42 12 11	...	36 9 9	...	41 0 2

* Includes Ceylon telegraphic money orders introduced in 1893-94.

The exchanges with the Straits Settlements and with China and Japan were suspended soon after the passing of the Indian Coinage and Paper Currency Act, 1893, but the exchange with the Straits Settlements was resumed after two months and with China and Japan after eleven months, arrangements having been made in the interval for more frequent and rapid settlements of the accounts so as to avoid any material risk of loss to any of the administrations concerned. Excluding these two exchanges there was altogether an increase of 1,109 foreign rupee money orders for ₹33,261. The money order transactions with Ceylon increased by ₹11,061, those with British East Africa by ₹702, and a new exchange was opened with German East Africa from 1st November 1893. The average value of a foreign rupee money order issued by India in 1893-94 was ₹36-9-9 against ₹37-4-0 in 1892-93, and that of an order paid in India was ₹41-0-2 against ₹42-13-0 in the preceding year.

Telegraphic money orders between India and Ceylon.

26. An exchange of telegraphic money orders with Ceylon was introduced from the 1st May 1893, and during the 11 months of the year for which the exchange was in operation, 297 telegraphic money orders for ₹20,225 were issued by India on Ceylon, and 1,672 telegraphic money orders for ₹1,07,168 issued by Ceylon were paid in India.

Money orders telegraphed to Bombay for advice by post to foreign countries.

27. The table on the margin shews the number and amount of money orders telegraphed to Bombay to be advised to foreign countries. Of the rupee orders, 36 were for Goa and one for Singapore. Of the sterling orders, 212 were for the United Kingdom and the rest for Italy, Germany, France, and Sydney.

Year.	No.	Value of sterling orders.			Value of rupee orders.		
		£	s	d.	₹	a.	p.
1892-93	249	2,176	0	5	2,770	0	0
1893-94	267	1,790	0	0	2,691	0	0
Increase	18	...	...	...	...	...	...
Decrease	...	386	0	5	79	0	0

Forfeited or void money orders.

28. The usual statement of forfeited or void money orders is given below :—

Balance on the 31st March 1893.		Void money orders for 1893-94.		Total.		Void orders paid, repaid to remitters in foreign countries, renewed, and forfeited to the State during 1893-94.								Balance on the 31st March 1894.	
						Paid and repaid.		Renewed.		Forfeited to the State.		Total.			
No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.
	₹ a.		₹ a.		₹ a.		₹ a.		₹ a.		₹ a.		₹ a.		₹ a.
3,072*	60,373* 2	6,583	2,04,944 14	9,655	2,65,318 0	5,355	1,27,952 5	1,557	76,501 2	388	2,819 9	7,300	2,07,273 0	2,355	58,045 0

* The balance shown last year was No. 3,073, value ₹60,377-2. The difference is due to subsequent adjustments in the accounts for 1892-93.

The total balance standing on the register of forfeited money orders at the end of the year was ₹58,045 against ₹60,373 at the close of the previous year.

Aggregate money order transactions, Inland and Foreign.

29. The following statement gives an abstract of the entire money order business of the Post Office in the year, including inland and foreign money orders both ordinary and telegraphic, the foreign sterling money orders being shown in Indian currency at the rates in force when the transactions took place :—

Money orders—Inland, Native State, and Foreign—for the year 1893-94.	Issues.			Payments.	
	Number.	Value.	Commission.	Number.	Value.
		₹ a.	₹ a.		₹ a.
Inland money orders	8,754,040	18,35,34,008 4	22,95,945 10	8,752,600	18,35,54,998 11
Native State money orders	32,392	9,95,817 12	11,037 2	68,402	20,07,409 8
Foreign sterling money orders converted at the prevailing rates of exchange	52,944	30,17,569 7	25,153 0	23,171	19,52,903 1
Foreign money orders in Indian currency	12,949	4,74,058 11	5,186 14	48,803	20,01,653 10
Total	8,853,225	18,80,21,454 2	23,37,322 10	8,892,976	18,95,16,964 14
Total for the year 1892-93	8,325,457	17,57,24,054 8	21,94,419 1	8,365,203	17,75,28,368 14
Increase	5,27,768	1,22,97,399 10	1,42,903 9	527,773	1,19,88,596 0
Percentage of increase	6·33	6·99	6·51	6·30	6·75

British Postal orders.

30. The statement on the margin shows the sales of British postal orders during the year. The total number of orders sold in 1893-94 was 38,872 against 28,529 in the preceding year, and the total value, (including poundage) ₹2,54,081 against ₹1,80,116 in 1892-93. There was an increase in the sale of orders of all denominations; but the 5*s.*, 10*s.*, and 20*s.* orders continue to be most in demand, 29,424 of these orders

Denominations of British Postal Orders.	Number sold during 1892-93.	Number sold during 1893-94.	Increase.
From 1*s.* to 1*s.* 6*d.*	1,511	1,932	421
From 2*s.* to 10*s.* 6*d.*	13,438	17,339	3,901
From 15*s.* to 20*s.*	13,580	19,601	6,021
Total	28,529	38,872	10,343

having been sold during the year under report while the total number sold of all other denominations was only 9,448.

The commission of the Indian Post Office on the sales of British postal orders was ₹1,190.

Section VI.—Savings Banks.

General results of the year.

31. On the following page is given a statement showing in detail, according to postal circles, the Savings Bank transactions of the year as compared with those of the previous year. At the close of the year there were 303 Head Banks and 6,055 Sub-Banks, or a total of 6,358 offices performing Savings Bank business against 6,408 in the preceding year. The decrease of 50 offices was due to the withdrawal of Savings Bank powers from certain small branch post offices in the North-Western Provinces and Oudh and the Punjab at which the transactions were nominal. The number of accounts on the books of the Post Office Savings Banks at the close of the year was 574,050 as compared with 520,967 at the end of 1892-93—an increase of 53,083 or 10·18 per cent. Excluding transfers from one post office to another, the amount deposited in the year was 333 lakhs of rupees as compared with 327¾ lakhs in 1892-93; the amount withdrawn was 317¼ lakhs as compared with 278¾ lakhs in 1892-93; and the interest paid was 29⅜ lakhs as compared with 27 lakhs in 1892-93. The total amount standing at the credit of depositors at the close of the year was 826½ lakhs of rupees or an increase of over 44½ lakhs, and the average balance of each account was ₹143·98 as compared with ₹150·08 in the previous year. Of the 574,050 active accounts at the end of the year, 26,739 were security deposit accounts, with a balance in favour of depositors of over 39½ lakhs of rupees; 5,030 were Public accounts—held principally by provident, charitable, religious, and educational institutions—with a balance of ₹28,18,459; and 127 with a balance of ₹7,20,976 were Regimental and Police accounts. Of the remaining 542,154 active accounts with a balance of over 751 lakhs, 77,220 with a balance of over 162¼ lakhs of rupees were accounts held on behalf of minors, by their parents, relatives, and guardians, and the rest were accounts opened and held by depositors on their own behalf. It will be seen, therefore that 94·44 per cent. of all the accounts in the Post Office Savings Banks and 90·93 per cent. of the total balance of over 8¼ crores were the savings of private persons deposited either for their own benefit or for the benefit of their children, minor relatives, and wards. It was widely notified in the last quarter of the year that the rate of interest would from the 1st April 1894 be reduced from 3¾ to 3½ per cent., but the notification had a very slight effect in reducing the normal rate of increase in the number of Savings Bank accounts. This fact, the high proportion of personal and minors' accounts, and the low average balance of all accounts would seem to show that the banks are generally used for the purpose of thrift for the encouragement of which they were established. In 1881-82, the year before Post Office Savings Banks were opened, the number of accounts in the Presidency Savings banks and the banks at treasuries (now closed) was 90,336. In the twelve years since then, the number of accounts at Post Office Savings Banks alone has risen to 574,050, but even now there is only one such account for every 500 of the population.

Statement showing the Post Office Savings Bank Transactions during 1893-94 compared with 1892-93.

[Arranged in the order of aggregate balances as shown in column 13.]

Circles.	Number of Head Banks.	Number of Sub-Banks.	Number of Accounts. Opening Balance.	Opened during the year.	Closed during the year.	Balance.	Opening balance.	Deposits.	Interest.	Total.	Withdrawals.	Balance.	Average number of depositors per Bank.	Average balance in each Head Bank.	Average balance at credit of each depositor.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
							₹	₹	₹	₹	₹	₹		₹	₹
Bombay	25	913	116,415	29,287	18,950	126,752	2,48,50,989	99,85,025	9,54,479	3,57,90,493	1,00,34,414	2,57,56,079	5,070·08	10,30,243·16	203·20
Bengal	40	1,123	113,296	29,404	22,624	120,076	1,33,68,371	71,02,627	4,99,492	2,09,70,490	68,82,366	1,40,88,124	3,001·90	3,52,203·10	117·32
North-Western Provinces and Oudh	49	850	56,658	23,295	17,350	62,603	83,41,904	53,85,836	3,12,525	1,40,40,265	49,40,061	91,00,204	1,277·61	1,85,718·44	145·36
Madras	39	947	81,841	25,874	17,593	90,122	72,99,224	50,70,366	2,67,948	1,26,37,538	51,18,506	75,19,032	2,310·82	1,92,795·69	83·43
Punjab	32	384	35,938	18,680	13,952	40,666	67,90,991	45,70,776	2,55,926	1,16,17,693	42,56,379	73,61,314	1,270·81	2,30,041·06	181·01
Bihar	18	414	21,963	7,493	4,833	24,623	30,26,582	18,17,628	1,15,028	49,59,238	15,86,988	33,72,250	1,367·94	1,87,347·22	136·95
Burma	35	129	20,730	20,053	12,878	27,905	26,19,058	32,91,325	94,046	60,04,429	29,51,097	30,53,332	797·28	87,238·05	109·41
Eastern Bengal	9	301	21,682	9,563	6,948	24,297	28,61,871	18,88,865	1,06,236	48,56,972	18,38,711	30,18,261	2,699·66	3,35,362·33	124·22
Sind	5	134	13,559	5,713	4,724	14,548	28,12,948	15,07,749	1,02,567	44,23,264	15,21,886	29,01,378	2,909·60	5,80,275·60	199·43
Central Provinces	24	481	17,917	6,117	4,352	19,682	27,16,930	15,31,168	99,253	43,47,351	15,14,128	28,33,223	820·08	1,18,050·95	143·94
Assam	11	158	10,832	3,688	2,815	11,705	16,68,437	9,30,124	59,747	26,58,308	9,61,653	16,96,655	1,064·09	1,54,241·36	144·95
Rajputana	8	108	5,381	1,937	1,567	5,751	9,27,741	5,24,358	34,410	14,86,509	4,83,971	10,02,538	718·87	1,25,317·25	174·32
Central India	8	113	4,755	1,924	1,359	5,320	9,02,681	4,66,907	33,303	14,02,891	4,47,962	9,54,929	665·00	1,19,366·12	179·49
Total of 1893-94	303	6,055	520,967	183,028	129,945	574,050	7,81,87,727	4,40,72,754*	29,34,960	12,51,95,441	4,25,38,122*	8,26,57,319	1,894·55	2,72,796·43	143·98
Total of 1892-93	304	6,104	463,453	166,135	108,621	520,967	7,05,93,159	4,14,52,425	26,94,093	11,47,39,677	3,65,51,950	7,81,87,727	1,713·70	2,57,196·47	150·08
Increase or Decrease in 1893-94	—1	—49	+57,514	+16,893	+21,324	+53,083	+75,94,568	+26,20,329	+2,40,867	+1,04,55,764	+59,86,172	+44,69,592	+180·85	+15,599·96	—6·10
Percentage of Increase or Decrease	—·32	—·80	+12·40	+10·16	+19·63	+10·18	+10·75	+6·32	+8·94	+9·11	+16·37	+5·71	+10·55	+6·06	—4·06

* Inclusive of ₹1,07,63,338, the aggregate balance of accounts transferred from one post office to another.

Incidence of Savings Bank work according to circles.

32. Bombay continued to head the circles in having the highest number of accounts open and far the largest balance in favour of depositors. The average balance of each depositor was also highest in Bombay (₹203), though in that circle, as well as in every other circle except Rajputana, the average balance fell in the year under report. The average balance per account was lowest in Madras where it was ₹83.

Depositors, Europeans and Natives of India.

33. The statement below shows the number and value of accounts held by Europeans and Eurasians as compared with the number and value of accounts held by Natives of India. The proportion of accounts held by Europeans and Eurasians is highest in the Madras and Bombay circles, but 90 per cent. of the total number of accounts were at the close of the year held by natives of the country.

Circles.	Accounts of Native Depositors (including accounts of Local Native Institutions administered by Natives of India).			Accounts of European and Eurasian Depositors (including accounts of Local Institutions administered by Europeans and Eurasians).			Total.		
	Number of Accounts.	Balance of Deposits.	Amount of Interest.	Number of Accounts.	Balance of Deposits.	Amount of Interest.	Number of Accounts	Balance of Deposits.	Amount of Interest.
		₹	₹		₹	₹		₹	₹
Bombay	117,373	2,37,90,636	8,86,158	9,379	10,65,443	68,321	126,752	2,57,56,079	9,54,479
Bengal	113,236	1,31,41,559	4,65,995	6,840	9,46,505	33,497	120,076	1,40,88,124	4,99,492
North-Western Provinces and Oudh	53,893	77,74,172	2,67,273	8,710	13,26,032	45,252	62,603	91,00,204	3,12,525
Madras	79,280	60,10,753	2,08,872	10,842	15,68,279	59,076	90,122	75,19,032	2,67,948
Punjab	33,709	62,32,395	2,17,331	6,957	11,28,919	38,595	40,666	73,61,314	2,55,926
Bihar	22,991	30,77,290	1,04,889	1,632	2,94,960	10,139	24,623	33,72,250	1,15,028
Burma	23,414	21,97,704	65,670	4,491	8,55,628	28,370	27,905	30,53,332	94,046
Eastern Bengal	24,013	29,46,519	1,03,675	284	71,742	2,501	24,297	30,18,201	1,06,236
Sind	12,355	24,54,620	80,677	2,193	4,66,758	15,890	14,548	29,01,378	1,02,567
Central Provinces	16,618	22,90,145	78,896	3,064	5,43,078	20,357	19,682	28,33,223	99,253
Assam	11,105	15,42,975	54,469	600	1,53,680	5,278	11,705	16,96,655	59,747
Rajputana	4,883	8,23,425	28,127	868	1,79,113	6,253	5,751	10,02,538	34,410
Central India	4,656	8,24,050	29,028	664	1,30,879	4,275	5,320	9,54,929	33,303
Total	517,526	7,30,86,243	25,97,090	56,524	95,71,076	3,37,870	574,050	8,26,57,319	29,34,960

Depositors according to occupation.

34. In the following statement depositors are classified according to their occupation. Those included in class VI, who have no occupation or whose incomes are derived from others or from their own property, hold the highest number of accounts, *viz.*, 40 per cent. of the whole. Next in importance are the professional classes with fixed incomes, and then the domestic class which increased by more than 21 per cent. in the year.

Postal Circles.	Class I, Professional. A. Having fixed income.	Class I, Professional. B. Having variable income.	Class II, Domestic.	Class III, Commercial.	Class IV, Agricultural.	Class V, Industrial.	Class VI, Indefinite.	Total.
Bombay	33,297	7,263	12,791	6,564	843	4,465	61,529	126,752
Bengal	32,924	9,719	12,041	4,711	2,397	2,595	55,089	120,076
Madras	28,643	6,790	11,404	5,614	2,044	3,190	32,437	90,122
North-Western Provinces and Oudh	17,675	5,081	14,734	1,855	592	1,153	21,513	62,603
Punjab	12,334	2,689	9,875	1,165	234	1,209	13,160	40,666
Burma	5,097	891	13,039	627	51	1,582	6,018	27,905
Bihar	7,823	2,498	2,968	471	645	322	9,896	24,623
Eastern Bengal	6,485	1,354	2,614	526	90	344	12,884	24,297
Central Provinces	7,283	1,039	3,393	393	166	403	7,005	19,682
Sind	3,613	815	3,586	370	38	734	5,392	14,548
Assam	3,355	847	2,559	285	115	436	4,108	11,705
Rajputana	2,182	299	907	249	12	107	1,995	5,751
Central India	1,381	317	1,188	249	7	114	2,064	5,320
Total of 1893-94	**162,092**	**39,602**	**91,099**	**23,079**	**7,234**	**16,654**	**234,290**	**574,050**
Total of 1892-93	153,167	39,928	75,219	21,408	6,957	15,087	209,201	520,967
Increase or Decrease in 1893-94	+8,925	—326	+15,880	+1,671	+277	+1,567	+25,089	+53,083
Percentage of Increase or Decrease	+5·82	—·81	+21·11	+7·80	+3·98	+10·38	+11·99	+10·18

Investments in Government securities.

35. There were in the year 460 investments in Government securities through the Post Office, the aggregate amount of the investments being ₹3,79,100, as compared with 270 purchases for ₹2,62,100 in the preceding year. The sales of securities through the Post Office were only 27 against 26 in 1892-93. The value of the securities held in the custody of the Comptroller General at the close of the year on account of depositors in the Post Office Savings Bank was ₹4,50,300 as compared with ₹3,97,400 on the 31st March 1893.

Section VII.—Insurance.

Insurance business.

36. The progress of the insurance business of the Post Office since it was first undertaken is given in the following statement :—

Year.	Letters.		Parcels.		Total.		Insurance fees.
	No.	Value.	No.	Value.	No.	Value.	
		₹		₹		₹	₹
1877-78, last quarter, being the commencement of the system	Details not available.	6,66,320	Details not available.	18,60,191	Details not available.	25,26,511	13,230
1878-79		89,71,775		2,81,21,210		3,70,92,994	1,23,556
1879-80		1,63 35,058		5,34,34,161		6,97,69,219	1,97,790
1880-81		1,57,33,428		6,30,26,524		7,87,59,952	2,01,046
1881-82		1,79,69,808		5,85,53,413		7,65 23,221	1,90,980
1882-83		2,30,67,342		5,95,70,924		8,26,38,266	1,99,841
1883-84		2,21,16,868		6,04,08,142		8,25,25,010	2,06,839
1884-85		2,30,06,964		5,52,14,744		7,82,21,708	1,93,579
1885-86	83,985	2,21,78,613	150,260	4,75,99,870	234,245	6,97,78,483	1,69,945
1886-87	74,808	2,35,74,205	148,445	5,26,05,770	223,253	7,61,80,975	1,80,274
1887-88	76,237	2,43,93,295	149,109	5,29,89,932	225,346	7,73,83,227	1,83,494
1888-89	76,564	2,52,60,326	151,474	5,39,54,694	227,838	7,92,15,020	1,99,928
1889-90	77,245	2,49,65,787	160,228	6,40,09,236	237,473	8,98,75,023	2,29,659
1890-91	85,889	2,31,91,674	176,838	5,67,24,543	262,727	7,99,16,217	2,10,873
1891-92	88,741	2,31,67,897	176,869	5,33,72,377	265,610	7,65,40,274	2,02,737
1892-93	89,845	2,36 54,593	173,966	4,94,06,117	263,811	7,30,60,710	1,93,250
1893-94	**89,332**	**2,31,75,043**	**195,706**	**5,69,14,359**	**285,038**	**8,00,89,402**	**2,10,714**
Percentage of increase (+) or decrease (—)	—·57	—2·02	+12·49	+15·19	+8·04	+9·62	+9·03

It will be seen that there was an increase in the total business of the year as regards both the number and value of the articles insured and also an increase of ₹17,464 in the insurance fees. The reduction in the total amount of fees that followed the restriction imposed in 1890 on the amount (now ₹1,000) for which an article can be insured has been nearly made up by the increase in the number of articles insured. The total number of parcels insured was 21,740 more than the number in the previous year, and the total value was 569 lakhs of rupees as compared with 494 lakhs in 1892-93. The chief increase occurred in Bombay where the number of insured parcels rose from 40,240 in 1892-93 to 55,566, and in Bengal where the number of insured parcels was 5,746 more than in the previous year. The number of insured parcels posted in the Bombay Circle (55,566) was, as usual, far greater than in any other circle ; and the exceptional increase in that circle of 15,327 insured parcels, insured for 83¼ lakhs, is explained by the despatch into the interior of a large number of parcels containing silver bullion owing to the closing of the mints against the coinage of silver. The number of parcels insured in Madras was 37,298, the number in Bengal was 28,776, and so far as the other circles are concerned there was no material change. There was a slight fall in the number and aggregate value of insured letters, but it was too small to have any significance.

The average value for which each letter was insured during the year 1893-94 was ₹259 as compared with ₹263 in the previous year, and the average value for which each parcel was insured was ₹290 against ₹284 in 1892-93.

Claims for compensation.

37. There were 19 claims for compensation for loss or abstraction from insured articles during the year under review, as compared with 35 such claims in 1892-93 and 28 in 1891-92 ; and out of the 19 claims, 18 were admitted.

In 13 of the cases the loss was caused by fraud or negligence on the part of servants of the Post Office; in one case the loss was due to an accident; and in 4 cases to highway robbery. A statement of the cases in which compensation was actually paid or in which the claims were admitted during the last two years is given on the margin, and it will be seen that the claims admitted by the Post Office in the year under report amounted to only Rs. 3,032-1-10 or 1·44 per cent. of the total amount realised from insurance fees, as compared with a percentage of 2·21 in the previous year.* In the single instance in which compensation was refused, the Post Office declined to accept responsibility as the insured article had been delivered in good condition under a clear receipt and there was good reason to believe that the articles said to have been abstracted were not in the parcel when it was posted. In another case, in which however no claim was made against the Post Office, it was judicially established that currency notes for Rs. 700 which were declared by the sender to form the contents of an insured letter were not put into the letter at all. In this case the sender was prosecuted for attempting to cheat the addressee and was convicted and sentenced to six months' rigorous imprisonment.

Cases in which compensation was paid or the claim admitted.	1892-93.				1893-94.			
	No.	Amount.			No.	Amount.		
		₹	a.	p.		₹	a.	p.
Loss by accident or departmental neglect or fraud	19	3,075	7	6	14	2,793	1	10
Loss by highway robbery in British Territory	2	270	0	0	4	1,365	8	0
Loss by highway robbery in Native States	12	4,673	0	0	...	...	...	...
	33	8,018	7	6	18	4,158	9	10
Value of property recovered		3,753	10	0	...	1,126	8	0
Balance, being amount of claims admitted		4,264	13	6	...	3,032	1	10

Section VIII.—Value-payable system.

Value-payable post.

38. The development of the value-payable business since its introduction in 1877 is shown in the marginal table, and it will be seen that the uninterrupted and rapid progress of this branch of Post Office work was fully maintained during the year under report, and that the business has more than doubled in the past six years. The total number of articles of all kinds sent through the post under the value-payable system was 1,596,952 as compared with 1,415,595 in the previous year, the total amount specified for recovery from the addressees was more than 176 lakhs of rupees against 151½ lakhs, and the commission realized was over 3·19 lakhs against 2·77 lakhs in the previous year. There was thus an increase of 12·81 per cent. in the number of articles, of 16·15 per cent. in the value specified for recovery, and of 15·01 per cent. in the commission realized. Two-fifths of the entire business of the year was transacted in the Bengal Circle and practically the whole business of that circle originated in Calcutta. Out of a total of 644,742 articles sent by the value-payable post in the whole of the Bengal Circle

Year.	Articles sent under the value-payable system.	Value declared for realization.	Commission.
	No.	₹	₹
1877-78 (from the commencement of the system in December 1877), 4 months	413	6,721	195
1878-79	7,408	1,32,109	3,942
1879-80	25,589	3,49,857	11,498
1880-81	49,389	5,76,574	13,413
1881-82	99,416	10,80,543	19,838
1882-83	174,301	16,86,098	32,568
1883-84	287,377	28,08,873	53,450
1884-85	338,930	34,35,045	65,571
1885-86	436,115	45,32,803	85,530
1886-87	596,296	58,78,016	1,17,247
1887-88	775,928	76,02,734	1,59,708
1888-89	999,731	92,67,984	2,04,015
1889-90	1,010,410	1,03,84,966	1,92,970
1890-91	1,108,888	1,16,41,972	2,12,200
1891-92	1,251,004	1,34,50,286	2,44,865
1892-93	1,415,595	1,51,61,846	2,77,845
1893-94	1,596,952	1,76,14,628	3,19,561
Increase per cent. in 1893-94	12·81	16·15	15·01

* In the Annual Report for 1892-93 the percentage was entered as 1·11, but this was calculated with reference to the amount actually paid as compensation during the year in cases reported during the year, whereas in the present report the calculation has been made on the total of the admitted claims including those not paid before the close of the year.

619,786 were posted at the Calcutta General Post Office and its town sub-offices; and of the 70·4 lakhs of rupees recovered from the addressees of value-payable articles posted in the Bengal Circle nearly 68 lakhs were paid to tradesmen in Calcutta in return for articles sent by post to their constituents in the interior under the system of payment on delivery. This amount was 7½ lakhs of rupees above the corresponding figure of the preceding year. The value-payable business with Ceylon, introduced in 1891, is steadily increasing. During the year under report 8,692 value-payable articles of the aggregate value of ₹1,00,164 were despatched from India to Ceylon as compared with 7,095 articles in the preceding year. The value-payable system has not yet been introduced between India and any other foreign country.

Classification of value-payable articles.

39. In the statement on the margin details are given of the different classes of articles sent through the post under the value-payable system. Compared with the figures of the previous year, the result is an increase of 12·78 per cent. in value-payable parcels, of 24·73 per cent. in value-payable railway receipts, of 8·75 per cent. in value-payable registered letters and packets, and of 10·75 per cent. in value-payable unregistered packets. The average value of each article, taking all classes of articles together, was ₹11-0-5 as compared with ₹10-11-4 in the preceding year. The average commission on each article was practically the same as in the preceding year.

	No.	Value.	Commission.	Average value of each article.	Average commission on each article.
		₹	₹	₹ a. p	Annas.
Value-payable parcels	619,934	58,48,759	1,10,556	9 6 11	3
Value-payable railway receipts	183,671	49,02,120	65,317	26 11 0	6
Value-payable registered letters and registered packets	141,688	41,96,091	53,300	29 9 10	6
Value-payable unregistered packets	651,659	26,67,658	90,388	4 1 5	2
Total	1,596,952	1,76,14,628	3,19,561	11 0 5	3

Section IX.—Miscellaneous.

Post Office Guarantee Funds.

40. The statement below shows the transactions of the Post Office Guarantee Fund during the year. The small balance of ₹2,994 at the credit of the old *pro formâ* account on the 31st March 1893 was more than covered by the expenditure of the year, and all charges as well as all receipts from subscriptions are now shown in the accounts of the new fund which was created in 1883 The balance at the credit of the fund, including the value of Government securities purchased on behalf of the fund, rose from ₹5,03,866 on the 31st March 1893 to ₹5,57,743 at the close of the year under report.

Receipts.	Amount of Subscription.			Charges.	Amount.
	First half-year.	Second half-year.	Total.		
	₹	₹	₹		₹
Balance of 1892-93*	...	...	5,03,866	Refunds on account of excess realisations	768
Interest on ₹3,00,000 at 4 per cent. from April 1893 to March 1894	...	...	12,000	Sums decreed against the fund	12,468
Interest on Government Securities of the nominal value of ₹1,39,000	...	...	5,560	Refunds to subscribers on account of returnable subscriptions	1,894
Interest on Government Securities of the nominal value of ₹60,000 (purchased in April 1893) from February to October 1893	...	...	1,800	Rewards to persons who gave information leading to important results in post office robbery cases	192
Recoveries on account of awards of previous years	...	...	2,586	Compensation to servants of the Post Office for loss of private property	380
Subscriptions realised from officials of the Imperial Post Office	21,628	22,004		Premium, brokerage, etc., on purchase of Government Securities of the nominal value of ₹1,10,000	5,467
Subscriptions realised from officials of the District Post	2,693	3,181			20,569
				Deduct balance of the old fund to close that account	2,994
	24,321	25,185	49,506		17,575
				Balance on 31st March 1894†	5,57,743
Total	...	...	5,75,318	Total	5,75,318

* Inclusive of Government Securities of the nominal value of ₹1,39,000
† Ditto ditto ₹2,49,000

Owing to the general honesty of the servants of the department the fund as increased very rapidly in recent years, although the subscriptions have been only 4 annas, 8 annas, and 1 rupee half-yearly, while large classes of inferior servants have been altogether exempted from subscribing. The rates of subscription have therefore been halved since the close of the year by being made payable yearly instead of half-yearly, and the 4 annas' rate of subscription has been extended to a number of servants who have hitherto subscribed at the 8 annas' rate.

Complaints by the public.

41. The number of complaints made by the public which came to the knowledge of the heads of postal circles was 9,448 as compared with 8,671 in the previous year. These figures represent all complaints made by the public to heads of circles and to postmasters of presidency offices as well as all complaints received direct by postal superintendents and other officers and subsequently reported to heads of circles, and therefore embrace not only all serious complaints but also the great majority of complaints which are not mere enquiries. There was an increase of 8·96 per cent. in the total number of complaints received during the year, but it was found on investigation that there was valid ground for complaint against the post office in only 37 per cent. of the total number of complaints while in 42 per cent. of the cases the complaints were entirely groundless. In the remaining cases either the enquiries instituted were unfinished at the close of the year, or no definite conclusion could be arrived at.

It is natural when a letter miscarries between two persons having friendly or business relations with each other that it should be assumed at first that the post office was at fault; but the experience of the past year, as of previous years, showed that the assumption is more often wrong than right. A few examples are given here from the records of complaints in the year under report. A cheque for over ₹5,000 posted by an English firm miscarried, but it was eventually found that it had been misappropriated and cashed by a trusted servant of the addressee who regularly took delivery of his letters in his absence. The sender of a registered letter complained of the abstraction of the contents, consisting of a number of half and whole currency notes, but the enquiry proved that the contents were abstracted by the sender's servant before posting. In both these cases the real culprits were not only detected but convicted. A gentleman complained that two letters containing large cheques and addressed to well-known mercantile houses in Madras had not been delivered, but it was found on investigation that the letters were by accident not posted at all. A well-known firm complained that a letter containing a life insurance policy had not been received by the addressee, but it was ascertained on enquiry that the letter was duly delivered and afterwards mislaid by a member of the addressee's household. A certain number of complaints appear to be prompted by bad feeling towards individual members of the postal staff and this is specially the case with complaints against school-masters in charge of post offices, and a considerable number of complaints in the past year were found on enquiry to have originated with schoolboys apparently from no other motive than to gain experience in English official correspondence. It is now a fixed principle of postal administration that all complaints should be welcomed, and there is one class of complaint that the Post Office would gladly see multiply many times—complaints against the missending and consequent delay of ordinary unregistered letters and post-cards. When the missending of a letter is noticed in the post office, a slip is attached to the envelope asking for its return for enquiry, but only a small proportion of the covers thus asked for are returned by the addressees. Apart from complaints relating to particular postal transactions, complaints regarding errors and abuses of a more general character are often received and are most useful. Thus, in the past year, the fact that a post office had been placed

in a quarter of a village which low caste Hindus were not allowed to visit was brought to notice by a letter in the public press, and a complaint regarding another post-office led to the discovery of a serious abuse in connection with delivery work arising from the employment of high caste postmen in delivery beats which included quarters occupied by Pariahs and low caste Hindus.

Complaints regarding special classes of articles.

42. The usual statement is given below showing the number of complaints received during the year regarding registered letters, ordinary parcels, insured articles, and value-payable articles:—

	1893-94.				Total.	
	Registered Letters.	Ordinary Parcels.	Insured Letters and Insured Parcels.	Value-payable Parcels and Value-payable registered articles.	1893-94.	1892-93.
I.—Cases in which enquiry showed either that no loss occurred or that the loss had not occurred through the fault of Postal Officials	130	100	19	35	284	244
II.—Cases in which the postal establishment was proved to be in fault, or in which there was strong ground for believing it to be so . . .	96	43	22	25	186	150
III.—Cases in which no definite conclusion was arrived at or which were pending at the close of the year . . .	38	50	3	11	102	102
Total .	264	193	44	71	572	496

It will be seen that the total number of these complaints regarding special classes of postal articles was 572 as compared with 496 in 1892-93, and that the number of cases in which blame was established against the Post Office was 186 as compared with 150 in the previous year. The number of cases in which no definite conclusion was arrived at or which were pending at the close of the year was the same as in the previous year, *viz.*, 102, while the number of groundless cases rose from 244 in 1892-93 to 284 in the year under report. Against the increase of 76 in the number of complaints it should be noted that there was an increase of over 678,000 registered letters, over 169,000 parcels, over 181,000 value-payable articles, and over 21,000 insured articles. Complaints which proved to be well-founded were made by the public in respect of only 96 out of over 7 million registered letters, 43 out of over 2¼ million parcels, 22 out of 285,000 insured articles, and 25 out of 1⅛ million value-payable articles. A considerable proportion of the complaints regarding parcels arise from impatience and thoughtlessness in packing; but when, as is often the case, the parcels have been opened for examination by the customs authorities the Post Office has sometimes to accept responsibility even though there is no reasonable doubt that the damage was due to carelessness on the part of the sender and not to carelessness in re-packing. The following extract from the report of the Postmaster-General, Bombay, will show how much need there is still for greater care in packing articles that have to undergo long journeys and frequent transhipments and handling:—

"Two models of the 'Agra Taj' were delivered in England broken. Both were of the most fragile material and packed without any care. One of them had been put in a box too small for it and the lid had had a hole cut in it to make room for the top of the model. A costly ivory box of delicate workmanship was used as a packing case for some articles of silverware, and was covered only with a piece of gunny cloth. The ivory box was of course found broken on delivery. Enquiry showed that the ivory box

had not even been mentioned in the declaration. The sender stated that he did not consider this necessary, and thought that he was fairly entitled to compensation for its value. A costly bonnet was sent out to India enclosed in a common card-board box. The sender was surprised that it had been crushed. A fragile ornament for a wedding cake valued at R20 was sent to England in a tin box without packing. It was of course broken, as it would have been had it been sent in this way for a mile by train. A number of cases of butterflies are reported to be damaged every year. The pins get detached in some, and the insects undergo decomposition in others. It is curious that the senders should find their patience exhausted just when they begin packing such valuable collections for despatch. A cornet sent by a firm of instrument makers was received damaged. The committee held by the addressee's regiment to enquire into the cause of damage came to the conclusion that the instrument had been forced into a box too small to hold it safely."

Offences by servants of the Post Office.

43. Appendix VIII shows the number of cases in each postal circle in which servants of the Post Office were found guilty of offences punishable by law, and the usual summary of the figures is given on the margin.

	1892-93.	1893-94.
Number of legal convictions	176	190
Number of cases departmentally punished	106	150
	282	340

Of the 340 offences, 41 were cases of misappropriation of office cash, 138 were frauds in connection with the money order business of the Post Office, and 12 in connection with the savings bank, while the remaining offences related to letters, parcels, and other mail matter properly so called and included comparatively minor cases of negligence punishable under the Post Office Act as well as cases of theft from the mails. Excluding petty cases not involving any actual loss, the offenders consisted of 94 departmental postmasters and clerks, 49 extraneous agents in charge of post offices, 84 postmen and village postmen, 9 mail carriers, 2 packers, and 2 letter-box peons. The amount of defalcations and losses from the dishonesty or negligence of postal servants was less by R8,600 than in the previous year, the total amount being R30,118-14-4, of which R17,389-10-5 was recovered from the offenders or their sureties, R5,819-12-9 was decreed against the guarantee fund, R6,884-7-2 remained unadjusted at the close of the year, and only R25 was written off as a loss to Government. The only case of special interest is one in which two fictitious money orders for R600 each were prepared with forged impressions of post office stamps and introduced into the travelling post office. The money orders were paid in the ordinary course on reaching their destination; but the fraud was quickly detected, the money recovered, and the offender convicted. As in the previous year, there were two cases in which postal officials committed suicide when they found that they could no longer prevent the detection of their offences.

Offences by persons not belonging to the Post Office.

44. The most serious fraud against the Post Office by a man not at the time in the employment of the department was committed by an Assamese, K. N. Baruah, who had been a postal signaller and had absconded to avoid arrest for offences committed while in the service. The absconding signaller obtained employment at different railway stations under various assumed names and managed to place on the wires a number of fictitious telegraphic money orders of which five were paid at their destinations to the man himself before he was arrested and convicted. Excluding cases of highway robbery, which are separately dealt with, there were 40 cases of house-breaking and theft of Government money from post office safes and mails, as compared with 24 in the previous year. The total amount stolen was R4,501-14-2, of which R2,710-13-7 was recovered, R523-9-11 was written off as finally lost, and R1,267-6-8 was unadjusted at the close of the year.

Highway robberies and attacks upon the mail.

45. From the abstract given in the margin it will be seen that in the whole of India, including those Native States to which the operations of the Imperial Post Office extended, there were during the year only 18 highway robberies of the mail as compared with 27 in 1892-93. The number of cases in Native State territory was 4, the same as in the previous year, the reduction being in the number of cases in British territory. No cases occurred in Bengal, Eastern Bengal, Bihar, Assam, Rajputana, or Burma.

	1892-93. Number of Highway Robberies.			1893-94. Number of Highway Robberies.		
	British Territory.	Native States.	Total.	British Territory.	Native States.	Total.
Bengal	1	...	1	...	...	...
Bombay	...	...	...	3	1	4
Madras	8	1	9	5	...	5
North-Western Provinces and Oudh	8	...	8	2	...	2
Punjab	2	...	2	1	...	1
Assam	...	...	...	...	...	...
Bihar	1	...	1	...	...	...
Burma	1	...	1	...	...	...
Central India	...	...	...	...	3	3
Central Provinces	1	1	2	1	...	1
Eastern Bengal	...	...	...	...	...	...
Rajputana	...	2	2	...	...	...
Sind and Baluchistan	1	...	1	2	...	2
Total	23	4	27	14	4	18

The subjoined statement shows the districts and states in which the several cases of highway robbery and attempts at highway robbery occurred:—

Names of Circles.	British Territory.			Foreign Territory.		
	Name of District.	Number of robberies.	Number of attempts.	Name of Native State.	Number of robberies.	Number of attempt.
Bombay	Ahmednagar	1	...	* Either Baroda or Mahi Kantha	1	...
	Thana	1	...	† Kolhapur	...	1
	Poona	1	...		...	...
		3	...		1	1
Madras	Madura	1	...		...	...
	Nellore	...	1		...	...
	Kurnool	1	...		...	...
	Kistna	1	...		...	...
	Tinnevelly	1	...		...	...
	Vizagapatam	1	...		...	...
		5	1		...	...
N.-W. Provinces and Oudh.	Azamgarh	1	...		...	...
	Etah	1	...		...	...
		2	...		...	...
Punjab	Kohat	1	...		...	...
		1	...		...	...
Assam	Sylhet	...	1		...	...
		...	1		...	...
Central India		...	...	Gwalior	1	...
		...	...	Rajgarh	1	...
		...	...	Jhallawar	1	...
		...	...		3	...
Central Provinces	Basim	1	...		...	...
		1	...		...	
Sind and Baluchistan	Bolan	2	...		...	...
		2	...		...	...
	Total	14	2	Total	4	1

* Owing to conflicting evidence it has not been determined with certainty whether the robbery was committed within the limits of the Baroda State or of Mahi-Kanta.
† There is some doubt whether this case was really one of highway robbery.

Character of mail robberies.

46. In 14 out of the 18 cases of highway robbery the mail carriers or their escorts were wounded or otherwise injured at the time of attack or while defending the mail. In one case, in the Basim district (Central Provinces), the mail tonga was stopped by a large band of robbers, and both the driver and a passenger were beaten with sticks and stones and left insensible on the road while the mail was carried away to a field some distance off and there opened and plundered. In another case, on the line from Kohat to Thull (Punjab circle), the mail ekka was fired at and both the driver and horse were hit, the former being severely wounded. The whole mail was then carried away and no trace of it was afterwards found. In both these cases the efforts of the police to discover the robbers were unsuccessful. In another case, in the Thana district (Bombay), the runner was killed, but fortunately in that case the murderers were detected and convicted and nearly all the contents of the mail were recovered. The only case in which Government suffered any considerable loss occurred in the Kistna district of Madras, where the mail included 4 parcels insured for R1,365-8; in 6 cases the entire mail was recovered; in 8 cases a portion was recovered and the loss to Government was altogether only R52-6; and in the remaining 3 cases the entire mail was stolen but the loss to Government was only R400. Prosecutions were instituted in 5 cases and convictions obtained in 4 cases.

Casualties of the year.

47. Besides the casualties in connection with mail robberies there were, as usual, cases of loss of life and mail property from floods and fire and other causes. Two runners were drowned, one in the Chittagong district and the other in the Palamau district in Chota Nagpur, while attempting to ford streams that were in flood. A postman of the Pandalur sub-office in the Nilgiri District in Madras was murdered by the sub-postmaster, who immediately afterwards committed suicide. The actual cause of the murder was not ascertained, but it was known that the men did not work well together and arrangements to transfer the postmaster had been made before the tragedy took place. A clerk of the Chakdaha sub-office in Bengal was run over by a goods train and killed while on his way from the Post Office to take his morning meal. During the riots in Bombay between Hindus and Mahomedans in August 1893, sixteen postmen and six other postal servants were injured, three of them seriously; but by the personal exertions of the Presidency Postmaster and other supervising officers the general postal arrangements of the town and suburbs were maintained throughout the riots without interruption, though the payment of money orders by postmen at the houses of the payees had to be temporarily suspended. In Assam there were several accidents to mail boats in floods and rapids. The boat from Jhalnacherra for Changsil and Fort Aijal was lost on the 30th June with the mails; on the 3rd July another mail boat was lost on the same line, though the boatmen succeeded in saving the mail; and again on the 8th July, a third mail boat was upset on the same line, though on that occasion both the boat and mails were saved. In Burma, on the 7th May, the mail boat from Myaungmya to Labutta was capsized in a storm and lost with the mails; in June the mail boat from Lohajang to Bahar in the Dacca district was capsized in the river Padma, the runner and the mails being saved by another boat; and on the 27th June the mail boat on the Chhatak-Sonamganj line in Sylhet sank with all the mails. There were 16 cases of fire at post offices in different parts of the country; but in none of them was there any serious loss of mail matter or other property in charge of the Post Office, though the buildings, in most cases made of wood and mats, were in several instances completely destroyed. A number of post offices were destroyed or seriously damaged by a cyclone which visited the Backergunge District and the Island of Dakhin Shabazpur in October 1893, but the loss to Government was small, as most of the buildings were held on rent. The post offices at Srinagar in Kashmir, Muzaffargarh in the Punjab, and Faridpur

in Bengal had all to be temporarily vacated owing to the heavy floods in July and August, and mail communication with Kashmir was seriously interrupted for eight days owing to the destruction of the bridge at Kohala on the 20th July. A mail van on the Mettapalleyam branch of the Madras Railway was broken to pieces in a serious accident at night due to the destruction of a culvert on the line by a sudden flood, and the sorter was buried for some hours before he and the mails could be recovered.

Post Office staff.

48. The staff of the Imperial Post Office in the different grades is shown circle by circle in Appendix IX, and an abstract of this Appendix is given on the margin. The total numerical strength of the Post Office staff was 47,225 on the 31st March 1894 as compared with 46,857 on the same date of the previous year. The increase under the several heads was due to the general development of Post Office work, while the decrease of more than 500 men on the road establishment was caused by the closing of a number of runners' lines in the Madras circle on the opening of sections of the East Coast Railway.

Postal Officials.	1892-93.	1893-94.
Chief Officers of the Directorate and Account Office, and Heads of Circles	24	23
Superintendents and Inspectors of Post Offices	395	406
Postmasters, including Deputy, Assistant, Sub and Branch Postmasters	4,986	4,981
Extraneous agents, such as school-masters and station-masters	3,932	4,089
Clerks	6,740	6,933
Postmen and other servants	13,304	13,571
Road establishment	12,477	11,957
Village Postmen	3,837	3,970
Signallers, and other servants employed for telegraph work in Combined Offices	1,162	1,295
TOTAL	46,857	47,225

The postal staff included at the close of the year 171 pensioned soldiers of the native army, of whom 32 were non-commissioned officers and 139 privates. These men were employed in numerous capacities as sub and branch postmasters, clerks, overseers, mail guards, mail peons, postmen, village postmen, telegraph messengers, letter-box peons, watchmen, and packers, and even in a few cases as runners. Out of the whole number of Military pensioners 95 were in the Punjab, and the scheme for the employment of retired native soldiers in the Post Office may be said now to have made a fair start in that province.

In the whole staff of 47,225 postal officers and servants there are only 19 women; but it is only under the most exceptional circumstances that the employment of any native woman is possible in the Post Office, and 18 out of the 19 women in the service are Europeans or Eurasians. Of the 18 women, 1 is postmistress of a head office, 5 are postmistresses of sub-offices, 11 are clerks, and 1 is a telegraph signaller.

Cost of printing by private presses.

49. The cost of printing work done by private presses during the year amounted to R13,328 as compared with R33,311 in 1892-93 and R35,655 in the previous year. The reduction in expenditure occurred mainly in the railway mail service, and was due to the printing of certain departmental publications being transferred from a press at Allahabad to the contractors for printing Government stock forms.

Receipt of sovereigns and half sovereigns in payment of postal dues.

50. After the passing of the Indian Coinage and Paper Currency Act, 1893, the Presidency Post Offices and a few other large offices were authorised to accept sovereigns and half sovereigns at the rate of 15 rupees to the sovereign; but, with the prevailing rates of exchange, the permission given to the public to pay postal charges in gold was naturally used to an extremely limited extent, and only seventy-two sovereigns and six half sovereigns were paid in by the public during the remainder of the year.

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

Postal Telegraph (combined) Offices.

51. The most important of these branches of postal administration is the combined office system under which the Post Office has a large number of its postmasters and clerks trained as telegraph signallers and employs them to work telegraph offices in post offices, the lines and instruments being set up and maintained by the Telegraph Department. During the year under review 142 new postal telegraph offices were opened and 8 such offices were closed. There was, therefore, an increase of 134 in the total number of combined offices, as compared with an increase of 91 during the previous year. Of the 142 new combined offices, 125 were at places which had previously been without a Government telegraph office and 96 at places where there had previously been no Government or Railway telegraph office.

Traffic statistics of combined offices.

52. The statement given below shows the traffic statistics of combined offices under the Post Office according to Postal Circles, and it will be seen that Madras again heads the list with a total of 193 combined offices and a revenue of over 2¾ lakhs of rupees derived from telegrams. The number of combined offices in the three circles forming the Lower Provinces of Bengal was 206. The number of messages dealt with by all the combined offices in India shows an increase of 149,005 or 12·90 per cent. as regards messages sent, and of 143,699 or 11·94 per cent. as regards messages received. The revenue shows an increase of ₹1,19,698 or 9·92 per cent. over the figures of the previous year, while the total revenue from messages sent from combined offices exceeded the expenditure on the establishments of the offices by ₹9,98,443 :—

Traffic Statistics of Postal Telegraph (Combined) Offices for the year 1893-94.

Names of Circles.	Number of combined offices open on 31st March 1894.	Total cost of local Postal Establishments and fixed contingent allowances debitable to the Telegraph Department for working combined offices during the year.	Number of Messages.			Revenue realised during the year on sent messages (Inland and Foreign).	Remarks.
			Sent Inland and Foreign (excluding free messages).	Received.	Transit.		
		₹ a. p.				₹ a. p.	
1. Madras	193	57,616 1 6	284,548	292,227	113,097	2,82,830 14 2	Note.—At the close of the year there were 419 combined offices authorised to accept foreign messages, as compared with 361 at the end of the year 1892-93.
2. Punjab	129	40,782 15 3	150,727	158,427	31,768	1,64,176 0 1	
3. Bengal	125	27,000 2 10	114,849	104,998	29,129	1,18,438 7 9	
4. North-Western Provinces and Oudh	124	33,431 2 4	155,485	196,081	71,018	1,54,425 4 11	
5. Bombay	105	46,579 8 6	186,805	182,715	70,864	1,83,040 13 3	
6. Assam	70	20,290 13 4	58,620	63,706	19,065	57,162 3 8	
7. Bihar	53	17,124 1 3	52,012	63,473	44,437	57,042 0 0	
8. Burma	50	35,518 12 3	74,439	76,616	21,804	82,066 10 0	
9. Central Provinces	92	17,648 3 11	65,377	77,038	19,982	65,883 2 11	
10. Eastern Bengal	28	7,3[illegible] 5 6	38,772	36,676	4,241	30,576 2 8	
11. Sind and Baluchistan	21	10,930 2 1	76,642	38,539	634	80,035 10 5	
12. Central India	17	7,488 0 0	27,235	33,792	14,412	28,953 8 3	
13. Rajputana	14	5,423 13 5	24,079	28,010	5,352	21,753 8 5	
Total for 1893-94	979	3,27,341 2 2	1,303,590*	1,346,358	445,803	13,25,784 6 6	
Total for 1892-93	845	2,92,938 13 6	1,154,585	1,202,659	345,113	12,06,085 15 6	
Increase	134	34,402 4 8	149,005	143,699	100,690	1,19,698 7 0	
Percentage of increase	15·85	11·74	12·90	11·94	29·17	9·92	

* Excluding 66,374 free messages.

Progress of combined office system.

53. The first combined office was opened on the 1st October 1883, so that the year under report was the tenth year of the system. The following figures show the progress of the system from the beginning :—

Year.	Number of postal telegraph (combined) offices in post offices.	Total number of departmental and postal telegraph offices (excluding railway offices).
1882-83 (last year before commencement of combined office system).	.....	314*
1883-84	55	349
1884-85	267	521
1885-86	388	634
1886-87	440	699
1887-88	486	745
1888-89	552	797
1889-90	632	880
1890-91	689	949
1891-92	754	1,001
1892-93	845	1,100
1893-94	979	1,224

* On 31st March 1883. The number when the first postal telegraph office was opened on 1st October 1883 was 318.

In the 10½ years from the commencement of the system the total number of Government telegraph offices has increased from 318 to 1,224; and, of the 1,224 offices on the 31st March 1894, 979 were postal telegraph offices. Of the latter, 135 are at the head-quarters of districts. There were 1,711 trained and qualified signallers in the employment of the Post Office at the close of the year.

Boy messengers.

54. The employment of boys as messengers for the delivery of telegrams has been under trial for some time, and on the 31st March 1894 there were 88 boy messengers employed in combined offices. Since the close of the year the measure has been recognised as having passed the experimental stage, and adult messengers have already been replaced by boys in more than 150 postal telegraph offices at a material saving of expenditure without any sacrifice of efficiency.

Telegraph Receiving Offices. Delivery of deferred telegrams.

55. Apart from the 979 combined offices at which telegrams are despatched and received by wire, 1,751 post offices were authorised to receive telegrams for despatch by post to the nearest telegraph office. This number was 36 less than at the close of 1892-93, the decrease being a consequence of the increase in the number of combined offices. The number of telegrams booked and the revenue realized at these receiving offices were also slightly less than in the previous year, being 36,350 messages and ₹33,491, as compared with 40,746 messages and ₹38,073, during the year 1892-93. The Post Office also undertakes the delivery everywhere of deferred telegrams whether the telegraph office of address is departmental or postal. These telegrams form now more than 56 per cent. of the total number of telegrams in India and about two million deferred telegrams were delivered by post in the year under report.

The number of messages collected by post offices in the Persian Gulf on account of the Indo-European Telegraph Department was 310 against 380 in 1892-93, and fees to the amount of ₹2,307-14-0 were realised as compared with ₹2,635-1-0 in the previous year.

Post Office passenger and bullock train services between Kalka and Simla.

56. The Government passenger and goods services between Kalka and Simla were worked satisfactorily and economically during the year under report. As was stated last year it is impossible to divide the charges of the two services, the workshop and many members of the establishment being common to the combined service and the bullocks relieving the horses from drawing returning tongas up and down the line. The gross expenditure on the combined service was ₹2,93,556 and against this there were receipts amounting to ₹1,68,163 from the passenger service and ₹78,565 from the bullock train. The excess of charges over receipts was thus ₹46,828 and this represents the cost of the Kalka-Simla mail service. The corresponding figure in 1892-93 was ₹71,362. As throughout the year, on the average, five mail tongas travel daily up the hill and four tongas down the hill, the cost to the Post Office of each service of 58 miles was in the year under report only ₹14-4-0. It would be impossible to make a contract for such a service on such moderate terms.

Receipt of salt revenue at post offices.

57. The modified system of receiving salt revenue at Post Offices, described in last year's report, remained in force throughout the year in the North-Western Provinces and Oudh, the Punjab, the Central Provinces, Rajputana, and Central India, but the transactions were insignificant, only 479 indents in all being forwarded through the Post Office for 78,843⅛ maunds of salt of the gross value of ₹2,19,539. The question whether the Post Office should cease to act as an agent in this matter, or whether an attempt should be made to make its agency more popular is now under consideration.

Sale of quinine at post offices.

58. Since the last quarter of the year 1892 the services of the Post Office have, wherever they have been asked for, been placed at the disposal of Local Governments and Administrations for the retail sale of quinine in small closed packets. The Post Office merely acts as an agency for the sale, each postmaster receiving a small permanent advance of quinine and a commission of one anna in the rupee on his sales, and being required to remit by money order to the supplying depôt the price of all supplies indented for after the original permanent advance. This scheme, which was introduced in the Lower Provinces of Bengal in 1892, has since been sanctioned for all provinces in India with the exception of the North-Western Provinces and Oudh where it is still under consideration, but it was in force only in the Lower Provinces throughout the year under report. The total permanent advance of quinine held by postmasters in the three circles of Bengal, Bihar, and Eastern Bengal, which form the Lower Provinces, was 337½ lb at the close of the year; and ₹20,756, the proceeds of sales of more than 1½ millions of 5-grain packets, was remitted by postmasters during the year to the central depôt for further supplies of quinine. The quinine is sold in packets of 5 grains at the price of one pice per packet.

Postal Life Insurance and Monthly Allowances.

59. A separate report has, as usual, been submitted on the operations of the schemes under which the Post Office issues life insurance policies and contracts for monthly allowances in favour of servants of the postal and telegraph departments. The scheme for monthly allowances is practically inoperative and there were only six contracts in existence at the close of the year. This is however natural with the present scope of the scheme, as the general pension rules provide for Government servants in their old age. On the other hand the popularity of the life insurance scheme continues, and 244 new policies for the aggregate amount of ₹3,52,700 were issued in the year. In the 10 years since the scheme was started on the 1st February 1884, 2,023 lives have been insured; and at the close of the year under report there were 1,731 active policies existing, 1,401 of which were held by post office servants and 330 by servants of the telegraph department. The aggregate amount insured at the end of the year was ₹24,56,350. Twenty-four claims for ₹34,000 were paid during the year on the deaths of insurants.

Payment of native military pensioners through the Post Office.

60. The special scheme for the payment of native military pensioners through the Post Office which was introduced in the Punjab in 1890 continued to work satisfactorily in that circle, and there was no attempt at fraud of any kind. The total number of pensioners paid during the year was 22,271 and the amount paid to them was ₹15,75,526-4-0. By an arrangement concluded after the close of the year the Post Office receives from the Military Department a credit of 12 annas per cent. to meet its expenses in respect of these payments.

Section XI.—Financial Results.

Receipts and expenditure according to departmental accounts.

61. The receipts and charges of the year, as shown in the Post Office accounts, are given in detail in Appendix X under two main heads, Postal Service proper and Non-postal branches, and a summary will be found in the statement below:—

	Receipts.		Charges.	
	1892-93.	1893-94.	1892-93.	1893-94.
	₹	₹	₹	₹
1. Postal Service proper	1,45,46,185	1,52,45,783	1,15,56,908	1,17,78,376
2. Non-Postal Branches—				
(a) Bullock Train	96,185	73,773	2,55,039	2,42,703
(b) Passenger Service	1,58,854	1,68,930		
(c) Mail Steamer Subsidies	...	...	6,66,394	6,28,335
(d) Contributions from Native States	11,295	11,364	...	...
Total	1,48,12,519	1,54,99,850	1,24,78,341	1,26,49,414

Under Postal Service proper the receipts were in round figures 7 lakhs in excess of those for 1892-93, while the charges rose by less than 2¼ lakhs. The improved receipts included an increase of ₹5,29,483 from the sale of ordinary postage stamps, an increase of ₹66,499 from the sale of service postage stamps, and a net increase of ₹1,07,404 from money order commission and postage paid in cash. Under the head of "Non-postal branches" the receipts were ₹12,267 less than in the preceding year, the falling off being in bullock-train receipts. None of the items of postal expenditure call for any special notice. Altogether the receipts exceeded the charges by ₹28,50,436.

Financial position of the Post Office.

62. In Appendix XI is given a comparative abstract of the receipts and charges of the Post Office for the year, including, under a distinct head (III) certain receipts and charges which find a place in the Finance and Revenue accounts but not in the Post Office accounts. The entries under this head are quoted in the margin, and if these totals be added to the totals given in the preceding paragraph, the entire receipts of the year amount to ₹1,55,75,971, and the entire charges to ₹1,55,82,814. There was thus a deficit of ₹6,843 on the year's transactions, as shown in the Finance and Revenue accounts. The charge on account of District Post establishment has, however, to be excluded, as it is entirely met by grants from District Post funds which, with the exception of the item of ₹76,121 shown in the marginal table, are not credited

Receipts, 1893-94.	₹	Charges, 1893-94.	₹
District Post collections, including zemindary dâk receipts in Bengal	76,121	District Post establishment, including zemindary dâk in Bengal	12,17,660
		Stores from England	4,25,180
		Payments under postal arrangements with Lords of the Treasury	6,14,750
		Exchange on charges in England	6,75,810
Total	76,121	Total	29,33,400

to the Post Office in the Finance and Revenue accounts. The actual accounts of the year, therefore, show a surplus of ₹11,34,696. In order, however, to bring out the year's financial results of the Post Office in the usual way, the net balance of the items shown in the margin must be deducted from the surplus just noted, and the net financial result is then a surplus of ₹4,62,385, as compared with ₹1,95,057 in 1892-93. In this estimate of the financial position of the Post Office the entire charge estimated at ₹2,85,000 for establishments employed in connection with the Post Office Savings Bank is debited to the Post Office, and no credit is taken on account of the reduced rates of postage for inland official correspondence.

	Details.	Total.
	₹	₹
Add—Railway free service estimated	95,081	
Rent of Government buildings	3,08,145	
Gratuities	5,755	
Leave allowances paid in Great Britain	23,574	
Pension (being the average of five years, capitalized at 10·165 years' purchase)	3,78,368	
		9,01,823
Deduct—Share of Marine subsidies which should strictly have been borne by the Military, Political, and other Departments	1,94,779	
Postage on unpaid official correspondence sent from India to the United Kingdom (formerly collected and brought into account)	34,733	
		2,29,512
Net amount to be added		6,72,311

Section XII.—Notice of Post Office Officials.

Mention of special services.

63. In the course of this report I have had occasion to notice the services of Mr. Stewart-Wilson, when acting as Post Master General of the North-Western Provinces, in negotiating and carrying out the arrangements for the absorption of the irregular "Mulki" post of Kumaon into the general postal system. On Mr. Stewart-Wilson also fell the labour of organising and giving effect to the scheme for the amalgamation of the North-Western Provinces and Oudh circles. The following officers, whose names have during the year been prominently brought to notice by the heads of their circles, deserve also to be specially mentioned:—Mr. Merrett, Presidency Post Master of Bombay, for successfully maintaining the local postal arrangements during the riots of August 1893; Rai Bahadur Daulat Ram, Superintendent of Mails and Superintendent, Simla Division, for the financial success and efficiency of his administration of the Simla-Kalka mail and coaching services; Mr. Pereira, Superintendent of Town Sub-Offices, Calcutta, for unusual detective ability and for his labours in reorganising the Calcutta local deliveries; Mr. Dinwiddie, Superintendent of Coimbatore (Madras), for exceptional zeal and success in the administration of his division; Mr. L. C. Byrne, Superintendent, Railway Mail Service, for excellent work during the breaks on the South Indian Railway; and Messrs. Peter and Chard, Superintendents attached to the offices of the Post Masters General of Madras and the Punjab, for valuable assistance given to the heads of their circles in technical matters. Since the close of the year the Post Office has, I regret to record, lost the services of Mr. G. J. Hynes, an experienced and able officer who, after a long and successful career in the department in different administrative capacities, held for three years the rank of Post Master General and the position of Deputy Director General of the Post Office. Mr. Hynes left India in September 1894 on long leave preparatory to retirement. Mr. A. G. Faichnie, the senior Deputy Post Master General, who thirty years ago gained a high reputation by the organisation and administration of the Punjab Military Horse Van Post, retired in October 1894 after a service in the Post Office of more than 36 years.

SCHEDULE OF PRINCIPAL STEAM SERVICES (1893-94).

By the British India Steam Navigation Company.	
(1) Weekly communication between Calcutta, Rangoon, and Moulmein. (2) Weekly communication between Calcutta and Rangoon *viâ* Chittagong, Akyab, Kyouk-Phyu, and Sandoway. (3) Weekly communication between Rangoon and Mergui *viâ* Tavoy. (4) Fortnightly communication between Madras and Rangoon, touching at certain intermediate ports on the north-east coast of Madras. (5) Weekly direct communication between Bombay and Karachi. (6) Weekly communication between Bombay and Karachi *viâ* the Coast ports. (7) Weekly communication between Karachi and Basrah *viâ* the Persian Gulf ports.	Under contract with the Post Office for ten years, from 1st May 1884, on an annual subsidy of ₹4,39,000.
(8) Fortnightly communication between Madras and Bimlipatam *viâ* Masulipatam, Coconada, and Vizagapatam. (9) Weekly communication between Tuticorin and Colombo.	Under supplementary contract with the Post Office, from 6th May 1886 to 30th April 1894, on an annual subsidy of ₹15,000.
(10) Bi-weekly communication between Tuticorin and Colombo.	There is no regular contract with the British India Steam Navigation Company for this supplementary service, which began on the 1st March 1892, but the understanding is that it may be used up to the 30th April 1894 by the Indian and Ceylon Post Offices, on payment of an annual subsidy of ₹3,000, to be shared equally between the Governments of India and Ceylon.
(11) Weekly communication between Kyouk-Phyu, Cheduba, and Ramree.	Under contract with the Local Administration for ten years, from 18th November 1884, on a monthly subsidy of ₹1,500 for the first five years and ₹1,200 for the second period of five years, subject to other arrangements if intermediately made.
(12) Additional services between India and Burma and Burma and the Straits.	These additional services are not included in the contract with the British India Steam Navigation Company, but it has been arranged that the Post Office may use them until 30th April 1894 on payment of ₹50,000 annually.
By the Asiatic Steam Navigation Company.	
(13) Six-weekly communication between Calcutta and Port Blair, with extensions to Madras and Rangoon.	The consideration is not in the form of subsidy, but of guaranteed rates for the transport of Government stores: the contract is for five years, from 1st January 1888, and is terminable after the five years by a notice of six months.
By the Irrawaddy Flotilla Company.	
(14) A daily service between Mandalay and Myingyan to and fro each way (except on Sundays). (15) A daily service between Myingyan and Pokôkku to and fro each way (except on Sundays). (16) A daily service between Prome and Thayetmyo to and fro each way (except on Sundays). (17) A bi-weekly service between Thayetmyo and Pokôkku to and fro each way. (18) A weekly service between Pokôkku and Kindat to and fro each way. (19) A weekly express service between Mandalay and Bhamo to and fro each way.	Under contract with the Local Administration for five years from the 1st January 1891 to the 31st December 1895. The subsidy is ₹9,000 per mensem, towards which the Post Office contributes ₹3,500 per mensem.
(20) A tri-weekly service between Rangoon and Bassein. (21) A bi-weekly service between Bassein and Henzada.	Under contract with the Local Administration from 1st July 1880, and to continue in force until six months' notice is given by either party, the subsidy being ₹2,500 per mensem, towards which the Post Office contributes ₹500.
(22) A bi-weekly service between Rangoon and Pyapon.	Under contract with the Local Administration from 1st October 1882, and to continue in force until six months' notice is given by either party. The subsidy is ₹800 per mensem.
(23) A daily service between Rangoon and Kyauktan, and *vice versâ*.	The service is under contract with the Post Office from 1st September 1892; period not fixed, but terminable at any time by two months' notice. Monthly subsidy is ₹125.

(24) A bi-monthly service between Sinbo and Myitkyina and *vice versâ*. (25) A bi-monthly service between Bhamo and Sinbo and *vice versâ*.	Under contract with the Local Administration from 1st April 1893, and to continue in force until 1st April 1894, but terminable at any time by 30 days' notice from either party. Monthly subsidy is ₹500.

By the Euphrates and Tigris Steam Navigation Company.

(26) Weekly communication on the River Tigris between Basrah and Bagdad.	Under contract for ten years, from the 1st May 1884, with Her Majesty's Secretary of State for India. Subsidy is ₹30,000 per annum; steamers run in connection with line No. 7.

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

(27) Communication at irregular intervals between Calcutta and the Straits and Hong-Kong, the dates of departure being regulated mainly with reference to the Calcutta opium sales.	No subsidy.

By the Peninsular and Oriental Steam Navigation Company.

(28) Fortnightly communication between Calcutta and Colombo, touching occasionally at Madras. (29) Fortnightly communication between Bombay and Colombo.	Non-contract lines maintained by the Company in connection with the China and Australian mail services. The Post Office pays by weight for the conveyance of mails sent by these non-contract steamers.

By other Agencies.

(30) By River Steam Navigation Company.—Daily communication between Jatrapur and Dibrugarh on the Brahmaputra River.	Under contract with the Post Office from the 1st May 1893 to the 1st May 1898. Annual subsidy ₹75,000, towards which the Bengal Government and the Assam Administration contribute ₹40,000.
(31) By India General Steam Navigation Company.—Daily communication between Naraingani and Silchar. (These steamers, however, only run as far as Fenchuganj from 1st November to 15th May and as far as Karimganj during the month of October.)	Under contract with the Post Office for five years from 1st January 1892 on an annual subsidy of ₹20,000, of which the Assam Administration pays half.
(32) By India General Steam Navigation Company.—Bi-weekly communication between Calcutta and Cuttack *viâ* Chandbali.	Under contract with the Post Office from the 14th September 1887; period not fixed, but terminable at any time by one calendar month's notice. Monthly postal subsidy is ₹300.
(33) By Messrs. Shepherd & Co.'s Steamers.—Daily communication between Bombay and Goa.	Under contract with the Local Government, from 1st October 1893 to 31st May 1894. The monthly subsidy is ₹3,000, towards which the Post Office contributes ₹969-6 and the Portuguese Government ₹200.
(34) By Bengal Central Flotilla Company.—Daily communication between Khulna and Barisal.	Under contract with the Post Office from 1st July 1889 to 30th June 1894, but terminable at any time by six months' notice. Monthly postal subsidy ₹350, of which the Imperial Post Office contributes ₹183.
(35) By Bengal Central Flotilla Company.—Four times a week between Barisal and Taktakhali.	No contract has been entered into with the Company, but they have been carrying the mails since 1st April 1892 on a monthly subsidy of ₹100.
(36) By Messrs. Hoare, Miller & Company.—Daily communication between Calcutta and Midnapore.	No contract was entered into with the Company, but they have been carrying the mails since December 1882. Subsidy ₹60 a month.
(37) By Mr. G. E. L. Dawson of Mandalay.—A tri-weekly steamer service between Buthidaung and Akyab and *vice versâ* from 1st October to 30th April in each year and during the remaining months of each year a bi-weekly service. (38) By Mr. G. E. L. Dawson of Mandalay.—A bi-weekly steam launch service between Akyab and Paletwa and *vice versâ* throughout the year.	Under contract with the Local Administration for five years from 15th February 1890, but terminable at any time by either party giving six months' notice. Subsidy ₹15,000 a year.
(39) By Messrs. Dawson and Thompson of Moulmein.—A daily steam launch service except on Sundays from Moulmein to Duyinzeik and *vice versâ* and a tri-weekly service from Moulmein to Shwegon and *vice versâ*.	Under contract with the Local Administration, from 1st May 1891 to 1st May 1895, on a monthly subsidy of ₹500.
(40) By Salween Steam Navigation Company of Moulmein.—A bi-weekly steam launch service between Moulmein and Kyondo and *vice versâ*, and a daily service between Moulmein and Natmaw and *vice versâ*.	Under contract with the Local Administration for two years from 1st February 1893. The Local Government may terminate contract by giving six months' notice. Subsidy ₹3,000 a year.

Appendix No. I.

Statement showing the numbers of Post Offices and Letter-Boxes (excluding those at post offices) opened, and Village Postmen entertained during the year 1893-94, and the total numbers at the end of the official years 1892-93 and 1893-94.

[This Appendix relates only to the Imperial Post and does not include figures of the District Post.]

Names of Postal Circles.	Existing on the 31st March 1893.			Opened or Entertained in 1893-94.			Total of 1893-94.			Increase or Decrease.			Closed or Discontinued in 1893-94.			Balance on 31st March 1894.		
	Post Offices.	Letter-Boxes.	Village Postmen.	Post Offices.	Letter-Boxes.	Village Postmen.	Post Offices.	Letter-Boxes.	Village Postmen.	Post Offices.	Letter-Boxes.	Village Postmen.	Post Offices.	Letter-Boxes.	Village Postmen.	Post Offices.	Letter-Boxes.	Village Postmen.
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Bengal	1,222	3,994	411	60	182	25	1,282	4,176	436	Increase 8	Increase 8	Increase 67	52	115	25	1,230	4,061	411
Bombay	1,089	2,459	712	71	149	46	1,460	2,608	758	,, 46	,, 66	Increase 66	63	83	31	1,397	2,525	727
Madras	1,835	1,709	919	33	265	42	1,867	1,974	961	Decrease 3	,, 164	Decrease 53	35	101	25	1,832	1,873	866
North-Western Provinces and Oudh*	1,221	1,670	305	81	186	190	1,302	1,856	495	Increase 25	,, 154	Increase 163	56	32	27	1,246	1,824	468
Punjab	944	598	426	94	218	34	1,038	816	460	,, 56	,, 188	,, 17	38	30	17	1,000	786	443
Assam	222	189	216	15	10	9	237	199	225	,, 3	,, 9	,, 6	12	1	3	225	198	222
Bihar	472	531	210	13	20	10	485	551	220	,, 1	,, 16	,, 6	14	4	4	471	547	216
Burma	186	191	37	10	33	7	196	230	44	Decrease 5	,, 7	,, 1	26	6	6	181	204	38
Central India	127	74	25	...	...	2	127	74	27	,, 1	Decrease 1	,, 2	1	1	...	126	73	27
Central Provinces	462	456	280	42	29	7	504	485	287	Increase 37	,,	...	7	123	5	499	382	280
Eastern Bengal	362	1,021	131	63	40	1	425	1,061	132	,, 10	Increase 11	Decrease 19	53	29	20	372	1,032	112
Rajputana	219	149	103	4	12	2	223	161	105	,, 3	,, 8	,, 7	6	4	9	222	157	96
Sind	171	133	62	12	9	5	183	142	67	,, 6	Decrease 2	Increase 2	11	50	3	177	131	64
Railway Mail Service	...	112	...	...	40	...	...	152	...	,, ...	,, 10	...	...	...	...	...	102	...
Total	8,832	13,292	3,837	497	1,193	380	9,329	14,485	4,217	Increase 146	Increase 583	Increase 133	351	610	247	8,978	13,875	3,970

* The Oudh Circle was amalgamated with the North Western Provinces from the 1st May 1892.

Appendix No. II.

Statement showing the distances over which Mails were conveyed by Railway, Mail Carts, Horses, Camels, Runners, Boats, and Steamers during the years 1892-93 and 1893-94.

[This Appendix relates only to the Imperial Post and does not include figures of the District Post.]

Names of Postal Circles.	Under Local Control.		Under Inspector-General, Railway Mail Service.				Mail Carts, Horses, Camels, etc.		Runners and Boats.		Steamer Services, Sea and River.		Total.	
			Served by railway mail carriages under weighment system.		Served by mail guards.									
	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Bengal	...	...	...	79	174	271	907	907	4,544	4,546	(b) 3,593	(b) 3,705	9,443	9,626
Bombay	420	466	107	19	255	291	1,595	1,595	8,844	8,912	(b) 3,233	(b) 3,233	14,899	15,004
Madras	...	...	19	111	193	115	3,229	3,505	11,281	10,759	1,207	1,207	16,073	16,005
North-Western Provinces and Oudh*	...	...	24	26	255	303	2,498	2,468	2,368	1,654	...	...	5,750	5,108
Punjab	...	...	26	131	36	...	1,949	1,949	5,068	5,340	...	...	8,508	8,819
Assam	110	110	95	...	...	...	...	...	1,664	1,691	731	731	2,568	2,595
Burma	...	...	47	47	29	29	1,033	1,033	1,094	1,077	...	...	2,207	2,110
Central India	709	724	...	...	...	...	...	...	1,717	1,714	3,531	3,472	6,585	6,522
Central Provinces	...	...	...	...	...	12	...	12	1,639	1,621	...	...	2,224	2,206
Eastern Bengal	...	...	...	...	135	135	...	444	2,746	2,808	...	...	4,554	4,616
Rajputana	...	...	...	...	...	...	1,311	1,311	1,711	1,741	255	255	2,052	2,082
Sind	...	...	...	...	162	162	851	851	2,337	2,279	...	...	3,568	3,535
Railway Mail Service	...	...	...	...	...	...	770	859	719	663	...	...	2,041	2,058
Total	1,239	1,300	377	413	1,251	1,318	14,673	15,068	45,732	44,805	12,550	12,603	80,472	80,366

RAILWAY.

(a) Exclusive of Political Lines in Baluchistan, *viz.*, 602 miles in 1892-93 and 707 miles in 1893-94.
(b) There are sorting services at sea between Calcutta and Rangoon, and between Bombay and Karachi.
* The Oudh Circle was amalgamated with the North-Western Provinces from the 1st May 1892.

Appendix

Statement showing the estimated numbers of Letters, Post-cards, Newspapers, Packets, and Parcels, and the actual Madras, North-Western Provinces and Oudh, Punjab, Assam, Bihar, Burma, Central India, Central*

	Bengal.		Bombay.		Madras.		N.-W. Provinces and Oudh.**		Punjab.		Assam.	
	Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.	
	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.
Letters, paid	19,558,812	19,869,505	29,693,975	30,847,793	30,863,435	31,238,707	19,507,478	18,715,375	16,182,118	16,955,632	2,326,484	2,604,614
,, unpaid	4,483,999	4,424,243	2,984,058	2,924,980	2,638,924	2,648,284	4,379,061	4,554,209	1,988,051	2,067,099	695,325	721,396
,, registered	969,310	1,044,839	758,157	926,188	1,541,838	1,652,902	895,345	949,052	655,540	765,457	89,660	91,172
,, insured	27,062	26,827	12,645	12,462	35,561	29,747	11,576	15,930	7,952	7,378	3,989	2,008
,, value-payable	25,758	29,070	15,382	18,041	31,781	34,623	35,940	52,899	33,606	41,036	9,777	12,488
,, service privileged	897,014	938,597	1,590	1,304	1,665,365	1,652,303	1,464,536	1,524,475	735,648	648,110	111,742	118,661
Post-cards	19,902,277	20,517,015	26,033,416	29,724,166	19,362,624	20,808,832	15,545,898	16,649,710	14,888,871	16,984,545	1,495,144	1,645,185
Reply post-cards	544,137	604,675	461,308	551,306	814,863	733,520	584,235	626,288	458,414	533,474	47,111	60,799
Total	46,408,369	47,454,771	59,960,531	65,006,240	56,934,391	58,798,918	42,423,769	43,087,938	34,951,200	38,002,731	4,779,322	5,256,313
Newspapers	4,057,861	3,998,784	4,237,728	4,491,662	4,498,417	4,246,827	3,715,439	3,435,171	3,084,954	2,869,343	770,698	793,510
Book and Pattern Packets. Unregistered	1,978,482	2,269,075	1,606,104	2,221,831	2,568,296	2,853,414	1,408,978	1,709,530	1,057,483	1,277,969	290,644	344,534
Book and Pattern Packets. Registered	60,434	148,164	12,723	20,883	35,640	26,984	18,302	17,702	27,844	35,483	3,859	9,751
Book Packets. Value-payable registered	8,838	10,376	6,388	7,352	19,449	20,205	15,747	17,259	9,386	9,073	3,076	3,702
Book Packets. Value-payable unregistered	150,954	149,129	76,806	98,107	146,574	133,408	91,746	117,791	84,915	94,744	28,209	31,833
Parcels, paid	124,022	123,031	150,432	151,866	122,796	131,191	128,897	137,344	161,591	178,824	20,075	18,172
,, unpaid	61,294	59,912	40,515	36,813	47,268	46,538	48,128	57,253	39,837	48,545	16,816	16,688
,, insured	20,179	22,760	46,616	37,204	37,908	41,584	18,953	22,343	12,384	19,684	5,788	4,458
,, value-payable	122,040	144,201	51,674	60,955	106,710	123,396	90,546	100,949	62,702	74,955	55,945	61,007
Total	52,992,473	54,380,208	66,189,517	72,138,913	64,537,449	66,422,465	47,960,505	48,703,280	39,492,296	42,611,351	5,974,242	6,539,966
Money orders, Inland	2,043,997	2,167,140	811,301	849,049	1,094,798	1,132,620	1,201,221	1,273,930	636,492	704,895	262,810	294,483
Grand Total	55,036,470	56,547,643	67,000,818	72,987,962	65,632,247	67,555,085	49,161,726	49,977,210	40,128,788	43,316,246	6,237,052	6,834,452
Deduct—Number of articles returned undelivered	872,402	941,674	2,122,762	2,677,770	1,613,374	1,714,379	836,762	946,654	1,005,523	1,095,182	105,640	208,467
Net actually delivered	54,164,068	55,605,969	64,878,056	70,310,192	64,018,973	65,840,706	48,324,964	49,030,556	39,123,265	42,221,064	6,041,412	6,625,985
Add—Number of articles sent to Dead Letter Offices	658,202	658,420	611,776	623,835	316,187	318,685	448,395	480,161	304,536	314,384	78,549	84,672
Total	54,822,270	56,264,389	65,489,832	70,934,027	64,335,160	66,159,391	48,773,359	49,510,717	39,427,801	42,535,448	6,119,961	6,710,657

* Calculated from the actual figures of 14 days.

** The Oudh Circle was amalgamated with the North-Western Provinces from the 1st May 1893.

No. III.

number of Money Orders received in the Post Offices (both Imperial and District Post) under the Bengal, Bombay, Provinces, Eastern Bengal, Rajputana, and Sind Postal Circles, during the years 1892-93 and 1893-94.

Bihar.		Burma.		Central India.		Central Provinces.		Eastern Bengal		Rajputana.		Sind.		Total.	
Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.	
1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.
5,651,869	5,831,787	6,489,653	7,193,967	1,700,387	1,735,411	6,956,531	6,735,319	4,726,750	5,011,657	4,091,207	3,987,312	4,568,079	4,530,875	152,007,978	155,258,954
2,092,363	2,115,592	3,326,714	3,597,883	408,227	431,063	1,267,071	1,283,809	872,533	846,878	556,167	569,035	500,102	480,131	26,202,595	26,667,602
297,110	302,429	209,275	237,198	54,802	58,374	273,411	310,563	107,258	127,411	126,707	128,767	127,020	148,399	6,105,433	6,742,751
4,197	6,622	4,041	3,467	1,017	1,173	5,162	4,054	2,555	3,024	1,304	1,330	443	912	117,504	115,834
35,770	38,768	8,812	7,509	5,632	8,056	13,740	15,695	4,875	4,510	5,892	6,570	4,171	4,484	230,836	273,749
482,061	477,655	344,117	341,327	144,331	155,203	457,293	484,720	216,184	221,451	26,306	20,675	...	704	6,547,187	6,585,175
3,987,781	4,501,102	675,172	793,719	1,072,526	1,247,388	3,904,900	4,386,335	4,965,590	5,297,376	2,563,81[illegible]	3,757,262	1,799,007	1,921,204	116,197,018	127,233,839
188,418	273,620	57,983	70,784	20,127	21,691	185,551	213,934	166,701	210,214	40,480	47,215	36,161	36,735	3,605,498	3,984,315
12,739,559	13,547,575	11,106,767	12,245,854	3,407,249	3,659,359	12,763,659	13,435,389	11,092,446	11,725,521	7,421,884	7,518,166	7,034,983	7,123,444	311,014,049	326,682,219
505,148	899,803	2,018,650	2,186,976	386,900	391,591	1,084,546	1,196,157	794,084	785,115	379,183	389,455	704,346	673,399	26,637,963	26,363,792
373,656	479,662	743,140	935,521	69,376	96,595	401,891	592,447	222,754	228,985	127,072	153,065	267,258	305,166	11,115,134	13,470,794
5,657	5,710	11,080	11,445	2,842	678	6,022	4,562	6,935	22,708	1,935	2,164	4,302	5,032	197,595	311,266
4,015	4,819	5,501	7,091	1,434	1,616	6,440	7,030	2,711	2,972	1,663	2,138	1,695	1,616	86,349	95,283
38,977	42,314	27,949	34,597	10,507	14,701	34,857	43,641	33,163	36,148	12,071	15,330	13,688	13,140	750,416	825,189
30,634	29,695	52,821	51,437	10,064	10,507	27,918	28,418	18,354	19,032	25,837	25,211	19,267	19,084	892,608	926,812
17,624	17,311	41,819	42,940	5,918	5,579	17,755	19,215	12,149	13,036	13,166	16,555	12,332	12,593	374,621	392,976
5,006	6,231	5,110	5,423	3,702	4,693	12,410	12,280	2,894	3,468	16,607	20,492	5,240	6,414	192,797	207,094
30,915	45,547	76,780	83,898	9,542	10,116	44,660	47,945	26,515	33,684	10,246	12,723	12,514	13,218	909,689	812,594
14,160,201	15,678,697	14,089,625	15,608,182	3,907,534	4,198,438	14,400,058	15,387,096	12,182,005	12,870,969	8,009,690	8,155,299	8,075,625	8,173,106	351,971,221	370,267,965
521,556	569,286	452,707	464,996	120,591	127,217	365,776	386,885	419,372	460,524	129,626	134,191	177,608	189,421	8,237,855	8,764,980
14,681,757	15,647,983	14,542,333	16,073,178	4,028,125	4,325,655	14,765,834	15,773,981	12,601,377	13,331,493	8,139,316	8,289,490	8,253,233	8,362,527	360,209,076	379,022,965
291,087	312,596	1,961,719	1,995,921	130,800	154,969	495,540	524,114	237,250	272,759	165,371	175,513	262,878	284,491	10,191,008	11,304,492
14,390,670	15,335,387	12,580,614	14,077,254	3,897,325	4,170,686	14,270,294	15,249,867	12,364,127	13,058,734	7,973,945	8,113,977	7,990,355	8,078,036	350,018,068	367,718,412
156,590	151,228	218,824	240,589	75,391	79,387	116,957	118,197	77,826	74,673	90,850	86,498	50,825	44,881	3,204,908	3,275,610
14,547,260	15,486,615	12,799,438	14,317,843	3,972,716	4,250,073	14,387,251	15,368,064	12,441,953	13,133,407	8,064,795	8,200,475	8,041,180	8,122,917	353,222,976	370,994,022

APPENDIX

Statement showing the Numbers of Articles received at, and disposed of by, the Dead Letter Offices at Ajmere, 1892-93 and 1893-94.

		Ajmere.		Bombay.		Calcutta.		Dinapur.		Karachi.	
		Number.		Number.		Number.		Number.		Number.	
		1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.
Received from Post Offices.	Registered Articles.	208	246	5,442	6,089	1,913	2,181	670	812	402	405
	Parcels	6	3	431	342	148	118	22	17	36	31
	Letters	83,499	77,184	501,353	508,424	716,579	716,128	146,158	136,691	43,210	38,120
	Newspapers	4,830	6,301	38,912	54,934	60,683	66,964	5,951	6,337	4,276	3,546
	Packets	2,307	2,764	65,638	54,046	35,224	32,774	3,783	5,321	2,911	2,779
	Total	90,850	86,498	611,776	623,835	†814,577	§817,765	156,590	151,228	50,825	44,881
Received from other Dead Letter Offices.	Registered Articles.	1	5	844	856	134	117	117	78	21	21
	Parcels	...	...	240	93	1	...	..	2	...	...
	Letters	40,385	37,296	65,729	68,573	108,409	108,084	160,225	157,231	14,401	13,896
	Newspapers	940	1,629	18,715	25,358	41,960	45,336	467	987	143	126
	Packets	153	151	49,933	48,804	10,729	13,053	2,502	1,231	316	371
	Total	41,479	39,081	135,461	143,686	161,233	166,590	163,312	159,529	14,971	14,414
Total Number of Articles received in the Dead Letter Office.		132,329	125,579	747,237	767,521	975,810	984,355	319,902	310,757	65,796	59,295
Deduct—Articles transferred to other Dead Letter Offices.	Registered Articles.	6	9	1,422	1,497	196	173	72	89	30	29
	Parcels	...	1	10	5	47	23	...	3	29	11
	Letters	35,018	32,307	136,092	144,608	263,532	254,871	39,862	41,510	23,076	20,706
	Newspapers	3,817	5,073	26,354	31,533	9,073	8,737	4,788	5,268	3,687	3,039
	Packets	1,826	2,293	80,132	78,566	20,900	20,170	2,598	3,662	2,558	2,167
	Total	40,667	39,683	244,010	256,209	293,748	284,024	47,320	50,532	29,380	25,952
Balance remaining to be disposed of		91,662	85,896	503,227	511,312	682,062	700,331	272,582	260,225	36,416	33,343
Articles sent out by Dead Letter Offices. By re-direction or re-transmission to their addressees.	Registered Articles.	11	8	530	524	161	156	243	274	16	12
	Parcels	2	...	159	134	23	23	5	9	4	4
	Letters	15,544	14,646	66,055	69,479	74,719	69,609	35,025	41,670	6,195	6,659
	Newspapers	331	197	4,070	3,847	5,561	6,627	630	715	182	192
	Packets	357	349	16,134	14,748	3,938	4,719	807	1,139	290	535
	Total	16,245	15,199	86,948	88,732	84,402	81,134	36,770	43,807	6,687	7,402
Articles sent out by Dead Letter Offices. By return to their senders.	Registered Articles.	89	106	3,715	4,278	1,449	1,656	363	413	295	320
	Parcels	...	...	388	213	49	30	...	1	...	7
	Letters	57,212	53,810	231,454	233,845	360,572	363,363	170,087	150,229	20,377	20,929
	Newspapers	1,609	2,654	27,159	44,844	88,009	96,486	1,000	1,217	521	427
	Packets	196	210	19,234	9,451	20,304	20,938	2,820	1,305	327	409
	Total	59,106	56,780	281,950	292,631	470,383	482,473	174,270	153,165	21,520	22,092
Articles undisposable and deposited as dead.	Registered Articles.	103	128	619	646	271	313	115	111	82	65
	Parcels	4	2	114	83	30	42	17	6	3	9
	Letters	16,110	13,717	133,481	129,067	126,165	136,369	61,110	62,513	8,053	3,722
	Newspapers	13	6	14	68	...	...	...	171	19	14
	Packets	81	64	71	85	811	...	...	446	52	39
	Total	16,311	13,917	134,329	129,949	127,277	136,724	61,242	63,253	8,209	3,849
GRAND TOTAL		91,662	85,896	503,227	511,312	682,062	700,331	272,582	260,225	36,416	33,343
Articles issued by Dead Letter Offices for delivery to the addressees or senders and returned as undeliverable.	Registered Articles.	10	7	326	290	246	242	100	109	21	25
	Parcels	...	...	...	...	...	...	...	...	...	...
	Letters	6,876	5,580	47,238	43,575	58,871	60,149	32,956	27,459	826	796
	Newspapers	...	3	...	...	68	128	30	11	...	...
	Packets	...	...	...	...	65	120	16	38	4	...
	Total	6,886	5,590	47,564	43,865	59,250	60,639	33,111	27,617	851	821

(a) (Owing to the amalgamation of the North-Western Provinces and Oudh Circles there is now one Dead Letter Office at Lucknow).

	*1892-93.	†1893-94.
From North-Western Provinces and Oudh	448,305	480,161
„ Central India	75,101	79,387
	523,786	559,548

	‡1892-93.	§1893-94.
From Bengal	658,202	658,420
„ Assam	78,549	84,672
„ Eastern Bengal	77,826	74,673
	814,577	817,765

No. IV.

Bombay, Calcutta, Dinapur, Karachi, Lahore, Lucknow(a), Madras, Nagpur, and Rangoon, during the years 1893-94.

Lahore.		Lucknow.		Madras.		Nagpur.		Rangoon.		Total.			
Number.		Number.		Number.		Number.		Number.		Number.		Proportion.	
1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.
1,141	1,311	2,195	2,228	4,007	4,198	756	760	748	780	17,518	19,010	...	...
121	107	125	105	112	70	19	10	81	67	1,101	870	...	...
253,773	264,000	471,215	502,957	271,628	274,817	106,031	106,770	199,053	215,430	2,792,499	2,842,521	...	...
36,467	29,648	34,313	39,662	32,692	30,898	7,184	7,477	11,828	14,398	237,426	259,815	...	...
13,034	19,318	15,938	14,596	7,748	8,702	2,667	3,180	7,114	9,914	156,364	153,394	...	...
304,536	314,384	*523,786	†559,548	316,187	318,685	116,957	118,197	218,824	240,589	3,204,908	3,275,610	74·69	76·19
86	73	118	144	255	308	17	12	45	34	1,638	1,648	...	...
1	2	1	1	28	36	...	6	...	...	271	140	...	...
75,786	76,751	323,442	257,039	76,748	75,852	33,179	31,584	14,903	16,129	913,298	842,437	...	...
10,937	11,796	16,925	11,485	5,908	7,159	474	523	238	265	96,707	104,664	...	...
1,706	2,191	3,852	4,960	4,456	3,804	196	171	130	210	73,973	74,946	...	...
88,516	90,813	344,338	273,629	87,395	87,159	33,866	32,296	15,316	16,638	1,085,887	1,023,835	25·31	23·81
393,052	405,197	868,124	833,177	403,582	405,844	150,823	150,493	234,140	257,227	4,290,795	4,299,445	100	100
93	107	391	329	151	247	12	16	92	101	2,465	2,597	...	...
69	13	47	28	12	27	2	...	25	14	241	125	...	...
68,139	61,484	185,319	128,060	38,860	40,599	47,645	45,351	86,656	86,554	924,199	859,050	...	...
15,347	12,949	22,348	25,243	17,954	17,159	5,942	5,968	7,910	9,334	117,220	124,353	...	...
7,968	12,480	11,346	10,813	3,597	4,402	2,140	2,513	4,614	5,913	137,679	142,979	...	...
91,616	90,033	219,451	164,473	60,574	62,434	55,741	53,848	99,297	101,916	1,181,804	1,129,104	27·54	26·26
301,436	315,164	648,673	668,704	343,008	343,410	95,082	96,645	134,843	155,311	3,108,991	3,170,341	72·46	73·74
150	192	133	155	124	87	38	9	94	87	1,500	1,504	...	...
22	46	19	28	17	18	7	6	31	22	289	290	...	...
50,168	60,133	79,849	88,886	28,346	32,391	6,646	9,726	39,638	46,563	402,185	439,762	...	...
3,967	3,235	2,605	2,097	1,058	1,999	551	520	2,976	3,770	21,931	23,199	...	...
3,994	5,163	3,089	3,021	1,039	1,216	549	670	2,007	2,912	32,264	34,471	...	...
58,301	68,769	85,695	94,187	30,584	35,711	7,791	10,931	44,746	53,354	458,169	499,226	14·74	15·75
633	680	1,084	1,097	2,847	3,092	578	526	301	320	11,354	12,188	...	...
15	32	23	26	36	17	4	4	1	16	516	346	...	...
148,860	140,083	369,299	351,178	201,293	191,831	67,275	67,096	46,211	53,398	1,672,640	1,625,762	...	...
27,514	25,176	25,537	23,807	19,588	18,899	1,183	1,500	1,041	1,335	193,161	216,345	...	...
2,744	3,866	4,879	5,062	4,411	4,098	174	168	494	1,141	55,583	46,648	...	...
179,766	169,837	400,822	381,170	228,175	217,937	69,214	69,294	48,048	56,210	1,933,254	1,901,589	62·18	59·98
351	405	705	791	1,140	1,080	145	221	306	306	3,837	4,069	...	...
16	18	37	24	75	44	6	6	24	15	326	249	...	...
62,392	76,051	160,190	191,872	79,877	85,848	17,644	16,181	41,451	45,044	706,773	760,384	...	...
576	84	748	...	...	...	282	12	139	224	1,821	582	...	...
34	...	476	660	3,157	2,790	...	...	129	158	4,811	4,242	...	...
63,369	76,558	162,156	193,347	84,249	89,762	18,077	16,420	42,049	45,747	717,568	769,526	23·08	24·27
301,436	315,164	648,673	668,704	343,008	343,410	95,082	96,645	134,843	155,311	3,108,991	3,170,341	100	100
54	57	248	228	349	483	186	214	111	78	1,651	1,733	...	...
...	2	2	1	...	...	...	1	...	...	2	4	...	...
17,670	13,684	32,829	41,161	38,053	33,736	10,561	10,361	9,862	8,828	256,342	245,329	...	...
11	22	15	7	55	118	5	1	55	24	248	314	...	...
35	35	12	81	53	67	3	3	17	40	205	384	...	...
17770	13,800	33,106	41,478	39,110	34,404	10,755	10,580	10,045	8,970	258,448	247,764	10·80	10·32

Appendix

No. V.

Statement showing the number of Ordinary Postage Stamps of each denomination sold in each Postal Circle and the gross value thereof during the years 1892-93 and 1893-94.

Names of Postal Circles.	½-anna post-cards.	½ anna Inland Reply Post-cards.	1-anna Foreign Post-cards.	1½-anna Foreign Post-cards.	2-anna Foreign Reply Post-cards.	3-anna Foreign Reply Post-cards.	½-anna Envelopes.	½-anna Envelopes, square.	1-anna Envelopes.	1-anna Envelopes, square.	2-anna Registration Envelopes, small size.	2-anna Registration Envelopes, large size.	2½ anna Envelopes, oval.	2½-anna Envelopes, new.
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Bengal	15,271,500	2,295,789	17,900	1,408	634	40	10,071,618	26,514	624	12,650	69,410	3,058	6,383	77,918
Bombay	24,358,450	1,551,200	31,456	...	1,680	...	14,531,880	23,472	1,808	5,824	57,494	5,639	57,376	20,572
Madras	14,532,350	1,590,312	25,693	7	1,520	...	13,100,936	41,440	1,092	10,597	174,912	6,889	67,840	43,743
North-Western Provinces and Oudh	12,441,230	981,264	13,280	...	669	...	7,585,514	45,160	3,822	9,736	39,696	3,128	55,767	33,158*
Punjab	10,403,660	1,722,328	13,968	4	630	...	6,511,240	37,152	3,552	9,632	57,296	2,624	32,744	45,204
Assam	1,170,080	204,976	2,832	...	288	...	1,040,928	13,568	176	2,880	13,472	990	3,136	12,288
Bihar	2,969,296	511,816	2,912	...	1,920	80	2,554,368	11,632	336	776	17,072	728	3,152	9,948
Burma	382,683	30,284	4,560	...	416	...	1,439,297	15,616	3,611	5,856	5,760	920	6,816	17,844
Central India	880,304	93,376	1,024	...	32	...	1,031,888	3,264	192	536	4,656	224	672	3,708
Central Provinces	2,805,169	410,712	3,504	...	224	112	2,903,616	15,248	1,664	4,056	25,104	2,352	17,264	416
Eastern Bengal	3,121,888	347,224	432	176	56	32	1,555,536	3,552	...	512	10,384	696	1,184	1,485
Rajputana	2,045,904	311,040	832	...	80	...	2,727,216	5,696	32	1,128	17,856	832	2,336	3,396
Sindh	1,395,476	191,448	3,488	16	216	...	2,528,898	9,376	1,840	2,480	9,000	812	11,284	2,796
Total of 1893-94	91,777,990	10,241,769	121,884	1,611	8,365	264	67,588,965	251,690	18,749	66,663	492,112	28,883	265,948	279,476
Total of 1892-93	86,406,373	9,171,675	135,296	682	10,343	44	66,689,375	246,176	24,041	59,482	448,881	28,802	451,035	71,820

½-anna Stamps.	o-pie Stamps.	1-anna Stamps.	1½-anna Stamps.	2-anna Stamps.	2½-anna Stamps.	3-anna Stamps.	4-anna Stamps.	4½-anna Stamps.	6-anna Stamps.	8-anna Stamps.	12-anna Stamps.	1-rupee Stamps.	Gross Value.	Discount.
No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	R	R
10,939,569	22,777	1,759,769	31,560	1,225,822	554,369	57,223	407,512	162	20,374	209,837	52,738	193,123	18,29,259	28,256
9,938,090	78,154	1,535,716	44,890	789,934	637,296	183,996	317,514	...	31,600	214,032	67,016	333,951	21,36,444	33,096
10,342,121	87,210	1,839,348	42,822	1,097,711	328,536	159,340	295,919	2	38,223	254,722	73,068	229,216	18,97,473	29,172
4,773,030	133,289	1,076,166	6,397	866,786	181,573	44,653	222,198	...	11,069	152,777	34,941	142,125	11,49,702	17,521
3,573,373	180,922	846,617	6,107	519,612	219,478	68,818	175,606	...	28,101	166,283	39,563	173,568	10,72,635	16,736
907,865	...	221,400	682	86,991	38,364	12,425	53,113	...	2,212	59,084	30,745	73,255	2,63,322	4,074
1,275,745	9,600	232,190	1,025	206,236	44,934	6,243	61,031	...	4,638	40,160	13,472	51,155	3,33,714	5,129
1,867,860	43,183	289,327	2,941	127,225	122,995	25,351	90,047	...	11,338	79,932	34,223	120,129	3,90,787	6,035
358,307	36,516	59,720	722	32,588	23,244	7,686	19,024	...	2,465	20,148	6,930	21,615	1,19,021	1,948
1,133,452	21,832	245,802	2,976	145,875	29,744	38,505	59,976	...	3,647	51,507	18,693	57,848	3,51,952	5,471
722,370	8,422	124,901	64	112,021	14,718	7,293	58,018	...	2,423	39,681	5,923	25,563	2,23,388	3,493
482,569	3,512	87,401	643	72,817	14,197	18,644	30,981	...	4,521	31,950	13,826	35,990	2,36,785	3,900
1,008,190	32,496	183,821	1,952	82,982	92,924	32,926	35,177	...	5,199	50,351	19,348	68,888	3,06,145	4,707
47,322,841	657,918	8,502,178	142,784	5,366,630	2,302,372	663,103	1,826,176	164	165,750	1,370,464	410,486	1,526,429	1,03,10,627†	1,59,529
45,712,875	651,205	8,149,813	161,422	5,386,464	1,941,274	678,949	1,832,178	11,345	140,057	1,328,636	377,521	1,407,389	98,32,770	1,51,984

* Inclusive of two 4½-anna envelopes.

† The total value of stamps shown in this return does not quite agree with the aggregate of the values of the different denominations of stamps owing to returns of number and value furnished by the Superintendent of Stamps, Calcutta, not being yet completely adjusted.

		R
Gross value of ordinary stamps sold as per this statement		1,03,10,627
Ditto ditto ditto as per Apppendix X		91,96,357
	Difference	11,14,270

	R	R
Telegraph revenue realised in stamps	12,40,199	
Refund of excess realisations not deducted from the Returns of the Superintendent of Stamps	93	
Short credits in Postal Accounts under reference	114	
Short credits in Postal Accounts in adjustment of excess credits in previous years	116	
	12,40,528	
Deduct.—Balance in hands of Postmasters reduced by sale of stamps to the public	14,198	
Excess credits in Postal Accounts for which stamp returns have not been received	1,11,890	
Excess credits in Postal Accounts under reference	170	
	1,26,258	
	11,14,270	

		R
Discount as per this statement		1,59,529
Ditto as per Appendix X		1,42,485
		17,044
Discount on stamps affixed to Telegraph messages		19,380
	Difference	2,336
Deduct.—Excess debits in Postal Accounts for which stamp returns have not been received		17,044

Appendix No. VI.

Statement showing the number of Service Postage Stamps of each denomination sold in each Postal Circle and the gross value thereof during the years 1892-93 and 1893-94.

Names of Postal Circles.	¼-anna Post-cards.	9-pie Soldiers' Envelopes.	½-anna Stamps.	1-anna Stamps.	2-anna Stamps.	4-anna Stamps.	8-anna Stamps.	Gross Value.
	No.	No.	No.	No.	No.	No.	No.	₹
Bengal	312,638	8,882	1,315,955	2,287,250	175,812	176,267	67,932	2,89,390
Bombay	135,638	16,990	1,771,324	3,787,978	355,985	168,185	71,971	4,17,548
Madras	394,324	26,704	3,063,662	3,467,606	274,899	89,151	51,980	4,02,518
North-Western Provinces and Oudh	148,806	9,808	1,484,717	2,231,667	205,668	110,997	47,552	2,66,535
Punjab	244,544	18,816	883,716	3,872,831	311,528	273,982	229,973	4,97,687
Assam	35,960	...	126,108	360,430	26,435	16,168	6,289	38,062
Bihar	59,588	60	320,643	502,830	26,876	19,433	4,969	53,057
Burma	52,893	5,176	426,705	992,234	59,059	32,970	8,173	95,957
Central India	9,280	272	75,898	135,492	9,549	4,762	1,595	14,179
Central Provinces	39,856	512	590,249	767,469	78,166	34,810	19,659	95,362
Eastern Bengal	46,692	...	133,104	314,311	11,201	10,152	2,882	29,953
Rajputana	12,160	2,880	155,317	155,328	15,106	6,534	3,509	20,163
Sind	42,597	1,534	609,288	785,067	46 953	20,509	8,002	83,844
Total of 1893-94	1,534,976	91,634	10,956,686	19,660,493	1,597,237	963,920	524,486	23,04,255*
Total of 1892-93	1,564,254	59,984	11,112,549	19,190,411	1,493,592	924,558	498,509	22,42,239

* The total value of stamps shown in this return does not quite agree with the aggregate of the values of the different denominations of stamps owing to returns of number and value furnished by the Superintendent of Stamps, Calcutta, not being yet completely adjusted.

	₹	₹
Sale of Service Stamps as per Appendix X		23,22,703
Ditto ditto as per this statement		23,04,255
Difference		18,448
Credit in Postal Accounts for which stamp returns have not been received	18,870	
Excess credits in Postal Accounts under reference	137	
Excess credits in Postal Accounts in adjustment of short credits in previous years	61	
	19,068	
Deduct—Refund of value of stamps not deducted from the returns of the Superintendent of Stamps	354	
Short credits in Postal Accounts under reference	259	
Short credits in Postal Accounts in adjustment of excess credits in previous years	7	
	620	
		18,448

Appendix No. VII.

Statement showing the correspondence sent to and received from the District Post in each Postal Circle during the years 1892-93 and 1893-94.

Names of Postal Circles.	Articles received from the Imperial Post or from the District Post for delivery by the District Post.								Articles posted in the District Post for despatch to the Imperial Post or to the District Post.								Articles returned by the District Post to the Imperial Post undelivered.							
	Paid.					Unpaid.		Total.	Paid.					Unpaid.		Total.	Paid.					Unpaid.		Total.
	Money Orders.	Registered Articles.	Letters including Post-cards.	Packets including Newspapers.	Parcels.	Letters including Post-cards.	Parcels and Packets including Newspapers		Money Orders.	Registered Articles.	Letters including Post-cards.	Packets including Newspapers.	Parcels.	Letters including Post-cards.	Parcels and Packets including Newspapers.		Money Orders.	Registered Articles.	Letters including Post-cards.	Packets including Newspapers.	Parcels.	Letters including Post-cards.	Parcels and Packets including Newspapers.	
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Bengal	42,608	19,563	1,212,534	107,636	6,826	197,427	12,353	1,598,947	76,072	13,968	1,129,347	17,016	1,481	167,765	1,436	1,407,085	1,525	2,099	22,363	3,277	430	25,368	842	55,904
Bombay	21,270	25,278	1,151,736	67,920	4,878	166,242	1,758	1,439,082	1,110	3,186	496,500	3,138	120	55,152	156	559,362	882	7,842	25,836	1,092	516	24,372	198	60,738
Madras	63,478	135,809	1,968,981	105,717	13,823	400,158	10,897	2,698,863	9,382	30,045	987,421	23,543	591	181,304	2,910	1,235,196	7,410	35,529	48,688	2,428	1,752	73,811	1,021	170,639
N.-W. Provinces and Oudh.*	283,684	106,328	2,067,444	55,310	15,600	834,524	9,186	3,372,076	127,008	37,008	1,470,102	19,952	2,334	709,304	5,670	2,371,378	8,778	7,854	23,616	926	366	59,496	78	101,114
Punjab	111,464	108,750	2,094,846	28,806	11,220	305,763	5,552	2,666,401	16,897	39,539	1,419,552	8,898	2,232	287,065	6,232	1,780,415	7,164	20,932	70,686	1,902	936	50,760	648	153,028
Assam	7,342	3,424	238,756	22,429	3,258	51,404	4,254	330,867	7,398	1,752	202,302	5,010	1,146	48,990	528	267,126	636	402	9,720	864	354	10,278	450	22,704
Bihar	49,584	13,692	423,336	29,592	3,174	184,896	3,060	707,334	37,374	8,148	365,820	6,528	540	209,700	744	628,854	2,526	1,524	9,438	1,422	174	23,262	168	38,514
Burma	5,664	10,308	315,360	42,348	4,908	249,588	9,354	637,530	19,176	8,526	271,986	8,334	1,410	166,566	3,258	479,256	330	954	6,330	1,038	222	26,676	978	36,528
Central Provinces	3,130	26,235	245,366	17,086	3,447	72,212	3,974	371,450	8,027	12,109	212,553	10,280	928	52,399	2,999	299,095	280	2,697	9,323	506	327	15,929	580	29,642
Eastern Bengal	11,430	5,004	538,824	20,886	3,204	50,898	3,288	633,534	33,288	3,864	519,588	6,246	600	54,966	1,392	619,944	504	1,146	4,572	468	102	7,128	210	14,130
Rajputana	480	2,520	36,848	1,092	90	6,264	18	47,312	300	1,200	26,760	402	6	4,264	66	32,998	12	396	1,620	60	...	1,242	6	3,336
Sind	14	101	3,522	65	10	65	...	3,777	37	25	3,871	31	4	60	1	4,029	...	5	45	2	3	18	1	74
Total of 1893-94	600,148	457,012	10,297,553	498,887	70,438	2,519,441	63,694	14,507,173	336,069	159,370	7,105,802	109,178	11,392	1,937,535	25,392	9,684,738	30,047	81,380	232,237	13,985	5,182	318,340	5,180	686,351
Total of 1892-93	567,914	444,188	9,568,504	508,650	63,457	2,555,880	55,749	13,764,342	336,454	145,341	6,499,580	101,669	8,637	1,987,078	15,307	9,094,066	29,498	76,815	208,463	14,432	4,919	326,104	4,115	664,346

* The Oudh Circle was amalgamated with the North-Western Provinces from the 1st May 1893.

Appendix No. VIII.

Statement showing the Offences punishable by law committed by Post Office Officials and established against them during the years 1892-93 and 1893-94.

[The figures relate to both the Imperial and the District Post.]

Names of Postal Circles.	Number of ascertained cases of dishonesty on the part of Post Office employés.		Total.
	Number of Legal convictions.	Number of cases departmentally punished.	
Bengal	27	21	48
Bombay	8	12	20
Madras	49	33	82
N.-W. Provinces and Oudh *	46	7	53
Punjab	24	12	36
Assam	4	2	6
Bihar	5	11	16
Burma	12	3	15
Central India	1	5	6
Central Provinces	3	1	4
Eastern Bengal	2	5	7
Rajputana	3	3	6
Sind	2	7	9
Railway Mail Service	4	28	32
Total of 1893-94	190	150	340
Total of 1892-93	170	106	276

NOTE.—The figures in this Appendix show the cases in which punishment was awarded during the year, as it is only when a case is closed that it can be entered with certainty as having been committed by a Post Office servant.

Besides the 340 cases shown above, there were 56 cases in which offences were apparently established against postal officials, but in which no punishment was imposed owing to the cases not being concluded or to the death or escape of the offenders.

* The Oudh Circle was amalgamated with the North-Western Provinces from the 1st May 1893.

Appendix No. IX.

Statement showing the Staff of Officers, Clerks, and other servants of the Imperial Post Office in British India on the 31st March 1893 and 1894.

	Assam.		Bihar.		Burma.		Central India.		Central Provinces.		Eastern Bengal.		Rajputana.		Sind.		Railway Mail Service.		Total.	
	1893.	1894.	1893.	1894.	1893.	1894.	1893.	1894.	1893.	1894.	1893.	1894.	1893.	1894.	1893.	1894.	1893.	1894.	1893.	1894.
Director General of the Post Office																	1	1	1	1
Deputy Director General of the Post Office																	1	1	1	1
Assistant Director General of the Post Office																	2	2	2	2
Assistant Director General, Foreign Post																	1	1	1	1
Comptroller, Post Office																	1	1	1	1
Deputy Comptroller, Post Office																	1	1	1	1
Assistant Comptroller, Post Office																	2	2	2	2
Postmaster-General and Inspecting Postmasters General																	1	1	1	1
Superintendents, Deputy Superintendents, Assistant Superintendents, and Inspectors of Post Offices and Railway Mail Service	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	11
Postmaster, Presidency Deputy, Assistant, Sub and Branch Postmasters	9	9	18	18	19	21	6	6	12	14	9	10	10	10	5	6	59	59	395	406
Miscellaneous Agents, Schoolmasters, Station Masters, etc.	177	182	370	371	163	158	104	98	213	210	229	230	150	152	92	96	...	...	4,936	4,981
Clerks (English and Vernacular)	44	42	119	108	23	17	25	25	255	256	138	151	69	70	81	83	...	...	3,912	4,060
Postmaster-Clerks	105	107	172	179	265	272	63	61	183	185	117	147	93	97	81	82	1,520	1,531	6,701	6,913
Village Postmen	163	166	873	855	373	400	144	144	433	435	153	174	238	260	155	166	512	563	13,811	13,573
Road Establishment, consisting of Overseers, Runners, Clerks, and Peons	216	222	210	216	87	38	23	27	280	200	151	118	103	93	62	64	...	...	3,837	3,970
Boatmen, Beaters, and others	612	629	312	308	219	189	351	360	703	690	703	684	556	535	122	148	3	3	12,477	11,957
Signallers	16	15	36	42	20	24	18	15	33	38	9	21	7	9	10	13	...	...	568	623
Messengers and other servants	16	15	28	35	22	24	12	9	33	46	12	21	7	10	8	8	...	...	386	628
	1,368	1,388	2,109	2,133	1,144	1,154	737	746	2,152	2,196	1,907	1,941	1,239	1,240	636	687	2,155	2,177	46,857	47,225

	Director-Ate.		Office of Accts.		Bengal.		Bombay.		Madras.		Punjab.		Assam.	
	1893.	1894.	1893.	1894.	1893.	1894.	1893.	1894.	1893.	1894.	1893.	1894.	1893.	1894.
Director General of the Post Office	1	1	...	...	...	...	...	...	...	...	...	...	...	...
Deputy Director General of the Post Office	1	1	...	...	...	...	...	...	...	...	...	...	...	...
Assistant Director General of the Post Office	2	2	...	...	...	...	...	...	...	...	...	...	...	...
Assistant Director General, Foreign Post	1	1	...	...	...	...	...	...	...	...	...	...	...	...
Comptroller, Post Office	...	...	1	1	...	...	...	...	...	...	...	...	...	...
Deputy Comptroller, Post Office	...	...	1	1	...	...	...	...	...	...	...	...	...	...
Assistant Comptroller, Post Office	...	...	2	2	...	...	...	...	...	...	...	...	...	...
Postmaster-General and Inspecting Postmasters General	...	...	...	...	...	...	1	1	1	1	1	1	1	1
Superintendents, Deputy Superintendents, Assistant Superintendents, and Inspectors of Post Offices and Railway Mail Service	2	2	...	...	54	53	30	34	62	61	62	65	38	38
Postmaster, Presidency Deputy, Assistant, Sub and Branch Postmasters	...	...	...	...	770	767	613	612	727	722	945	929	431	454
Miscellaneous Agents, Schoolmasters, Station Masters, etc.	...	...	...	...	361	483	781	778	1,121	1,128	297	339	525	559
Clerks (English and Vernacular)	67	68	786	830	778	809	806	838	655	656	326	532	453	420
Postmaster-Clerks	33	37	61	64	2,385	2,473	1,086	1,394	1,366	1,638	2,564	2,437	1,555	1,404
Village Postmen	...	...	...	...	411	411	112	797	919	966	300	468	426	443
Road Establishment, consisting of Overseers, Runners, Clerks, and Peons	...	...	...	...	1,702	1,717	2,015	2,045	3,238	2,932	676	551	1,105	1,166
Boatmen, Beaters, and others	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Signallers	...	...	...	...	55	55	68	80	118	125	0	82	93	114
Messengers and other servants	...	...	...	...	77	88	67	74	152	159	97	103	82	70
TOTAL	107	118	854	907	6,724	6,857	6,979	7,113	8,562	8,318	5,533	5,567	4,389	4,429

* The Oudh Circle was amalgamated with the North-Western Provinces from the 1st May 1893.

Appendix No. X.

Comparative Statement showing Receipts and Charges of the Postal Department for the years 1892-93 and 1893-94.

Heads of Receipts.	1892-93.	1893-94.	Increase.	Decrease.
	₹	₹	₹	₹
Postal Service.				
*Postage realised in Cash and Commission.**				
Bengal	7,99,165	8,21,253	22,088	...
Bombay	4,39,128	4,41,051	1,923	...
Madras	4,60,289	4,58,803	...	1,486
North-Western Provinces and Oudh	5,75,190	5,88,356	13,166	...
Punjab	2,92,861	3,02,292	9,431	...
Assam	1,00,219	1,15,989	15,770	...
Bihar	2,23,753	2,35,439	11,686	...
Burma	2,83,663	2,86,537	2,874	...
Central India	61,016	66,321	5,305	...
Central Provinces	1,74,987	1,79,107	4,120	...
Eastern Bengal	1,55,083	1,69,163	14,080	...
Rajputana	72,853	76,562	3,709	...
Sind	80,727	85,465	4,738	...
TOTAL	37,18,934	38,26,338	1,08,890	1,486
Sale of Ordinary Postage Stamps.				
Bengal (including Postage Stamps used for Telegraph Message Revenue)	17,05,933	18,36,202	1,30,269	...
Bombay	19,66,294	21,43,468	1,77,174	...
Madras	18,62,905	19,12,747	49,842	...
North-Western Provinces and Oudh	10,78,545	11,56,076	77,531	...
Punjab	10,00,232	10,75,551	75,319	...
Assam	2,43,383	2,61,786	18,403	...
Bihar	3,24,047	3,52,229	28,182	...
Burma	4,51,018	4,64,891	13,873	...
Central India	1,13,546	1,19,593	6,047	...
Central Provinces	3,45,772	3,51,164	5,392	...
Eastern Bengal	1,98,187	2,23,530	25,343	...
Rajputana	2,43,126	2,35,678	...	7,448
Sind	2,64,989	3,03,641	38,652	...
	97,97,977	1,04,36,556	6,46,027	7,448
Deduct—Postage Stamps used for Telegraph Message Revenue	11,31,103	12,40,199	1,09,096	...
TOTAL	86,66,874	91,96,357	5,36,931	7,448
Deduct—Discount on Sale of Postage Stamps	1,35,683	1,42,485	6,802	...
NET TOTAL	85,31,191	90,53,872	5,30,129	7,448
Sale of Service Postage Stamps.				
Bengal	2,81,653	2,90,213	8,560	...
Bombay	4,19,731	4,17,248	...	2,483
Madras	3,89,802	4,02,515	12,713	...

* This includes—
(*a*) Commission realised on issue of Money Orders and other Money Order receipts.
(*b*) Commission realised on sale of British Postal Orders.
(*c*) Postage on privileged publications.

Appendix No. X—*continued.*

Heads of Receipts.	1892-93.	1893-94.	Increase.	Decrease.
	R	*R*	*R*	*R*
Postal Service—*contd.*				
Sale of Service Postage Stamps—contd.				
North-Western Provinces and Oudh	2,65,667	2,70,052	4,385	...
Punjab	4,77,790	5,000,57	22,267	...
Assam	34,630	38,148	3,518	...
Bihar	53,092	55,222	2,130	...
Burma	1,02,034	1,05,384	3,350	...
Central India	13,070	14,179	1,109	...
Central Provinces	91,355	95,267	3,912	...
Eastern Bengal	29,843	30,451	608	...
Rajputana	19,260	20,163	903	...
Sind	78,277	83,804	5,527	...
Total	22,56,204	23,22,703	68,982	2,483
Steam Postage due by the London Post Office.				
Bombay	84,012	73,250	...	10,762
Payments by Colonial and Foreign Administrations.				
Bombay	17,656	24,980	7,324	...
Total	1,01,668	98,230	7,324	10,762
Miscellaneous.				
Bengal	20,733	24,665	3,932	...
Bombay	6,899	6,538	...	361
Madras	5,905	8,813	2,908	...
North-Western Provinces and Oudh	19,413	10,379	...	9,034
Punjab	3,110	15,164	12,054	...
Assam	1,090	1,116	26	...
Bihar	968	1,401	433	...
Burma	3,748	4,442	694	...
Central India	503	522	19	...
Central Provinces	1,619	1,334	...	285
Eastern Bengal	527	424	...	103
Rajputana	1,071	4,538	3,467	...
Sind	960	1,108	148	...
Total	66,546	80,444	23,681	9,783
Total Postal Service.				
Bengal	28,07,484	29,72,333	1,64,849	...
Bombay	29,33,720	31,06,535	1,72,815	...
Madras	27,18,901	27,82,878	63,977	...
North-Western Provinces and Oudh	19,38,815	20,24,863	86,048	...
Punjab	17,73,993	18,93,064	1,19,071	...
Assam	3,79,322	4,17,039	37,717	...
Bihar	6,01,860	6,44,291	42,431	...
Burma	8,40,463	8,61,254	20,791	...
Central India	1,88,135	2,00,615	12,480	...
Central Provinces	6,13,733	6,26,872	13,139	...
Eastern Bengal	3,83,640	4,23,568	39,928	...

Appendix No. X—*continued.*

Heads of Receipts.	1892-93.	1893-94.	Increase.	Decrease.
	R	*R*	*R*	*R*
Total Postal Service—*concld.*				
Rajputana	3,36,310	3,36,941	631	...
Sind	4,24,953	4,74,018	49,065	...
	1,59,41,329	1,67,64,271	8,22,942	...
Deduct—Telegraph Message Revenue collected in stamps	11,31,103	12,40,199	1,09,096	...
Total	1,48,10,226	1,55,24,072	7,13,846	...
Deduct—Discount on Sale of Postage Stamps	1,35,683	1,42,485	6,802	...
Net Total	1,46,74,543	1,53,81,587	7,07,044	...
Deduct—*Amount due to the London Post Office:*				
Bombay	2,49,106	2,43,038	...	6,068
Payments to Colonial and Foreign Administrations.				
Bombay	14,935	35,251	20,316	...
Total	2,64,041	2,78,289	20,316	6,068
Net Amount.				
Bengal	28,07,484	29,72,333	1,64,849	...
Bombay	26,69,679	28,28,246	1,58,567	...
Madras	27,18,901	27,82,878	63,977	...
North-Western Provinces and Oudh	19,38,815	20,24,863	86,048	...
Punjab	17,73,993	18,93,064	1,19,071	...
Assam	3,79,322	4,17,039	37,717	...
Bihar	6,01,860	6,44,291	42,431	...
Burma	8,40,463	8,61,254	20,791	...
Central India	1,88,135	2,00,615	12,480	...
Central Provinces	6,13,733	6,26,872	13,139	...
Eastern Bengal	3,83,640	4,23,568	39,928	...
Rajputana	3,36,310	3,36,941	631	...
Sind	4,24,953	4,74,018	49,065	...
Total	1,56,77,288	1,64,85,982	8,08,694	...
Deduct—Telegraph Message Revenue collected in stamps	11,31,103	12,40,199	1,09,096	...
Total	1,45,46,185	1,52,45,783	6,99,598	...
Deduct—Discount on Sale of Postage Stamps	1,35,683	1,42,485	6,802	...
Net Amount	1,44,10,502	1,51,03,298	6,92,796	...

Appendix No. X—*continued.*

Heads of Receipts.	1892-93.	1893-94.	Increase.	Decrease.
	R	R	R	R
Non-Postal Branches.				
Bullock Train.				
Punjab	96,185	73,773	...	22,412
Passenger Service.				
Bengal	407	458	51	...
Punjab	1,58,204	1,68,162	9,958	...
Burma	231	298	67	...
Central Provinces	12	12	...	...
Total	1,58,854	1,68,930	10,076	...
Contributions from Native States.				
Bengal	...	144	144	...
Madras	60	60	...	...
Punjab	6,000	6,000	...	...
Assam	75	...	...	75
Central India	5,160	5,160	...	...
Total	11,295	11,364	144	75
Total Non-Postal Branches.				
Bengal	407	602	195	...
Madras	60	60	...	...
Punjab	2,60,389	2,47,935	...	12,454
Assam	75	...	...	75
Burma	231	298	67	...
Central India	5,160	5,160	...	...
Central Provinces	12	12	...	...
Total	2,66,334	2,54,067	262	12,529

Appendix No. X—*continued.*

Heads of Charges.	1892-93.	1893-94.	Increase.	Decrease.
	R	R	R	R
Postal Service.				
Fixed Establishment and Charges.				
Director General of the Post Office	1,27,295	1,52,836	25,541	...
Comptroller, Post Office	4,21,258	4,39,742	18,484	...
Bengal	11,36,670	11,67,014	30,344	...
Bombay	12,33,389	12,57,909	24,520	...
Madras	10,21,399	10,14,864	...	6,535
North-Western Provinces and Oudh	8,77,533	8,79,554	2,021	...
Punjab	6,38,803	6,78,768	39,965	...
Assam	2,57,949	2,52,426	...	5,523
Bihar	3,23,988	3,28,946	4,958	...
Burma	4,33,337	4,54,807	21,470	...
Central India	1,07,540	1,09,690	2,150	...
Central Provinces	3,24,961	3,29,814	4,853	...
Eastern Bengal	2,56,661	2,64,993	8,332	...
Rajputana	1,97,794	2,04,698	6,904	...
Sind	1,58,117	1,60,736	2,619	...
Railway Mail Service	8,11,916	7,96,892	...	15,024
Total	83,28,610	84,93,689	1,92,161	27,082
Miscellaneous and Contingencies.				
Director General of the Post Office	27,217	31,547	4,330	...
Comptroller, Post Office	14,732	14,319	...	413
Bengal — Law Charges	380	—88		
Bengal — Payments to State Railway	380	400		
Bengal — Payments to Guaranteed Railway	10,260	10,260		
Bengal — Compensation for loss of insured parcels	255	8	...	3,309
Bengal — Fixed Stationery and Rent	63,090	64,979		
Bengal — Other Charges	1,88,786	1,84,283		
Bombay — Payments to Guaranteed Railway	6,448	12,732		
Bombay — Compensation for loss of insured parcels	779	2,227		
Bombay — Fixed Stationery and Rent	71,403	72,318	22,635	...
Bombay — Exchange on Continental Money Orders	750	...		
Bombay — Other Charges	1,23,421	1,38,159		
Madras — Law Charges	58	92		
Madras — Payments to Guaranteed Railway	413	...		
Madras — Compensation for loss of insured parcels	2,369	530	...	950
Madras — Fixed Stationery and Rent	53,561	57,952		
Madras — Other Charges	1,05,689	1,02,506		
North-Western Provinces and Oudh — Law Charges	214	20		
North-Western Provinces and Oudh — Compensation for loss of insured parcels	336	400	15,509	...
North-Western Provinces and Oudh — Fixed Stationery and Rent	45,018	48,746		
North-Western Provinces and Oudh — Other Charges	90,603	1,02,514		
Punjab — Law Charges	5	7		
Punjab — Compensation for loss of insured parcels	665	...	13,586	...
Punjab — Fixed Stationery and Rent	30,568	34,462		
Punjab — Other Charges	81,778	92,133		
Assam — Law Charges	3	2		
Assam — Payments to Guaranteed Railway	4,812	4,900		
Assam — Compensation for loss of insured parcels	90	...	2,142	...
Assam — Fixed Stationery and Rent	6,624	6,921		
Assam — Other Charges	27,398	29,246		
Bihar — Compensation for loss of insured parcels	—105	...		
Bihar — Fixed Stationery and Rent	20,038	20,925	2,361	...
Bihar — Other Charges	22,603	23,972		

Appendix No. X—*continued.*

Heads of Charges.		1891-92.	1893-94.	Increase.	Decrease.
		R	R	R	R
Postal Service—*contd.*					
Miscellaneous and Contingencies—contd.					
Burma	Law Charges	3	11	31,882	...
	Payments to State Railway	29,914	38,250		
	Fixed Stationery and Rent	19 594	20,517		
	Other Charges	71,286	93,901		
Central India	Compensation for loss of insured parcels	—117	—233	...	1,043
	Fixed Stationery and Rent	4,378	4,170		
	Other Charges	8,846	8,127		
Central Provinces.	Compensation for loss of insured parcels	1,225	...	3,292	...
	Fixed Stationery and Rent	18,276	19,313		
	Other Charges	36,120	39,600		
Eastern Bengal	Law Charges	...	35	...	2,888
	Compensation for loss of insured parcels	153	...		
	Fixed Stationery and Rent	10,2:8	10,126		
	Other Charges	28,251	25,583		
Rajputana	Law Charges	2	12	...	50
	Compensation for loss of insured parcles	850	1,082		
	Fixed Stationery and Rent	10,447	11,186		
	Other Charges	18,317	17,286		
Sind	Compensation for loss of insured parcels	—15	32	...	330
	Fixed Stationery and Rent	8,636	9,112		
	Other Charges	14,490	13,637		
Railway Mail Service.	Law Charges	7	...	...	95,345
	Payments to State Railway	7,93,831	7,13,0°5		
	Payments to Guaranteed Railway	1,39,256	1,17,464		
	Special Train Hire	63,110	75,313		
	Fixed Stationery and Rent	18,950	31,491		
	Other Charges	1,45,755	1,28,211		
	Total	24,42,434	24,33,843	95,737	1,04,328
Stationery and Printing.					
Bengal	Cost of Stationery supplied by Central Stores and of Stationery used for Printing	96,242	1,58,076	69,684	...
	Printing at Government Presses	81,968	89,860		
	Printing at Private Presses	72	32		
	Other Charges	2	...		
Bombay	Cost of Stationery supplied by Central Stores and of Stationery used for Printing	31,975	33,618	678	...
	Printing at Government Presses	35	44		
	Printing at Private Presses	514	231		
	Other Charges	6,032	5,341		
Madras	Cost of Stationery supplied by Central Stores and of Stationery used for Printing	7,341	4,696	...	1,361
	Printing at Government Presses	3,702	4,481		
	Printing at Private Presses	1	...		
	Other Charges	35	541		
North-Western Provinces and Oudh.	Cost of Stationery supplied by Central Stores and of Stationery used for Printing	62,583	95,451	33,478	...
	Printing at Government Presses	352	268		
	Printing at Private Presses	1,199	893		
	Other Charges	5,606	6,606		

Appendix No. X—*continued.*

Heads of Charges.		1892-93.	1893-94.	Increase.	Decrease.
		R	R	R	R
Postal Service—*contd.*					
Stationery and Printing—contd.					
Punjab	Cost of Stationery supplied by Central Stores and of Stationery used for Printing	1,289	1,328	280	...
	Printing at Private Presses	250	510		
	Other Charges	38	19		
Assam	Cost of Stationery supplied by Central Stores and of Stationery used for Printing	142	381	...	145
	Printing at Private Presses	1,115	731		
Bihar	Cost of Stationery supplied by Central Stores and of Stationery used for Printing	348	259	...	80
	Printing at Private Presses	484	493		
Burma	Cost of Stationery supplied by Central Stores and of Stationery used for Printing	871	814	201	...
	Printing at Government Presses	2,478	2,738		
	Printing at Private Presses	2	...		
Central India	Cost of Stationery supplied by Central Stores and of Stationery used for Printing	196	...	...	382
	Printing at Private Presses	553	367		
Central Provinces	Cost of Stationery supplied by Central Stores and of Stationery used for Printing	264	1,510	1,240	...
	Printing at Private Presses	357	372		
	Other Charges	21	...		
Eastern Bengal	Cost of Stationery supplied by Central Stores and of Stationery used for Printing	469	518	38	...
	Printing at Private Presses	572	561		
Rajputana	Cost of Stationery supplied by Central Stores and of Stationery used for Printing	175	61	46	...
	Printing at Private Presses	95	255		
Sind	Cost of Stationery supplied by Central Stores and of Stationery used for Printing	255	230	72	...
	Printing at Private Presses	394	491		
Railway Mail Service	Cost of Stationery supplied by Central Stores and of Stationery used for Printing	19,373	5,809	...	32,983
	Printing at Government Presses	108	...		
	Printing at Private Presses	27,703	8,392		
		3,55,211	4,25,977	1,05,717	34,951
Deduct—Proportion debitable to the Telegraph Department		15,980	16,182	202	...
	Total	3,39,231	4,09,795	1,05,515	34,951
Mail-cart (*after deducting charges for Passenger Service*).					
Bengal		4,466	4,600	134	...
Bombay		40,505	37,803	...	2,702
Madras		15,946	20,877	4,931	...
North-Western Provinces and Oudh		38,177	35,388	...	2,789
Punjab		1,34,431	1,09,779	...	24,652
Assam		5,384	12,384	7,000	...
Bihar		541	498	...	43
Burma		8,283	7,277	...	1,006
Central India		6,321	6,456	135	...
Central Provinces		22,042	23,991	1,949	...
Sind		3,485	4,201	716	...
	Total	2,79,581	2,63,254	14,865	31,192

Appendix No. X—*continued.*

Heads of Charges.	1892-93.	1893-94.	Increase.	Decrease.
	R	*R*	*R*	*R*
Postal Service—*contd.*				
Bounty Money.				
Bombay	2,857	2,937	80	...
Madras	8,062	8,389	327	...
Burma	683	1,078	395	...
Total	11,602	12,404	802	...
Construction and Repairs of Post Office Buildings.				
Bengal	9,668	9,976	308	...
Bombay	255	503	248	...
Madras	320	698	378	...
North-Western Provinces and Oudh	1,560	1,311	...	249
Punjab	—43	42	85	...
Assam	1,694	2,171	477	...
Bihar	702	970	268	...
Burma	728	1,088	360	...
Central India	27	171	144	...
Central Provinces	325	692	367	...
Eastern Bengal	4,276	3,594	...	682
Rajputana	66	33	...	33
Sind	80	97	17	...
Railway Mail Service	109	1,560	1,451	...
Total	19,767	22,906	4,103	964
Total Postal Service.				
Director General of the Post Office	1,54,512	1,84,383	29,871	...
Comptroller, Post Office	4,35,990	4,54,061	18,071	...
Bengal	15,92,239	16,89,400	97,161	...
Bombay	15,18,363	15,63,822	45,459	...
Madras	12,18,896	12,15,686	...	3,210
North-Western Provinces and Oudh	11,23,181	11,71,151	47,970	...
Punjab	8,87,784	9,17,048	29,264	...
Assam	3,05,211	3,09,162	3,951	...
Bihar	3,68,599	3,76,063	7,464	...
Burma	5,67,179	6,20,481	53,302	...
Central India	1,27,744	1,28,748	1,004	...
Central Provinces	4,03,591	4,15,292	11,701	...
Eastern Bengal	3,00,610	3,05,410	4,800	...
Rajputana	2,27,746	2,34,613	6,867	...
Sind	1,85,442	1,88,536	3,094	...
Railway Mail Service	20,20,118	18,78,217	...	1,41,901
	1,14,37,205	1,16,52,073	3,59,979	1,45,111
Deduct—Printing Charges debitable to the Telegraph Department	15,980	16,182	202	...
Total	1,14,21,225	1,16,35,891	3,59,777	1,45,111
Non-Postal Branches.				
Bullock Train and Passenger Service.				
Bengal	407	458	51	...
Punjab	2,54,389	2,41,935	...	12,454
Burma	231	298	67	...
Central Provinces	12	12	...	...
Total	2,55,039	2,42,703	118	12,454

Appendix No. X—*concluded.*

Heads of Charges.	1892-93.	1893-94.	Increase.	Decrease.
	R	*R*	*R*	*R*
Non-Postal Branches—*contd.*				
Subsidy Payments.				
British India Steam Navigation Company (Bengal)	5,04,000	5,04,000	...	...
River Steam Company and Ferries in Bengal	5,012	5,063	51	...
India General Steam Navigation Company for service between Narainganj and Silchar (Bengal)	11,666	9,166	...	5,000
India General Steam Navigation Company for service between Narainganj and Silchar (Assam)	2,500			
Bengal Central Flotilla Company (Bengal)	2,196	2,196	...	...
Ditto ditto (Eastern Bengal)	1,140	1,200	60	...
River Steam Navigation Company for service between Jatrapur and Dibrugarh (Bengal)	...	29,355	3,355	...
River Steam Navigation Company for service between Jatrapur and Dibrugarh (Assam)	28,500	2,500		
Irrawaddy Flotilla Company (Burma)	48,000	48,000	...	...
Tigris and Euphrates Navigation Company (Bombay)	54,000	18,000	...	36,000
Steam Service between Goa and Bombay	7,755	7,355	...	400
Subsidy to Ceylon Government (Madras)	1,625	1,500	...	125
Total	6,66,394	6,28,335	3,466	41,525
Total Non-Postal Branches.				
Bengal	5,23,281	5,50,238	26,957	...
Bombay	61,755	25,355	...	36,400
Madras	1,625	1,500	...	125
Punjab	2,54,389	2,41,935	...	12,454
Assam	31,000	2,500	...	28,500
Burma	48,231	48,298	67	...
Central Provinces	12	12	...	...
Eastern Bengal	1,140	1,200	60	...
Total	9,21,433	8,71,038	27,084	77,479

Appendix

Comparative Abstract of Receipts and Charges of the

Post Office Receipts.	1892-93.	1893-94.	1892-93.	1893-94.
	R	R	R	R
I.—Postal Service.				
Postage on Letters and Parcels, etc.	12,28,488	12,07,913		
Cash realised on privileged Newspapers	2,80,150	2,73,328		
Receipts on account of Money Orders	22,14,401	23,49,633		
Ditto ditto British Postal Orders	1,717	2,377		
	37,24,756	38,33,251		
Deduct—				
Refund of Postage Collections	5,822	6,913		
			37,18,934	38,26,338
Sale of Postage Stamps, Ordinary (gross value)	...	...	86,66,874	91,96,357
Ditto ditto Service ,,	...	...	22,56,204	23,22,703
Miscellaneous Receipts (i.e., *sale of waste paper, etc*).—				
Fees for Window Delivery Tickets	9,032	9,495		
Other petty receipts	58,491	71,930		
	67,523	81,425		
Deduct—				
Refund of Window Delivery Tickets	12	12		
Refund of petty receipts	965	969		
	977	981	66,546	80,444
			1,47,08,558	1,54,25,842
Deduct—				
Amount of Foreign Postage due to London	1,65,094	1,69,788		
Payments to Colonial and other Foreign Administrations	—2,721	10,271	1,62,373	1,80,059
Total	...	...	1,45,46,185	1,52,45,783

No. XI.

Postal Department during the years 1892-93 and 1893-94.

Post Office Expenditure.	1892-93.	1893-94.	1892-93.	1893-94.
	R	R	R	R
I.—Postal Service.				
Salaries and Establishments.				
Chief Office, Calcutta.—Director General's Office, Salaries	82,058	1,00,621		
Establishment	45,237	52,215		
Comptroller's Office, Salaries	33,154	35,941		
Establishment	3,88,104	4,03,801		
Presidency and District Offices.—Postmasters General, Deputy Postmasters General, and Inspector General, Railway Mail Service, Salaries	2,06,637	2,20,873		
Presidency Postmasters, Superintendents and Inspectors, Salaries	7,26,565	7,36,494		
Establishment	57,70,408	58,67,457		
Conveyance of Mails.—Road Establishment	9,86,906	9,88,299		
Ferry Establishment	2,209	2,718		
Boat Establishment	24,047	23,981		
Railway Charges	5,859	5,045		
Stationery and Printing.—Printing Establishment	42,896	41,106		
Post Office, Miscellaneous.—Aligarh Workshop Establishment	14,530	15,138		
			83,28,610	84,93,689
Chief Office, Calcutta.—Miscellaneous and Contingent Charges—Director General's Office.—Temporary Establishment	160	731		
Office Expenses	12,925	13,112		
Travelling Expenses	7,877	11,511		
Hill Journey Allowances	6,255	6,193		
Comptroller's Office.—Temporary Establishment	440	1,091		
Office Expenses	9,403	8,400		
Travelling Expenses	4,889	4,829		
Presidency and District Offices.—Experimental and Temporary Establishment	24,179	24,257		
Office Expenses	8,43,503	8,74,460		
Travelling Expenses	3,82,602	4,20,803		
Construction and repair of Post Offices	19,767	22,906		
Conveyance of Mails.—Road Establishment, Temporary	5,033	5,462		
Ferry ditto, ditto	436	237		
Contingent Road Charges	49,016	65,428		
Payments to P. and O. Company	6,318	5,926		
Boat Contingencies	3,814	1,917		
Special Train Hire	63,110	75,313		
Payments to State Railways	8,24,125	7,51,735		
Payments to Guaranteed Railways	1,61,189	1,45,356		
Stationery and Printing.—Printing, Miscellaneous	3,39,231	4,09,795		
Post Office, Miscellaneous.—Aligarh Workshop Charges	570	883		
Other Miscellaneous Charges	35,840	16,199		
Loss by Exchange on Overland Continental Money Orders	750	...		
			28,01,432	28,66,544
Conveyance of Mails.—Mail Cart (after deducting Passenger Van Service).—Mail Cart Establishment and Charges	4,38,435	4,32,184		
Deduct—Mail Cart and Passenger Service	1,58,854	1,68,930		
			2,79,581	2,63,254
Bounty Money	...	...	11,602	12,404
Discount on sale of ordinary stamps	...	...	1,35,683	1,42,485
Total	...	...	1,15,56,908	1,17,78,376

Appendix

Comparative Abstract of Receipts and Charges of the Postal Department during the years 1892-93 and 1893-94—concld.

Post Office Receipts.	1892-93.	1893-94.	1892-93.	1893-94.
	R	R	R	R
II.—Non-Postal Branches.				
Bullock Train Collections	96,187	73,936	...	...
Deduct—Refund of ditto	2	163	96,185	73,773
Mail Cart, Parcel Van, and Passenger Service	1,58,854	1,68,930	...	...
Contribution from Native States	11,295	11,364	1,70,149	1,80,294
Total	...	...	2,66,334	2,54,067
III.—Receipts not shown in Post Office Accounts, but credited to Post Office in Finance and Revenue Accounts.				
District Post collections, including Zemindary Dâk receipts in Bengal	...	...	76,108	76,121
GRAND TOTAL	...	...	1,48,88,627	1,55,75,971

No. XI—*concld.*

Post Office Expenditure.	1892-93.	1893-94.	1892-93.	1893-94.
	R	R	R	R
II.—Non-Postal Branches.				
Conveyance of Mails. Bullock Train Establishment and Charges	...	..	2,55,039	2,42,703
Conveyance of Mails. Mail Cart and Parcel Van Passenger Service				
Conveyance of Mails. Subsidy to B. I. S. N. and other Companies	...	...	6,66,394	6,28,335
Total	...	...	9,21,433	8,71,038
III.—Charges not dealt with in the Postal Department, but debited to Post Office in Finance and Revenue Accounts.				
District Post Establishments, including Zemindary Dâks in Bengal	...	...	11,75,134	12,17,660
Stores from England	...	...	3:57,580	4,25,180
Payments under Postal Arrangements with Lords of the Treasury	...	...	5,99,000	6,14,750
Exchange on Charges in England	...	...	5,75,500	6,75,810
Total	...	...	27,07,214	29,33,400
GRAND TOTAL	...	...	1,51,85,555	1,55,82,814

Appendix

Accounts showing the Gross Revenue, Cost of Management, Net Revenue, etc.,

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

YEAR.	POSTAGE REVENUE PROPER.			Miscellaneous cash receipts.	Total receipts.	Net receipts after deduction of postage due to foreign countries.	Net receipts deducting also official postage.	Disbursements.	Excess of receipts.	Deficit, if official postage be not reckoned as a receipt.	Proportion of postage revenue proper realised in cash.	POSTAL TACLES AT THE OF EACH
	Sale of stamps to public.	Official postage.	Cash on unpaid and insufficiently paid letters, etc.									Post Offices.
1	2	3	4	5	6	7	8	9	10	11	12	13
	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹		No.
1853-54	...	24,71,176	19,92,870	55,584	45,19,630	45,19,630	20,48,454	24,37,209	20,82,421	3,88,755	...	...
1854-55 (estimated)	...	13,00,000	22,72,910	...	35,72,910	32,86,910	19,86,910	27,39,376	5,47,534	7,52,466	...	645
1855-56	8,52,750	16,20,662	7,72,744	60,300	33,06,456	32,11,186	15,90,524	29,44,501	2,66,685	13,53,977	...	758
1856-57	8,70,610	18,62,006	9,94,934	1,69,710	38,97,260	37,12,850	18,50,844	29,03,289	8,09,561	10,52,445	...	779
1857-58	8,53,500	18,53,210	8,25,284	1,75,470	37,07,464	36,03,024	17,49,814	35,92,848	10,176	18,43,034	...	810
1858-59	11,98,870	25,25,189	12,26,002	1,93,230	51,43,291	49,40,141	29,14,952	35,29,093	14,20,049	11,05,140	...	835
1859-60	14,49,049	27,47,012	12,35,683	92,260	55,23,995	53,39,245	25,92,233	37,37,911	16,01,334	11,45,678	...	852
1860-61	15,89,349	23,84,734	12,23,860	83,860	52,91,803	51,19,013	27,34,279	38,60,798	12,58,215	11,26,519	...	889
1861-62	17,59,920	28,68,833	12,54,826	62,760	59,46,339	56,73,679	28,04,846	37,90,755	18,73,924	9,94,909	...	942
1862-63	18,93,089	31,92,983	13,30,874	56,555	64,73,501	62,13,665	30,20,682	37,37,535	24,76,130	7,16,853	...	1,011
1863-64	21,00,107	35,58,546	14,43,410	35,588	71,37,651	67,65,591	32,07,045	38,76,162	28,89,429	6,69,117	...	1,091
1864-65	22,80,090	40,20,822	14,67,745	53,970	78,22,627	74,37,401	34,16,579	39,30,579	35,06,822	5,14,000	...	1,191
1865-66	24,46,105	50,98,003	14,91,707	47,600	89,93,415	85,67,271	35,50,268	41,88,625	43,78,646	6,29,357	...	1,538
1866-67 (11 months)	23,18,930	26,56,260	13,96,468	49,336	64,20,994	60,21,873	33,65,613	40,29,481	19,92,392	6,63,868	...	1,738
1867-68	25,42,261	23,09,839	15,32,952	63,128	64,48,180	60,84,146	37,74,607	47,54,940	13,29,206	9,80,333	...	2,205
1868-69	28,59,802	27,55,016	16,25,676	41,224	72,85,018	68,69,720	41,05,704	53,70,201	14,90,519	12,64,497	...	2,589
1869-70	26,90,557	28,87,627	16,13,383	67,550	72,59,117	68,10,010	39,28,383	55,06,779	12,19,231	16,68,396	...	2,629
1870-71	27,95,220	42,39,124	17,80,090	56,424	88,70,858	79,82,805	37,43,771	51,77,507	28,05,298	14,33,706	...	2,736
1871-72	28,94,628	34,95,569	18,57,037	46,820	82,94,054	78,34,332	43,38,763	50,97,095	27,37,237	7,58,032	...	2,884
1872-73	29,70,417	10,63,847	18,86,950	1,08,779	60,30,003	55,16,109	44,52,262	52,32,089	2,83,420	7,83,427	31·86	3,006
1873-74	31,44,210	10,54,294	19,06,351	88,107	61,92,962	55,78,656	45,24,362	54,21,251	1,57,405	8,96,889	31·23	3,178
1874-75	33,77,668	10,82,570	20,25,126	38,074	65,24,338	59,48,732	48,66,162	55,70,868	3,77,864	7,04,706	31·23	3,408
1875-76	35,98,306	11,44,901	21,28,245	36,382	69,07,834	63,35,301	51,90,400	56,39,310	6,95,991	4,48,910	30·97	3,631
1876-77	37,13,288	12,06,884	21,80,904	37,183	71,38,259	66,83,656	54,81,772	57,87,667	9,00,989	3,05,895	30·71	3,852
1877-78	41,22,910	12,83,136	22,44,948	53,845	77,07,839	72,97,171	60,11,035	60,82,704	12,14,467	71,669	29·33	4,107
1878-79	45,00,924	12,63,017	20,91,107	42,720	78,97,768	74,72,592	62,09,575	65,57,308	9,15,284	3,47,733	26·62	4,392
1879-80	48,37,899	13,48,874	20,47,289	63,822	83,97,884	79,89,726	66,40,852	68,93,435	10,96,291	2,52,583	24·86	4,410
1880-81	48,83,567	13,47,149	25,11,030	53,384	87,89,130	85,33,595	71,92,446	74,14,125	11,19,470	2,21,679	28·74	4,521
1881-82	43,91,285	13,88,929	31,36,104	98,800	90,15,118	87,04,259	73,15,330	79,58,765	7,45,494	6,43,435	35·17	4,819
1882-83	44,50,471	14,90,802	33,77,402	53,297	93,71,972	91,06,935	76,16,133	85,40,226	5,57,709	9,33,093	36·24	5,310
1883-84	47,92,161	15,72,756	35,21,817	57,835	99,47,569	96,62,300	80,89,544	89,42,790	7,19,510	8,53,246	35·64	5,879
1884-85	50,24,334	16,17,614	35,87,102	43,620	1,02,72,670	99,89,669	83,72,055	90,72,350	9,17,319	7,00,295	35·07	6,488
1885-86	64,08,218	17,19,768	26,88,929	96,317	1,09,13,232	1,06,05,220	88,85,452	94,20,482	11,78,938	5,40,830	24·86	6,849
1886-87	65,56,849	17,49,152	28,12,035	86,791	1,13,44,827	1,10,82,590	93,33,438	97,26,901	13,55,689	3,93,463	24·98	7,097
1887-88	70,85,553	18,11,058	29,68,076	82,914	1,19,47,601	1,16,65,355	98,54,297	99,58,084	17,07,271	1,03,787	25·02	7,263
1888-89	73,88,092	18,98,749	31,66,829	1,33,103	1,25,86,772	1,23,05,004	1,04,06,255	99,30,673	23,65,331	Surplus. 4,66,582	25·43	7,533
1889-90	75,39,068	19,51,452	32,31,025	78,977	1,28,01,422	1,25,01,060	1,05,49,608	1,04,42,947	20,58,113	1,06,661	25·39	8,103
1890-91	80,08,707	20,35,436	35,34,333	75,790	1,36,54,266	1,34,05,888	1,14,60,452	1,06,34,219	28,61,669	8,26,233	26·02	8,394
1891-92	81,05,386	21,33,510	36,60,171	86,618	1,40,75,685	1,39,98,199	1,18,64,689	1,13,60,551	26,37,648	5,04,138	26·16	8,617
1892-93	85,31,191	22,55,204	37,18,934	66,546	1,45,72,875	1,44,10,502	1,21,54,298	1,14,31,225	29,89,277	7,33,073	25·63	8,832
1893-94	90.53.872	23.22.703	38.26.338	80,444	1.52.83.357	1.51.03.298	1,27,80,595	1,16,35,891	34,67,407	11,44,704	25·16	8,978

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

Column 3.—The great differences observable in this column are due mainly to changes of system in the treatment of official correspondence, which was charged at full letter rates up to 1865-66, at the same rates as ordinary correspondence (letters, packets, etc.,) from that year to 1872-73, and afterwards at a low privileged letter rate of one anna for 10 tolahs (about 4 oz.)

Column 8.—The figures in this column show the revenue undisturbed by the changes of system in respect of official correspondence mentioned in the note regarding Column 3.

No. XII.

of the Post Office Department in India from 1853-54 to 1893-94.

on account of conveyance of passengers or of any of the non-postal branches of the administration.]

RECEPTACLES OPEN END YEAR.		POSTAL LINES.					TOTAL NUMBER OF ARTICLES GIVEN OUT FOR DELIVERY.						ARTICLES FINALLY UNDELIVERED AFTER PASSING THROUGH THE DEAD LETTER OFFICES.		Number of registered periodicals at the end of each year.	EUROPEAN LETTERS.		Indian share of loss upon subsidy to Messrs. P. & O. Co. of Rs. after deduction of sea postage receipts.
Letter boxes. [in addition to those at post office.]	Village Postmen.	Railway.	Mail-cart, horses, camels, etc.	Runner or boat lines.	Steamer services, sea and river.	Total mileage.	Letters.*	Newspapers.	Parcels.	Packets.	Money orders.	Total.	Number.	Percentage on total in column 26.		Sent to Europe by P. & O. Co.'s steamers.	Received from Europe by P. & O. Co.'s steamers.	
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No.	No.	Miles.	Miles.	Miles.	Miles.	Miles.	No.	No.	No.	No.	No.	No.				No.	No.	£
							Three digits omitted in these columns.											
...	...	...	...	...	...	...	17,260	1,824	296	93	...	19,473						
...	...	...	6,127	24,467	...	30,594	26,392	2,629	463	133	...	29,618						
...	...	146	5,697	30,470	...	36,313	29,503	3,133	477	172	...	33,286						
...	...	No information available for this year.					33,863	3,772	492	173	...	38,302						
...	...	273	5,508	31,152	...	36,933	37,453	5,272	533	177	...	43,441						
...	...	532	5,766	33,232	...	39,530	45,743	6,326	625	243	...	52,938						
...	...	711	5,862	32,765	...	39,338	42,637	5,262	564	268	...	48,733						
...	...	1,046	5,740	36,784	...	43,570	42,981	4,652	563	292	...	48,490						
...	...	1,798	4,722	39,034	...	45,554	42,347	4,229	561	321	...	47,459						
...	...	2,382	5,247	34,318	5,137	47,084	44,246	4,558	556	341	...	49,702						
...	...	2,473	5,156	33,853	5,137	46,619	46,907	4,648	556	349	...	52,462						
...	...	2,904	5,319	33,320	5,332	46,875	51,069	4,917	591	391	...	56,968						
...	...	3,275	4,967	33,311	5,444	46,997	54,797	5,134	579	402	...	60,913						
...	...	3,658	4,851	33,976	5,444	47,929	54,057	4,825	562	403	...	59,849						
...	...	3,995	5,140	34,930	5,613	49,678	62,567	5,411	651	525	...	69,154						
...	...	4,235	5,460	34,973	5,613	50,281	68,891	5,773	699	623	...	75,987						
1,422	...	4,433	5,333	35,498	5,613	50,877	76,867	6,165	764	736	...	84,534	...	...	...	...	...	73,110
1,608	...	4,993	4,175	36,911	6,184	52,263	77,303	6,565	694	1,127	...	85,689	...	...	...	...	...	* 69,156
1,885	...	5,063	4,378	35,929	6,367	51,637	80,636	6,840	675	1,409	...	89,561	...	...	430	...	...	68,110
3,299	...	5,368	3,915	33,406	6,367	49,056	83,127	7,928	653	1,448	...	93,157	...	...	478	...	...	61,072
3,554	...	5,738	4,003	32,947	11,928	54,616	98,531	8,762	605	1,336	...	109,235	1,035,440	·94	542	...	...	54,770
3,938	1,463	6,138	4,226	31,847	13,687	55,898	104,353	9,365	792	1,608	...	116,119	922,001	·79	610	...	...	57,170
4,447	1,695	6,549	4,176	32,632	13,687	57,044	107,576	9,423	851	1,618	...	119,470	781,487	·65	633	...	...	53,125
5,454	1,950	6,938	4,323	33,422	13,687	58,370	110,051	9,880	990	1,619	...	122,541	691,261	·56	644	2 678,592	(a) 2,548,795	66,685
5,574	2,242	7,338	3,781	33,157	13,687	57,963	115,089	10,999	909	1,827	...	128,826	667,170	·51	683	2,626,264	2,978,519	70,749
6,167	2,601	8,123	3,269	32,875	13,687	57,954	118,599	10,276	998	2,023	...	131,899	635,901	·48	...	2,862,213	2,873,819	71,051
6,426	2,702	8,606	3,042	32,284	14,308	58,240	128,567	11,251	1,074	2,085	...	142,977	658,068	·46	...	3,021,980	2,035,403	88,160
6,720	2,833	9,455	3,020	31,977	14,308	58,760	143,538	11,942	1,080	2,105	...	158,666	673,108	·43	...	2,797,421	3,138,473	71,051
7,190	3,241	9,745	3,303	32,321	14,308	59,677	153,093	12,527	1,152	2,387	2,645	171,804	621,451	·36	...	3,243,047	3,170,123	70,000
7,936	3,670	9,901	3,648	33,135	14,520	61,204	165,553	14,076	1,312	3,113	2,566	186,620	578,606	·31	...	3,272,930	3,176,926	70,000
8,426	3,843	10,631	3,580	34,805†	14,520	63,536	179,480	15,848	1,286	3,691	3,035	203,340	608,967	·29	...	3,335,127	3,251,652	70,000
8,731	4,039	11,632	4,049	34,482	10,725	60,888	193,513	17,507	1 338	4,425	3,550	220,333	639,369	·29	...	3,531,071	3,429,865	70,000
9,056	4,253	11,862	4,227	35,281	11,117	62,487	211,983	20,342	1,476	5,119	4,163	243,083	672,076	·28	...	3,668,270	3,310,681	68,000
9,386	4,455	12,710	3,933	35,729	11,683	64,055	225,811	21,607	1,580	5,752	4,821	259,571	708,817	·27	...	3,752,148	3,633,664	68,000
9,704	4,725	14,043	3,963	36,471	12,483	66,960	238,692	21,833	1,621	6,740	5,512	274,398	707,362	·26	...	4,411,729	4,427,507	68,000
10,067	3,297	15,073	3,976	36,539	12,438	68,026	254,491	22,696	1,798	8,102	6,137	293,224	718,170	·24	...	4,416,392	4,569,876	50,000
11,093	3,690	15,720	3,980	39,189	12,224	71,113	271,359	23,287	1,882	8,701	6,759	311,988	776,602	·24	...	4,653,919	4,612,823	40,000
11,999	3,707	16,514	4,826	41,476	12,277	74,393	280,741	24,935	1,902	10,375	7,326	325,279	759,703	·23	...	4,771,879	(b) 6,837,183	45,000
12,848	3,757	17,196	4,192	44,019	12,321	77,728	300,620	25,910	2,109	10,711	7,783	347,133	775,377	·22	...	(b) 3,976,354	(b) 4,214,466	59,900
13,292	3,837	17,540	4,650	45,732	12,550	80,472	311,014	26,638	2,170	12,149	8,238	360,209	717,568	·19	...	4,252,499	4,452,058	60,600
13,875	3,970	18,099	4,859	44,805	12,608	80,366	326,862	26,364	2,339	14,703	8,755	379,023	769,526	·20	...	4,376,445	4,998,267	60,600

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

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

Columns 27 and 28.—These figures cannot be given prior to 1873-74, owing to a difference in the system of statistical record.

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

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

(b) Revised so as to show the number of articles exchanged with the United Kingdom instead of the number of postage rates.

* Including post cards from 1879-80.

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

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

ANNUAL REPORT ON THE OPERATIONS OF THE SAVINGS BANKS IN INDIA DURING THE YEAR 1893-94.

No. 518 A., dated Calcutta, the 30th January 1895.

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

READ—

Report by the Comptroller and Auditor General on the operations of the Savings Banks in India for the year 1893-94 and annexed statements.

ORDERED—That the Report and the statements be published in the *Gazette of India* for general information.

STEPHEN JACOB,
Offg. Secretary to the Government of India.

No. 25, dated Calcutta, the 8th January 1895.

From—The Comptroller and Auditor General,
To—The Secretary to the Government of India, Finance and Commerce Department.

I have the honour to submit my Annual Report on the operations of the Savings Banks in India during the year 1893-94.

The Banks which are open to the public are the Presidency and Post Office Savings Banks. In addition to these there are certain Service Institutions, *viz.*, (1) The State Railway Provident Institution, (2) the Civil Engineers' Provident Fund, and (3) the Military Banks. The first of these is open to non-pensionable employés of the State Railways, the second is for members of the Public Works and Telegraph Departments, and the last for Non-Commissioned Officers and Privates of British Regiments.

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

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

DESCRIPTION OF BANKS.	BANKS.		DEPOSITORS.		INTEREST EARNED.		BALANCE.		NOMINAL VALUE OF GOVERNMENT PROMISSORY NOTES.		AVERAGE OF DEPOSITOR'S BALANCE.	
	Number.	Increase + or Decrease − over previous year.	Number.	Increase + or Decrease − over previous year.	Amount.	Increase + or Decrease − over previous year.	Amount.	Increase + or Decrease − over previous year.	Balance of Government Promissory Notes held for depositors.	Net purchased or received + sold or returned − during the year.	Amount	Increase + or Decrease −.
		₹		₹	₹	₹	₹	₹	₹	₹	₹	₹
Presidency, Calcutta	1	...	10,823	−145	91,605	+1,987	24,88,355	−76,626	44,200	+14,000	229	−4
,, Madras	1	...	2,618	−99	17,293	−1,094	4,88,010	−57,000	22,500	+4,500	186	−6
,, Bombay	1	...	25,714	...	2,91,238	+6,918	78,54,162	−1,10,039	6,400	−3,506	305	−4
Railway	11	+1	14,875	+760	1,91,619	+19,401	56,84,924	+6,66,400	...	..	382	+27
Civil Engineers' Provident Fund	1	...	658	+35	94,893	+11,167	25,89,817	+2,87,353	...	...	3,935	+240
Military	171	−1	15,920	+2,673	50,791	+2,402	14,61,719	+2,98,074	...	...	91	+4
Post Office	6,358	−50	574,050	+53,083	29,34,960	+2,40,867	8,26,57,319	+44,69,592	4,50,300	+53,900	143	−7
TOTAL	6,544	−50	644,658	+56,307	36,72,399	+2,81,648	10,32,24,306	+54,77,754	5,83,400	+67,900		

The statement shows that on the 31st March 1894 there were 6,544 Government Savings Banks in India, containing 644,658 accounts, which earned from Government ₹36,72,399 in the shape of interest and possessed balances at their credit, aggregating ₹10,32,24,306, exclusive of Government Securities of the nominal value of ₹5,23,400 held on behalf of depositors. There has been an increase during the year of 56,307 in the number of depositors, ₹2,81,648 in interest, and ₹54,77,754 in the balance as compared with 1892-93.

As the detailed report on the working of the Post Office Banks has been submitted by the Director General of the Post Office, it is only necessary here to make some observations in respect of the other Banks.

The tendency which has been before observable in Calcutta and Madras to prefer the Post Office Savings Banks to the Presidency Savings Banks is again apparent in the year under report. In Bombay the number of depositors has ceased to increase and is stationary, but the amount deposited has decreased considerably, indicating perhaps that the Post Office Savings Bank is about to be preferred there also.

The Military Banks show a great increase both in the number of accounts and balance.

The balances of the Service Institutions continue gradually to increase and now amount to ₹82,74,741, while the balances of the Savings Banks proper, including the Military Savings Banks, aggregate ₹9,49,49,565, showing an increase of 45 lakhs during the year of money deposited with Government at call. The effect of the reduction in the rate of interest in Government Promissory Notes will naturally be to make over Savings Banks deposits increase most rapidly in future than they have in the past, and to discourage the investment of deposits in Government paper.

My ledgers relating to the Civil Engineers' Provident Fund have been agreed with the amounts kept by the Examiner of Acounts, Military Works, but the Finance and Revenue account are not finally closed, and the figures for the year 1893-94 are subject to revision.

Statement I.

Number of Working Banks and of the Depositors therein on the 31st March 1894.

Banks.	Number of Working Banks.		Number of Depositors.		Increase (+) or Decrease (−) in number of Depositors.	Average Number of Depositors per Bank	
	1893.	1894.	1893.	1894.		1893.	1894.
Banks open to the Public—							
Presidency Banks—							
Calcutta	1	1	10,968	10,823	−145	...	...
Madras	1	1	2,717	2,618	−99	...	...
Bombay	1	1	25,714	25,714	...	...	...
Post Office Banks	6,408	6,358	520,967	574,050	+53,083	81	90
Total	6,411	6,361	560,366	613,205	+52,839	...	...
Service Institutions—							
State Railway Provident Institutions	10	11	14,115	14,875	+760	1,411	1,352
Civil Engineers' Provident Fund	1	1	623	658	+35	...	...
Military Banks	172	171	13,247	15,920	+2,673	77	93
Total	183	183	27,985	31,453	+3,468	...	...
GRAND TOTAL	6,594	6,544	588,351	644,658	+56,307	...	...

Number of Depositors in the several classes of Banks from 1882-83 to 1893-94.

Banks.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Banks open to the Public—												
Presidency Banks—												
Calcutta	11,850	11,912	12,016	11,546	11,155	10,881	10,931	10,862	11,065	11,062	10,968	10,823
Madras	10,997	10,826	10,267	9,386	3,358	3,152	3,091	2,975	2,901	2,959	2,717	2,618
Bombay	43,145	46,120	48,535	48,428	26,700	25,061	25,230	25,062	25,008	25,124	25,714	25,714
Post Office Banks	39,121	84,848	122,599	155,009	219,010	261,157	311,001	358,272	408,544	463,453	520,967	574,050
District Banks	21,972	22,661	23,605	10,618	168	...	...	...	...	...	...	...
Total	127,085	176,367	217,112	234,987	260,391	300,251	350,253	397,171	447,518	502,598	560,366	613,205
Service Institutions—												
State Railway Provident Institutions	6,956	6,625	8,972	11,638	12,168	12,848	14,372	14,598	14,151	13,605	14,115	14,875
Civil Engineers' Provident Fund	...	...	233	313	380	465	500	532	559	599	623	658
Military Banks	13,557	20,447	16,100	15,518	16,151	18,303	18,142	19,504	13,101	11,950	13,247	15,920
Total	20,513	27,072	25,305	27,469	28,699	31,616	33,014	34,634	27,811	26,154	27,985	31,453
GRAND TOTAL	147,598	203,439	242,417	262,456	289,090	331,867	383,267	431,805	475,329	528,752	588,351	644,658

Statement II.

Deposits (including Interest), Withdrawals and Balances in the several classes of Savings Banks from 1860-61 to 1893-94 (in thousands of Rupees) as entered in the Finance and Revenue Accounts.

Years.	Deposits.								Withdrawals.								Balance.							
	Presidency Banks.				District Banks.	Post Office Banks.	State Railway Provident Institutions.	Civil Engineers' Provident Fund.	Military Banks.	Total.	Presidency Banks.				District Banks.	Post Office Banks.	State Railway Provident Institutions.	Civil Engineers' Provident Fund.	Military Banks.	Total.	Presidency Banks.				District Banks.	Post Office Banks.	State Railway Provident Institutions.	Civil Engineers' Provident Fund.	Military Banks.	Total.
	Calcutta.	Madras.	Bombay.	Total.							Calcutta.	Madras.	Bombay.	Total.							Calcutta.	Madras.	Bombay.	Total.						
1860-61	8,57	12,19	16,23	37,00	...	...	...	...	12,46	31,19	...	...	...	...	...	...	...	...	12,46	31,19	8,57	12,19	16,23	37,00	...	...	...	...	12,46	31,19
1861-62	8,55	12,38	16,69	37,62	...	...	...	...	15,80	34,91	...	...	...	...	...	...	...	...	15,80	34,91	8,55	12,38	16,69	37,62	...	...	...	...	15,80	34,91
1862-63	10,07	12,66	18,94	41,67	...	...	...	...	15,11	27,82	...	...	...	...	...	...	...	...	15,11	27,82	10,07	12,66	18,94	41,67	...	...	...	...	15,11	27,82
1863-64	9,25	12,13	18,01	39,39	...	...	...	...	12,29	26,18	...	...	...	...	...	...	...	...	12,29	26,18	9,25	12,13	18,01	39,39	...	...	...	...	12,29	26,18
1864-65	8,91	11,58	18,67	39,16	...	...	...	...	17,54	36,23	...	...	...	...	...	...	...	...	17,54	36,23	8,91	11,58	18,67	39,16	...	...	...	...	17,54	36,23
1865-66	9,51	12,40	21,33	43,24	...	...	...	...	18,10	36,27	...	...	...	...	...	...	...	...	18,10	36,27	9,51	12,40	21,33	43,24	...	...	...	...	18,10	36,27
1866-67	11,88	13,82	29,84	55,54	...	...	...	...	14,35	33,78	...	...	...	...	...	...	...	...	14,35	33,78	11,88	13,82	29,84	55,54	...	...	...	...	14,35	33,78
1867-68	16,76	15,64	34,93	67,33	...	...	...	...	16,33	40,73	...	...	...	...	...	...	...	...	16,33	40,73	16,76	15,64	34,93	67,33	...	...	...	...	16,33	40,73
1868-69	24,03	17,78	38,29	80,10	...	...	...	...	18,47	51,45	...	...	...	...	...	...	...	...	18,47	51,45	24,03	17,78	38,29	80,10	...	...	...	...	18,47	51,45
1869-70	26,58	18,73	42,43	87,74	...	...	...	...	17,65	59,53	...	...	...	...	...	...	...	...	17,65	59,53	26,58	18,73	42,43	87,74	...	...	...	...	17,65	59,53
1870-71	29,15	18,81	48,26	96,22	...	1,48	...	...	17,51	60,51	...	...	...	...	...	...	...	...	17,51	60,51	29,15	18,81	48,26	96,22	...	1,48	...	...	17,51	60,51
1871-72	31,68	21,09	54,79	107,56	28	4,08	...	...	13,46	59,90	...	...	...	...	...	...	...	...	13,46	59,90	31,68	21,09	54,79	107,56	28	4,08	...	...	13,46	59,90
1872-73	36,01	22,80	67,25	126,06	1,62	7,43	...	...	14,21	65,76	...	...	...	...	...	...	...	...	14,21	65,76	36,01	22,80	67,25	126,06	1,62	7,43	...	...	14,21	65,76
1873-74	34,10	23,06	89,07	146,23	2,60	11,52	...	...	14,89	91,86	...	...	...	...	...	...	...	...	14,89	91,86	34,10	23,06	89,07	146,23	2,60	11,52	...	...	14,89	91,86
1874-75	29,97	22,67	88,60	141,24	3,90	16,34	...	...	16,75	72,10	...	...	...	...	...	...	...	...	16,75	72,10	29,97	22,67	88,60	141,24	3,90	16,34	...	...	16,75	72,10
1875-76	27,91	23,43	93,86	145,20	5,51	20,75	...	...	18,39	65,34	...	...	...	...	...	...	...	...	18,39	65,34	27,91	23,43	93,86	145,20	5,51	20,75	...	...	18,39	65,34
1876-77	26,64	23,56	96,03	146,23	6,54	24,17	...	...	17,81	67,72	...	...	...	...	...	...	...	...	17,81	67,72	26,64	23,56	96,03	146,23	6,54	24,17	...	...	17,81	67,72
1877-78	25,57	24,38	91,33	141,28	7,85	27,71	...	...	17,71	73,64	...	...	...	...	...	...	...	...	17,71	73,64	25,57	24,38	91,33	141,28	7,85	27,71	...	...	17,71	73,64
1878-79	24,66	22,89	88,60	136,15	9,28	32,11	...	...	18,41	69,09	...	...	...	...	...	...	...	...	18,41	69,09	24,66	22,89	88,60	136,15	9,28	32,11	...	...	18,41	69,09
1879-80	8,27	24,89	1,06,71	139,87	9,26	43,63	...	...	19,88	62,57	...	...	...	...	...	...	5	...	19,88	62,57	8,27	24,89	1,06,71	139,87	9,26	43,63	...	...	19,88	62,57
1880-81	35,32	32,13	1,55,11	222,56	12,66	70,35	...	...	27,21	1,11,40	...	...	...	...	...	...	67	...	27,21	1,11,40	35,32	32,13	1,55,11	222,56	12,66	70,35	...	...	27,21	1,11,40
1881-82	34,74	32,80	1,63,67	231,21	17,44	72,62	...	...	30,28	1,58,49	...	...	...	...	...	...	2,28	...	30,28	1,58,49	34,74	32,80	1,63,67	231,21	17,44	72,62	...	...	30,28	1,58,49
1882-83	33,25	29,35	1,73,76	236,36	16,03	73,30	...	...	18,89	1,51,86	...	...	...	...	...	...	2,42	...	18,89	1,51,86	33,25	29,35	1,73,76	236,36	16,03	73,30	...	...	18,89	1,51,86
1883-84	29,44	28,22	1,70,79	228,45	58,42	72,72	...	...	18,92	2,06,59	...	...	...	...	...	...	2,78	...	18,92	2,06,59	29,44	28,22	1,70,79	228,45	58,42	72,72	...	...	18,92	2,06,59
1884-85	28,76	27,55	1,74,28	230,59	1,10,97	75,31	...	...	11,50	2,41,09	...	...	...	...	...	...	7,55	...	11,50	2,41,09	28,76	27,55	1,74,28	230,59	1,10,97	75,31	...	...	11,50	2,41,09
1885-86	28,02	26,18	1,64,10	218,30	1,58,71	29,52	...	...	12,55	3,37,81	...	...	...	...	...	...	4,42	3	12,55	3,37,81	28,02	26,18	1,64,10	218,30	1,58,71	29,52	...	3	12,55	3,37,81
1886-87	26,76	8,08	81,47	116,31	2,58,66	—1	...	...	12,96	4,61,53	...	...	...	...	...	...	12,56	34	12,96	4,61,53	26,76	8,08	81,47	116,31	2,58,66	—1	...	...	12,96	4,61,53
1887-88	27,58	7,87	80,85	116,30	2,13,75	...	...	...	13,81	3,77,45	...	...	...	...	...	...	5,61	37	13,81	3,77,45	27,58	7,87	80,85	116,30	2,13,75	...	...	55	13,81	3,77,45
1888-89	26,98	7,22	81,87	116,07	3,69,47	...	...	...	16,47	4,37,01	...	...	...	...	...	...	5,43	45	16,47	4,37,01	26,98	7,22	81,87	116,07	3,69,47	...	...	...	16,47	4,37,01
1889-90	23,31	5,85	73,44	102,60	3,51,19	...	...	...	19,18	4,16,69	...	...	...	...	...	...	7,39	88	19,18	4,16,69	23,31	5,85	73,44	102,60	3,51,19	...	...	...	19,18	4,16,69
1890-91	23,64	5,27	72,66	101,57	2,41,80	...	...	...	15,40	2,91,34	...	...	...	...	...	...	6,41	1,03	15,40	2,91,34	23,64	5,27	72,66	101,57	2,41,80	...	...	...	15,40	2,91,34
1891-92	25,00	5,51	75,61	106,12	2,52,73	...	...	...	14,57	2,97,96	...	...	...	...	...	...	6,45	68	14,57	2,97,96	25,00	5,51	75,61	106,12	2,52,73	...	...	...	14,57	2,97,96
1892-93	25,65	5,45	79,64	110,74	2,78,78	...	...	...	15,16	3,29,12	...	...	...	...	...	...	9,55	67	15,16	3,29,12	25,65	5,45	79,64	110,74	2,78,78	...	...	...	15,16	3,29,12
1893-94†	24,88	4,88	78,54	108,30	4,25,38	...	...	...	14,60	4,75,21	...	...	...	...	...	...	5,09	1,66	14,60	4,75,21	24,88	4,88	78,54	108,30	4,25,38	...	...	...	14,60	4,75,21

* Include balances transferred from the War Office.

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

Statement III.

Classification of Depositors in the Presidency and Post Office Banks, State Railway Provident Institutions and Civil Engineers' Provident Fund, according to their professions, on the 31st March 1894.

	Class I, Professional.		Class II, Domestic.	Class III, Commercial.	Class IV, Agricultural.	Class V, Industrial.	Class VI, Indefinite or Non-productive	Total.
	A Having fixed incomes.	B Having variable incomes.						
Banks open to the Public—								
Presidency Banks	12,838	1,609	2,226	2,410	97	1,469	18,506	39,155
Post Office Banks	162,092	39,602	91,099	23,079	7,234	16,654	234,290	574,050
Service Institutions.								
State Railway Provident Institutions	14,209	60	270	336	...	...	...	14,875
Civil Engineers' Provident Fund	658	...	...	...	...	...	...	658
Military Banks	...	...	15,920	...	...	...	...	15,920
Total 1893-94	189,797	41,271	109,515	25,825	7,331	18,123	252,796	644,658
Total 1892-93	180,115	41,655	91,027	24,103	7,066	16,559	227,952	588,477
Increase in 1893-94	9,682	—384	18,488	1,722	265	1,564	24,844	56,171
Percentage of each class in—								
Presidency Banks	32·7	4·1	5·7	6·2	·2	3·7	47·1	100
Post Office Banks	28·2	6·9	15·9	4	1·3	2·9	40·8	100
State Railway Provident Institutions	95·5	·4	1·8	2·3	...	...	...	100
Civil Engineers' Provident Fund	100	...	...	...	...	...	...	100
Military Banks	...	...	100	...	...	...	...	100
All Banks taken together	29·5	6·4	17	4	1·1	2·8	39·2	100

Statement IV.

Interest earned during 1892-93 and 1893-94 and the Balances held at the close of each year.

	Interest earned in			Balance held at close of			Average Balance in each Bank		Average Balance at credit of each Depositor.	
	1892-93.	1893-94.	Increase (+) or Decrease (−).	1892-93.	1893-94.	Increase (+) or Decrease (−).	1892-93.	1893-94.	1892-93.	1893-94.
Banks open to the Public—										
Presidency Banks—										
Calcutta	89,618	91,605	+1,987	25,64,981	24,88,355	−76,626	25,64,981	24,88,355	233	229
Madras	18,387	17,293	−1,094	5,45,010	4,88,010	−57,000	5,45,010	4,88,010	192	186
Bombay	2,84,320	2,91,238	+6,918	79,64,201	78,54,162	−1,10,039	79,64,201	78,54,162	309	305
Total	3,92,325	4,00,136	+7,811	1,10,74,192	1,08,30,527	−2,43,665	...	...	...	...
Post Office Banks	26,94,093	29,34,960	+2,40,867	7,81,87,727	8,26,57,319	+44,69,592	12,201	13,000	150	143
Service Institutions—										
State Railway Provident Institutions	1,72,218	1,91,619	+19,401	50,18,524	56,84,924	+6,66,400	5,01,852	5,16,811	355	382
Civil Engineers' Provident Fund	83,726	94,893	+11,167	23,02,464	25,89,817	+2,87,353	23,02,464	25,89,817	3,695	3,935
Military Banks—										
Bengal	28,451	31,640	+3,189	7,03,641	8,75,644	+1,72,003	6,765	8,183	73	79
Madras	10,401	8,697	−1,704	2,14,140	2,85,832	+71,692	6,692	9,856	126	92
Bombay	9,537	10,454	+917	2,45,864	3,00,243	+54,379	6,829	8,578	130	159
Total	48,389	50,791	+2,402	11,63,645	14,61,719	+2,98,074	...	...	...	...
GRAND TOTAL	33,90,751	36,72,399	2,81,648	9,77,46,552*	10,32,24,306	54,77,754	...	...	...	...

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

Statement V.

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

	Native Depositors, including Accounts of Local Institutions.						European and Eurasian Depositors, including Accounts of Local Institutions.					
	Number of Accounts.		Amount of interest earned.		Balance.		Number of Accounts.		Amount of interest earned.		Balance.	
	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.
BANKS OPEN TO THE PUBLIC—			₹	₹	₹	₹			₹	₹	₹	₹
Presidency Banks												
Calcutta . .	7,965	7,834	57,873	58,391	16,50,456	15,76,861	3,003	2,989	31,745	33,214	9,14,525	9,11,494
Madras . .	1,774	1,778	9,450	8,320	2,78,280	2,40,520	943	840	8,880	8,960	2,66,730	2,47,490
Bombay . .	19,643	19,604	2,07,731	2,12,775	58,18,564	57,04,669	6,071	6,110	76,589	78,462	21,45,637	21,49,493
Post Office Banks .	466,897	517,526	23,55,530	25,97,090	6,84,56,043	7,30,86,243	54,070	56,524	3,38,563	3,37,870	97,31,684	95,71,076
SERVICE INSTITUTIONS—												
State Railway Provident Institutions .	11,162	11,703	71,610	81,043	21,25,898	24,14,960	2,953	3,172	1,00,608	1,10,578	28,92 626	32,69,965
Civil Engineers' Provident Fund .	69	83	7,591	9,998	2,15,000	2,81,292	554	575	76,135	84,895	20,87,464	23,08,525
Military Banks—												
Bengal .	...	...	...	...	...	...	9,661	10,947	28,451	31,640	7,03,641	8 75,644
Madras .	...	...	...	...	...	...	1,702	3,094	10,401	8,697	2,14,140	2,85,832
Bombay .	...	...	...	...	...	...	1,884	1 879	9,537	10,454	2,45,864	3,00,243
TOTAL .	507,510	558,528	27,09 785	29,67,617	7,85,44,241	8,33,04,545	80,841	86,130	6,80,909	7,04,770	1,92,02,311	1,99,19,762

Statement VI.

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

	Notes purchased for Depositors.						Notes received from Depositors.						Notes sold or returned.						Notes remaining in custody of the Comptroller General and the Accountant General, Bombay.					
	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1887-88	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
BANKS OPEN TO THE PUBLIC—																									
Presidency Banks—																									
Calcutta .	21,800	24,000	6,400	600	1,500	31,400	100	...	...	10,000	...	300	8,500	28,100	12,500	500	1,200	17,700	16,600	30,600	25,900	19,800	29,900	30,200	44,200
Madras .	8,500	16,500	15,000	23,000	9,000	16,500	...	...	...	...	...	...	...	13,000	28,000	7,000	7,000	12,000	1,000	9,500	13,000	...	16,000	18,000	(a) 22,500
Bombay .	3,800	8,500	3,300	1,000	3,500	3,000	500	14,900	...	...	...	...	4,000	14,000	3,300	6,000	3,500	6,500	19,100	19,400	28,800	28,800	9,900	9,900	(b) 6,400
Post Office Banks	355,000	526,800	226,200	108,900	262,100	379,100	14,300	10,900	16,200	13,400	8,300	6,800	371,500	502,700	315,300	120,700	241,200	333,000	406,700	404,500	439,500	366,600	368,200	397.400	450,300
SERVICE INSTITUTIONS—																									
State Railway Provident Institutions .	9,000	20,200	200	...	...	...	...	...	...	...	...	...	3,400	21,700	15,700	...	1,000	...	12,400	18,000	16,500	1,000	1,000	...	...
TOTAL .	398,100	596,000	251,100	133,500	276,100	430,000	14,900	25,800	16,200	23,400	8,300	7,100	387,400	579,500	374,800	134,200	253,900	369,200	455,800	481,400	523,700	416,200	425,000	455,500	523,400

(a) Non-transferable Treasury Notes on account of Regimental Cart Funds.

(b) In custody of Accountant General, Bombay.

Statement VII.

Particulars by Provinces of Presidency and Post Office Savings Banks combined on the 31st March 1894.

	Classification of Depositors.								Total.	Interest earned in	Balance held at close of	
	Class I, Professional.		Class II, Domestic	Class III, Commercial.	Class IV, Agricultural.	Class V, Industrial.	Class VI, Indefinite or Non-productive					
	A Having fixed Incomes.	B Having variable Incomes.										
										1892-93.	1892-93.	1893-94.
									R	R	R	R
India	7,176	1,431	5,681	868	57	955	9,451		25,619	1,57,882	46,43,370	48,58,845
Central Provinces	5,140	774	2,515	251	76	300	4,965		14,021	66,176	19,07,000	20,13,178
Burma	5,097	891	13,039	627	51	1,582	6,618		27,905	81,711	26,19,058	30,53,332
Assam	3,355	847	2,559	285	115	436	4,108		11,705	57,584	16,68,437	16,96,655
Bengal	52,404	14,450	17,783	6,063	3,151	3,383	82,585		179,819	7,45,998	2,18,21,835	2,29,66,990
North-Western Provinces and Oudh	17,675	5,081	14,734	1,855	592	1,153	21,513		62,603	2,86,570	83,41,904	91,00,204
Punjab	12,334	2,689	9,875	1,165	234	1,209	13,160		40,666	2,34,149	67,90,991	73,61,314
Berar	2,143	265	878	142	90	103	2,040		5,661	27,127	8,09,930	8,20,045
Madras	29,474	6,907	11,655	6,082	2,076	3,274	33,272		92,740	2,72,518	78,44,234	80,07,042
Bombay	40,132	7,876	14,606	8,151	889	5,728	75,084		152,466	11,57,691	3,23,15,190	3,36,10,241
TOTAL	174,930	41,211	93,325	25,489	7,331	18,123	2,52,796		613,205	30,87,403	8,92,61,919	9,34,87,846
										33,35,908		

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

REPLIES TO TWO QUESTIONS RAISED BY THAT GOVERNMENT AS REGARDS THE TREATMENT, FOR THE PURPOSES OF THE TARIFF ACT, OF CERTAIN ARTICLES WITH REFERENCE TO CERTAIN NOTIFICATIONS ISSUED BY THE HOME DEPARTMENT UNDER THE ARMS ACT.

No. 568 S. R., dated Calcutta, the 31st January, 1895.

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

Read—

Customs Circular No. II.—Letter from the Finance and Commerce Department, No. 372-S.R., dated the 23rd January 1895.

Ordered, that the Circular be published for general information in the Supplement to the *Gazette of India*.

STEPHEN JACOB,
Offg. Secretary to the Government of India.

Customs Circular No. II.

No. 372 S. R.

STATISTICS AND COMMERCE.
Customs.

To

THE SECRETARY TO THE GOVERNMENT OF BOMBAY,
REVENUE DEPARTMENT.

Calcutta, the 23rd January 1895.

SIR,

I AM directed to acknowledge the receipt of your letter No. 7447, dated the 6th September 1894, making enquiries as to the liability of certain articles to assessment under Schedule II of the Indian Tariff Act, 1894.

2. I am to observe that under this schedule, as amended on 27th December last by Act XVI of 1894, *first*, every article that is ordinarily known as "ammunition" or "military stores" will be assessed as such, unless it is specifically mentioned in another schedule of the Act; and, *secondly*, such other articles (if any) will be so assessed as the Governor General in Council may declare to be "ammunition" or "military stores" for tariff purposes.

L

3. Applying these principles to the specific instances mentioned in your letter, it will be evident—

(1) that gunwads, wire cartridges, and bullets, being ordinarily known as "ammunition," are chargeable with duty under Schedule II of the Tariff Act; while

(2) sulphur, lead, and bird-shot, being specifically mentioned in Schedule IV, and not having been declared to be "ammunition" or "military stores" for the purposes of the Tariff Amendment Act, are chargeable with duty at 5 per cent. under the appropriate heads of Schedule IV.

I have the honour to be,

SIR,

Your most obedient Servant,

G. H. R. HART,

Offg. Asstt. Secy. to the Govt. of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. on Saturday, January 19th, 1895.

General Summary.—A feeble cold weather disturbance, which travelled across Northern and Central India from Khandesh and the adjacent districts of the Central Provinces, gave light to moderate general rain in the North-Western Provinces, Bihar, Chota Nagpur and North Bengal on the 15th, Meerut receiving 1·43 inches and Mainpuri and Benares each nearly 1 inch. It passed through Bengal next day, and light showers of little importance were received in Chota Nagpur, Bihar, Bengal and Assam. On the 13th and 14th pressure gave way briskly in Baluchistan and North-Western India, and skies were moderately to heavily clouded, especially in Baluchistan and the Punjab hill districts, but the barometer rose rapidly on the 15th and the disturbance filled up, after having given only a few light falls of snow in the Upper India hill districts. During the greater part of the week fine and unusually cool weather prevailed over Northern and Central India. Temperature was in general excess of the normal in Burma and Madras, and during the first part of the week in Bengal, Bombay and the Central Provinces, but in all other parts of India temperature was in moderate to large defect. The mean temperature for the whole of India for the week was nearly 2° below the normal.

A heavy fall of rain, amounting to 2·08 inches, was received at Colombo on the 16th, but no rain fell in Southern India during the week.

Daily Summary.—*Sunday.*—Pressure had given way briskly in Baluchistan, the North-West Punjab, Gujarat and Assam. A shallow low-pressure area was covering North Bengal, where pressure was considerably below the normal. Cloud had commenced to form in West Baluchistan, and skies were heavily clouded in the hill districts of the North-West Punjab. No rain was reported.

Monday.—The barometer had fallen briskly in Baluchistan, the West Punjab, Sind, Rajputana and Gujarat, and weather was slightly disturbed in North-Western India. It had risen briskly to rapidly in Bengal and Assam. Pressure was in moderate to considerable defect in Khandesh and the Central Provinces, and was nearly normal elsewhere. Winds had increased at Cherat and Murree and were irregularly cyclonic in direction in Khandesh and the Central Provinces. Nowgong and Sutna had received light showers.

Tuesday.—The barometer had risen briskly to rapidly in Baluchistan, North-Western India and Khandesh, and the low-pressure area in Khandesh had advanced eastwards, giving light to moderate general rain to the North-Western Provinces, Bihar, Chota Nagpur and North Bengal. Meerut received 1·43 inches, Mianpuri ·84 inch and Benares ·83 inch. Light snow had fallen at the Upper India hill stations, but the disturbance affecting Baluchistan and North-Western India had filled up without giving any rain to the plains.

Wednesday.—Pressure had increased slightly in North-Western and Central India, and was in moderate to considerable excess in Sind and Rajputana. Pressure had given way slightly to briskly in Bengal, Assam and Burma, and the feeble disturbance from Khandesh was passing through Bengal. Light

showers were reported from Chota Nagpur, Bihar, Bengal and Assam, and from the Upper India hill districts. The heaviest fall, however, was only ·35 inch at Simla. Colombo had received a heavy fall of 2·08 inches.

Thursday.—Pressure had fallen briskly to rapidly in Sind and the Punjab, and had changed by only small amounts elsewhere. The relative distribution of pressure was practically normal. Skies had cleared in the Central Provinces, Baluchistan and the Punjab, and the only showers of rain reported were Colombo ·4 inch and Chaibassa ·31 inch.

Friday.—The pressure changes were small in amount over the greater part of India, and the distribution of pressure varied but little from the normal. Fine weather prevailed generally with unusually low temperatures in Northern and Central India, the Central Provinces and the North Deccan. Temperature was in excess of the normal in Lower Burma and Southern India. With the exception of some parts of Bengal and Madras, skies were clear over the whole of India and Baluchistan. Sibsagar reported a light shower of ·4 inch.

Saturday.—Pressure had decreased slightly in Baluchistan and North-Western India, and had increased slightly in North-Eastern India, Burma and the Peninsula. Skies had clouded over in Baluchistan and the Upper India hill districts, where weather conditions were slightly unsettled. Pressure was in moderate defect in the hill districts of the Punjab and North-Western Provinces, but was practically normal over the remainder of the Indian area. Sibsagar had received a light fall of rain amounting to ·2 inch.

Temperature.—Unusually low temperatures have been recorded in the Punjab, Sind, Rajputana, Gujarat, Central India, the North-Western Provinces and, towards the end of the week, in Bengal and the Central Provinces. In Burma and Madras, on the other hand, temperature has been in excess of the normal. In Sind and Rajputana during the first four days of the week temperature was in large defect; the deficiency ranging from 6°·2 on the 16th to 10°·2 on the 15th. On the 15th Jacobabad reported a maximum temperature 19°·6 below the normal of the day.

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

Province.	January, 1895.							Mean variation of week.
	13th.	14th.	15th.	16th.	17th.	18th.	19th.	
	°	°	°	°	°	°	°	°
Burma	+1·7	+2·3	+2·6	+2·5	+2·5	+2·8	+1·3	+2·2
Bengal and Assam	+5·5	+3·2	+2·0	—0·3	+1·2	—1·8	—3·5	+0·9
North-Western Provinces and Oudh	—2·8	—4·1	—4·4	—2·6	—3·0	—4·8	—3·9	—3·7
Punjab	—5·6	—6.1	—6·3	—3·8	—2·7	—3·0	—2·3	—4 3
Bombay	+1·6	+2·5	+1·1	—0·1	—0·1	—1·0	—0·6	+0·5
Central Provinces and Berar	+2·9	+1·0	+4·6	+2·3	—1·2	—4·7	—5·2	0
Central India and Gujarat	—4·7	—4·2	—4·4	—4·8	—7·7	—6·8	—4·8	—5·3
Sind and Rajputana	—6·8	—7·4	—10·2	—6·2	—6·6	—3·8	—2·3	—6·2
Madras	+1·5	+2·3	+2·3	+1·8	+2·3	+1·7	+1·3	+1·9
	°	°	°	°	°	°	°	°
Mean for whole of India	—0·7	—1·2	—1·4	—1·2	—1·7	—2·4	—2·2	—1·6

The mean temperature of the week was exactly normal in the Central Provinces and nearly normal in Bombay and Bengal. It was in slight excess in Madras and in moderate excess in Burma. In all other provinces it was in considerable to large defect, the deficiency being most marked in Sind and Rajputana (—6°·2) and Central India and Gujarat (—5°·3).

The average mean temperature of the whole of India was approximately normal on Sunday, but was in slight to moderate defect on the remaining six days of the week. For the whole week it was 1°·6 below the normal.

Rainfall.—During the week under review rain has been received in 27 of the 52 rainfall divisions, but the largest average fall was only ·77 inch in the central districts of the North-Western Provinces. In only 3 other divisions did the rainfall amount to half an inch, in six others it amounted to a quarter of an inch or slightly above, while in no less than 13 divisions it did not exceed a tenth of an inch. The rainfall of the week has been mainly restricted to the North-Western Provinces, and very little rain was received elsewhere. The station of Shahabad in South Oudh recorded the largest amount of rain during the week, *viz.*, 1·9 inches.

Less rain than usual has fallen in most divisions during the period, 30th December to 19th January. The only parts of the country where rainfall has been received in excess of the normal are the North-Western Provinces, the Punjab (with the exception of the western districts), Central India and East Rajputana.

Province.	Division.	Rainfall data for week ending 19th January, 1895.			Rainfall data from 30th December to 19th January, 1895.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, 30th December to 19th January.	Excess or defect of (seasonal) rainfall expressed as a per-centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma .	Tenasserim . . .	0	0	0	0	0	0
	Lower Burma . . .	0	0	0	0	0·06	— 100
	Central do. . . .	0	0·01	—0·01	0	0·01	— 100
	Upper do. . . .	0	?	?	0	?	?
	Arakan	0	0	0	0	0·02	— 100
Bengal and Assam	Eastern Bengal . .	0	0·10	—0·10	0	0·33	— 100
	Assam (Surma) . .	0	0·11	—0·11	0	0·47	— 100
	Do. (Brahmaputra) .	0·31	0·22	+0·09	0·34	0·50	— 30
	Deltaic Bengal . .	0	0·06	—0·06	0	0·26	— 100
	Central do. . . .	0·04	0·08	—0·04	0·04	0·25	— 84
	North do. . . .	0·12	0·15	—0·03	0·12	0·27	— 56
	Orissa	0	0·04	—0·04	0	0·13	— 100
	Chota Nagpur . . .	0·23	0·12	+0·11	0·23	0·36	— 36
	Bihar (South) . .	0·19	0·15	+0·04	0·22	0·36	— 39
	Do. (North) . . .	0·15	0·15	0	0·18	0·34	— 47
North-Western Provinces and Oudh.	North-Western Provinces (East) . . .	0·53	0·09	+0·44	0·55	0·35	+ 56
	North-Western Provinces Submontane (*a*) . .	0·33	0·08	+0·25	0·54	0·28	+ 93
	Oudh (South) . . .	0·57	0·13	+0·44	1·38	0·40	+ 245
	Do. (North) . . .	0·39	0·12	+0·27	0·93	0·32	+ 200
	North-Western Provinces (Central) . . .	0·77	0·10	+0·67	1·82	0·36	+ 406
	North-Western Provinces (West) . . .	0·50	0·12	+0·38	1·40	0·30	+ 367
	North-Western Provinces (Submontane) (*b*) . .	0·44	0·34	+0·10	2·15	0·79	+ 172
Punjab . .	Punjab (South) . .	0	0·08	—0·08	0·61	0·33	+ 85
	Do. (Central) . .	0·02	0·10	—0·08	1·38	0·30	+ 283
	Do. (Submontane) .	0·01	0·30	—0·29	1·85	0·80	+ 115
	Do. (Hill Districts) .	0·25	1·01	—0·76	3·38	2·01	+ 68
	Do. (North-West) .	0·01	0·30	—0·29	1·42	0·92	+ 54
	Do. (West) . .	0	0·14	—0·14	0·17	0·29	— 41
Bombay and Malabar Coast Districts (Madras)	Malabar	0	0·06	—0·06	0·05	0·26	— 81
	Madras (South Central) .	0	0·03	—0·03	0·02	0·10	— 80
	Coorg	0·02	0·06	—0·04	0·02	0·21	— 90
	Mysore	0	0·03	—0·03	0	0·07	— 100
	Konkan	0	0·02	—0·02	0	0·10	— 100
	Bombay Deccan . .	0	0·02	—0·02	0	0·06	— 100
	Hyderabad (North) . .	...	...	...	...	...	...
	Khandesh . . .	0·01	0·04	—0·03	0·09	0·12	— 25
Central Provinces and Berar.	Berar	0·03	0·11	—0·08	0·03	0·25	— 88
	Central Provinces (West) .	0·02	0·19	—0·17	0·06	0·29	— 79
	Do. (Central)	0·07	0·19	—0·12	0·15	0·36	— 58
	Do. (East) .	0·01	0·10	—0·09	0·01	0·24	— 96
Bombay (North) .	Gujarat	0	0·01	—0·01	0	0·02	— 100
	Kathiawar . .	0	0	0	0	0	0
	Sind	0	0·00	—0·06	0·14	0·25	— 44
Rajputana and Central India.	Central India (East) . .	0·26	0·17	+0·09	0·78	0·31	+ 152
	Rajputana (East) Central India (West) . .	0·08	0·06	+0·02	0·51	0·14	+ 264
	Rajputana (West) .	0	0·07	—0·07	0·20	0·22	— 9
Madras . .	East Coast (North) . .	0·08	0·09	—0·01	0·08	0·15	— 47
	Do. (do.) (*a*) . .	0	0	0	0	0·07	— 100
	Hyderabad (South) .	0	0·03	—0·03	0	0·09	— 100
	Madras (Central) .	0	0·04	—0·04	0	0·05	— 100
	East Coast (Central) .	0	0·25	—0·25	0	0·34	— 100
	Do. (South) .	0	0·10	—0·10	0·02	0·41	— 95
	Madras (South) .	0·01	0·11	—0·10	0·08	0·49	— 83

W. A. BION,
Offg. Asst. Meteorological Reporter to the Government of India.

SIMLA, *24th January, 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 26th January.*—No rain except slight scattered showers in Vizagapatam and Godavari. Water-supply continues insufficient for irrigation in most districts. Agricultural operations progressing Standing crops fair, but suffering from want of rain. Harvest continues with fair outturn. Pasture and fodder generally sufficient. Prices falling generally, except in Coimbatore and Madura where they are rising.

Bombay.—*For week ending 30th January.*—Slight rain in parts of Karachi, Shikarpur, and Hyderabad, more wanted in parts of Shikarpur. Standing crops damaged by frost in parts of Karachi, Shikarpur, and Upper Sind frontier, by blight in parts of Karachi and Dharwar, by insects in parts of Surat and withering for want of moisture in parts of Poona. Reaping continues in parts of seven districts and preparations for next season in parts of three. Fodder-supply sufficient. Agricultural stock good. Prices normal, except in parts of Ahmednagar and Sholapur.

Bengal.—*For week ending 28th January.*—There was rain in Bihar and in parts of Western and Central Bengal during the week. The general agricultural prospects are favourable. The harvesting of winter rice is over except on low lands in a few districts, and a good outturn has been generally obtained. The spring and poppy crops are doing well, but poppy is backward in Hazaribagh. Sugarcane is being pressed in some districts. The sowing of spring rice is in progress, and the preparation of lands for the hot-weather crops has begun in North Bengal. No cattle-disease is reported. The price of common rice continues generally steady and normal.

North-Western Provinces and Oudh.—*For week ending 30th January.*—Weather generally clear. Showers reported from nine districts. The crops are now promising well. In a few districts slight injury has been done by damp weather. Sugarcane-pressing in progress. Prospects are generally favourable. Supplies and fodder ample and prices fairly normal.

Punjab.—*For week ending 30th January.*—Rain has fallen in all districts, except Sialkot, Lahore, and Peshawar. Sugarcane pressing still going on in some districts. Irrigation of spring crops in progress. Crops flourishing;

condition is said to be good to average. The recent rain and sunshine have improved the prospects of spring crops, but fine weather is still needed in Umballa. Field rats are damaging the crops in parts of Ferozepore. Cattle generally in good condition. Fodder sufficient throughout the Province. Prices rising in Umballa, normal in Delhi, below normal in Sialkot, and low elsewhere.

Central Provinces.—*For week ending 30th January.*—Weather generally cloudy with slight falls of rain in three districts. Insects are reported to have attacked the false crop in places. Harvesting of the linseed crop commenced in one district. Prices normal.

Burma.—*For week ending 26th January.*—In Lower Burma threshing progressing and crop prospects fair. In Upper Burma threshing of the main paddy crop is in hand and sowing of dry-weather paddy and other crops has made some progress. Crop prospects are good, except in the Southern Division where want of rain has been felt. In Lower Burma prices rose during the week and are above normal. In Upper Burma prices remained steady and are low in consequence of good crops. Fodder and water sufficient.

Assam.—*For week ending 29th January.*—Slight rain throughout the province. Reaping of late rice almost over. Condition of cattle fair. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 30th January.*—MYSORE:. Standing crops in good condition. Harvesting of *ragi* (*Eleusine coracana*) continues in Bangalore and Kadur districts. Rice harvested in Bangalore, Hassan, and Kadur districts. Prices fallen in Kolar district.

COORG: Reaping of rice nearly completed. Picking of coffee completed. Prices of food grains normal. Fodder and water for cattle sufficient.

Berar and Hyderabad.—*For week ending 30th January.*—BERAR: Weather cool and clear. Winter crops generally in fair condition, except linseed which has been much damaged through blight. Fodder and water ample for requirements. Prices almost stationary.

HYDERABAD: No rain during week. Land being ploughed for hot-weather crops. Prices normal.

Central India.—*For week ending 30th January.*—Rain fell during week in some parts of Gwalior, Bhopawar, and Goona. Agricultural operations in progress, though crops somewhat damaged by recent rain and hail-storms. The condition of standing crops is fairly good. Agricultural stock in fairly good condition. Pasturage good except in parts of Bhopawar. Prices of food-grains above normal in Bhopawar, Goona, Neemuch district,

Bundelkhand, and parts of Gwalior. Opium crop partly damaged by rain in Goona, in bad condition in Neemuch district; good elsewhere.

Rajputana.—*For week ending 30th January.*—Rain slight in Ajmere and Marwar. Agricultural operations satisfactory. Standing crops, prospects, and agricultural stock good. Fodder sufficient except in Dholepore. Prices risen in three States, below average in one, and normal elsewhere.

Kashmir.—KASHMIR VALLEY: *For week ending 29th January.*—Weather cloudy. Prices continue normal.

Jammu Province.—*For week ending 30th January.*—No rain. Weather cloudy. Crops in good condition. Prices stationary. Fodder scanty.

Nepal.—*For week ending 26th January.*—Slight rain. The winter this year has been somewhat mild and short, and warm weather is already setting in. Prospects good.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST TO 20TH JANUARY 1894, AND FROM 1ST TO 19TH JANUARY 1895.

N.B.—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st-half of 1894.	Week ending 20th January 1894. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Week ending 19th January 1895. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Earnings from 1st to 20th January 1894.	Earnings from 1st to 19th January 1895.	Increase.	Decrease.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	655	1,634	11,09,522	679	1,687	9,78,547	580	31,07,764	27,46,689	...	3,61,075
Bengal-Nágpur	189	863	1,49,998	174	862	1,67,504	194	4,34,087	4,56,783	22,696	...
Indian Midland (*a*)	162	752	1,40,347	187	752	1,02,949	137	3,62,519	2,92,601	...	69,858
Bezwada extension	108	21	1,707	81	21	2,906	138	5,007	7,399	2,392	...
Metre gauge—											
Rajputana-Malwa (*b*)	324	1,699	5,43,584	320	1,790	5,34,920	299	14,23,110	15,10,360	87,250	...
Pálanpur-Deesa	47	17	729	43	17	1,300	76	1,965	3,220	1,255	...
South Indian	143	1,043	1,09,520	105	1,042	1,17,501	113	3,31,014	4,11,689	80,675	...
Máyavaram-Mutupet	61	...	...	...	54	2,775	51	...	9,381	9,381	...
Southern Mahratta (*c*)	115	1,163	1,14,009	98	1,165	1,20,028	103	3,13,078	3,45,197	32,119	...
Bengal and North-Western (*d*)	162	756	1,04,835	139	756	1,09,970	145	2,95,332	2,94,950	...	382
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	223	20,454	92	231	17,753	77	52,937	51,068	...	1,869
TOTAL	286	8,171	22,94,705	281	8,377	21,56,153	257	63,20,813	61,29,397	...	1,97,416
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	255	2,509	6,02,071	240	2,511	6,94,088	276	18,39,059	18,78,919	39,860	...
Oudh and Rohilkhand (state)	287	740	2,09,262	283	797	2,84,270	357	5,34,717	7,05,639	1,70,922	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	281	813	2,47,588	305	813	2,86,640	353	6,90,127	8,01,690	1,11,563	...
Bengal Central (*f*)	126	125	15,219	122	125	14,400	115	40,895	42,920	2,025	...
East Coast (state)	107	266	17,271	65	353	21,556	61	45,034	63,911	18,277	...
Metre gauge—											
Burma (state)	199	730	1,37,482	188	746	1,55,288	208	3,53,991	3,71,962	17,971	...
Special gauges—											
Jorhát (state provincial)	44	28	916	33	28	1,056	38	2,873	3,435	562	...
Cherra-Companyganj (state provincial)	60	8	487	61	8	612	77	1,231	1,758	527	...
TOTAL	244	5,219	12,30,296	236	5,381	14,57,910	271	35,08,527	38,70,234	3,61,707	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	596	1,490	9,14,822	614	1,490	7,32,089	491	26,42,489	20,52,875	...	5,89,605
Bombay, Baroda and Central India	801	461	3,08,020	668	461	3,03,000	657	8,31,128	8,30,000	...	1,128
Madras	237	840	1,67,005	199	840	1,67,579	199	5,15,820	5,24,749	8,923	...
TOTAL	522	2,791	13,89,847	498	2,791	12,02,668	431	39,89,434	34,07,624	...	5,81,810
TOTAL (GUARANTEED AND STATE)	313	16,181	49,14,848	304	16,549	48,16,731	291	1,33,24,774	1,34,07,253	...	4,17,519
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	167	161	25,326	157	161	27,578	171	61,800	68,288	6,488	...
Tarkessur	308	22	5,793	263	22	5,600	255	15,504	14,936	...	568
Metre gauge—											
Rohilkund and Kumaon (Company section)	149	67	7,888	118	67	4,338	65	22,450	10,978	...	11,472
Bengal Dooars	80	32	2,812	88	36	2,280	63	6,713	7,110	397	...
Dibru-Sadiya	133	78	8,989	115	78	9,935	127	28,950	29,168	212	...
Special gauge—											
Darjeeling-Himalayan	232	51	8,274	162	51	8,634	169	18,016	22,498	4,482	...
TOTAL	166	411	59,082	144	415	58,365	141	1,53,443	1,52,978	...	467
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	185	333	51,184	154	333	56,540	170	1,29,423	1,58,181	28,758	...
The Gaekwar's Petlád	112	13	1,175	90	13	1,120	86	3,085	3,740	655	...
Rájpura-Bhátinda	192	108	15,068	140	108	29,022	269	43,052	78,656	35,604	...
Kolar Gold-fields	306	...	...	...	10	3,432	343	...	6,391	6,391	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	88	362	27,328	75	362	31,394	87	84,896	89,308	4,418	...
The Gaekwar's Mehsána	98	93	7,249	78	93	9,850	74	19,870	17,310	...	2,560
Kolhápur	92	29	1,807	62	29	1,734	60	5,101	5,095	...	6
Special gauge—											
The Gaekwar's Dabhoi	81	72	4,376	61	72	3,120	43	12,254	8,640	...	3,614
Cooch Behar	30	22	389	18	22	1,180	54	978	2,030	1,052	...
TOTAL	130	1,032	1,08,576	105	1,042	1,34,392	129	2,98,353	3,69,951	71,598	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	131	334	38,463	115	334	34,035	102	1,01,178	84,523	...	16,655
Jetalsar-Rájkot	68	46	2,654	58	46	2,608	57	7,032	7,211	179	...
Jodhpore-Bickaneer	75	364	24,191	66	364	19,700	54	66,471	51,710	...	14,761
Special gauge—											
Morvi	75	94	6,772	72	94	5,370	57	18,092	15,308	...	2,784
TOTAL	97	838	72,080	86	838	61,713	74	1,92,773	1,58,752	...	34,021
GRAND TOTAL	290	18,462	51,54,586	279	18,844	50,71,201	269	1,44,69,345	1,40,88,936	...	3,80,409

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

CALCUTTA, *the 1st February, 1895.*

F. B. HEBBERT,
Under Secretary.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XLI OF 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

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

Railway.	Average earnings per mile per week in 1893-94.	Week ending 20th January 1894. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Week ending 19th January 1895. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Earnings from 1st April 1893 to 20th January 1894.	Earnings from 1st April 1894 to 19th January 1895.	Increase.	Decrease.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	602	1,634	11,09,522	679	1,687	9,78,547	580	3,97,41,953	4,11,62,388	14,20,435	...
Bengal-Nágpur	149	863	1,49,998	174	862	1,67,504	194	47,72,877	47,33,172	...	39,705
Indian Midland (*a*)	132	752	1,40,347	187	752	1,02,949	137	39,71,520	44,92,985	5,21,465	...
Bezwada extension	95	21	1,707	81	21	2,906	138	84,171	1,38,174	54,003	...
Metre gauge—											
Rajputana-Malwa (*b*)	261	1,699	5,43,584	320	1,790	5,34,920	299	1,76,05,152	1,96,07,164	20,02,012	...
Palanpur-Deesa	41	17	729	43	17	1,300	76	(*c*) 6,401	31,136	24,735	...
South Indian	144	1,043	1,09,520	105	1,042	1,17,501	113	64,12,065	66,83,991	2,71,926	...
Máyavaram-Mutupet	...	...	...	...	54	2,775	51	...	(*d*) 1,70,209	1,70,209	...
Southern Mahratta (*e*)	100	1,163	1,14,009	98	1,165	1,20,028	103	47,98,796	50,08,179	2,09,383	...
Bengal and North-Western (*f*)	132	756	1,04,835	139	756	1,09,970	145	40,33,956	44,04,460	3,70,504	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	223	20,454	92	231	17,753	77	5,72,227	7,29,594	1,57,367	...
TOTAL	250	8,171	22,94,705	281	8,377	21,56,153	257	8,19,99,118	8,71,61,452	51,62,334	...
State lines worked by the State.											
Standard gauge—											
North-Western (state) (*g*)	232	2,509	6,02,071	240	2,511	6,94,088	276	2,37,82,946	2,59,88,091	22,05,145	...
Oudh and Rohilkhand (state)	242	740	2,09,262	283	797	2,84,270	357	68,85,146	85,92,945	17,07,799	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	309	813	2,47,588	305	813	2,86,640	353	1,01,39,366	1,14,95,650	13,56,284	...
Bengal Central (*h*)	120	125	15,219	122	125	14,400	115	6,21,202	6,54,228	33,026	...
East Coast (state)	71	266	(*i*) 17,271	65	353	21,556	61	(*i*) 5,16,684	11,81,919	6,65,235	...
Metre gauge—											
Burma (state)	171	730	1,37,482	188	746	1,55,288	208	45,90,835	44,40,515	...	1,50,320
Special gauges—											
Jorhat (state provincial)	49	28	916	33	28	1,056	38	59,409	60,934	1,525	...
Cherra-Companyganj (state provincial)	54	8	487	61	8	612	77	17,681	20,618	2,937	...
TOTAL	226	5,219	12,30,296	236	5,381	14,57,910	271	4,66,13,269	5,24,34,900	58,21,631	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*j*)	510	1,490	9,14,822	614	1,490	7,32,089	491	2,98,90,455	2,59,88,900	...	39,01,555
Bombay, Baroda and Central India	638	461	3,08,020	668	461	3,03,000	657	1,18,64,402	1,23,71,729	5,07,327	...
Madras	238	840	1,07,005	199	840	1,67,579	199	83,72,011	82,87,413	...	85,198
TOTAL	440	2,791	13,89,847	498	2,791	12,02,668	431	5,01,27,468	4,66,48,042	...	34,79,426
TOTAL (GUARANTEED AND STATE)	277	16,181	49,14,848	304	16,549	48,16,731	291	17,87,39,855	18,62,44,394	75,04,539	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	148	161	25,326	157	161	27,578	171	9,79,355	10,84,051	1,04,696	...
Tarkessur	253	22	5,793	263	22	5,600	255	2,20,483	2,37,299	16,816	...
Metre gauge—											
Rohilkhand and Kumaon (Company section)	137	67	7,888	118	67	4,338	65	3,74,039	3,48,295	...	25,744
Bengal Dooars	77	32	2,812	88	36	2,280	63	1,07,770	1,77,089	69,319	...
Dibru-Sadiya	130	78	8,989	115	78	9,935	127	4,18,305	4,34,118	15,813	...
Special gauge—											
Darjeeling-Himalayan	238	51	8,274	162	51	8,634	169	5,17,940	5,20,653	2,713	...
TOTAL	155	411	59,082	144	415	58,365	141	26,17,892	28,01,505	1,83,613	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	158	333	51,184	154	333	56,540	170	21,29,463	24,94,268	3,64,805	...
The Gaekwar's Petlád	92	13	1,175	90	13	1,120	86	49,040	56,277	7,237	...
Rájpura-Bhátinda	129	108	15,068	140	108	29,022	269	5,68,374	10,03,456	4,35,082	...
Kolar Gold-fields	...	...	...	...	10	3,432	343	...	(*k*) 82,303	82,303	...
Metre gauge—											
Southern Mahratta (Mysore section) (*l*)	95	362	27,328	75	362	31,394	87	14,15,763	13,39,121	...	76,642
The Gaekwar's Mehsána	75	93	7,249	78	93	6,850	74	2,62,637	2,71,253	8,616	...
Kolhápur	77	29	1,807	62	29	1,734	60	91,402	97,589	6,187	...
Special gauges—											
The Gaekwar's Dabhoi	67	72	4,376	61	72	3,120	43	1,91,754	1,74,914	...	16,840
Cooch Behar	20	22	389	18	22	1,180	54	(*m*) 6,524	34,911	28,387	...
TOTAL	114	1,032	1,08,576	105	1,042	1,34,392	129	47,14,957	55,54,092	8,39,135	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	118	334	38,463	115	334	34,035	102	13,88,779	13,68,406	...	2,20,373
Jetalsar-Rájkot	60	46	2,654	58	46	2,608	57	(*n*) 1,10,039	1,24,203	14,164	...
Jodhpore-Bickaneer	54	364	24,191	66	364	19,700	54	7,25,714	8,53,335	1,27,621	...
Special gauge—											
Morvi	67	94	6,772	72	94	5,370	57	2,61,027	2,50,132	...	10,895
TOTAL	81	838	72,080	86	838	61,713	74	26,85,559	25,96,076	...	89,483
GRAND TOTAL	256	18,462	51,54,586	279	18,844	50,71,201	269	18,87,58,263	19,71,96,067	84,37,804	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 8th November 1893 to 20th January 1894.
(*d*) Total earnings from 2nd April 1894 to 19th January 1895.
(*e*) Includes the Guntakal-Mysore frontier section.
(*f*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*g*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the earnings of the Bezwada-Gódávari section.
(*j*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*k*) Total earnings from 1st June 1894 to 19th January 1895.
(*l*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*m*) Total earnings from 15th September 1893 to 20th January 1894.
(*n*) Total earnings from 12th April 1893 to 20th January 1894.

CALCUTTA, *the 1st February, 1895.*

F. B. HEBBERT,
Under Secretary.

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2nd HALF OF DECEMBER 1894.

QUANTITIES PER ~~RUPEE~~ IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLUM (*Sorghum vulgare*).		BAJRA OR CUMBU (*Penicillaria spicata*).		MANUA OR RAGI (*Eleusine coracana*).		KANGNI OR KAKUN, ITALIAN MILLET (*Setaria italica*).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (*Cicer arietinum*).		MAIZE (*Zea Mays*).		ARHAR, OR THUR, CADJAN PEA (*Cajanus indicus*).		FIREWOOD.		SALT.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Burma—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Tenasserim—																										
Mergui	...	...	...	...	11 8	11 8	12 14	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	12 0	12 0
Tavoy	...	...	...	...	12 6	12 6	14 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	14 3	14 3
Moulmein and Amherst	7 0	7 0	...	...	11 3	11 3	13 7	13 7	...	...	...	...	...	...	...	...	11 3	11 3	...	†	8 0	8 0	140 0	140 0	14 0	14 0
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	20 8	20 8	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	6 0	6 0	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	9 8	9 8	11 10	11 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 3	14 3
Bassein	...	...	...	...	11 13	11 13	13 9	13 9	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	9 1	9 13	9 9	10 6	...	...	...	...	...	...	...	...	...	...	...	...	7 0	7 0	200 0	200 0	14 2	14 2
Tharrawaddy	...	...	...	...	14 13	12 5	18 8	14 13	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	450 0	450 0	14 13	14 13
Henzada	...	...	...	...	13 14	11 15	13 14	11 15	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	188 8	188 8	16 2	16 2
Prome	10 6	10 6	...	...	9 15	9 15	11 1	11 1	...	...	...	...	...	...	...	...	13 3	13 3	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	13 3	13 3	14 14	14 4	...	...	...	...	...	...	...	...	11 6	11 6	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	11 3	12 3	...	...	11 10	11 3	13 13	13 13	...	...	...	...	...	...	...	...	18 4	18 4	22 9	28 3	8 10	8 10	196 0	196 0	11 9	11 9
Upper Burma—																										
Mandalay	13 9	13 5	...	...	12 13	13 7	14 1	14 7	23 8	24 7	...	...	...	...	...	...	13 14	13 14	24 0	24 0	10 4	10 1	85 0	85 0	14 6	15 2
Bamo	...	...	...	...	7 3	7 3	9 11	9 11	...	...	...	...	...	...	...	...	9 11	9 11	...	...	7 3	7 3	200 0	200 0	9 11	9 11
Pakôkku	...	...	...	...	9 13	9 13	11 9	11 9	40 0	40 0	...	...	...	...	...	...	18 2	20 0	...	...	5 9	5 9	113 0	113 0	12 10	12 10
Meiktila	...	...	...	...	14 4	14 4	16 1	16 1	28 8	28 8	...	...	...	...	...	...	22 2	22 2	67 0	67 0	7 2	7 2	361 13	361 13	10 12	10 12
Arakan—																										
Sandoway	...	...	...	...	18 0	16 0	27 0	22 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	22 6	22 6
Kyaukpyu	...	...	...	...	17 0	16 11	17 13	17 9	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	25 4	25 4
Akyab	...	...	...	...	13 8	13 8	17 0	17 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	160 0	160 0	14 0	14 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	12 1	9 8	15 12	18 12	...	...	...	...	...	...	...	...	11 8	11 6	...	...	...	...	...	...	11 4	11 4
Cachar	8 0	8 8	...	...	7 0	8 11½	14 8	13 0	...	...	...	...	...	...	...	...	11 4	11 4	...	...	...	...	80 0	80 0	10 0	10 0
Khási and Jaintia Hills	6 12	6 0	...	...	5 6	5 0	6 0	6 0	...	...	...	...	...	...	...	...	8 0	8 0	11 0	8 0	...	...	80 0	80 0	7 12	7 9
Garo Hills	...	...	...	...	6 0	6 0	12 0	11 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	6 8	6 8
Brahmaputra—																										
Goálpára	12 8	12 0	...	...	6 12	6 8	14 4	15 0	...	...	...	...	...	...	...	...	11 8	10 0	...	...	...	...	140 0	140 0	10 8	10 8
Kámrúp	9 8	8 8	...	...	10 0	10 0	11 0	12 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	160 0	160 0	10 0	10 0
Darrang	10 0	8 0	...	...	8 0	9 0	10 0	12 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	...	...	10 0	10 0
Nowgong	...	...	...	...	8 0	8 8	12 0	12 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	9 0	8 0	12 0	11 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	160 0	160 0	9 0	9 0
Lakhimpur	8 0	8 0	...	...	6 8	6 0	12 0	11 0	...	...	...	...	...	...	...	...	11 0	11 0	14 0	14 0	...	...	140 0	160 0	8 0	8 0
Manipur	...	...	...	...	19 0	18 8	27 0	27 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	80 0	80 0	2 11	2 4
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts (*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hill Tippera(*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	...	...	...	...	5 8	5 0	...	...	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	15 0	11 7	18 4	13 5	...	...	...	...	...	...	...	...	11 13½	11 13½	...	...	...	...	80 0	80 0	11 3	12 1
Noakhali	...	...	...	...	10 8	9 0	19 0	18 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	...	...	...	...	10 0	10 0
Chittagong	10 0	10 0	...	...	13 0	12 12	15 0	14 12	...	...	...	...	...	...	...	...	11 12	11 12	...	...	...	...	90 0	90 0	10 0	10 0
Tippera	10 0	7 0	...	...	10 0	12 0	18 8	18 0	...	...	...	...	...	...	...	...	11 0	12 8	...	...	9 0	...	...	...	10 0	10 0
Dacca	11 10	13 12	...	...	10 0	12 0	14 10	16 0	...	...	...	...	...	...	...	...	13 0	14 0	...	...	17 0	15 0	140 0	140 0	9 10	9 0
Mymensingh	9 8	9 8	...	...	12 0	12 0	14 0	13 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	80 0	80 0	8 0	8 0
Deltaic—																										
Khulna	...	...	...	...	11 10 and 13 0	10 12	21 0	16 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	11 0	11 0	160 0	160 0	9 12	9 4
24-Parganas	...	...	...	...	8 6	7 4	13 4	13 4	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 4	12 5	100 0	106 6	10 0	10 0
Midnapore	13 6	13 8	...	...	14 8	14 8	17 13	17 12	...	...	...	...	...	...	...	...	16 0	16 0	...	...	10 10	11 0	200 0	200 0	10 10	11 0
Howrah	...	...	...	...	11 0	10 12	14 0	13 8	...	...	...	...	...	...	...	...	...	...	...	...	11 0	11 0	105 0	105 0	10 8	11 0
Calcutta	12 10	13 0	17 12	18 2	8 0	8 0	10 10	10 10	17 12	17 12	14 8	15 3	...	...	9 6	10 0	15 13	15 9	20 0	20 0	16 0	16 0	85 0	85 0	12 1	12 1
Hooghly	13 0	13 0	...	...	8 0	8 0	12 0	11 8	...	...	...	...	...	...	...	...	14 0	14 0	...	...	10 0	10 0	160 0	160 0	10 12	10 12
Nadia (Krishnagar)	15 3½	15 8	...	...	6 14	6 14	16 0	13 5	...	...	...	...	...	...	...	...	18 4	18 4	...	...	17 8	17 8	128 0	128 0	10 12	10 12
Jessore	11 6	11 0	...	...	10 0	10 0	18 4	18 0	...	...	...	...	...	...	...	...	14 8	16 0	...	...	...	18 0	120 0	120 0	10 0	10 0
Faridpur	13 0	13 0	13 0	16 0	7 4	7 8	16 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	8 0	120 0	120 0	10 8	10 8
Central—																										
Bankura	14 8	14 8	...	...	16 4	16 4	21 4	21 4	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 5	13 5	320 0	320 0	11 0	11 0
Burdwan	13 8	13 0	...	...	16 0	14 8	17 8	16 0	...	...	...	...	...	...	...	...	15 8	16 0	...	...	16 0	12 0	90 0	120 0	11 8	11 8
Birbhum	10 8	10 8	...	...	13 8	12 0	18 0	16 8	...	...	...	...	...	...	...	...	9 12	9 12	...	...	12 0	12 0	120 0	120 0	11 0	11 0
Murshidabad	12 0	14 0	...	...	11 0	11 0	16 0	15 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	180 0	180 0	10 8	10 8
Sonthal Pargaaas	11 8	11 0	...	...	13 0	13 0	19 0	19 0	...	...	...	...	...	...	...	...	14 0	14 0	26 0	28 0	17 0	16 0	120 0	120 0	11 0	10 8
Pabna	15 12	15 0	20 0	21 0	6 0	6 6	18 6	17 4	...	...	...	...	...	...	...	...	13 0	13 8	...	...	13 12	17 4	200 0	200 0	9 12	9 12
Bogra	12 0	13 8	...	...	13 8	9 12	17 4	16 8	...	...	...	...	...	...	...	...	13 8	13 8	...	...	...	...	90 0	90 0	9 9	9 9
Rajshahi	10 8	12 0	19 8	19 8	12 0	12 0	16 8	15 0	...	...	...	...	...	...	...	...	15 12	15 0	...	...	15 5	14 6	240 0	240 0	9 9	9 9
Malda	16 0	16 0	...	...	10 0	10 0	14 0	14 0	...	...	18 0	...	...	...	13 0	13 0	12 0	14 0	23 0	25 0	10 8	11 0	160 0	160 0	10 0	10 0
Northern—																										
Rangpur	13 0	13 0	...	...	9 0	9 0	12 0	11 8	...	...	...	...	...	14 0	...	...	16 0	16 0	...	...	9 0	9 0	80 0	60 0	10 0	10 0
Dinajpur	...	16 0	10 15	12 4	12 0	11 3	14 5 and 15 10	13 8 and 16 0	...	...	...	...	...	...	...	...	13 12	13 4	...	...	...	...	120 0	120 0	10 0	10 0
Jalpaiguri	13 0	12 0	13 0	13 0	10 0	10 0	13 8	13 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	11 0	11 0	160 0	160 0	10 0	10 0
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	13 0	11 0	...	...	...	...	15 0	...	...	...	11 0	11 0	23 0	22 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	12 0	12 0	...	...	11 13	9 3	19 11	18 14	...	...	...	...	...	...	...	...	13 2	13 2	...	...	14 7	14 7	80 0	80 0	11 8	11 8
Cuttack	13 2	14 7	...	...	10 8	10 8	21 0	18 6	...	...	...	...	...	...	...	...	18 6*	14 7*	...	...	17 1	17 1	80 0	80 0	10 12	10 12
Balasore	16 0	16 0	8 0	8 0	11 0	11 0	19 0	18 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	10 8	10 8	128 0	128 0	11 0	11 0
Chota-Nagpur—																										
Singhbhum	12 0	12 0	...	...	14 0	14 0	20 0	20 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	12 0	12 0	100 0	100 0	8 0	8 0
Manbhum	13 0	13 8	18 0	18 0	10 0 to 14 0	18 8	20 0 to 22 0	20 0	...	...	...	16 0	...	...	...	...	16 0	15 0 to 18 0	...	...	20 0	18 0	...	...	10 10	10 0
Lohardaga	7 12 to 11 4	7 12 to 11 0	10 8	11 0	15 0	14 0	18 0 to 19 8	20 0	...	...	...	...	29 0	28 0	...	...	12 0 to 13 0	12 0 to 13 0	18 0	19 0	9 8 and 11 0	9 8 and 11 0	180 0	180 0	7 8	9 0
Palámau	12 6	12 6	14 10	...	9 0	14 10	13 8	15 12	...	...	...	...	...	...	...	...	12 6	12 6	19 2	18 9	18 9	...	...	...	9 0	9 0
Hazáribágh	12 0	12 0	13 4	14 0	8 0	8 0	17 0	17 0	...	...	...	...	22 0	24 0	...	...	15 0	15 0	20 8	18 0	14 0	14 0	240 0	240 0	8 0	8 0

* Kalai.

† Not procurable.

(*a*) Not stated.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

District.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued*.																										
Bihár, south—																										
Monghyr	13 0 to 14 0	13 4	16 12	16 12	10 0 to 10 10	10 8	14 0 to 15 0	14 8	...	...	...	...	20 0	20 0	12 8	16 0	17 8 to 18 8	17 8	18 0 to 19 0	20 0	13 0 to 15 0	15 8	160 to 168	160 0	10 0	10 0
Gaya	14 8	14 8	17 4	16 0	9 4	9 0	13 8	13 8	...	18 0	...	...	...	22 8	12 4	12 8	17 8	18 8	20 4	21 4	17 0	18 0	140 0	140 0	10 8	10 8
Patna	15 0 and 16 0	15 0 and 16 0	22 0	20 0	10 0	10 0	18 0	18 0	23 0	...	...	...	...	30 0	19 0	20 0	19 0	19 0	22 0	24 0	17 8	17 0	130 0	130 0	11 0	10 0
Shahabad	13 0	13 0	16 0	16 0	8 0	8 0	13 0	13 0	...	...	...	...	...	...	8 0	8 0	16 0	16 0	20 0	20 0	16 0	16 0	120 0	120 0	10 8	10 8
Bihár, north—																										
Purnea	13 0	13 0	...	...	17 0	16 0	20 0	20 0	...	..	...	...	...	...	...	...	14 0	16 0	...	...	12 0	14 0	320 0	320 0	10 0	10 0
Bhágalpur	15 2	14 8	15 12	15 2	11 5	10 11 and 4 8	15 2	16 6 and 17 1	...	...	...	...	...	...	...	...	17 10	17 11	21 7	22 11	15 2	15 12	151 8	151 8	10 0	10 1
Darbhangn	14 0	14 12	19 0	19 12	12 4	12 0	17 0	16 6	...	...	...	...	26 0	27 0	...	...	16 0	16 6	24 0	25 0	16 0	15 4	176 0	176 0	11 0	11 0
Muzaffarpur	13 0	14 0	16 0	16 0	8 0	7 8	15 10	12 8	...	...	...	...	...	...	...	...	15 0	14 0	21 2	23 0	14 0	14 0	160 0	160 0	11 0	10 0
Saran	14 0	14 0	20 0	16 0	11 0	10 0	16 0	17 8	...	...	...	...	20 0	22 0	13 0	14 0	16 0	16 0	21 0	22 0	14 12	14 0	160 0	160 0	10 8	10 8
Champaran	15 8	15 8	18 8	19 0	8 8	8 8	18 0	18 0	...	...	...	...	...	...	...	...	17 0	17 0	24 8	24 12	16 8	16 8	180 0	180 0	10 8	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 8	13 8	16 0	18 8	7 0	7 0	13 0	13 0	18 0	18 0	17 0	18 0	...	...	11 8	11 8	16 0	18 8	18 0	18 0	17 0	17 0	100 0	100 0	9 0	9 8
Benares	12 10½	15 9½	16 8½	17 14	8 11	8 13	11 13	11 15	16 12½	18 9	15 9	16 8	...	...	15 11½	15 11½	16 12½	18 11	16 14½	18 9	15 11½	17 5½	110 0	110 0	9 4½	9 4½
Ghazipur	12 12	13 0	16 8	18 0	7 12	7 12	15 0	15 4	17 0	18 0	16 8	16 8	...	...	12 0	12 8	15 8	15 8	16 8	18 0	15 8	16 8	160 0	170 0	9 8	9 0
Jaunpur	15 0	16 0	17 0	18 0	7 0	7 0	14 0	14 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	16 8	16 8	145 0	145 0	9 8	9 8
Allahabad	12 10	13 8	18 0	18 8	10 0	10 0	13 0	13 0	19 0	21 0	17 0	18 0	...	...	17 0	17 0	18 8	19 8	19 0	20 0	15 4	16 8	80 0	80 0	10 0	10 0
Central—																										
Bánda	13 0	14 0	15 0	16 0	7 0	7 0	11 8	11 8	16 0	18 0	...	...	...	...	...	...	15 8	17 0	...	...	19 0	21 0	180 0	180 0	9 8	10 0
Futehpur	13 0	13 8	16 0	18 0	7 0	8 0	12 0	12 0	...	...	...	...	...	...	...	...	16 0	17 8	...	...	19 0	21 0	160 0	160 0	10 0	10 0
Hamírpur	14 0	15 8	16 0	18 6	8 0	8 0	11 8	12 0	16 0	20 8	17 0	20 8	...	...	...	...	16 0	18 0	...	...	18 0	23 0	140 0	140 0	10 0	10 0
Jalaun	14 0	15 0	18 0	19 0	9 0	9 0	10 0	10 0	20 0	20 0	16 0	16 0	16 0	16 0	16 0	16 0	17 0	19 0	18 0	20 0	24 0	24 0	160 0	160 0	11 0	11 0
Cawnpore	16 0	17 8	19 8	22 0	7 8	7 8	13 0	13 0	18 0	...	17 0	17 8	...	...	17 0	17 0	20 0	21 0	19 8	22 0	18 0	20 0	120 0	120 0	11 8	11 8
Etáwah	16 4	16 4	18 12	19 2	5 0	5 0	14 0	13 4	19 10	19 8	18 12	19 12	18 0	18 0	16 0	16 0	20 8	21 4	21 11	22 12	21 0	22 0	120 0	120 0	10 0	10 0
Farukhabad	14 0	14 12	19 0	20 8	5 4	5 4	7 8	7 8	18 0	19 8	19 8	21 0	...	...	...	...	19 0	20 7	19 4	21 4	18 8	19 12	120 0	120 0	11 0	11 0
Mainpuri	16 4	16 12	19 0	20 0	4 8	4 8	11 0	11 0	18 4	20 0	17 4	18 0	...	...	...	...	19 8	20 8	20 0	22 0	20 8	23 8	160 0	160 0	11 4	11 2
Etah	16 11	16 5	20 8	20 8	6 0	6 0	11 8	11 8	19 8	20 8	18 8	18 8	19 8	19 8	10 8	10 8	20 8	20 8	22 8	22 8	16 8	16 8	120 0	120 0	11 0	11 0
Western—																										
Jhánsi	14 10	15 0	20 0	21 0	9 0	9 0	12 0	12 0	18 0	21 0	16 0	16 0	...	...	...	...	19 3	20 0	...	...	24 0	24 0	160 0	160 0	11 0	11 4
Agra	15 0	15 0	22 0	22 0	5 0	5 0	8 0	8 0	22 0	22 0	17 8	17 8	...	...	10 0	10 0	21 8	22 0	22 0	22 0	13 0	13 0	95 0	95 0	11 8	11 4
Muttra	15 0	16 0	22 8	23 0	7 0	7 0	11 8	11 8	23 0	26 0	17 0	20 0	...	...	12 0	12 0	23 0	24 0	19 0	22 0	22 0	22 0	120 0	120 0	11 8	11 0
Aligarh	16 0	17 4	22 0	24 0	6 0	6 0	12 0	12 0	20 8	22 0	20 0	20 4	...	...	17 0	17 0	23 0	24 8	23 0	24 0	20 8	21 8	120 0	120 0	12 0	11 8
Bulandshahr	16 0	17 12	22 0	23 8	6 0	6 0	10 0	10 0	20 0	22 0	19 0	20 0	...	...	13 0	13 0	22 4	23 12	21 0	22 0	16 0	16 0	120 0	120 0	11 4	11 4
Sub-montane—																										
Ballia	14 8	14 8	18 0	18 0	9 0	9 0	14 0	14 0	19 0	19 0	19 0	...	...	...	...	...	18 0	18 0	19 0	19 0	18 0	18 0	115 0	115 0	11 0	11 0
Azamgarh	11 12	11 12	17 0	16 4	6 0	6 0	11 12	11 12	...	...	...	...	...	...	...	...	16 4	16 4	...	...	9 0	10 8	177 0	177 0	9 13	9 13
Gorakhpur	13 1	13 1	17 2	17 2	8 8	8 8	14 13	15 4	...	...	...	...	16 3	20 11	20 11	20 11	16 3	16 10	18 0	19 12	14 13	16 3	160 0	160 0	9 10	9 10
Basti	14 0	14 8	16 8	16 8	8 12	8 12	12 8	11 4	12 0	12 0	...	...	12 0	12 0	8 0	8 0	17 0	19 0	19 0	19 0	15 0	16 0	160 0	160 0	10 0	10 0
Sháhjahánpur	14 4	16 0	20 0	20 0	7 0	7 0	7 4	7 4	18 4	19 12	15 4	16 4	...	...	12 0	20 0	19 0	19 12	19 4	22 4	19 0	19 0	120 0	120 0	11 0	10 10
Budaun	15 8	15 12	19 8	22 0	6 0	6 0	13 4	13 12	18 4	19 0	15 8	17 0	...	...	16 4	18 0	18 8	22 0	20 0	22 0	21 8	24 0	144 0	144 0	10 4	10 0
Pilibhit	14 12	16 6	20 0	20 0	12 8	12 8	13 12	13 12	16 0	...	15 12	17 8	...	...	...	...	17 14	19 8	24 0	24 0	...	...	120 0	120 0	10 0	10 0
Bareilly	14 11	14 11	18 12	18 12	4 11	4 11	11 12	11 12	19 15	19 15	16 6	16 6	...	...	12 8	12 8	19 15	19 15	19 15	19 15	18 12	18 12	112 8	112 8	10 0	10 0
Moradabad	15 0	16 0	23 7	23 8	5 0	5 0	12 8	12 8	20 8	21 4	18 13	19 0	...	...	14 4	15 0	21 0	22 0	22 4	22 12	20 0	21 15	110 0	110 0	11 4	11 4
Naini Tal	12 0	12 0	19 0	19 0	4 0	8 0	18 12	25 0	16 4	17 8	...	...	20 0	25 0	15 8	15 8	18 12	23 12	9 0	9 0	160 0	160 0	7 0	7 0	7 0	7 0
Almora	11 0	11 0	15 0	15 0	8 0	8 0	9 0	8 8	...	...	...	...	15 0	14 0	16 0	13 0	13 0	14 0	...	...	9 0§	10 0§	160 0	160 0	7 0	7 0
Bijnor	15 12	16 14	21 15	23 10	10 2	10 2	11 4	11 4	18 0	18 9	...	...	...	...	...	...	19 6	20 13	...	...	20 4	20 4	90 0	90 0	11 0	11 0
Muzaffarnagar	17 0	17 13½	27 8	27 8	5 8	5 8	11 0	11 0	22 0	26 6½	18 12	20 0	...	...	...	...	21 8	24 3	22 0	24 3	12 2	13 3	110 0	110 0	11 0	11 0
Meerut	16 14	18 12	22 8	24 0	5 0	5 0	13 0	13 0	20 8	23 0	18 0	19 0	...	...	10 0	10 0	20 8	23 0	20 8	25 0	20 8	25 0	100 0	100 0	11 8	11 12
Saháránpur	16 0	18 0	22 0	25 0	5 0	5 0	10 0	10 0	25 0	25 0	20 0	20 0	25 0	25 0	16 0	16 0	22 0	23 0	25 0	25 0	16 0	16 0	100 0	100 0	10 0	10 0
Dehra Dún	15 10	16 8	23 8	23 0	8 8	8 8	10 0	10 8	19 10	20 0	16 14	17 0	22 0	22 0	...	...	18 12	19 0	19 10	20 0	24 0	24 0	160 0	160 0	10 0	10 0
Garhwál	12 0	12 0	20 0	20 0	5 0	8 0	8 0	8 0	...	...	...	...	20 0	20 0	20 0	20 0	10 0	10 0	...	...	7 0	7 0	160 0	160 0	6 8	6 8
Oudh—																										
Southern—																										
Partabgarh	13 8	13 8	16 8	16 8	9 0	8 0	13 12	13 0	16 12	16 8	16 0	15 8	18 8	19 0	16 4	16 8	16 8	17 0	16 8	16 0	12 0	11 12	160 0	140 0	9 8	9 8
Sultanpur	15 0	15 0	17 8	18 0	8 0	8 0	14 0	15 8	16 8	17 8	10 0	10 8	36 0	36 0	18 0	18 0	16 0	18 0	16 8	17 0	18 8	18 8	160 0	160 0	10 0	10 0
Rae-Bareli	15 4	15 8	17 8	19 0	8 0	7 8	14 0	16 0	17 8	20 0	17 8	18 0	19 0	20 0	14 0	17 0	18 0	19 0	17 8	20 0	19 0	21 0	190 0	190 0	11 0	11 0
Unao	14 0	15 8	17 0	20 0	8 0	8 0	13 0	14 0	17 0	18 0	...	...	...	...	16 0	16 0	18 8	21 0	20 0	22 0	15 0	16 0	160 0	160 0	11 0	11 0
Lucknow	15 0	17 0	19 8	19 8	6 0	5 0	13 0	13 0	17 8	19 8	15 0	17 0	19 0	19 8	17 0	18 0	18 8	19 0	20 0	20 8	17 12	18 4	110 0	110 0	10 12	10 4
Hardoi	15 8	16 8	18 0	21 0	7 0	7 0	14 0	13 0	19 8	...	16 0	...	...	...	...	...	18 0	21 0	20 0	...	13 0	12 0	120 0	120 0	10 0	10 0
Northern—																										
Fyzabad	15 6	16 4	20 8	21 0	10 10½	10 13	14 13	14 10½	19 0	20 7	...	...	...	...	...	...	19 0	20 0	9 10½	20 10½	17 4	18 3	147 8	147 8	10 8	10 8
Barabanki	14 8	15 0	18 0	18 0	8 0	8 0	13 0	13 0	19 0	19 0	16 0	16 0	25 0	25 0	16 0	16 0	18 0	20 0	18 0	18 8	20 0	19 8	120 0	120 0	10 0	10 8
Gonda	15 1	15 1	18 0	18 0	12 0	12 0	15 0	15 0	...	...	16 2½	16 8	...	...	8 0	8 0	19 1	19 12	22 11	23 0	21 12	21 12	200 0	200 0	10 8	10 8
Bahraich	13 8	13 0	17 0	17 0	10 0	10 0	14 0	14 0	22 0	24 0	18 0	18 0	28 0	30 0	16 0	17 0	17 0	19 0	22 8	25 0	17 0	19 0	160 0	160 0	10 0	10 8
Sitapur	13 0	16 0	19 0	19 0	10 0	10 0	13 0	14 0	16 0	18 0	16 0	18 0	...	...	22 0	25 0	16 0	19 0	16 0	18 0	17 0	18 0	120 0	120 0	10 0	10 0
Kheri	17 0	17 0	19 0	20 0	8 0	8 0	14 0	13 0	...	...	...	...	...	...	...	...	20 0	19 0	...	27 0	18 0	22 0	140 0	160 0	10 0	10 0
Rajputana—																										
Eastern—																										
Partábgarh	15 0	16 14	27 8	27 8	8 12	8 12	11 4	11 4	20 0	21 4	17 8	17 8	...	...	...	...	30 0	31 4	28 2	30 0	28 2	20 0	...	...	14 3	13 12
Bánswara	21 4	21 4	25 0	25 0	6 4	6 4	17 8	16 4	...	...	...	...	...	...	...	...	32 8	37 8	37 8	36 4	15 0	15 0	...	...	10 0	10 0
Meywar (Oodeypore)	15 10	15 10	33 9½	34 6	10 15	10 2½	11 11½	10 15	28 2	28 2	14 13½	13 4½	*Nil*	*Nil*	14 13½	14 13½	28 14½	28 2	32 13	32 13	10 2½	10 8½	160 0	160 0	10 15	10 15
Sirohee	15 8	15 8	30 0	28 0	5 8	5 8	6 8	6 8	...	...	16 0	16 0	...	...	...	...	26 0	26 0	24 0	24 0	...	...	160 0	160 0	11 8	11 8
Erinpura	16 5	16 8	28 6	28 8	6 6	7 6	7 6	7 6	24 8	25 4	20 5	20 4	...	...	...	...	30 8	30 0	...	...	...	...	200 0	230 0	12 0	12 0
Ajmere	15 0	16 0	26 0	28 0	5 0	5 0	8 0	8 0	22 11	27 0	19 0	19 0	...	...	15 0	15 0	26 5	28 5	26 8	28 4	...	...	90 0	90 0	12 8	12 8
Abu	14 12	14 12	21 1	23 0	5 12	5 12	7 4	7 4	...	...	13 8	14 0	...	...	...	...	21 4	22 6	...	...	...	...	160 0	160 0	11 0	11 0
Kishengarh	16 4	16 8	28 8	28 8	9 0	9 0	10 0	9 8	30 0	30 0	20 4	20 0	†	†	†	†	29 0	30 0	27 12	28 0	†	†	*	*	13 0	13 0
Boondee	12 4	14 0	32 8	35 0	7 8	8 8	8 0	9 0	31 4	35 0	...	...	...	...	...	...	47 0	47 4	35 0	35 0	...	...	160 0	160 0	10 8	10 2
Kotah	13 0	13 0	25 0	25 0	6 8	6 8	7 8	7 8	24 0	28 0	14 0	14 0	...	...	...	...	40 0	40 0	22 8	22 8	35 0	35 0	240 0	240 0	10 12	10 12
Jhallawar	13 4	13 4	23 2	22 4	7 14	7 14	10 3	10 3	24 5	23 9	14 12	14 12	...	...	15 1	15 9½	28 10½	29 5	23 15	23 8	11 3½	9 7½	175 0	175 0	9 7½	9 7½
Tonk	13 6	14 0	24 0	26 8	4 0	4 0	7 0	7 0	25 0	32 0	22 8	22 0	...	...	...	...	31 0	34 0	27 0	30 0	...	...	100 0	90 0	10 8	10 8
Jeypore	14 0	15 4	25 12	26 8	5 0	5 0	7 4	7 4	26 0	26 8	20 0	20 12	†	†	22 0	22 0	23-0 & 26 0	26-0 & 26 12	26 8	29 0	28 0	33 0	100 0	95 0	12 0	12 0
Kerowlee	15 0	15 5	23 12	27 8	10 0	10 0	12 8	12 8	22 8	25 0	19 11	20 10	...	...	20 0	20 0	25 0	26 4	...	...	31 4	31 4	200 0	200 0	11 4	11 4
Dholpur	15 12	15 15⅜	21 4½	21 11	8 7	8 7	9 10	7½	20 4	20 6½	20 0	19 13½	...	...	15 12	15 12	22 0½	22 3½	...	...	23 10	23 10	90 0	90 0	11 13	11 13½
Bhurtpore	15 11	17 4	22 15	24 9	5 2½	5 2½	5 5½	5 5½	21 13	26 0	18 4	19 5	...	...	15 0	15 8	23 7½	24 1	21 0	22 0	23 0	25 0	140 0	140 0	11 12	11 8
Ulwur	17 10	19 7	24 2	20 0	6 10	6 10	9 2½	9 2½	25 6	27 5	20 14	21 9	...	...	14 0	14 0	24 4	26 12	27 0	28 14	25 14	27 14	140 0	140 0	12 0	12 2
Deoli Cantonment	15 6	15 14	34 11	36 5	4 0	4 0	7 0	7 0	32 15	35 5	23 6	24 11½	...	...	...	...	34 11	38 7	...	...	...	...	190 0	190 0	11 2	12 0
Nusseerabad Cantonment	15 0	16 0	...	...	6 8	6 8	7 0	7 0	25 0	26 0	18 8	20 0	†	†	...	...	28 0	30 0	...	...	†	†	100 0	100 0	13 0	13 0
Hilly Tracts of Meywar	18 0	15 0	34 0	24 0	...	...	18 0	17 8	...	...	...	...	...	...	...	...	36 0	35 0	38 0	35 0	...	...	‖	‡	11 8	11 8
Bálmer	17 1	17 14	...	...	5 3	5 3	7 8	7 8	...	...	26 14	26 14	...	...	...	...	16 4	16 4	...	...	...	...	260 0	260 0	13 8	13 8
Anádra	16 8	16 8	22 10	22 12	6 0	6 0	8 0	8 0	...	...	14 8	14 9	...	...	...	...	25 14	26 0	...	...	...	...	400 0	400 0	12 0	12 0
Shahpoora	14 0	14 8	33 0	33 0	8 0	8 0	13 0	13 0	32 0	32 0	22 0	22 0	...	...	...	...	30 0	33 0	30 0	33 0	...	...	160 0	160 0	10 10	11 10
Western—																										
Jodhpore	12 11	13 12 and 15 5	21 9	21 4	6 4	6 4	7 8	7 8	20 0	20 10	17 8	16 4 and 17 8	...	...	...	...	26 10	25 0 and 26 10	22 8	22 8	11 4	11 4	...	...	13 0	12 13
Jeysulmere	14 0	14 0	...	...	7 0	6 4	11 0	11 0	22 0	22 0	18 6	18 8	...	...	...	...	18 0	18 4	...	...	...	...	240 0	240 0	21 0	21 0
Bickaneer	13 10	14 0	...	...	3 0	3 0	6 0	6 0	...	...	16 10	16 2½	...	...	...	...	23 0	25 5½	...	...	10 0	10 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	13 8	13 12	23 0	23 0	8 0	8 0	9 0	9 0	23 0	23 0	18 0	18 0	...	...	...	...	21 0	21 0	25 0	24 0	17 8	17 8	120 0	120 0	10 8	10 8
Nimach Cantonment	15 0	15 8	...	...	8 0	8 0	12 0	12 0	24 0	28 0	18 0	18 0	†	†	...	...	26 0	25 0	...	...	23 0	23 0	160 0	160 0	12 2	12 2
Goona	13 0	13 4	18 0	18 0	8 0	8 0	9 0	9 0	21 0	25 0	...	...	...	...	...	...	24 0	28 0	24 0	24 0	...	...	200 0	200 0	9 12	9 0
Gwalior	14 3½	14 9½	23 14½	24 7	5 5	5 5	8 8	8 8	19 10½	22 5	17 15	18 1	...	...	17 0	18 1	14 14	17 0	19 2	19 2	16 7½	17 0	191 4	191 4	11 0½	11 6½

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

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

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Panjab—																										
Southern—																										
Hissar	20 0	21 0	36 0	33 0	...	...	12 0	12 0	36 0	29 0	23 0	25 0	†	†	†	†	29 0	32 0	†	†	†	†	100 0	100 0	11 0	10 8
Ferozepore	19 0	22 0	27 0	32 0	...	...	8 0	9 0	24 0	28 0	19 0	18 0	‡	‡	16 0	16 0	27 0	31 0	31 0	31 0	11 0	11 0	100 0	100 0	12 12	12 12
Montgomery	20 0	20 0	32 0	33 0	...	...	9 0	10 0	30 0	31 0	†	†	‡	‡	30 0	36 0	29 0	31 0	30 0	31 0	9 0	12 0	180 0	220 0	12 0	12 0
Central—																										
Gurgáon	17 0	18 0	24 0	25 0	...	...	9 0	9 0	24 0	24 0	20 0	21 0	‡	‡	†	†	23 0	25 0	20 0	20 0	24 0	24 0	100 0	120 0	10 0	5 0
Delhi	17 0	17 0	22 0	24 0	...	...	11 0	11 0	22 0	25 0	20 0	20 0	‡	‡	12 0	13 0	24 0	25 0	22 0	22 0	20 0	20 0	70 0	70 0	11 0	11 0
Rohtak	17 0	20 0	25 0	28 0	...	...	12 0	12 0	25 0	30 0	20 0	22 0	†	†	12 0	12 0	27 0	29 0	23 0	23 0	18 0	18 0	120 0	120 0	11 0	11 0
Karnál	16 0	19 0	25 0	30 0	...	...	12 0	12 0	25 0	30 0	18 0	18 0	20 0	20 0	16 0	16 0	24 0	30 0	25 0	28 0	15 0	17 0	120 0	160 0	10 0	10 0
Lahore	20 0	21 0	33 0	36 0	...	...	11 0	10 0	30 0	32 0	20 0	19 0	‡	‡	24 0	24 0	25 0	31 0	25 0	29 0	11 0	11 0	75 0	75 0	12 12	12 12
Sub-montane—																										
Umballa	20 0	24 0	26 0	26 0	...	...	12 0	12 0	26 0	28 0	20 0	20 0	‡	‡	8 0	8 0	25 0	28 0	24 0	29 0	‡	‡	110 0	110 0	12 12	12 12
Ludhiána	19 0	24 0	28 0	34 0	...	...	11 0	9 0	23 0	27 0	20 0	20 0	‡	‡	17 0	17 0	24 0	28 0	25 0	31 0	13 0	13 0	105 0	105 0	13 0	13 0
Jullundur	20 0	23 0	28 0	33 0	...	...	10 0	10 0	25 0	32 0	18 0	20 0	‡	‡	20 0	21 0	24 0	27 0	25 0	32 0	‡	‡	80 0	80 0	13 0	13 0
Hoshiárpur	17 0	22 0	25 0	29 0	...	...	10 0	10 0	20 0	23 0	19 0	22 0	16 0	16 0	16 0	20 0	24 0	27 0	21 0	27 0	10 0	10 0	100 0	90 0	12 12	12 0
Gurdáspur	22 0	25 0	32 0	40 0	...	...	14 0	14 0	28 0	40 0	20 0	26 0	26 0	26 0	12 0	13 0	25 0	28 0	28 0	32 0	‡	‡	120 0	120 0	12 0	12 0
Amritsar	19 0	22 0	26 0	33 0	...	...	11 0	12 0	22 0	25 0	16 0	16 0	†	†	21 0	24 0	23 0	27 0	27 0	32 0	†	‡	80 0	80 0	12 0	12 0
Hills—																										
Simla	15 0	15 0	18 0	18 0	...	...	8 0	8 0	14 0	14 0	14 0	15 0	17 0	16 0	9 0	9 0	17 0	17 0	19 0	20 0	9 0	9 0	90 0	90 0	9 0	8 8
Kángra	20 0	19 0	26 0	26 0	...	...	14 0	14 0	14 0	14 0	14 0	14 0	24 0	24 0	6 0	6 0	22 0	22 0	20 0	20 0	12 0	12 0	120 0	120 0	10 0	10 0
North-western—																										
Sálkot	22 0	23 0	35 0	42 0	...	...	14 0	14 0	33 0	35 0	‡	‡	‡	‡	‡	‡	25 0	31 0	29 0	29 0	‡	‡	120 0	120 0	13 8	13 8
Gujránwála	24 0	22 0	40 0	41 0	...	...	10 0	12 0	27 0	28 0	26 0	26 0	‡	‡	20 0	20 0	35 0	35 0	26 0	26 0	‡	‡	90 0	90 0	13 0	13 0
Gujrát	24 0	25 0	36 0	39 0	...	...	16 0	16 0	30 0	30 0	26 0	26 0	‡	‡	10 0	10 0	30 0	31 0	28 0	29 0	‡	‡	125 0	140 0	13 0	14 0
Jhelum	22 0	25 0	34 0	45 0	...	...	13 0	15 0	32 0	32 0	27 0	27 0	‡	‡	*	*	24 0	28 0	28 0	28 0	*	*	120 0	120 0	14 0	14 0
Ráwalpindi	22 0	25 0	40 0	42 0	...	...	8 0	8 0	35 0	35 0	28 0	28 0	*	*	18 0	18 0	26 0	30 0	30 0	32 0	*	*	70 0	70 0	13 6	13 4
Hazára	22 0	23 0	35 0	37 0	...	...	12 0	13 0	‡	‡	22 0	24 0	†	†	‡	‡	23 0	27 0	26 0	28 0	†	†	90 0	90 0	11 0	11 0
Peshawar	22 0	23 0	36 0	45 0	...	...	10 0	10 0	30 0	30 0	24 0	25 0	†	†	21 0	19 0	23 0	25 0	33 0	35 0	30 0	31 0	96 0	96 0	40 0	39 0
Kohát	25 0	27 0	54 0	52 0	...	...	11 0	11 0	46 0	46 0	36 0	36 0	†	†	26 0	26 0	33 0	34 0	36 0	39 0	‡	‡	153 0	182 0	59 10	61 3
Western—																										
Sháhpur	26 0	30 0	40 0	42 0	...	...	10 0	10 0	32 0	35 0	25 0	25 0	20 0	22 0	23 0	24 0	33 0	39 0	20 0	28 0	†	†	160 0	160 0	13 0	13 0
Jhang	21 0	25 0	32 0	40 0	...	...	10 0	10 0	25 0	28 0	16 0	16 0	32 0	40 0	32 0	40 0	28 0	32 0	30 0	32 0	9 0	9 0	160 0	160 0	12 0	12 0
Mooltan	19 0	19 0	32 0	32 0	...	...	12 0	12 0	26 0	26 0	23 0	23 0	†	†	16 0	16 0	26 0	26 0	26 0	26 0	†	†	90 0	90 0	12 4	12 4
Bannu	32 0	31 0	72 0	72 0	...	...	15 0	15 0	56 0	50 0	35 0	38 0	9 0	9 0	9 0	9 0	49 0	48 0	50 0	50 0	19 0	19 0	90 0	90 0	50 0	50 0
D. I. Khan	26 0	27 0	44 0	45 0	...	...	9 0	9 0	40 0	40 0	26 0	29 0	‡	‡	4 0	4 0	36 0	39 0	25 0	26 0	13 0	13 0	107 0	103 0	37 0	41 0
Muzaffargarh	21 0	21 0	34 0	34 0	...	...	17 0	14 0	26 0	26 0	23 0	23 0	‡	‡	‡	‡	24 0	26 0	‡	‡	9 0	9 0	140 0	140 0	12 0	12 0
D. G. Khan	18 0	18 0	35 0	35 0	...	...	7 0	7 0	31 0	31 0	25 0	26 0	20 0	20 0	18 0	18 0	28 0	28 0	15 0	15 0	‡	‡	125 0	125 0	24 0	23 12
Sind and Baluchistan—																										
Karáchi	16 0	16 0	...	...	7 8	7 8	8 8	8 8	18 0	18 0	15 0	15 0	‡	‡	...	...	20 0	20 0	...	...	7 8 and 9 8	7 8 and 9 8	80 0	80 0	14 8	14 8
Hyderabad	15 0	15 0	...	...	8 0	8 0	10 0	10 0	16 0	16 0	15 0	15 0	‡	‡	...	...	18 0	18 8	...	...	...	...	106 11	106 11	12 8	12 8
Thar and Párkar (Umarkot)	13 0	13 0	...	...	13 0	13 0	15 0	15 0	15 0	15 0	17 0	17 0	‡	‡	...	...	8 4	8 4	...	...	10 0	10 0	116 6	116 6	12 0	12 0
Sukkur (Shikárpur)	18 0	19 0	...	...	8 0	8 0	12 0	12 0	23 0	22 0	21 0	20 0	‡	‡	...	...	23 0	23 8	...	...	...	...	142 0	128 0	12 0	11 8
Upper Sind Frontier	17 0	17 0	...	...	9 0	9 0	13 0	13 0	25 0	24 8	22 0	22 0	‡	‡	...	...	20 0	21 0	...	...	...	...	128 0	128 0	11 0	11 0
Quetta	17 8	18 0	26 0	26 0	5 0	5 0	7 0	7 0	24 0	24 0	16 0	16 0	‡	‡	6 0	6 0	18 0	18 0	27 0	27 0	8 0	8 0	53 5	53 5	8 0	8 0
Bombay—																										
Konkan—																										
Kolába (Alibág)	10 3	10 3	...	...	9 3	9 3	10 2	10 2	15 3	15 3	13 2	13 2	21 9	21 9	...	...	12 8	12 8	...	...	...	...	312 0	312 0	9 12	9 12
Ratnágiri	10 13	10 13	...	...	10 14	10 14	11 6	11 6	14 7	14 7	15 4	15 4	14 2	14 2	...	...	13 14	13 14	...	...	...	...	134 6	134 6	11 8	11 8
Alibág (Colába)	10 3	10 3	...	...	10 13	10 13	11 11	11 11	13 3	13 3	12 12	12 12	*	*	...	...	11 14	11 14	...	...	*	*	99 9	99 9	11 14	11 14
Bombay	11 1	11 1	...	...	6 6	6 6	10 6	10 6	13 8	13 8	13 15	13 15	13 8	13 8	...	...	13 12	13 12	...	...	13 4	13 4	79 7	79 7	11 9	11 9
Tanna	12 12	12 12	...	...	10 3	10 3	11 2	11 2	*	*	16 3	14 6	*	18 10	...	...	14 3	14 3	...	...	*	*	89 10	89 10	12 4	12 4
Deccan—																										
Dharwar	20 3	18 6	...	...	11 0	10 8	11 8	11 0	22 10	20 5	23 4	22 13	*	*	...	...	15 1	14 10	...	...	18 8	18 8	100 0	100 0	10 11	10 11
Belgaum	17 11	18 4	...	...	10 12	10 12	11 0	11 9	20 12	20 12	21 7	20 0	28 0	26 0	...	...	15 0	16 0	...	...	15 1	16 1	92 7	86 1	11 14	11 8
Satara	14 5	14 5	...	...	8 14	8 14	10 2	10 2	17 5	17 5	15 5	15 5	...	...	...	...	14 7	14 7	...	...	*	*	91 3	91 3	11 4	11 4
Sholapur	14 14	14 14	...	...	7 10	7 10	10 12	10 12	19 11	19 11	19 11	19 11	*	*	...	...	18 0	18 0	...	...	*	*	80 0	80 0	11 10	11 10
Bijápur	21 5	21 5	...	...	8 5	8 5	11 6	10 15	23 6	23 6	26 7	22 15	...	...	...	...	17 14	17 14	...	...	...	...	80 0	80 0	11 6	11 6
Poona	15 2	13 15	...	...	9 11	9 11	10 13	10 13	18 13	18 13	16 2	16 2	15 13	15 13	...	...	16 11	17 4	...	...	17 2	17 2	86 14	86 14	11 5	10 12
Khandesh—																										
Ahmadnagar	20 5	21 0	...	...	8 13	8 13	9 13	9 13	24 1	23 6	21 3	20 7	*	*	...	...	18 12	19 7	...	...	18 7	18 7	80 0	80 0	12 6	12 6
Násik	17 0	17 0	...	...	8 14	8 14	11 11	11 11	28 0	28 0	18 6	18 6	23 0	23 0	...	...	17 2	17 2	...	...	...	...	128 0	128 0	12 1	12 1
Dhulia (Khandesh)	17 8	17 8	...	...	7 7	7 7	9 7	9 7	22 7	22 7	18 6	18 6	*	*	...	...	14 14	14 14	...	...	*	*	80 0	80 0	10 2	10 2
Guserat—																										
Surat	12 15	12 8	...	...	7 6	6 15	8 5	7 13	15 4	14 13	13 6	12 15	*	*	...	...	13 14	14 13	...	...	14 13	14 13	84 4	74 0	12 0	12 0
Broach	13 0	12 8	...	...	8 0	8 0	11 0	10 8	16 8	16 0	13 0	12 8	*	*	...	...	20 0	20 0	...	...	17 0	17 0	100 0	100 0	13 4	13 4
Kaira	13 0	13 0	...	...	8 0	8 0	13 8	13 8	16 0	16 0	14 8	14 8	20 0	20 0	...	...	16 0	18 0	...	...	*	*	106 11	106 11	12 0	12 0
Baroda (Camp)	11 0	11 0	...	...	8 0	8 0	10 0	10 0	16 0	16 0	13 8	13 8	*	*	...	...	13 8	13 0	...	...	*	*	91 7	91 7	11 0	11 0
Ahmadabad	14 0	15 0	...	...	12 8	13 0	14 0	14 0	20 0	20 0	14 8	16 0	...	...	...	...	22 0	22 0	...	...	...	...	70 0	70 0	13 10	13 10
Godhra (Panch Máhals)	14 0	14 0	...	...	12 0	12 0	13 0	13 0	19 0	19 0	16 0	16 0	24 0	24 0	...	...	25 0	25 0	...	...	20 0	20 0	182 0	182 0	12 8	12 8
Deesa Cantonment	15 0	15 0	...	...	8 0	7 8	10 0	9 0	20 0	18 0	16 0	16 0	*	*	...	...	21 0	21 0	...	...	*	*	192 0	192 0	11 0	11 0
Kattywar—																										
Rájkot	12 5	12 5	...	...	5 8	5 8	7 0	7 0	17 6	17 6	13 1	13 1	*	*	...	...	16 11	18 14	...	...	*	*	70 0	70 0	56 2	56 2
Central Provinces—																										
Western—																										
Nimar	15 1	14 3	...	...	6 12	6 12	13 1	13 1	24 13	24 13	...	...	...	...	...	...	17 4	16 2	...	...	11 10	12 1	100 0	100 0	10 13	10 13
Khandwa-Asirgarh Cant.	13 8	13 8	...	...	9 0	9 0	13 0	13 0	23 0	22 0	19 0	20 0	...	...	...	...	16 0	16 0	...	...	...	...	160 0	160 0	10 0	9 0
Hoshangabad	14 11	14 11	...	...	8 1	8 1	11 4	11 14	16 13	19 3	...	...	...	...	...	...	16 10	16 10	...	...	12 0	11 11	220 0	180 0	10 0	9 8
Betúl	16 0	16 0	...	...	...	...	9 13	9 13	27 0	27 0	...	...	...	...	...	...	18 0	18 0	...	...	10 13	10 13	240 0	240 0	9 2	9 2
Chhindwára	12 10	13 13	...	...	8 0	7 4	11 7	11 7	20 9	24 0	...	...	...	...	...	...	16 14	19 0	...	...	12 0	12 0	160 0	150 0	9 2	9 2
Nágpur	15 0	15 0	...	...	10 0	10 0	11 4	11 4	18 12	18 12	...	...	...	...	...	...	17 8	17 8	...	...	12 8	12 8	125 0	125 0	10 2	10 2
Wardha	14 9	14 9	...	...	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	14 9	16 0	...	...	13 5	16 0	120 0	120 0	10 10	10 10
Central—																										
Narsinghpur	13 0	13 0	...	...	8 0	8 0	9 2	9 2	22 0	22 0	...	...	...	...	...	...	18 0	18 0	...	...	18 0	18 0	200 0	200 0	9 2	9 2
Saugor	11 4	11 4	...	...	9 1	9 1	9 6	9 6	...	...	...	...	...	...	...	...	16 7	16 7	...	...	19 6	19 6	130 0	130 0	9 2	9 2
Damoh	11 12	12 8	...	...	11 4	11 4	11 13	12 8	...	...	...	...	...	...	...	...	15 0	15 0	...	...	10 0	10 0	100 0	160 0	9 8	9 8
Jubbulpore	14 0	13 0	...	...	9 4	10 4	14 4	13 4	19 0	21 0	...	...	...	...	...	...	17 8	17 12	...	...	10 8	10 4	120 0	120 0	9 8	9 4
Baghalkhand (Sohna)	12 12	12 8	17 4	19 0	7 12	8 0	16 8	17 0	17 0	17 0	16 0	17 0	*	*	10 0	10 0	17 0	18 0	*	*	17 0	17 0	150 0	140 0	10 9	10 10
Mandla	17 0	16 0	...	...	13 0	12 0	17 0	16 0	...	...	...	...	...	...	...	...	26 0	26 0	...	...	13 0	13 0	200 0	200 0	9 0	9 0
Seoni	16 9	16 9	...	...	9 12	9 12	13 5	13 5	...	...	...	...	...	...	...	...	18 10	18 10	...	...	11 8	11 8	190 0	190 0	8 12	8 12
Bálághát	11 0	12 0	...	...	9 0	10 0	16 0	16 0	...	...	...	...	...	...	...	...	13 0	12 0	...	...	9 0	11 0	100 0	100 0	8 0	8 0
Bhandára	13 4	15 0	...	...	...	...	12 0	12 8	...	...	...	...	...	...	...	...	15 0	13 4	...	...	11 4	11 4	200 0	200 0	9 0	9 0
Chánda	13 8	13 8	...	...	...	...	12 8	12 8	16 5	16 5	...	...	...	...	...	...	12 8	12 8	...	...	12 14	12 14	320 0	320 0	10 0	10 0
Eastern—																										
Bilaspur	17 12	17 12	...	...	13 8	13 8	19 0	19 3	...	...	...	...	...	...	...	...	17 0	17 0	...	...	...	...	130 0	130 0	8 0	8 0
Raipur	18 9	18 9	...	...	11 6	10 4	17 1	15 5	...	...	...	...	...	...	...	...	17 0	15 15	...	...	15 0	15 5	100 0	90 0	9 13	9 0
Sambalpur	14 12	14 14	...	...	12 4	12 4	19 4	17 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	9 0	9 0	120 0	120 0	9 10	9 10
Berar—																										
Buldána	18 0	18 0	...	...	7 0	7 0	10 0	10 0	26 0	25 0	19 0	18 0	...	...	...	...	21 0	20 0	...	...	13 0	13 0	182 0	182 0	10 0	9 0
Basim	17 8	16 8	...	...	7 0	7 8	11 8	11 0	25 0	23 8	...	...	...	...	...	...	16 0	17 0	...	...	13 8	13 8	60 0	55 0	9 0	8 8
Akola	16 8	15 8	...	...	7 0	6 0	8 8	8 0	23 8	23 0	18 8	16 8	...	...	...	...	16 8	16 8	...	...	12 8	11 8	96 0	96 0	12 0	12 0
Ellichpur	14 8	14 0	...	...	6 0	6 0	8 0	8 0	19 0	19 0	15 0	15 0	...	...	...	...	15 0	14 0	...	...	14 8	15 0	120 0	120 0	10 0	10 0
Amraoti	15 0	15 0	10 0	9 8	7 0	7 0	10 0	10 0	20 0	18 0	17 0	16 0	...	...	...	...	14 8	15 0	...	...	13 0	13 0	90 0	84 0	11 0	11 0
Wún	14 0	15 0	...	...	8 0	8 0	9 0	10 0	20 0	18 0	13 0	14 0	...	...	...	...	14 0	14 0	...	...	16 0	16 0	240 0	240 0	9 0	9 8
Nizam's Territories—																										
Secunderabad	12 3	13 3	...	*	7 8	7 2	10 3	9 13	13 3	13 3	17 12	17 12	22 3	22 3	*	*	13 13	13 3	*	*	17 12	17 12	120 0	120 0	8 12	8 10
Boláram	15 3	14 2	...	*	8 2	8 2	11 11	10 12	18 4	17 12	*	*	*	*	*	*	14 12	14 2	*	*	*	*	116 14	116 14	9 0	9 0
Chadarghat	11 0	12 4	...	*	7 8	7 12	12 8	12 0	17 0	21 0	24 0	24 0	*	*	*	*	15 0	16 8	*	*	*	*	120 0	140 0	9 8	9 8

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

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

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, cholai, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Armar, or thor, Cadian pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10 13	10 13
S. Canara	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	136 2	136 2	11 14	11 14
South, central—																							121 5	121 5		
Coimbatore	...	...	...	...	...	...	11 8	11 8	20 14	20 14	21 14	22 5	22 10	23 0	...	...	...	...	...	...	...	...	131 3	131 3	10-5 & 11-10	10-5 & 11-10
Nilgiris	...	...	...	...	...	...	8 13	8 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	274 3	274 3	9 11	9 11
Salem	...	...	...	...	...	...	11 5	11 5	20 14	20 0	23 6	23 6	23 14	23 14	...	...	...	...	...	...	...	...	145 13	145 13	10-14 & 12-10	10-14 & 12-10
Central—																										
Bellary	...	...	...	...	...	...	10 13	10 13	27 13	27 13	...	...	29 2	27 3	...	...	...	...	...	...	...	...	109 6	109 6	10-5&11-8	10-5&11-8
Ananiapur	...	...	...	...	...	...	10 13	10 13	26 5	25 13	...	...	26 3	27 3	...	...	...	...	...	...	...	...	97 3	97 3	11 8	11 8
Cuddapah	...	...	...	...	...	...	11 10	11 10	19 13	19 13	23 3	23 3	23 5	23 5	...	...	...	...	...	...	...	...	131 3	131 3	11 13	11 13
Kurnool	...	...	...	...	...	...	11 6	11 6	26 11	26 11	...	...	23	23	...	...	...	...	...	...	...	...	121 8	121 8	10-2 & 11-10	10-2 & 11-10
East Coast, north—																										
Ganjam	...	...	...	...	...	...	12 13	12 13	...	...	...	...	21 10	21 10	...	...	...	...	...	...	...	...	86 8	86 8	10 2	10 2
Vizagapatam	...	...	...	...	...	...	11 5	10 11	...	...	28 11	24 13	25 5	23 3	...	...	...	...	...	...	...	...	72 14	72 14	12 0	12 0
Godavari	...	...	...	...	...	...	14 0	13 8	17 5	17 5	...	...	25 8	25 8	...	...	...	...	...	...	...	...	133 11	133 11	12 2	12 2
East Coast, central—																										
Kistna	...	...	...	...	...	...	13 11	13 11	14 3	17 14	...	...	27 13	27 13	...	...	...	...	...	...	...	...	140 14	140 14	13 3	13 3
Nellore	...	...	...	...	...	...	14 13	14 13	22 11	22 11	20 11	18 13	24 0	24 0	...	...	...	...	...	...	...	...	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	...	...	...	...	...	...	10 14	10 14	19 6	19 6	...	...	21 14	21 14	...	...	...	...	...	...	...	...	98 3	98 3	13 5	13 5
Chingleput	...	...	...	...	...	...	10 10	10 10	...	...	...	...	21 10	21 10	...	...	...	...	...	...	...	...	91 14	91 14	13 5	13 5
N. Arcot	...	...	...	...	...	...	11 5	11 5	23 10	23 10	21 6	21 6	25 11	26 0	...	...	...	...	...	...	...	...	100 13	100 13	12 2	12 2
S. Arcot	...	...	...	...	...	...	12 3	14 0	...	...	27 11	30 13	27	23 14	...	...	...	...	...	...	...	...	209 0	209 0	12 13	12 13
Tanjore	...	...	...	...	...	...	13 6	13 6	...	...	25 6	26 2	27 6	24 3	...	...	...	...	...	...	...	...	145 13	145 13	12 6 and 12 8	12 6 and 12 8
Trichinopoly	...	...	...	...	...	...	10 8	11 3	17 14	18 3	20 5	20 5	21 2	21 0	...	...	...	...	...	...	...	...	143 6	143 6	12 0	12 0
Southern—																										
Tinnevelly	...	...	...	...	...	...	10 10	11 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	58 5	58 5	13 13	13 8
Madura	...	...	...	...	...	...	10 10	12 13	20 5	20 5	18 6	19 2	22	21 11	...	...	...	...	...	...	...	...	97 3	97 3	12 11	12 11
Mysore—																										
Mysore	11 4	11 4	11 0	11 0	8 12	8 12	9 12	9 12	27 0	27 0	20 0	20 0	25 0	25 0	21 0	21 0	11 8	11 8	...	...	14 0	14 0	96 0	96 0	9 12	9 0
Bangalore	12 8	12 8	9 0	9 0	7 0	7 0	8 4	8 4	23 0	23 0	18 0	18 0	28 0	28 0	12 0	11 8	11 0	11 0	...	...	14 0	14 0	96 0	96 0	10 0	10 0
Kolar	10 8	10 8	10 0	10 0	10 0	8 8	11 0	11 0	23 0	23 0	18 0	18 0	30 0	30 0	15 0	15 0	11 0	11 0	...	...	13 0	13 0	150 0	150 0	10 0	10 0
Tumkur	12 0	12 0	10 0	10 0	9 0	8 8	9 8	9 8	25 0	25 0	...	...	33 0	32 0	35 0	35 0	10 8	11 8	...	...	15 0	15 0	224 0	224 0	10 8	10 8
Hassan	...	...	10 0	10 0	9 0	9 0	10 0	10 0	...	...	31 0	31 0	33	32 0	...	...	11 0	11 0	...	...	15 0	15 0	200 0	200 0	9 0	9 0
Kadur	...	...	10 0	9 4	8 0	8 0	10 0	10 0	...	...	...	...	24	24 0	...	...	11 0	11 0	...	...	12 0	12 10	240 0	240 0	10 8	10 8
Shimoga	10 0	10 0	10 0	10 0	7 1	7 6	11 13	11 13	26 4	26 4	...	...	34 10	34 2	...	...	14 0	14 0	...	...	16 4	16 4	272 0	272 0	9 8	9 8
Chitaldroog	15 0	14 0	15 0	...	9 0	9 8	11 8	11 8	33 0	33 0	24 0	25 0	40	40 0	40 0	40 0	14 0	14 0	...	...	14 0	14 0	320 0	320 0	...	...
Coorg—																										
Coorg	9 0	9 0	8 0	7 0	10 0	10 0	11 8	11 8	...	...	...	...	28	29 8	...	...	...	23 0	...	...	...	...	110 0	110 0	9 0	9 0
Aden	7 0	7 0	...	...	5 14	5 14	6 9	6 9	10 3	10 3	...	...	...	*	...	...	9 4	9 4	...	...	*	*	65 5	65 5	32 0	32 0

* Not sold.

STEPHEN JACOB,
Offg. Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. on Saturday, January 26th, 1895.

General Summary.—The most important feature in the meteorology of the past week was the passage of a disturbance through Northern India, which, though of very feeble intensity itself, gave rise to a deepish secondary depression in the Punjab. The barometer fell slightly in Sind and Gujarat on Sunday morning showing that a disturbance had crossed the frontier from Baluchistan, but it was very faintly indicated and had given no rain to Baluchistan or Sind. Pressure, however, gave way very rapidly in the South-East Punjab and adjacent hills on Monday morning, the fall being greatest at Ludhiana where it amounted to nearly three-tenths of an inch, and a secondary depression was formed with pressure more than two-tenths of an inch in defect in its central area. Strong to stormy winds prevailed in the Punjab hill districts and winds had increased in Rajputana, to which province the primary depression had advanced. Falls of snow or rain were reported from the Upper India hill districts, the Punjab and Rajputana, but the falls were generally light, the heaviest being only ·74 inch at Chakrata. The secondary depression filled up within the next 24 hours the barometer rising very rapidly over the greater part of North-Western India by Tuesday morning. Moderately heavy snow had, however, fallen in the hill districts, Simla registering a fall of 1·65 inches, Chakrata 1·51 inches and Mussoree ·91 inch; and general rain had fallen in the East Punjab and the greater part of the North-Western Provinces, the principal falls being ·86 inch at Rawalpindi, ·81 inch at Ludhiana and ·77 inch at Sialkot. The primary depression had by Tuesday morning advanced as far as Baghelkhand and the eastern districts of the North-Western Provinces. During the next two days it travelled through Bengal and Upper Burma and gave a few showers in West Bengal, Behar, Chota Nagpur and the eastern districts of the North-Western Provinces, but the falls were in most cases light and of little importance. Anti-cyclonic conditions were established in North-Western India after the secondary depression in the Punjab had filled up, and fine dry weather with unusually low temperature prevailed during the remainder of the week.

Daily Summary.—*Sunday.*—Pressure had changed by only small amounts and its distribution was approximately normal except in the western Himalayan hill districts and in Sind and Gujarat where it was in slight to moderate defect. A very feeble disturbance had crossed the Sind frontier from Baluchistan and skies were moderately to heavily clouded in Baluchistan and North-Western India. No rain was reported.

Monday.—Pressure had fallen very rapidly in the South-East Punjab and adjacent hills, and a deepish secondary depression was formed in which pressure was upwards of two-tenths of an inch in defect. The primary depression was advancing through South Rajputana and Central India. Light to moderate showers had fallen generally in the Punjab and Rajputana, and snow-storms were reported from the Upper India hill stations. Chakrata received ·74 inch Montgomary ·65 inch, and Ranikhet ·55 inch.

Tuesday.—Pressure had increased very rapidly over the greater part of North-Western India and the secondary depression had filled up after giving moderately heavy snow to the Upper India hills and rain to the adjacent districts in the East Punjab. The primary depression had advanced to the eastern districts of the North-Western Provinces and Baghelkhand and moderate rain had fallen over the greater part of the North-Western Provinces. The more important falls reported were: Simla 1·66 inches, Chakrata 1·51 inches, Mussooree ·91 inch, Bareilly ·86 inch, Ludhiana ·81 inch and Sialkot ·77 inch. Temperature had fallen very rapidly in Sind, Rajputana, Central India and the Punjab, and very low minimum temperatures were registered at the hill stations in Upper India.

Wednesday.—The barometer had again risen in North-Western India and had risen briskly to rapidly in Central India, the Central Provinces and the eastern districts of the North-Western Provinces. It had fallen briskly in Bengal. Well marked anti-cyclonic conditions prevailed over the whole of North-Western and Central India where temperature was largely below the normal. Showers had been received in West Bengal, Bihar, Chota Nagpur and the eastern hill districts of the North-Western Provinces. Burdwan reported a fall of 1·2 inches, Bahraich ·59 inch and Sibsagar ·39 inch. Conditions were slightly disturbed in Baluchistan.

Thursday.—Pressure had increased slightly to briskly in North-Eastern India and Upper Burma and had given way briskly to rapidly in North-Western India, the fall being greatest in the East Punjab.

Local showers had fallen in East Bengal and Assam, the largest amount, however, being only ·28 inch at Jessore.

Friday.—The barometer had risen briskly in the Punjab and had fallen briskly in North Bombay and Berar. It had changed by only small amounts elsewhere. Pressure was in moderate to considerable excess in North-Western India, in slight defect in North Bombay, and normal in Burma and Southern India. Temperature had increased briskly to rapidly in Bombay, the Central Provinces and Central India, and had decreased slightly in the Ganjetic plain and Bengal. Sibsagar reported a light shower.

Saturday.—Pressure was practically unchanged in Southern India and had increased slightly to briskly in Northern India. It was in considerable excess in North-Western India and was normal in Burma and the Peninsula. Temperature had risen generally, the rise averaging 4° in the Central Provinces and 2° in Central India, where it occurred in the night temperature, due to the presence of moderate cloud. Rajahmundry reported a light shower of rain amounting to ·4 inch.

Temperature.—Unusually cool weather prevailed over the whole of India during the week, except in Madras, where temperature was either normal or in slight excess. A cool wave following in the rear of the depression which advanced across Northern India began affecting North-Western and Central India on Tuesday when it reduced the mean temperature in Sind and Rajputana by amounts averaging 8°. Very low minimum temperatures were registered the night before at the hill stations of Upper India, Quetta reporting 20°·3 and Simla 25°·2. Temperature fell 8° next day in the Central Provinces and 4° in the North-Western Provinces and Central India, and the mean temperature averaged 9°·6 below normal in Sind and Rajputana, 9°·4 in Gujarat and Central India, 5°·9 in the Central Provinces and Berar, and 5° in the Punjab.

Temperature then began rising in North-Western and Central India, but it fell rapidly in Bengal on Thursday by amounts averaging 5°.

The following table gives the variations from the normal temperature of the different provinces of India for each day of the week:—

Province.	January, 1895.							Mean variation of week.
	20th.	21st.	22nd.	23rd.	24th.	25th.	26th.	
	°	°	°	°	°	°	°	°
Burma	—1·1	—2·7	—2·9	—1·1	—0·1	—0·5	—0·4	—1·3
Bengal and Assam	—4·1	—3·5	—0·1	+2·0	—2·6	—3·8	—2·6	—2·1
North-Western Provinces and Oudh	—3·4	+0·9	—0·3	—4·3	—4·0	—5·1	—3·4	—2·8
Punjab	—2·7	—1·2	—5·0	—5·0	—3·9	—3·8	—2·0	—3·4
Bombay	+0·4	+1·2	—1·7	—4·2	—2·7	—0·2	+0·9	—0·9
Central Provinces and Berar	—2·5	+0·5	+1·8	—5·9	—8·3	—4·5	—0·3	—2·7
Central India and Guzarat	—2·1	+1·5	—5·2	—9·4	—8·1	—4·3	—2·7	—4·3
Sind and Rajputana	+0·2	—2·3	—10·3	—9·6	—7·4	—6·0	—3·0	—5·5
Madras	+1·6	+0·7	+0·6	0	+0·6	+0·9	+1·2	+0·8
	°	°	°	°	°	°	°	°
Mean for whole of India	—1·5	—0·5	—2·6	—4·2	—4·1	—3·0	—1·4	—2·5

The coolest days of the week were the 23rd and 24th, when the mean average temperature for the whole of India was more than 4° below the normal. For the whole week temperature was 5°·5 in defect in Sind and Rajputana, 4°·3 in Central India and Gujarat, and 3°·4 in the Punjab. For the whole of India it averaged 2°·5 below the normal.

Rainfall.—Rain fell in 30 of the 52 rainfall divisions the average fall amounting to 1·75 inches in the Punjab hill districts and ·98 inch in the Punjab submontane districts. It exceeded half an inch in the western submontane districts of the North-Western Provinces and in the South Punjab. In all other divisions it was below half an inch, and in 12 did not exceed a tenth of an inch. Bengal received a few light showers, but rainfall was chiefly restricted to the Punjab and the North-Western Provinces.

For the period from 30th December 1894, to the 26th January 1895, rainfall in excess of the normal has been received in the North-Western Provinces and the Punjab (with the exception of the western districts) and also in Rajputana and Central India. In all other provinces it has been in defect of the normal.

Province.	Division.	Rainfall data for week ending 26th January, 1895. Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Rainfall data from 30th December, 1894, to 26th January, 1895. Average actual rainfall of season to date.	Average normal rainfall, 30th December to 26th January.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0	0	0	0	0
	Lower Burma	0	0	0	0	0·06	— 100
	Central do.	0	0·02	—0·02	0	0·03	— 100
	Upper do.	0·02	?	?	0 02	?	?
	Arakan	0	0·04	—0·04	0	0·05	— 100
Bengal and Assam	Eastern Bengal	0 04	0·19	—0·15	0·04	0·51	— 92
	A-sam (Surma)	0·14	0·25	—0·11	0·15	0·71	— 79
	Do. (Brahmaputra)	0.29	0·32	—0·03	0·63	0·88	— 28
	Deltaic Bengal	0·12	0·17	—0·05	0·12	0·43	— 72
	Central do.	0·17	0·14	+0·03	0·21	0·39	— 46
	North do.	0.07	0·18	—0·11	0·19	0·44	— 57
	Orissa	0	0·16	—0·16	0	0·29	— 100
	Chota Nagpur	0·32	0·23	+0·09	0·65	0·58	— 5
	Bihar (South)	0·13	0·20	—0·07	0 36	0·55	— 35
	Do. (North)	0·04	0·22	—0·18	0·23	0·56	— 59
North-Western Provinces and Oudh.	North-Western Provinces (East)	0·02	0·18	—0·16	0·56	0·53	+ 6
	North-Western Provinces (Submontane) (*a*)	0·23	0·24	—0·01	0·77	0·52	+ 48
	Oudh (South)	0·08	0·29	—0·21	1·46	0·69	+ 112
	Do. (North)	0·24	0·41	—0·17	1·22	0·73	+ 67
	North-Western Provinces (Central)	0·03	0·17	—0·14	1·85	0·53	+ 249
	North-Western Provinces (West)	0·08	0·20	—0·12	1·48	0·50	+ 196
	North-Western Provinces (Submontane) (*b*)	0·68	0·47	+0·21	2·83	1·26	+ 125
Punjab	Punjab (South)	0·64	0·17	+0·47	1·25	0·50	+ 150
	Do. (Central)	0·30	0·20	+0·10	1·07	0·50	+ 198
	Do. (Submontane)	0·98	0·41	+0·57	2·83	1·27	+ 123
	Do. (Hill Districts)	1·75	0·04	+0·81	5·13	2·95	+ 74
	Do. (North-West)	0·33	0·53	—0·20	1·75	1·44	+ 22
	Do. (West)	0·11	0·19	—0·08	0·28	0·48	— 42
Bombay and Malabar Coast Districts (Madras)	Malabar	0	0·01	—0·01	0·05	0·27	— 81
	Madras (South Central)	0	0·03	—0·03	0·02	0·21	— 90
	Coorg	0	0·00	—0·00	0·02	0·27	— 93
	Mysore	0	0	0	0	0·07	— 100
	Konkan	0	0·03	—0·03	0	0·12	— 100
	Bombay Deccan	0	0	0	0	0·07	— 100
	Khandesh	0	0·01	—0 01	0·09	0·12	— 25
Central Provinces and Berar	Berar	0	0·06	—0·06	0·03	0·31	— 90
	Central Provinces (West)	0	0·17	—0·17	0·06	0·47	— 87
	Do. (Central)	0·05	0·14	—0·09	0·20	0·50	— 60
	Do. (East)	0·01	0·16	—0·15	0·03	0·40	— 93
Bombay (North)	Guzarat	0	0·06	—0·06	0	0·07	— 100
	Kathiawar	0	0·01	—0·01	0	0.01	— 100
	Sind	0·05	0·08	—0·03	0·19	0·33	— 42
Rajputana and Central India.	Central India (East)	0·02	0·07	—0·05	0·81	0·38	+ 113
	Rajputana (East), Central India (West)	0·02	0·07	—0·05	0 52	0·21	+ 147
	Rajputana (West)	0·15	0·07	+0·08	0·35	0·29	+ 21
Madras	East Coast (North)	0·01	0·03	—0·02	0·09	0·18	— 50
	Do. (do.) (*a*)	0	0	0	0	0·07	— 100
	Hyderabad (South)	0	0·03	—0 03	0	0·12	— 100
	Madras (Central)	0	0	0	0	0·05	— 100
	East Coast (Central)	0	0·04	—0·04	0	0·37	— 100
	Do. (South)	0	0·08	—0·08	0·02	0·48	— 96
	Madras (South)	0	0·15	—0·15	0·08	0·60	— 87

W. A. BION,
Actg. Asst. Meteorological Reporter to the Government of India.

SIMLA, *the 31st January, 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 2nd February.*—There has been practically no rain during the week and the water-supply is diminishing. Agricultural operations continue. Standing crops fair but withered in parts from want of water. Rain is generally required. The harvest continues with fair outturn. Pasture and fodder are sufficient but growing scarce. Prices are steady or falling generally except in Coimbatore and Madras where they are rising.

Bombay.—*For week ending 6th February.*—There has been slight rain in parts of Sind and Kathiawar. Standing crops have been damaged by frost, rust or blight in parts of Sind; by blight in parts of Dharwar; by cloudy weather in parts of Broach; by insects in parts of Surat and Baroda and are withering for want of rain in parts of Poona. Reaping of late crops continues in parts of nine districts and preparations for next season's crops in parts of four. Cotton-picking is progressing in parts of Kathiawar and Baroda territory. The fodder-supply is sufficient, agricultural stock in good condition, and prices normal except in Sholapur.

Bengal.—*For week ending 4th February.*—There was rain generally over Bihar and Chota Nagpur and in parts of North Bengal during the week. It has done good to the spring crops except the *arhar* (*Cajanus indicus*) and to the poppy. Both the spring and the poppy crops are promising well. In Eastern Bengal rain is needed for the spring crops. The harvesting of winter rice is finished except in a few low-lying tracts, and the general results have been satisfactory. Mustard is being gathered, and other early spring crops are coming into flower. Sugarcane is being cut and pressed in some districts. The cultivation of spring rice is in progress. Cattle are generally reported well. The price of common rice continues normal and almost stationary.

North-Western Provinces and Oudh.—*For week ending 6th February.*—The weather has been unsettled during the past week and rain has fallen everywhere. In some places the falls have been heavy. Except in a few districts where slight damage has been caused by excessive moisture, the crops are doing well and prospects are favourable. Sugarcane-pressing is in progress, supplies are ample, and prices generally steady with a tendency to fall.

Punjab.—*For week ending 6th February.*—The rainfall has been general. Sugarcane-pressing still continues in some districts. The condition of standing crops is generally reported to be good to average and they have benefited by the recent rain and sunshine in certain districts; but those on low-lying land have suffered in parts of the Delhi and Peshawar districts. More rain is needed in Shahpur and Dera Ismail Khan and sunny weather in Umballa. Hail has fallen in parts of Lahore and Umballa and has slightly damaged the wheat and gram crops in the latter district. Cattle are generally in good condition and pasturage and fodder are sufficient throughout the province. Prices are rising in Umballa, falling in Jullundur, normal in Sialkot, below normal in Shahpur, and continue low elsewhere.

Central Provinces.—*For week ending 6th February.*—Weather generally cloudy in the beginning of the week with slight showers of rain in four districts. Hail is reported to have fallen in parts of three of the Northern Districts. Rust has attacked the wheat crop in two districts and is likely to extend to this crop in other districts if clouds reappear. Linseed and early sown wheat are being harvested. Prices above normal in one district but steady elsewhere.

Burma.—*For week ending 2nd February.*—There has been no rain in Lower Burma. Threshing operations are in progress and crop prospects fair. In Upper Burma threshing continues, and cultivation of the dry-weather crops is in progress. Prospects are generally good. The price of paddy is above normal and unsteady in Lower Burma and below normal in Upper Burma. Fodder and water are sufficient.

Assam.—*For week ending 5th February.*—The weather is seasonable Harvesting of winter paddy is over, but pressing of sugarcane continues. The condition of cattle is good and fodder and water are sufficient.

Mysore and Coorg.—*For week ending 6th February.*—MYSORE: Crops and prospects are good. Rice has been harvested in Bangalore, Tumkur, Mysore, and parts of the Kadur district, and *ragi* (*Eleusine coracana*) in Bangalore and parts of Kadur. Prices have slightly risen in the Kolar and Chitaldroog districts.

COORG.—The harvesting of rice is completed and threshing operations have commenced. Prices of food-grains are normal and fodder is sufficient.

Berar and Hyderabad.—*For week ending 6th February.*—BERAR: The weather is cool. Standing crops are thriving satisfactorily with the exception of linseed which has been considerably damaged through blight in Amraoti, and gram also has been affected by rust in parts of Akola. The fodder and water-supply are adequate. Prices are fluctuating in Wun, but are otherwise stationary.

HYDERABAD.—No rain has fallen during the week. The weeding of hot-weather crops has been completed. Prices are normal.

Central India.—*For week ending 6th February.*—Rain fell during the week in five Agencies. Agricultural operations have been completed in Bhopal and are in progress in other Agencies. The condition of standing crops is fairly good, though some damage has been done by rain and frost in all Agencies. Cattle are still in indifferent condition in Gwalior and Bhopawar. Pasturage is good and sufficient except in Bhopawar and three districts of Gwalior. Prices of food-grains are above normal in Bundelkhand, Goona and one district of Gwalior and normal elsewhere. The opium crop is indifferent in one district of Gwalior, partly damaged by rain in Goona, but fairly good elsewhere.

Rajputana.—*For week ending 6th February.*—The rainfall has been fair in Bickaneer, Bhurtpore and Dholpore and slight in eight States. Agricultural operations are satisfactory. Standing crops, prospects, and agricultural stock good. Fodder is sufficient but failing in Dholepore. Prices have risen in four States, are below the average in one, and normal elsewhere.

Kashmir.—*For week ending 5th February.*—KASHMIR VALLEY: Heavy snow has fallen. Prices continue normal.

JAMMU PROVINCE.—*For week ending 6th February.*—Heavy rain has fallen and the weather is stormy. Crops are in fair condition. Prices are normal and fodder sufficient.

Nepal.—*For week ending 2nd February.*—Rain fell during the week, and has done some good to the wheat seedlings. The weather is still cloudy and wet.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

No. 666 S.R., dated Calcutta, the 6th February, 1895.

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

Read—

Customs Circular No. III.—Notifications in the Finance and Commerce Department, Nos. 338 S. R. and 599 S. R., dated the 18th January and 1st February, 1895, respectively.

Letter from the Government of India in the Finance and Commerce Department, No. 601 S.R., dated the 2nd February 1895.

Ordered, that the Circular be published for general information in the Supplement to the *Gazette of India*.

STEPHEN JACOB,
Offg. Secretary to the Government of India.

Customs Circular No. III.

No. 338 S. R.

STATISTICS AND COMMERCE.
Customs.

NOTIFICATION.

Calcutta, the 18th January 1895.

In exercise of the power conferred by section 23 of the Sea Customs Act (VIII of 1878), and in supersession of the Notification in the Finance and Commerce Department, No. 188 S.R., dated the 10th January 1895, the Governor General in Council is pleased to direct that the duty of five per cent. *ad valorem*, leviable under No. 15 of Schedule IV of the Indian Tariff Act (VIII of 1894) as amended by Act XVI of 1894 on the following descriptions of iron and steel, namely:—

(1) iron, bar, of any kind not specified in that number;
(2) steel, cast and blistered, of any kind not specified in that number;
(3) steel, bar and blooms;
(4) steel angle, channel and spring;
(5) steel nails;

shall be reduced to one per cent. *ad valorem*.

STEPHEN JACOB,
Offg. Secy. to the Govt. of India.

No. 599 S. R.

STATISTICS AND COMMERCE.
Customs.

NOTIFICATION.

Calcutta, the 1st February 1895.

In exercise of the power conferred by section 22 of the Sea Customs Act (VIII of 1878), and in supersession of the Tariff values fixed for the same in columns 3 and 4 of Schedule IV (Import Tariff) of the Indian Tariff Act, VIII of 1894, as amended by Act XVI of 1894 (which values are shown in columns 2 and 3 of the Schedule hereto annexed), the Governor General in Council is pleased to fix the Tariff values of the descriptions of iron and steel specified in column 1 of the Schedule hereto annexed as shown in columns 4, 5 and 6 of that Schedule.

Schedule.

Name of Article.	Per.	Original Tariff Valuation.	Name of Article.	Per.	Revised Tariff Valuation.
1	2	3	4	5	6
		₹ a. p.			₹ a. p.
Iron, angle, T, and channel .	ton	110 0 0	Iron, angle, T, and channel .	ton	110 0 0
			„ „ and T (if galvanised)	„	160 0 0
„ hoop, plate and sheet other than Swedish . .	„	122 0 0	„ hoop, plate and sheet other than Swedish . .	„	122 0 0
			„ plate (if galvanised) . .	„	200 0 0
„ nails, rose, wire and flat-headed, rivets and washers	cwt.	10 0 0	„ nails, rose, wire and flat-headed . . .	cwt.	10 0 0
			„ rivets and washers . .	„	10 0 0
			„ „ „ (if galvanised) . .	„	15 0 0
Steel, plates and sheets . .	ton.	130 0 0	Steel, plates and sheets . .	ton	130 0 0
			„ „ „ (if galvanised) . .	„	220 0 0
„ rivets	„	220 0 0	„ rivets	„	220 0 0
			„ „ (if galvanised) .	„	320 0 0
„ T bars	„	105 0 0	„ T bars	„	105 0 0
			„ „ (if galvanised) .	„	180 0 0
„ wire, excluding wire-netting	„	140 0 0	„ wire, excluding wire-netting	*ad valorem.*	

STEPHEN JACOB,
Offg. Secy. to the Govt. of India.

No. 601 S.R.

STATISTICS AND COMMERCE.
Customs.

To

THE SECRETARY TO THE GOVERNMENT OF MADRAS. BOMBAY. BENGAL.
THE CHIEF COMMISSIONER OF BURMA.

Calcutta, the 2nd February 1895.

SIR,

As it has been brought to the notice of the Government of India that doubts have arisen as to the proper mode and rate of assessment to customs duty of various descriptions of galvanised or tinned iron and steel if imported under the provisions of the Tariff Amendment Act, XVI of 1894, I am desired to request that Collectors of Customs may be instructed that galvanised or tinned iron or steel of any of the descriptions specified in No. 15 of Schedule IV of Act XVI of 1894, or in any Notifications issued subsequently to the passing of that Act under the provisions of section 22 or 23 of the Sea Customs Act, VIII of 1878, must be held to be a species of iron or steel coming under

such general description, that is to say, galvanised or tinned iron wire, rivets, washers, etc., or galvanised steel plates, sheets, wire, etc., are still iron wire, rivets and washers, and steel plates, sheets and wire: and unless specifically distinguished in the Schedule of the Tariff Amendment Act as altered by Notifications under sections 22 and 23 of the Sea Customs Act, the galvanised descriptions are assessable to duty precisely as if they were ungalvanised.

2. Galvanised iron and steel are, however, generally of greater value than other kinds of iron and steel coming under the same general description. Where, therefore, the general description is assessed to duty *ad valorem*, the galvanised kinds will be fully assessed under the above instructions, but in the case of iron and steel of descriptions on which duty is levied on a fixed Tariff valuation, it is necessary to prescribe separate valuations for the galvanised kinds; and the Governor General in Council has accordingly issued a Notification, No. 599 S.R., dated the 1st February 1895, in which the descriptions most commonly imported are specified.

3. The opportunity has been taken to alter the Tariff valuation on steel wire, which enquiry has shown to be incorrect.

4. For the guidance of Collectors of Customs and the convenience of the public, I am to point out that, as regards iron and steel, No. 15 of the Schedule as so altered stands as in the appendix to this letter.

5. I am to request that if duty has been levied at a higher rate than the rate admissible under the Schedule entry as reproduced in the appendix on any descriptions of iron or steel imported since the 27th December 1894, the duty so levied in excess may be refunded to the parties concerned.

6. I am to take this opportunity of explaining that the intention of the amended Tariff Act and its Schedule was to specify and tax at one per cent. all iron and steel imported for the purpose of being worked up into manufactures, and to tax at five per cent. such manufactures of iron and steel as might reasonably be treated as hardware. I am to request that Collectors of Customs may be informed accordingly, and instructed to report at once for orders any case in which that purpose appears likely to be defeated owing either to the unintentional omission of any sort of iron or steel which is of the class that is imported merely to be worked up, or to the unintentional inclusion of any descriptions of those metals which ought properly to be regarded as hardware or manufactures.

I have the honour to be,
SIR,
Your most obedient Servant,

G. H. R. HART,
Offg. Asstt. Secy. to the Govt. of India.

Appendix.

NAMES OF ARTICLES.	Per.	Tariff Valuations. R a. p.	Duty.
Iron, anchors and cables	*ad valorem*		One per cent.
„ angle, T, and channel	ton	110 0 0	„
„ „ and T (if galvanised)	„	160 0 0	„
„ bar, plate and sheet, Lowmoor	„	310 0 0	„
„ beams, joists, pillars, girders, bridgework and other descriptions of iron imported exclusively for building purposes.	*ad valorem*		„
„ flat, square and bolt, including Scotch	ton	94 0 0	„
„ galvanised sheets and ridging	cwt.	10 0 0	„
„ hoop, plate and sheet, other than Swedish	ton	122 0 0	„
„ plate (if galvanised)	„	200 0 0	„
„ nails, rose, wire and flat-headed	cwt.	10 0 0	„
„ rivets and washers	„	10 0 0	„
„ „ „ „ (if galvanised)	„	15 0 0	„
„ nails, clasp	„	17 0 0	„
„ „ other sorts, including galvanised	*ad valorem*		„
„ nail-rod	ton	104 0 0	„

NAMES OF ARTICLES.	Per.	Tariff Valuations. R a. p.	Duty.
Iron, nuts and bolts	*ad valorem*		One per cent.
„ old	cwt.	2 8 0	„
„ pig	ton	60 0 0	„
„ pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges and the like	*ad valorem*		„
„ rails, chairs and fish-plates other than those described in No. 93	„		„
„ rice bowls	set of ten	6 0 0	„
„ „ „	set of six	3 0 0	„
„ „ „ not in sets	*ad valorem*		„
„ rod, round, other than Swedish under half an inch in diameter.	ton	105 0 0	„
„ Swedish, flat, square and bolt	„	142 0 0	„
„ „ nail-rod	„	142 0 0	„
„ „ round rod, under half an inch in diameter.	„	160 0 0	„
„ bar of any kind not specified in this number	*ad valorem*		„
„ tinned plates	„		„
„ wire, including fencing wire and wire-rope, but excluding wire-netting	„		„
„ all other sorts, including wire-netting	„		Five per cent.
Steel, Basic, all sorts	ton	100 0 0	One per cent.
„ beams, joists, pillars, girders, bridgework and other descriptions of steel imported exclusively for building purposes	*ad valorem*		„
„ bar and blooms	„		„
„ angle, channel and spring	„		„
„ hoops	ton	145 0 0	„
„ nails	*ad valorem*		„
„ nuts and bolts and nail-rods	„		„
„ old	ton	60 0 0	„
„ pipes and tubes	*ad valorem*		„
„ plates and sheets	ton	130 0 0	„
„ „ „ „ (if galvanised)	„	220 0 0	„
„ rails, chairs and fish-plates other than those described in No. 93	*ad valorem*		„
„ rivets	ton	220 0 0	„
„ „ (if galvanised)	„	320 0 0	„
„ T bars	„	105 0 0	„
„ „ (if galvanised)	„	180 0 0	„
„ cast and blistered, of any kind not specified in this number	*ad valorem*		„
„ wire, excluding wire-netting	„		„
„ wire-rope	„		„
„ all other sorts, including wire-netting	„		Five per cent.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST TO 27TH JANUARY 1894, AND FROM 1ST TO 26TH JANUARY 1895.

N.B.—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st-half of 1894.	Week ending 27th January 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 26th January 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st to 27th January 1894.	Earnings from 1st to 26th January 1895.	Increase.	Decrease.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	655	1,634	11,04,913	676	1,687	10,84,233	643	42,12,677	38,30,922	...	3,81,755
Bengal-Nágpur	189	862	1,86,539	210	862	1,89,691	220	6,20,617	6,46,474	25,857	...
Indian Midland (*a*)	162	752	1,24,141	165	752	1,14,258	152	4,86,000	4,06,919	...	79,741
Bezwada extension	108	21	1,586	76	21	2,809	134	6,593	10,208	3,615	...
Metre gauge—											
Rajputana-Malwa (*b*)	324	1,699	6,17,966	364	1,790	5,74,940	321	20,41,071	20,85,300	44,224	...
Palanpur-Deesa	47	17	749	44	17	1,110	65	2,714	4,330	1,616	...
South Indian	143	1,043	1,26,704	121	1,042	1,34,594	129	4,57,718	5,46,283	88,565	...
Máyavaram-Mutupet	61	...	...	...	54	3,375	63	...	12,750	12,750	...
Southern Mahratta (*c*)	115	1,165	1,10,712	95	1,165	1,25,309	108	4,23,790	4,70,566	46,776	...
Bengal and North-Western (*d*)	162	756	1,14,283	151	756	1,20,900	160	4,09,013	4,15,850	6,235	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	223	20,070	90	231	25,724	111	73,007	76,792	3,785	...
TOTAL	286	8,172	24,07,654	295	8,377	23,77,003	284	87,34,407	85,06,400	...	2,28,067
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	255	2,507	5,52,361	220	2,511	6,82,372	272	23,91,420	25,61,291	1,69,871	...
Oudh and Rohilkhand (state)	287	740	1,78,814	242	797	2,90,930	365	7,13,531	9,96,569	2,83,038	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	281	813	3,44,179	423	813	3,31,380	408	10,34,306	11,33,070	98,764	...
Bengal Central (*f*)	126	125	16,295	130	125	14,610	117	57,190	57,530	340	...
East Coast (state)	107	266	20,407	77	353	41,154	117	66,101	1,05,005	38,904	...
Metre gauge—											
Burma (state)	199	730	1,63,004	223	746	1,75,258	235	5,16,995	5,47,220	30,225	...
Special gauges—											
Jorhát (state provincial)	44	28	1,371	49	28	1,347	48	4,244	4,782	538	...
Cherra-Companyganj (state provincial)	60	8	549	69	8	639	80	1,780	2,397	617	...
TOTAL	244	5,217	12,77,040	245	5,381	15,37,690	286	47,85,507	54,07,924	6,22,357	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	596	1,490	10,28,391	710	1,490	8,20,617	551	36,70,871	28,73,492	...	7,97,379
Bombay, Baroda and Central India	801	401	3,58,840	778	461	3,12,000	677	11,89,908	11,42,000	...	47,908
Madras	237	840	1,79,416	214	840	1,88,194	224	6,95,243	7,12,943	17,701	...
TOTAL	522	2,791	15,66,647	561	2,791	13,20,811	473	55,56,881	47,28,435	...	8,27,646
TOTAL (GUARANTEED AND STATE)	313	16,180	52,51,341	325	16,549	52,35,504	316	1,90,70,111	1,80,42,759	...	4,33,356
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	167	161	22,478	140	161	26,989	168	84,234	95,277	10,993	...
Tarkessur	308	22	5,748	261	22	5,629	256	21,252	20,565	...	687
Metre gauge—											
Rohilkund and Kumaon (Company section)	149	67	7,787	116	67	4,284	64	30,237	15,262	...	14,975
Bengal Dooars	80	32	2,749	86	36	2,910	81	9,402	10,020	558	...
Dibru-Sadiya	133	78	11,285	145	78	10,772	138	40,241	39,940	...	301
Special gauge—											
Darjeeling-Himalayan	232	51	8,258	162	51	8,937	175	26,274	31,435	5,161	...
TOTAL	166	411	58,305	142	415	59,521	143	2,11,750	2,12,499	749	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	185	333	59,027	177	333	65,717	197	1,88,450	2,23,898	35,448	...
The Gaekwar's Petlád	112	13	1,310	101	13	1,110	85	4,395	4,850	455	...
Rájpura-Bhátinda	192	108	15,068	140	108	29,234	271	58,120	1,07,890	49,770	...
Kolar Gold-fields	306	...	...	...	10	3,024	302	...	9,415	9,415	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	88	362	27,341	76	362	34,343	95	1,12,231	1,23,651	11,420	...
The Gaekwar's Mehsána	98	93	10,792	116	93	6,230	67	30,602	23,540	...	7,122
Kolhápur	92	29	1,869	64	29	2,168	75	6,970	7,203	233	...
Special gauge—											
The Gaekwar's Dabhoi	81	72	4,708	65	72	3,830	53	10,902	12,470	...	4,402
Cooch Behar	30	22	407	19	22	1,230	56	4,085	3,800	2,775	...
TOTAL	130	1,032	1,20,522	117	1,042	1,46,886	141	4,18,875	5,16,837	97,962	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	131	334	40,350	121	334	40,747	122	1,41,528	1,25,270	...	16,258
Jetalsar-Rájkot	68	46	3,000	65	46	2,867	62	10,032	10,078	46	...
Jodhpore-Bickaneer	75	364	28,156	77	364	17,600	48	94,027	69,310	...	25,317
Special gauge—											
Morvi	75	94	6,658	71	94	16,321	67	24,750	21,629	...	3,121
TOTAL	97	838	78,164	93	838	67,535	81	2,70,937	2,26,287	...	44,650
GRAND TOTAL	290	18,461	55,08,332	298	18,844	55,09,446	292	1,90,77,077	1,95,98,382	...	3,70,295

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

F. B. HEBBERT,
Under Secretary.

CALCUTTA, *the 8th February, 1895.*

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XLII OF 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

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

Railway.	Average earnings per mile per week in 1893-94.	Week ending 27th January 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 26th January 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st April 1893 to 27th January 1894.	Earnings from 1st April 1894 to 26th January 1895.	Increase.	Decrease.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	602	1,634	11,04,913	676	1,687	10,84,233	643	4,08,46,866	4,22,46,682	13,99,816	...
Bengal-Nágpur	149	862	1,86,530	216	862	1,89,691	220	49,59,407	49,22,863	...	36,544
Indian Midland (*a*)	132	752	1,24,141	165	752	1,14,258	152	40,95,661	46,07,243	5,11,582	...
Bezwada extension	95	21	1,586	76	21	2,809	134	85,757	1,42,655	56,898	...
Metre gauge—											
Rajputana-Malwa (*b*)	261	1,699	6,17,966	364	1,790	5,74,940	321	1,82,23,118	2,02,00,118	19,77,000	...
Palanpur-Deesa	41	17	749	44	17	1,110	65	(*c*) 7,150	31,972	24,822	...
South Indian	144	1,043	1,26,704	121	1,042	1,34,594	129	65,38,769	68,18,585	2,79,816	...
Máyavaram-Mutupet	...	...	...	...	54	3,375	63	...	(*d*) 1,73,584	1,73,584	...
Southern Mahratta (*e*)	100	1,165	1,10,712	95	1,165	1,25,369	108	49,09,508	51,21,274	2,11,766	...
Bengal and North-Western (*f*)	132	756	1,14,283	151	756	1,20,900	160	41,48,239	45,26,873	3,78,634	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	223	20,070	90	231	25,724	111	5,92,297	7,57,057	1,64,760	...
TOTAL	250	8,172	24,07,654	295	8,377	23,77,003	284	8,44,06,772	8,95,48,906	51,42,134	...
State lines worked by the State.											
Standard gauge—											
North-Western (state) (*g*)	232	2,507	5,52,361	220	2,511	6,82,372	272	2,43,35,306	2,66,56,987	23,21,681	...
Oudh and Rohilkhand (state)	242	740	1,78,814	242	797	2,90,930	365	70,63,960	88,87,541	18,23,581	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	309	813	3,44,179	423	813	3,31,380	408	1,04,83,545	1,18,52,898	13,69,353	...
Bengal Central (*h*)	120	125	16,295	130	125	14,60 0	117	6,37,497	6,71,886	34,389	...
East Coast (state)	71	266	(*i*)20,407	77	353	41,154	117	(*i*) 5,37,151	12,29,203	6,92,052	...
Metre gauge—											
Burma (state)	171	730	1,63,004	223	746	1,75,258	235	47,53,839	46,28,456	...	1,25,383
Special gauges—											
Jorhat (state provincial)	49	28	1,371	49	28	1,347	48	60,780	62,281	1,501	...
Cherra-Companyganj (state provincial)	54	8	549	69	8	630	80	18,230	21,258	3,028	...
TOTAL	226	5,217	12,77,040	245	5,381	15,37,690	286	4,78,90,308	5,40,10,510	61,20,202	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*j*)	510	1,490	10,28,391	710	1,490	8,20,617	551	3,09,18,846	2,68,33,474	...	40,85,372
Bombay, Baroda and Central India	638	401	3,58,840	778	461	3,12,000	677	1,22,23,242	1,27,17,111	4,93,869	...
Madras	238	840	1,79,416	214	840	1,88,194	224	85,52,027	84,86,268	...	65,759
TOTAL	440	2,791	15,66,647	561	2,791	13,20,811	473	5,16,94,115	4,80,36,853	...	136,57,262
TOTAL (GUARANTEED AND STATE)	277	16,180	52,51,341	325	16,549	52,35,504	316	18,39,91,195	19,15,96,269	76,05,074	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	148	161	22,478	140	161	26,989	168	10,01,833	11,11,043	1,09,210	...
Tarkessur	253	22	5,748	261	22	5,629	256	2,26,231	2,43,042	16,811	...
Metre gauge—											
Rohilkhand and Kumaon (Company section)	137	67	7,787	116	67	4,284	64	3,81,826	3,51,831	...	29,995
Bengal Dooars	77	32	2,749	86	36	2,910	81	1,10,519	1,82,433	71,914	...
Dibru-Sadiya	130	78	11,285	145	78	10,772	138	4,29,590	4,46,585	16,995	...
Special gauge—											
Darjeeling-Himalayan	238	51	8,258	162	51	8,937	175	5,26,198	5,27,444	1,246	...
TOTAL	155	411	58,305	142	415	59,521	143	26,76,197	28,62,378	1,86,181	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	158	333	59,027	177	333	65,717	197	21,88,490	25,54,498	3,66,008	..
The Gaekwar's Petlád	92	13	1,310	101	13	1,110	85	50,350	57,504	7,154	..
Rájpura-Bhátinda	129	108	15,068	140	108	29,234	271	5,83,442	10,32,690	4,49,248	...
Kolar Gold-fields	...	...	...	...	10	3,024	302	...	(*k*)85,407	85,407	...
Metre gauge—											
Southern Mahratta (Mysore section) (*l*)	95	362	27,341	76	362	34,343	95	14,43,104	13,72,977	...	70,127
The Gaekwar's Mehsána	75	93	10,792	116	93	6,230	67	2,73,429	2,79,744	6,315	...
Kolhápur	77	29	1,869	64	29	2,168	75	93,271	99,778	6,507	...
Special gauges—											
The Gaekwar's Dabhoi	67	72	4,708	65	72	3,830	53	1,96,462	1,79,785	...	16,677
Cooch Behar	20	22	407	19	22	1,230	56	(*m*)6,931	36,620	29,689	...
TOTAL	114	1,032	1,20,522	117	1,042	1,46,886	141	48,35,479	56,99,003	8,63,524	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	118	334	40,350	121	334	40,747	122	16,29,129	14,10,727	...	2,18,402
Jetalsar-Rájkot	60	46	3,000	65	46	2,867	62	(*n*)1,13,039	1,26,969	13,930	...
Jodhpore-Bickaneer	54	364	28,156	77	364	17,600	48	7,53,870	8,71,551	1,17,681	...
Special gauge—											
Morvi	67	94	6,658	71	94	6,321	67	2,67,685	2,56,491	...	11,194
TOTAL	81	838	78,164	93	838	67,535	81	27,63,723	26,65,738	...	97,985
GRAND TOTAL	256	18,461	55,08,332	298	18,844	55,09,446	292	19,42,66,594	20,28,23,388	85,56,794	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 6th November 1893 to 27th January 1894.
(*d*) Total earnings from 2nd April 1894 to 26th January 1895.
(*e*) Includes the Guntakal-Mysore frontier section.
(*f*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*g*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the earnings of the Bezwada-Gódávari section.
(*j*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*k*) Total earnings from 1st June 1894 to 26th January 1895.
(*l*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*m*) Total earnings from 15th September 1893 to 27th January 1894.
(*n*) Total earnings from 12th April 1893 to 27th January 1894.

F. B. HEBBERT,
Under Secretary.

CALCUTTA, *the 8th February, 1895.*

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OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. on Saturday, February 2nd, 1895.

General Summary.—Fine settled weather prevailed over the whole country during the first part of the week, but pressure gave way briskly in Baluchistan on the 31st January, and by next morning a disturbance had entered Rajputana which caused the formation of a deepish secondary depression in the North Punjab. The fall of the barometer exceeded two-tenths of an inch at the Northern Stations, and pressure was nearly a quarter of an inch in defect in the central area of the depression. Light to moderate general rain had fallen in the Punjab, Rajputana, Central India and the North-Western Provinces, and snow had fallen at Quetta and Srinagar, the fall amounting to two feet at the latter station. The secondary depression commenced to fill up during the next 24 hours, but the pressure changes were very irregular, and weather continued unsettled, especially in the Simla and Mussooree hill districts, where heavy falls of rain and snow were received. Chakrata and Mussooree were visited by severe thunderstorms. The precipitation at Chakrata amounted to 3·17 inches, at Mussooree 3 inches, Dehra Dun 2·25 inches, and at Simla 1·31 inches. The primary disturbance had advanced eastwards, and on Saturday morning lay over Baghelkhand, Chota Nagpur and the adjacent districts of the Central Provinces, but pressure was in very moderate defect in its central area, and the depression was hence one of only moderate intensity. Light to moderate general rain had fallen over the South-East Punjab, the North-Western Provinces and Bihar, the heaviest falls reported being Patna ·71 inch, Gaya ·62 inch and Gorakhpur ·52 inch.

The changes in temperature were large during the week. On Sunday it was in slight defect over the greater part of Northern India. On the 31st it

was 6° above the normal in Sind and Rajputana and decreased nearly 5° during the next 24 hours. In the Central Provinces it was nearly 8° in excess of the normal on the 1st February, while on the 27th January it was practically normal. The increase in Central India was almost as great. The average mean temperature for the whole of India for the week was 1°·4 in excess of the normal.

Daily Summary :—*Sunday.*—Pressure had given way slightly in Northern India and Burma, and was steady or had risen slightly in Baluchistan and the Peninsula. Humidity had decreased generally over the whole country, the lowest humidity percentages recorded being 16 at Murree and 18 at Simla. Colombo reported a light shower.

Monday.—Pressure had decreased slightly in Northern India and was practically unchanged in the Peninsula. Temperature had risen briskly to rapidly in Rajputana, Central India and the Central Provinces, and was 4° above the normal in Central India. No rain had fallen in India. Aden reported a fall of ·54 inch.

Tuesday.—Pressure had fallen slightly in Sind and Rajputana and was in slight defect in Lower Sind, Kathiawar and Gujarat where skies were partially clouded. Temperature had increased 3° in Sind, Rajputana, Gujarat, Central India, Berar and the Central Provinces, and was 6° above the normal in Central India, 5° in the Central Provinces and 3° in Rajputana. Light showers had fallen at Jubbulpore and Saugor.

Wednesday.—The barometer had fallen briskly in Baluchistan, the West Punjab, Sind, Kathiawar, Rajputana and Central India, and a shallow depression in which pressure was upwards of an eighth of an inch below the normal was shown covering Lower Sind and Kathiawar. Winds were cyclonic in direction in the depression area and were of moderate intensity at the stations on the Kathiawar coast. Temperature was 6° above the normal in Central India and the Central Provinces and 5° in Sind and Rajputana. Jubbulpore and Gnatong reported very light showers, and Aden a fall of ·2 inch.

Thursday.—Pressure had increased slightly in Cutch and fallen briskly in East Rajputana, Central India and the Northern districts of the Central Provinces and the depression in Sind the day before had advanced to South-East Rajputana and Central India. The barometer had fallen briskly in Baluchistan, showing the probable approach of a disturbance from Persia. Temperature had increased rapidly in the North-Western Provinces and was, more or less, considerably above the normal over the whole of North-Western and Central India. Showers had fallen in Rajputana, the South-East Punjab, and the western districts of the North-Western Provinces, and at the hill stations eastwards from Simla to Ranikhet. Aden had received another fall of rain amounting to ·32 inch.

Friday.—The barometer had fallen briskly in Baluchistan and briskly to very rapidly in the Punjab. A disturbance had advanced into Rajputana from Baluchistan and had given rise to the formation of a deepish secondary depression in the North Punjab. Weather was very unsettled in North-Western and Central India, and light to moderate general rain had fallen in the Punjab, Rajputana, Central India and the North-Western Provinces. Two feet of snow had fallen at Srinagar. Temperature had decreased largely in Baluchistan, rapidly in Sind and Rajputana, and briskly in Central India.

Saturday.—The secondary depression in the Punjab had commenced to fill up, but the pressure changes were very irregular, and weather hence continued somewhat unsettled. The primary disturbance had travelled eastwards to Baghelkhand, Chota Nagpur and the adjacent districts of the Central Provinces. Light to moderate rain had fallen in the South-East Punjab, North-Western Provinces and Bihar, and heavy rain and snow in the Simla and

Mussooree hill districts. Chakrata reported a fall of 3·17 inches, Mussooree 3 inches, Dehra Dun 2·25 inches and Simla 1·31 inches.

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

Province.	January, 1895.					February, 1895		Mean variation of week.
	27th.	28th.	29th.	30th.	31st.	1st.	2nd.	
	°	°	°	°	°	°	°	°
Burma	−0·6	−0·7	−0·8	−0·9	−1·3	−0·3	+2·0	−0·4
Bengal and Assam	−1·9	−1·6	−0·7	+0·1	+0·3	+2·1	+4·1	+0·3
North-Western Provinces and Oudh	−2·0	−1·5	−0·9	−0·4	+3·1	+3·8	+1·2	+0·5
Punjab	−0·6	0	+0·4	+1·7	+0·9	+2·2	−0·1	+0·6
Bombay	+2·1	+2·2	+2·5	+2·4	+2·0	+0·4	−0·8	+1·5
Central Provinces and Berar	+0·8	+2·6	+5·3	+5·7	+7·1	+7·8	+4·8	+4·9
Central India and Gujarat	+0·6	+3·7	+6·5	+6·2	+5·7	+3·1	−2·3	+3·4
Sind and Rajputana	−1·9	−0·1	+2·6	+5·1	+6·0	+1·2	−0·7	+1·7
Madras	+0·7	−0·1	−1·0	−1·0	−0·6	+0·7	+0·8	−0·1
	°	°	°	°	°	°	°	°
Mean for whole of India	−0·3	+0·5	+1·5	+2·0	+2·6	+2·3	+1·0	+1·4

As will be seen from the above, unusually high temperatures prevailed during the week. The average mean temperature for the whole of India was 0°·3 in defect of the normal on Sunday, but on all other days of the week it was in excess, the excess amounting to 2°·6 on the 31st. Temperature was most above the normal in the Central Provinces, Central India, Sind and Rajputana, the excess being chiefly shown in the night temperatures, especially in the Central Provinces and Central India. Night temperatures were in large excess also at the Upper India hill stations during the first part of the week, while at the neighbouring stations in the plains they were in defect. Some striking instances occurred of the inversion of temperature which is of occasional occurrence during the cold weather, the actual minimum temperatures registered in the plains being lower than those of the adjacent hill stations. At the hill station of Murree on the 28th, for example, the minimum temperature recorded was 11°·2 higher than at Rawalpindi and 7°·2 higher than at Peshawar.

The mean temperature for the whole week was 4°·9 above the normal in the Central Provinces and Berar, and 3°·4 in Central India and Gujarat. For the whole of India it was 1°·4 in excess of the normal.

Rainfall.—The rainfall of the week was unusually heavy in the Punjab and North-Western Provinces, especially in the hill and submontane districts. The following gives the largest amounts received during the week :

Dharmsala (Kangra)	4·43 inches.
Mussooree	3·72 ,,
Chakrata	3·77 ,,
Una (Hoshiarpur)	3·36 ,,
Dehra Dun	2·95 ,,

No rain fell in Burma and the Peninsula, where the rainfall for the period 30th December to 2nd February is in large defect. The only provinces in which it is in excess of the normal amount are the North-Western Provinces, Oudh, the Punjab, Central India and Rajputana. The excess considered as a percentage of the normal is greatest in the Central and Western districts of the North-Western Provinces. The actual absolute excess is greatest in the Punjab hill districts where it averaged 3·72 inches.

Province.	Division.	Rainfall data for week ending 2nd February, 1895.			Rainfall data from 30th December to 2nd February, 1895.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, 30th December to 2nd February.	Excess or defect of (seasonal) rainfall expressed as a per-centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0·03	—0·03	0	0·03	— 100
	Lower Burma	0	0·15	—0·15	0	0·21	— 100
	Central do.	0	0·00	—0·00	0	0·09	— 100
	Upper do.	0	?	?	0·02	?	?
	Arakan	0	0·07	—0·07	0	0·12	— 100
Bengal and Assam	Eastern Bengal	0	0·21	—0·21	0·04	0·73	— 95
	Assam (Surma)	0·07	0·30	—0·23	0·22	1·02	— 78
	Do. (Brahmaputra)	0·02	0·24	—0·22	0·04	1·12	— 43
	Deltaic Bengal	0	0·19	—0·19	0·12	0·62	— 81
	Central do.	0·04	0·13	—0·09	0·25	0·52	— 52
	North do.	0·04	0·22	—0·18	0·25	0·66	— 62
	Orissa	0	0·19	—0·19	0	0·48	— 100
	Chota Nagpur	0·17	0·16	+0·01	0·72	0·74	— 3
	Bihar (South)	0·38	0·14	+0·24	0·73	0·69	+ 6
	Do. (North)	0·32	0·13	+0·19	0·54	0·69	— 22
North-Western Provinces and Oudh.	North-Western Provinces (East)	0·34	0·11	+0·23	0·91	0·64	+ 42
	North-Western Provinces Submontane (*a*)	0·47	0·09	+0·38	1·25	0·60	+ 108
	Oudh (South)	0·60	0·08	+0·52	2·00	0·77	+ 168
	Do. (North)	0·74	0·16	+0·58	1·95	0·89	+ 119
	North-Western Provinces (Central)	0·68	0·07	+0·61	2·54	0·60	+ 323
	North-Western Provinces (West)	0·60	0·12	+0·48	2·08	0·62	+ 235
	North-Western Provinces (Submontane) (*b*)	1·35	0·43	+0·92	4·18	1·69	+ 147
Punjab	Punjab (South)	0·33	0·12	+0·21	1·58	0·62	+ 155
	Do. (Central)	0·57	0·21	+0·36	2·25	0·77	+ 192
	Do. (Submontane)	0·94	0·37	+0·57	3·77	1·64	+ 130
	Do. (Hill Districts)	2·35	0·81	+1·54	7·47	3·75	+ 99
	Do. (North-West)	0·68	0·44	+0·24	2·43	1·89	+ 28
	Do. (West)	0·14	0·16	—0·02	0·42	0·64	— 34
Bombay and Malabar Coast Districts (Madras)	Malabar	0	0·09	—0·09	0·05	0·36	— 86
	Madras (South Central)	0	0·01	—0·01	0·02	0·23	— 91
	Coorg	0	0·04	—0·04	0·02	0·31	— 93
	Mysore	0	0·01	—0·01	0	0·08	— 100
	Konkan	0	0	0	0	0·12	— 100
	Bombay Deccan	0	0	0	0	0·07	— 100
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0	0	0·09	0·12	— 25
Central Provinces and Berar.	Berar	0	0·01	—0·01	0·03	0·32	— 91
	Central Provinces (West)	0	0·08	—0·08	0·07	0·54	— 87
	Do. (Central)	0·14	0·13	+0·01	0·34	0·63	— 46
	Do. (East)	0	0·17	—0·17	0·03	0·57	— 95
Bombay (North)	Gujarat	0	0	0	0	0·07	— 100
	Kathiawar	0	0·03	—0·03	0	0·03	— 100
	Sind	0·07	0·19	—0·12	0·25	0·52	— 52
Rajputana and Central India.	Central India (East)	0·13	0·05	+0·13	0·98	0·43	+ 128
	Rajputana (East) Central India (West)	0·14	0·03	+0·11	0·66	0·25	+ 164
	Rajputana (West)	0	0·02	—0·02	0·35	0·31	+ 13
Madras	East Coast (North)	0	0·02	—0·02	0·09	0·20	— 55
	Do. (do.) (*a*)	0	0	0	0	0·07	— 100
	Hyderabad (South)	0	0·08	—0·08	0	0·20	— 100
	Madras (Central)	0	0·01	—0·01	0	0·06	— 100
	East Coast (Central)	0	0·04	—0·04	0	0·41	— 100
	Do. (South)	0	0·14	—0·14	0·02	0·62	— 97
	Madras (South)	0	0·11	—0·11	0·08	0·71	— 89

W. A. BION,
Offg. Asst. Meteorological Reporter to the Government of India.

SIMLA, *7th February, 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 9th February.*—Slight showers of rain fell in Ganjam and Vizagapatam. Water-supply is insufficient, except in the Circars. Agricultural operations continue. Standing crops are fair, but suffering in many districts from drought. Rain is generally wanted. Harvesting continues with fair outturn. Pasture and fodder are growing scarce in parts. Prices are easier in the Circars, slightly risen in parts of the Carnatic and Central districts, and nearly steady elsewhere.

Bombay.—*For week ending 13th February.*—Slight rain fell in parts of Karachi and Thar and Parkar. Standing crops damaged by frost or blight in parts of Sind, by insects in parts of Surat, by blight in parts of Dharwar, and withering for want of moisture in parts of Poona. Reaping of late crops continues in parts of twelve districts, and preparations for next season's crops in parts of five. Cotton-picking is progressing in parts of Kathiawar and Baroda territory. Fodder-supply sufficient, and agricultural stock in good condition. Prices are normal except in Sholapur.

Bengal.—*For week ending 11th February.*—There was a little rain in Hazaribagh, but practically none in the other reporting districts. The general prospects of the spring crops continue favourable, but in East Bengal the crop requires rain. Mustard is being gathered, and in many districts the pressing of sugarcane is going on. Spring rice is being sown and transplanted, and the young plants are doing well. In parts of North and East Bengal the lands are under preparation for the autumn crops. The reports of the poppy crop in Bihar and Hazaribagh are promising; lancing has begun in Patna. No cattle-disease is reported. The price of common rice is generally steady and normal.

North-Western Provinces and Oudh.—*For week ending 13th February.*—Weather generally clear, but showers have fallen in some places. Slight damage to crops reported in a few districts either by insects, rust or excessive moisture. The prospects of the spring crops are generally favourable. Sugarcane-pressing is in progress. Fodder and supplies are ample, except in Sitapur and Rae Bareli, where fodder is said to be getting scarce. Prices are normal.

Punjab.—*For week ending 13th February.*—Rain has fallen in all districts except Hissar, Sialkot, and Lahore. Sugarcane-pressing still continues in some districts. The condition of standing crops is good to average, and prospects are favourable except on low-lying lands in Peshawar. Sunny weather is necessary for the development of crops in Umballa, and rain is needed in Shahpur and Dera Ismail Khan. Crops have been slightly damaged by hail in parts of Lahore. Cattle are generally in good condition and pasturage and fodder sufficient throughout the Province. Prices are rising in Umballa, falling in Jullundur, normal in Sialkot, below normal in Shahpur and continue low elsewhere.

Central Provinces.—*For week ending 13th February.*—Weather generally cloudy with showers of rain in most of the Northern districts. There was also a heavy fall on the 10th instant in Wardha. Hail has again fallen in parts of the Northern districts where linseed has been badly damaged by rust, and wheat has also suffered but only to a slight extent. Harvesting of winter crops

progressing and prospects generally favourable. Prices rather high in Damoh and Seoni, but normal elsewhere.

Burma.—*For week ending 9th February.*—No rain. Harvesting of the main paddy crop is nearing completion. Transplanting of dry-weather paddy is progressing in Upper Burma where other agricultural operations continue. Crop prospects are good in Upper Burma and fair in the Lower province. The price of paddy is everywhere above normal in Lower Burma. In Upper Burma it is below normal but rising. Fodder and water are sufficient.

Assam.—*For week ending 12th February.*—Weather seasonable. The mustard crop is being gathered, and pressing of sugarcane continues. The condition of cattle is good and fodder and water are sufficient.

Mysore and Coorg.—*For week ending 13th February.*—MYSORE: Standing crops are in good condition. Rice harvested in Tumkur and in parts of Bangalore and Kolar. Prices have slightly risen in the Kolar and Chitaldrug districts.

COORG: Threshing of rice continues. Prices of food-grains are normal and fodder for cattle sufficient.

Berar and Hyderabad.—*For week ending 13th February.*—BERAR: Weather clear and cool. Winter crops in good condition, with the exception of linseed and gram which have been damaged through blight. Fodder and water sufficient. Prices fluctuating in Wun district, otherwise steady.

HYDERABAD: No rain fell during the week. Weeding of hot-weather crops completed. Tanks and wells are full. Prices continue normal.

Central India.—*For week ending 13th February.*—Slight rain fell in three Agencies during the week. Agricultural operations completed in Bhopal and are in progress in other Agencies. Condition of standing crops fairly good, though somewhat damaged by rain and blight in all Agencies. Condition of agricultural stock still indifferent in Gwalior and Bhopawar. Pasturage good and sufficient in all districts except Gwalior. Prices high in Bundelkhand, Bhopawar, Goona, Nimach, and in one district of Gwalior, but normal elsewhere. The opium crop is in indifferent condition in one district of Gwalior, bad in Nimach, partly damaged by rain in Goona, and fairly good elsewhere.

Rajputana.—*For week ending 13th February.*—Slight rain fell in Bickaneer. Agricultural operations are satisfactory. Standing crops, prospects, and agricultural stock good. Fodder sufficient, but failing in Dholepore. Prices have risen in two States, are below average in one, and steady elsewhere.

Kashmir.—*For week ending 12th February.*—KASHMIR VALLEY: A little snow fell in Kashmir Proper. Condition of crops good in Gilgit. Prices continue normal.

JAMMU PROVINCE.—*For week ending 13th February.*—No rain. Weather fair. Crops are in good condition. Prices are normal and fodder sufficient.

Nepal.—*For week ending 9th February.*—No rain during the week. Weather cold and foggy. Condition and prospects of crops good.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

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OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

HOME DEPARTMENT.

PROGRESS OF EDUCATION IN INDIA DURING THE YEAR 1893-94.

No. $\frac{3 \text{ Education}}{91-102}$.

Extract from the Proceedings of the Government of India in the Home Department (Education),—dated Calcutta, the 19th February 1895.

READ—

The several Reports on the Progress of Education in India during the year 1893-94, with the orders passed on them by Local Governments and Administrations.

RESOLUTION.

IN the Resolution recorded in the Home Department, dated the 7th September 1894, the Government of India reviewed at length the state and progress of education in India during the quinquennium 1887-88 to 1891-92 as shown in the Report of Mr. A. M. Nash of the Bengal Educational Service, and noticed also the results of education in the year 1892-93. In publishing for general information the statistics of education for 1893-94, therefore, only a brief summary is necessary of the most important features presented by the figures.

2. The total number of Public and Private Institutions to which the Educational Reports relate, rose from 141,793 in 1891-92 and 144,699 in 1892-93 to 147,297 in 1893-94. The increase was shared by both classes of Institutions, Public Institutions having numbered 102,145 in 1892-93, and 103,172 in 1893-94, and Private Institutions having numbered in those years 42,554 and 44,125. The number of Primary (public) institutions, which had fallen from 97,109 in 1891-92 to 96,409 in 1892-93, rose again to 97,325 in the year under

review. There was also an increase in the number of Secondary (public) Schools from 4,962 in 1892-93 to 5,066 in 1893-94. The number of elementary Private Institutions rose from 37,111 in 1892-93 to 38,395 in 1893-94, an increase of over 500 having occurred in Koran Schools.

3. The percentage of scholars to the total population of school-going age (calculated at 15 per cent. on the statistics of population according to the last Census) was 11·67 in 1893-94, as compared with 11·38 in 1892-93. The percentages of male (20·82) and female (2·19) scholars on the total male and female population of school-going age showed a slight advance over the figures for the previous year (20·32 and 2·12, respectively). The total number of pupils under instruction in schools of all classes increased from 3,966,267 in 1892-93 to 4,066,235 in 1893-94. Of these, there were 3,602,492 males and 363,775 females in 1892-93, against 3,691,292 males and 374,943 females in 1893-94.

4. The statement given in the margin compares the average monthly attendance at the different classes of public institutions during the years 1892-93 and 1893-94. The average monthly number of scholars attending these institutions rose from 3,228,114 in 1892-93 to 3,308,121 in the year under report. As observed in previous years, similar statistics regarding private institutions (advanced and elementary) are not available. On the 31st March 1894 there were 14,360 students in Arts Colleges, as compared with 13,387 on the 31st March 1893. The number on the rolls of Colleges or Departments of Colleges for Professional Training on those dates were, respectively, 3,824 and 3,344. It is satisfactory also to observe that the increase noticed last year in the number of pupils at Secondary and Primary Schools has been maintained, the former having risen from 488,261 at the end of March 1893 to 507,658 at the end of March 1894, and the latter from 2,890,824 to 2,947,530. There were 4,370 pupils attending Training Schools for Masters on the 31st March 1894, against 4,327 on the corresponding date in 1893; but the number attending Training Schools for Mistresses, which had risen from 793 at the close of 1891-92 to 1,092 at the close of 1892-93, again fell away to 909 at the close of 1893-94. There was, however, a steady increase in the number attending other special schools, from 16,586 at the end of 1891-92 and 17,681 at the end of 1892-93 to 18,363 at the end of 1893-94.

Public Institutions.		Average monthly attendance. 1892-93.	1893-94.
Managed by Government.	Colleges	6,540	6,940
	Secondary Schools	51,427	51,082
	Primary Schools	24,168	22,748
	Schools for special instruction	13,064	13,901
Managed by Local Fund and Municipal Boards.	Colleges	305	248
	Secondary Schools	111,979	117,728
	Primary Schools	767,011	788,683
	Schools for special instruction	1,222	1,390
Maintained by Native States.	Colleges	84	83
	Secondary Schools	7,573	8,027
	Primary Schools	126,777	130,581
	Schools for special instruction	276	312
Aided by Government or by Local Funds or Municipal Boards.	Colleges	5,772	6,325
	Secondary Schools	220,741	231,889
	Primary Schools	1,429,935	1,465,952
	Schools for special instruction	5,149	5,151
Unaided	Colleges	4,002	4,259
	Secondary Schools	77,312	79,510
	Primary Schools	371,848	370,877
	Schools for special instruction	2,327	2,435
Total		3,228,114	3,308,121

5. Of the total number (4,066,235) of pupils (including those in private institutions) receiving instruction, 404,591 were studying English, as compared with 388,650 in the previous year. The number (579,361) studying a classical language showed a small increase (575,789 in 1892-93); and the number learning a vernacular (3,690,391), a substantial increase (3,607,327 in 1892-93). The greatest increase among pupils learning English was among those attending Secondary Schools (301,376 in 1892-93 and 310,621 in 1893-94). The highest rise in the number of those studying a classical language also occurred among the pupils at Secondary Schools, and the increase among those studying a vernacular was naturally greatest at Primary Schools. The number of pupils in private institutions studying English, a classical language and a vernacular was, respectively, 4,784, 296,176 and 325,979 in 1893-94, as compared with 5,086, 284,132 and 316,445 in 1892-93.

6. The following statement shows the race and religion of the pupils, and the proportion borne by each class to the total number, during the past two years:—

Race and Religion.	1892-93. Number.	1892-93. Proportion to total number.	1893-94. Number.	1893-94. Proportion to total number.
Hindus	2,661,136	67·09	2,732,186	67·19
Muhammadans	894,241	22·55	905,571	22·27
Europeans and Eurasians	26,952	·68	27,975	·69
Native Christians	98,423	2·48	99,887	2·46
Miscellaneous races or religions	285,515	7·20	300,616	7·39

Owing to the general increase of numbers, the percentage of Muhammadans to the total has slightly fallen: but the number of Muhammadan pupils shows an increase yet greater than that (from 887,236 to 894,241) in the preceding year. Of the students receiving a Collegiate education, the greatest number (15,303) were Hindus; 1,212 were Muhammadans; 528, Europeans and Eurasians; 548, Native Christians; and 593 belonged to other classes. Of the pupils in Secondary Schools, 367,413 were Hindus, 70,816 Muhammadans, 23,078 Europeans and Eurasians, 26,124 Native Christians, and 20,227 belonged to other classes. Of those under Primary instruction in public institutions 2,116,506 were Hindus, 580,272 Muhammadans, 3,431 Europeans and Eurasians, 68,311 Native Christians, and 179,010 belonged to other classes.

7. The total expenditure (direct and indirect) on public instruction, which had risen from ₹3,05,19,632 in 1891-92 to ₹3,16,72,827 in 1892-93, reached ₹3,22,79,706 in 1893-94. The direct expenditure increased from ₹2,50,54,254 in 1892-93 to ₹2,58,51,608 in the year under review. The increase was mainly due to a rise in the expenditure on Secondary and Primary Schools, from ₹1,03,29,480 and ₹99,73,177, respectively, in 1892-93 to ₹1,06,36,125 and ₹1,03,23,037 in 1893-94. The expenditure on Arts Colleges increased from ₹21,10,205 to ₹22,13,938; that on Professional Colleges from ₹7,97,427 to ₹8,22,866; and that on Training Schools for teachers from ₹6,82,740 to ₹7,06,347. The expenditure on all other special schools decreased from ₹11,61,225 to ₹11,48,395. The indirect expenditure on education (which includes charges on account of direction, inspection, scholarships, buildings and miscellaneous items) fell from ₹66,18,573 to ₹64,28,098.

8. The expenditure on education was met from Provincial, Local and Municipal Funds, from fees, and from miscellaneous sources, such as subscriptions, endowments, etc. The following statement compares the sums spent from each of these sources, and the proportion of each sum to the total cost of education in the years 1892-93 and 1893-94:—

Sources from which Expenditure on Education is met.	1892-93. Amount.	1892-93. Proportion to total cost.	1893-94. Amount.	1893-94. Proportion to total cost.
	₹	Per cent.	₹	Per cent.
Provincial Revenues	88,60,611	27·98	89,80,555	27·82
Local Funds	54,44,351	17·19	55,52,107	17·20
Municipal Funds	14,54,454	4·59	14,31,670	4·43
Fees	92,61,649	29·24	95,05,271	29·45
Miscellaneous	66,51,762	21·00	68,10,103	21·10
Total	3,16,72,827	100·0	3,22,79,706	100·0

The Government of India regret that the contribution from Municipal Funds, the smallness of which has been noticed in previous reviews, has declined, but the increase in the income from fees and miscellaneous sources is satisfactory; and the general results summarised above afford, in the opinion of the Governor General in Council, satisfactory evidence of the continued progress in the work of public instruction during the year 1893-94.

ORDER.—Ordered that a copy of the above Resolution be forwarded to the Local Governments and Administrations marginally noted, and to the Department of Revenue and Agriculture for information.

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

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

[True Extract.]

J. P. HEWETT,

Offg. Secy. to the Govt. of India.

EDUCATION—GENERAL TABLE I.

Abstract Return of Colleges, Schools and Scholars in the several Provinces comprised in British India at the end of the Official year 1893-94.

(For Details, see General Table III.)*

AREA AND POPULATION.				PUBLIC INSTITUTIONS.							PRIVATE INSTITUTIONS.		GRAND TOTAL.	Percentage of	REMARKS.
				UNIVERSITY EDUCATION.		SCHOOL EDUCATION, GENERAL.		SCHOOL EDUCATION, SPECIAL.		Total of public Institutions.					
Total area in square miles.	Number of Towns and Villages.	Population.		Arts Colleges	Professional Colleges.	Secondary Schools.	Primary Schools.	Training Schools.	All other special Schools.		Advanced.	Elementary.			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
			Institutions: For Males	110	40	4,642	91,730	121	453	97,096	5,730	36,945	139,771	Institutions to number of towns and villages: 24·34	
			Institutions: For Females	4	...	424	5,595	38	15	6,076	...	1,150	7,526	1·31	
			Institutions: TOTAL	114	40	5,066	97,325	159	468	103,172	5,730	38,395	147,297	25·65	
	Towns . 1,561	Males . 118,193,476													
1,069,029	Villages . 572,701	Females . 114,164,609													
	TOTAL . 574,262	TOTAL . 232,358,085	Scholars. Males	14,299	3,777	469,664	2,654,414	4,296	17,613	3,164,063	67,005	460,224	3,691,292	Male scholars to male population of school-going age.*: 20·82	
			Scholars. Females	61	47	37,991	298,116	983	750	332,951	744	41,248	374,943	Female scholars to female population of school-going age.*: 2·19	
			TOTAL	14,360	3,824	507,658	2,947,530	5,279	18,363	3,497,014	67,749	501,472	4,066,235	Total scholars to total population of school-going age.*: 11·67	

* The population of school-going age is taken at 15 per cent. of the whole population.

EDUCATION—GENERAL TABLE II.

Abstract Return of Expenditure on Public Instruction in the several Provinces comprised in British India for the official year 1893-94.

(For Details, see General Table IV.)

	TOTAL DIRECT EXPENDITURE ON PUBLIC INSTRUCTION.							TOTAL INDIRECT EXPENDITURE ON PUBLIC INSTRUCTION.								
	University Education.		School Education, General.		School Education, Special.		Total.	University.	Direction.	Inspection.	Scholarships.	Buildings.	Special grants for furniture and apparatus.	Miscellaneous.	Total.	Total Expenditure on Public Instruction.
	Arts Colleges.	Professional Colleges.	Secondary Schools.	Primary Schools.	Training Schools.	All other Special Schools.										
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
1. Institutions . . For males	22,03,316	8,22,866	90,10,913	91,70,958	5,66,698	11,25,561	2,29,00,312	5,21,537	3,51,897	19,66,404	7,15,517	18,64,776	1,48,054	8,29,913	64,28,098	3,22,79,706
For females	10,622	.....	16,25,182	11,52,979	1,39,649	22,834	29,51,266									
TOTAL .	22,13,938	8,22,866	1,06,36,125	1,03,23,937	7,06,347	11,48,395	2,58,51,608	5,21,537	3,51,897	19,66,404	7,15,517	18,64,776	1,48,054	8,29,913	64,28,098	3,22,79,706
2. (*a*) Percentages of Provincial expenditure included in columns 2—17 to Total Provincial expenditure on Public Instruction	10·1	7·0	15·7	17·0	5·3	6·8	66·2	0·2	3·9	13·9	4·6	8·7	0·5	2·0	33·8	100·0
(*b*)—Percentages of Local Fund expenditure included in columns 2—17 to Total Local Fund expenditure on Public Instruction	0·2	0·0	15·1	56·1	2·2	1·3	74·9	...	...	11·3	2·4	7·8	0·7	2·9	25·1	100·0
(*c*)—Percentages of Municipal expenditure included in columns 2—17 to Total Municipal expenditure on Public Instruction	1·7	0·1	3·8	11·2	0·3	2·4	83·5	...	...	2·2	2·0	7·7	1·0	3·6	16·5	100·0
(*d*)—Percentages of Total expenditure in columns 2—17 to Total expenditure on Public Instruction	6·9	2·5	32·9	32·0	2·2	3·6	80·1	1·6	1·1	6·1	2·3	5·8	0·4	2·6	19·9	100·0
3. Average annual cost of educating each pupil in—	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
Government Institutions { Cost to Provincial Revenues . .	161 0 3	238 11 10	12 13 7	4 9 0	118 1 8	50 3 1	31 14 4									
Cost to Local and Municipal Funds .	0 15 9	1 7 10	3 6 1	1 0 6	24 5 3	3 4 1	3 6 10									
TOTAL COST .	258 8 7	301 12 10	34 1 2	6 9 1	143 10 5	69 15 2	52 3 8									
Local Fund Schools . { Cost to Provincial Revenues . .	.....	.....	0 7 8	1 0 10	24 0 9	16 15 8	1 0 3									
Cost to Local Funds	.....	.....	4 7 5	3 2 9	86 11 5	46 3 0	4 3 6 1									
TOTAL COST .	.....	.....	7 14 1	4 11 8	122 12 8	102 2 3	5 3 1									
Municipal Schools . { Cost to Provincial Revenues . .	25 10 5	.....	2 0 0	1 7 5	55 8 3	8 2 2	1 10 6									
Cost to Municipal Funds . . .	21 12 4	.....	7 2 8	3 7 0	15 8 3	20 13 0	4 7 3									
TOTAL COST .	110 7 9	.....	19 2 0	6 6 8	89 5 0	45 3 0	9 13 3									
Institutions in Native States. { Cost to Native State Revenues .	395 9 1	.....	20 0 0	3 15 8	206 13 2	38 4 6	5 5 5									
Cost to Local and Municipal Funds .	.....	.....	1 7 2	0 7 2	.....	3 14 8	0 8 2									
TOTAL COST .	440 7 4	.....	25 6 5	5 1 3	211 2 8	42 4 9	7 4 9									
Aided Institutions . { Cost to Provincial Revenues .	38 7 8	11 12 6	4 4 6	0 5 10	36 6 0	20 4 8	1 1 8									
Cost to Local and Municipal Funds .	4 4 10	.....	2 0 6	0 12 3	4 5 11	7 6 11	0 15 6									
TOTAL COST .	150 2 4	41 9 5	24 9 5	3 5 7	101 5 8	70 15 1	3 15 8									
Unaided Institutions . . . . . TOTAL COST .	58 8 4	34 8 6	19 0 6	1 12 7	142 15 7	22 6 7	5 6 5									
All Institutions . { Cost to Provincial Revenues . .	65 2 8	178 9 4	3 10 0	0 8 9	89 8 3	34 4 2	1 12 9									
Cost to Local and Municipal Funds .	2 7 7	1 1 9	2 11 9	1 5 7	23 5 7	6 1 4	1 0 11									
TOTAL COST .	154 6 7	283 15 6	21 12 7	3 11 5	133 4 9	64 3 1	2 13 0									

EDUCATION—GENERAL TABLE III.

Return of Colleges, Schools and Scholars in the Several Provinces comprised in British India for the Official year 1893-94.

PUBLIC INSTITUTIONS.

CLASS OF INSTITUTIONS.	Under Public Management. — Managed by Government. — Number of Institutions.	Managed by Government. — Number of scholars on the rolls on 31st March.	Managed by Government. — Average number on the rolls monthly during the year.	Managed by Government. — Average daily attendance.	Managed by Local Fund and Municipal Boards. — Number of Institutions.	Managed by Local Fund and Municipal Boards. — Number of scholars on the rolls on 31st March.	Managed by Local Fund and Municipal Boards. — Average number on the rolls monthly during the year.	Managed by Local Fund and Municipal Boards. — Average daily attendance.	Maintained by Native States. — Number of Institutions.	Maintained by Native States. — Number of scholars on the rolls on 31st March.	Maintained by Native States. — Average number on the rolls monthly during the year.	Maintained by Native States. — Average daily attendance.	Under Private Management. — Aided by Government or Local Fund or Municipal Boards. — Number of institutions.	Aided by Government or Local Fund or Municipal Boards. — Number of scholars on the rolls on 31st March.	Aided by Government or Local Fund or Municipal Boards. — Average number on the rolls monthly during the year.	Aided by Government or Local Fund or Municipal Boards. — Average daily attendance.	Unaided. — Number of Institutions.	Unaided. — Number of scholars on the rolls on 31st March.	Unaided. — Average number on the rolls monthly during the year.	Unaided. — Average daily attendance.	Grand total of Public Institutions.	Grand total of scholars on the 31st of March.	Number of scholars on the 31st of March, learning — English.	Number of scholars on the 31st of March, learning — A classical language.	Number of scholars on the 31st of March, learning — A vernacular language.	Classification of scholars on the 31st of March according to race or creed. — Europeans and Eurasians.	Native Christians.	Hindus.	Muhammadans.	Others.	Number of girls in boys' schools.	Number of boys in girls' schools.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
Arts Colleges.																																	
University Education. — English	23	3,742	3,931	3,558	5	191	245	204	2	88	83	79	49	6,098	5,907	5,211	30	3,709	3,661	2,710	109	13,828	13,570	9,583	2,151	202	431	11,865	880	450	27	...	
University Education. — Oriental	2	410	393	353	...	...	...	...	...	...	...	...	3	122	118	93	...	...	...	...	5	532	105	532	18	...	...	455	77	...	...	...	
Colleges or Departments of Colleges for Professional Training.																																	
University Education. — Law	13	1,267	1,094	917	1	2	3	2	...	...	...	...	3	292	300	261	11	705	598	525	28	2,266	1,757	...	...	9	45	1,962	173	77	...	...	
University Education. — Medicine	4	850	882	847	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	850	533	...	...	205	55	495	45	50	47	...	
University Education. — Engineering	4	601	539	520	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	601	81	...	...	111	11	427	36	16	...	...	
University Education. — Teaching	3	66	60	57	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	66	66	...	...	...	5	61	...	...	...	...	
University Education. — Agriculture	1	41	41	40	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	41	41	...	...	1	1	38	1	...	...	...	
Total	50	6,977	6,940	6,272	6	193	248	206		88	83	79	55	6,512	6,325	5,565	41	4,414	4,259	3,235	154	18,184	16,156	10,115	2,169	528	548	15,303	1,212	593	74	...	
Secondary Schools.																																	
School Education—General. — For Boys — High Schools	130	33,126	32,166	26,944	60	14,017	13,771	11,316	13	3,409	3,299	2,833	369	74,440	71,498	58,736	200	48,704	47,495	37,742	772	173,696	166,660	82,960	106,044	7,018	7,424	129,893	21,816	7,545	552	...	
School Education—General. — For Boys — Middle Schools — English	61	9,339	9,257	7,599	287	26,444	25,306	21,018	75	4,147	3,888	3,182	1,030	81,237	78,050	62,059	341	22,805	21,427	17,000	1,794	143,872	110,887	16,445	129,381	4,666	6,870	108,833	19,265	4,238	1,925	...	
School Education—General. — For Boys — Middle Schools — Vernacular	81	5,697	5,399	4,002	783	80,719	77,731	62,159	8	938	819	695	1,022	57,427	54,862	43,929	182	9,883	9,253	7,310	2,076	154,664	13,389	10,005	154,488	16	2,356	116,552	28,850	6,890	2,887	...	
School Education—General. — For Girls — High Schools	7	904	854	743	...	...	...	...	...	...	...	...	73	7,909	7,605	6,497	5	611	536	463	85	9,424	8,907	2,119	4,114	6,147	1,642	758	16	861	...	917	
School Education—General. — For Girls — Middle Schools — English	1	27	30	22	1	23	18	9	1	30	21	21	129	8,801	8,416	7,058	9	450	437	354	141	9,331	8,759	365	3,371	5,212	2,812	823	13	471	...	1,262	
School Education—General. — For Girls — Middle Schools — Vernacular	40	3,455	3,376	2,625	12	948	902	706	...	...	...	...	140	11,831	11,458	9,242	6	437	362	300	198	16,671	2,019	250	16,653	19	5,020	10,554	856	222	...	617	
Total	320	52,448	51,082	41,935	1,143	122,151	117,728	95,207	97	8,524	8,027	6,731	2,763	241,645	231,889	187,521	743	82,890	79,510	63,169	5,066	507,658	310,621	112,144	414,051	23,078	26,124	367,413	70,816	20,227	5,364	2,796	
Primary Schools.																																	
School Education—General. — For Boys	345	17,052	16,337	12,749	15,930	782,357	755,221	(a) 582,164	2,089	122,517	119,272	88,730	52,948	1,470,344	1,368,830	1,124,551	20,418	386,496	359,060	312,434	91,730	2,778,766	63,855	151,019	2,765,940	1,568	57,245	1,994,340	554,527	171,086	130,699	...	
School Education—General. — For Girls	120	6,535	6,411	5,036	878	34,657	33,462	22,199	192	12,300	11,309	7,273	3,795	102,666	97,122	73,659	610	12,606	11,817	9,366	5,595	168,764	4,194	5,242	166,192	1,863	11,066	122,166	25,745	7,924	...	6,347	
Total	465	23,587	22,748	17,755	16,808	817,014	788,683	604,363	2,281	134,817	130,581	96,003	56,743	1,573,010	1,465,952	1,198,210	21,028	399,102	370,877	321,830	97,325	2,947,530	68,049	156,261	2,932,132	3,431	68,311	2,116,506	580,272	179,010	130,699	6,347	
Schools for Special Instruction.																																	
School Education—Special. — Training Schools for Masters	72	3,241	3,246	2,914	20	292	301	274	2	67	74	62	25	750	736	586	2	20	14	13	121	4,370	589	1,334	4,306	1	644	3,032	439	254	76	...	
School Education—Special. — Ditto for Mistresses	10	300	302	271	2	38	43	36	2	32	29	25	22	514	532	496	2	25	22	23	38	909	359	6	854	79	578	184	42	26	...	2	
School Education—Special. — Schools of Art	5	1,348	1,252	1,002	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	1,348	262	...	281	89	65	1,016	130	48	60	...	
School Education—Special. — Law Schools	1	17	13	13	...	...	...	...	...	...	...	...	1	169	97	75	3	43	46	28	5	229	214	...	15	7	2	187	27	6	...	...	
School Education—Special. — Medical Schools	11	1,840	1,910	1,767	2	58	55	53	...	...	...	...	1	4	6	6	6	608	611	328	20	2,510	761	...	1,759	50	181	1,918	333	28	60	...	
School Education—Special. — Engineering and Surveying Schools	23	1,192	1,175	1,046	...	...	...	...	...	...	...	...	1	11	15	15	...	...	...	...	24	1,203	380	...	823	10	21	730	104	333	...	...	
School Education—Special. — Industrial Schools	9	241	730	555	15	823	859	632	3	174	183	127	33	1,852	1,709	1,428	9	294	306	227	69	3,334	617	38	2,743	221	837	1,750	922	154	10	75	
School Education—Special. — Other Schools	269	5,287	5,273	3,694	6	134	132	117	1	29	26	28	30	2,180	2,056	1,648	39	1,559	1,486	1,186	345	9,189	1,809	3,287	5,279	372	98	4,669	2,761	224			
Total	400	13,966	13,901	11,262	45	1,345	1,390	1,112	8	302	312	237	113	5,480	5,151	4,149	61	2,549	2,435	1,795	627	23,642	4,981	4,665	16,060	829	2,421	13,486	5,778	1,128	(d) 240	77	
TOTAL OF COLLEGES AND SCHOOLS OF PUBLIC INSTRUCTION	1,235	96,978	94,671	77,224	18,002	940,703	908,049	700,888	2,388	143,731	139,003	103,050	59,674	1,826,647	1,709,317	1,395,445	21,873	488,955	457,081	390,029	103,172	3,497,014	399,807	283,185	3,364,412	27,866	97,404	2,512,708	658,078	200,958	136,377	9,220	
PRIVATE INSTITUTIONS — 1. Advanced Teaching — (a) Arabic or Persian																					2,952	36,383	25	35,368	1,825	...	...	6,343	29,965	75	(c) 655	...		
PRIVATE INSTITUTIONS — 1. Advanced Teaching — (b) Sanskrit																					2,732	30,835	...	30,741	790	...	1	30,770	11	53	78	...		
PRIVATE INSTITUTIONS — 1. Advanced Teaching — (c) Any other Oriental Classic																					46	531	...	521	...	...	...	424	45	62	15	...		
PRIVATE INSTITUTIONS — 2. Elementary Teaching—a Vernacular only or Mainly — For Boys																					24,327	305,153	3,121	62,896	292,795	...	1,715	170,154	37,860	95,424	6,335	...		
PRIVATE INSTITUTIONS — 2. Elementary Teaching—a Vernacular only or Mainly — For Girls																					264	3,544	7	1,061	3,065	...	33	1,360	1,225	926	...	233		
PRIVATE INSTITUTIONS — 3. Ditto the Koran only — For Boys(b)																					11,922	157,965	2	150,902	7,923	...	...	1,108	156,823	34	15,34	...		
PRIVATE INSTITUTIONS — 3. Ditto the Koran only — For Girls																					1,082	13,521	...	13,164	368	...	...	173	13,348	...	...	592		
PRIVATE INSTITUTIONS — 4. Other schools not conforming to Departmental Standards — For Boys																					896	18,033	1,522	1,475	16,070	58	665	7,770	7,488	2,057	10	...		
PRIVATE INSTITUTIONS — 4. Other schools not conforming to Departmental Standards — For Girls																					104	3,256	107	88	3,143	51	69	1,376	733	1,027	...	50		
PRIVATE INSTITUTIONS — Total																					44,125	569,221	4,784	296,176	325,979	109	2,483	219,478	247,493	99,658	22,54	875		
GRAND TOTAL																					147,297	4,066,235	404,591	579,361	3,690,391	27,975	99,887	2,732,186	905,571	300,616	158,9	10,095		

(a) Includes 1,000 pupils in the Central Provinces not accounted for in Table VII.
(b) Includes "Girls" for the Province of Bengal.
(c) Includes girls in Boys' Schools for teaching Sanskrit and other oriental classics in the North-Western Provinces and Oudh.
(d) Besides the 240 girls in boys' special schools, there were 586 girls attending special schools (other than training schools) intended for girls.

EDUCATION—GENERAL TABLE IV.

Return of Expenditure on Public Instruction in the several Provinces comprised in British India for the Official year

OBJECTS OF EXPENDITURE.	PUBLIC INSTITUTIONS.																							
	UNDER PUBLIC MANAGEMENT.																			Aided by Government or by Local Fu				
	Managed by Government.							Managed by Local Fund and Municipal Boards.							Maintained by Native States.									
	Provincial Revenues.	Local Funds.	Municipal Funds.	Fees.	Subscriptions.	Endowments and other sources.	TOTAL.	Provincial Revenues.	Local Funds.	Municipal Funds.	Fees.	Subscriptions.	Endowments and other sources.	TOTAL.	Native State Revenues.	Local Funds in Native States.	Municipal Funds raised in Native States.	Fees.	Subscriptions.	Endowments and other sources.	TOTAL.	Provincial Revenues.	Local Funds.	Municipal Funds.	Fees.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
Arts' Colleges.																									
University Education. English	6,81,822	4,066	200	2,95,867	...	34,587	10,16,542	6,284	...	5,334	13,242	...	2,209	27,069	32,832	...	...	3,726	...	...	36,558	2,18,513	6,405	18,175	2,88,911
University Education. Oriental	14,401	...	...	...	...	488	14,889	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13,335	591	734	486
Colleges or Departments of Colleges for Professional Training.																									
University Education. Law	−1,926	...	...	70,800	...	2,227	71,101	...	...	...	230	...	...	230	...	...	...	...	...	...	...	3,535	...	...	6,198
University Education. Medicine	3,06,354	2,056	1,847	55,762	625	1,929	3,68,573	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
University Education. Engineering	2,59,823	...	...	24,071	...	809	2,84,703	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
University Education. Teaching	32,655	...	...	80	...	140	32,875	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
University Education. Agriculture	27,631	...	..	564	21	4,040	32,256	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	13,20,760	6,122	2,047	4,47,144	646	44,220	18,20,939	6,284	...	5,334	13,472	..	2,209	27,299	32,832	...	...	3,726	...	...	36,558	2,35,383	6,996	18,909	2,95,595
Secondary Schools.																									
School Education, General. For Boys. High Schools	4,06,265	1,29,629	18,030	6,70,534	3,800	(a) 43,682	12,71,940	44,467	13,351	1,21,602	2,34,434	1,882	4,787	4,20,523	87,873	3,032	...	73,345	283	8,724	1,73,257	4,43,994	56,865	69,193	13,33,885
School Education, General. For Boys. Middle Schools. English	1,19,303	13,380	8,937	81,017	3,354	66,878	2,92,869	63,972	62,149	1,37,434	2,15,851	5,767	4,145	4,89,318	68,025	4,228	1,363	25,398	2,263	630	1,01,817	1,70,789	1,56,248	50,881	5,00,602
School Education, General. For Boys. Middle Schools. Vernacular	37,292	...	2,205	18,871	642	1,062	55,072	10,455	3,06,596	36,260	1,11,621	5,220	1,834	4,71,986	1,008	2,985	...	195	62	896	5,146	61,096	87,896	26,151	1,41,969
School Education, General. For Girls. High Schools	57,875	...	520	8,349	1,202	(b) 15,335	83,281	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,40,223	1,917	5,494	4,01,775
School Education, General. For Girls. Middle Schools. English	1,238	...	...	288	..	...	1,526	...	...	420	...	...	...	420	3,644	...	...	316	...	...	3,960	1,20,757	6,384	1,378	1,32,110
School Education, General. For Girls. Middle Schools. Vernacular	34,472	...	..	1,332	...	38	35,842	815	1,120	11,659	48	...	...	13,642	...	...	...	...	...	...	...	55,953	580	7,565	13,620
Total	6,56,445	1,43,009	29,692	7,75,391	8,998	1,26,995	17,40,530	1,19,709	3,83,216	3,07,375	5,61,954	12,869	10,766	13,95,889	1,60,550	10,245	1,363	99,164	2,608	10,250	2,84,180	9,92,812	3,09,890	1,60,662	25,23,961
Primary Schools.																									
For Boys	54,900	(c) 14,948	8,470	17,715	179	3,142	99,354	8,35,943	20,82,738	3,45,684	4,33,910	10,991	5,702	37,14,068	4,57,068	50,134	3,152	68,999	443	13,287	5,93,083	3,58,988	(h) 8,80,865	1,68,769	18,10,241
For Girls	48,943	30	50	802	...	195	50,020	45,762	85,503	91,644	3,056	407	1,202	2,27,574	62,652	4,351	723	6	...	2,159	69,891	1,78,154	53,242	22,732	46,426
Total	1,03,843	14,978	8,520	18,517	179	3,337	1,49,374	8,81,705	21,68,241	4,37,328	4,36,966	10,498	6,904	39,41,642	5,19,720	54,485	3,875	69,005	443	15,446	6,62,974	5,37,142	9,34,107	1,86,501	18,56,767
Schools for Special Instruction.																									
School Education, Special. Training Schools for Masters	3,75,667	82,416	379	555	...	967	4,59,984	6,369	25,264	378	...	...	207	32,218	14,087	...	...	42	...	...	14,129	23,530	3,143	...	...
School Education, Special. Training Schools for Mistresses	43,370	3,525	...	482	...	2,305	49,682	2,815	2,581	3,650	6	...	...	9,052	7,216	...	...	...	...	405	7,621	22,596	2,400	...	7,19
School Education, Special. Schools of Art	1,05,954	20	624	12,905	34	21,059	1,40,596	...	...	...	...	...	...	...	...	...	...	...	...	...	...	270	...	...	26
School Education, Special. Law Schools	3,556	...	...	1,330	...	...	4,886	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,400	...	...	4,79
School Education, Special. Medical Schools	2,21,607	11,752	5,037	28,876	2,675	2,565	2,73,412	...	373	1,020	1,139	...	4,413	6,945	...	...	...	...	...	...	...	...	200	...	...
School Education, Special. Engineering and Surveying Schools.	52,865	...	...	25,811	...	197	78,873	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000	470	...	44
School Education, Special. Industrial Schools	13,759	...	...	87	...	9,071	(d) 22,917	14,550	31,239	11,814	761	4,102	14,859	77,325	8,001	819	...	...	...	20	8,840	67,808	11,980	10,881	7,0
School Education, Special. Other Schools	1,21,885	11,813	3,505	21,447	...	(e) 41,781	2,03,461	...	1,443	447	...	...	5	1,895	...	...	...	...	...	...	...	6,306	4,502	822	13,0
Total	9,38,663	1,09,556	10,445	91,493	2,709	80,945	12,33,811	23,734	60,900	17,309	1,906	4,102	19,484	1,27,435	29,304	819	...	42	...	425	30,590	1,24,910	22,695	11,703	32,74
Buildings	5,72,974	32,178	333	95	29	...	6,05,589	45,581	3,94,041	96,708	1,302	3,464	19,902	5,60,998	98,490	1,730	...	...	...	72	1,00,292	1,60,111	8,245	13,024	11,5
Furniture and Apparatus (Special grants only).	15,314	2,583	58	2,835	...	(f) 4,251	25,041	6,298	29,042	10,330	2,498	574	238	48,980	1,238	...	...	180	...	199	1,617	20,362	6,108	3,544	4,1
Total	5,88,288	34,761	391	2,930	29	4,251	6,30,630	51,879	4,23,083	1,07,038	3,800	4,038	20,140	6,09,978	99,728	1,730	...	180	...	271	1,01,909	1,80,473	14,353	16,568	15,73
Scholarships held in University	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Scholarships held in Direction	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Scholarships held in Inspection	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Scholarships held in Arts Colleges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Scholarships held in Professional Colleges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Scholarships held in Secondary Schools	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Scholarships held in Primary Schools	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Scholarships held in Special Schools other than Training Schools.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Miscellaneous	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL EXPENDITURE ON PUBLIC INSTRUCTION.	36,07,979	3,08,426	51,095	13,35,475	12,561	2,59,748	55,75,284	10,83,311	30,35,440	8,74,384	10,18,098	31,507	59,503	61,02,243	8,42,134	67,279	5,238	1,72,117	3,051	26,392	11,16,211	20,70,720	12,88,041	3,94,343	47,24,8

(a) Includes R14,320 from Imperial Revenues in the Punjab.
(b) Includes R6,983 from Imperial Revenues in the Punjab.
(c) Includes R6,156 received in Coorg from "Plough tax" which was formerly considered to be a local cess.
(d) Excluding the cost of the Akola Industrial School in the Hyderabad Assigned Districts which is not shown in the Provincial Return.
(e) Includes R17,935 received in the Punjab from Imperial Revenues.
(f) Includes R873 received in the Punjab from Imperial Revenues.
(g) Includes R240 paid by the Shillong Municipality to the Shillong Unaided Mission School.
(h) Includes R366 paid from the local cess levied in Native States in the Bombay Presidency.
(i) Includes R60 received from a Municipality in Assam, and a Building grant from Provincial Revenues of R3,000 to an Unaided School in Calcutta.
(j) Includes R90,070 received in the Punjab from Imperial Revenues.
(k) Includes R1,404 paid by Local Fund Boards to Schools under private management in Assam of which R627 only is shown in column 24.

EDUCATION—GENERAL TABLE IV.

liture on Public Instruction in the several Provinces comprised in British India for the Official year 1893-94.

PUBLIC INSTITUTIONS.

ls.		Maintained by Native States.							Under Private Management. Aided by Government or by Local Fund or Municipal Boards.							Unaided.				Total Expenditure from					Grand Total
Endowments and other sources.	Total.	Native State Revenues.	Local Funds in Native States.	Municipal Funds raised in Native States.	Fees.	Subscriptions.	Endowments and other sources.	Total.	Provincial Revenues.	Local Funds.	Municipal Funds.	Fees.	Subscriptions.	Endowments and other sources.	Total.	Fees.	Subscriptions.	Endowments and other sources.	Total.	Provincial Revenues.	Local Funds.	Municipal Funds.	Fees.	All other sources.	
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39
R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
2,209	27,069	32,832	...	...	3,726	...	...	36,558	2,18,513	6,405	18,175	2,88,911	53,462	2,95,316	8,80,782	1,17,928	2,536	93,773	2,14,237	9,06,619	10,471	23,709	7,19,674	5,14,715	21,75,188
...	...	...	...	...	...	...	...	...	13,335	591	734	486	927	7,788	23,861	...	...	..	...	27,736	591	734	486	9,203	38,750
...	230	...	...	...	...	...	...	...	3,535	...	...	6,198	...	2,744	12,477	16,632	1,000	3,019	20,651	1,609	...	...	93,860	8,990	1,04,459
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3,06,354	2,056	1,847	55,762	2,554	3,08,573
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,59,823	...	...	24,071	809	2,84,703
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	32,655	...	...	80	140	32,875
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	27,631	...	...	564	4,061	32,256
2,209	**27,299**	**32,832**	...	...	**3,726**	...	...	**36,558**	**2,35,383**	**6,996**	**18,909**	**2,95,595**	**54,389**	**3,05,848**	**9,17,120**	**1,34,560**	**3,536**	**96,792**	**2,34,888**	**15,62,427**	**13,118**	**26,290**	**8,94,497**	**5,40,472**	**30,36,804**
4,787	4,20,523	87,873	3,032	...	73,345	283	8,724	1,73,257	4,43,994	56,835	69,193	13,33,885	1,36,413	4,54,426	24,94,776	8,90,231	1,23,392	1,90,326	11,43,949	8,94,726	1,99,845	2,08,825	31,42,429	(a) 10,58,620	55,04,445
4,145	4,89,318	68,025	4,228	1,363	25,308	2,263	630	1,01,817	1,70,789	1,56,248	50,881	5,00,602	2,56,549	2,79,293	14,14,362	96,395	56,431	(g) 53,220	2,06,046	3,54,064	2,31,777	1,97,492	9,19,173	8,01,906	25,04,412
1,834	4,71,986	1,008	2,985	...	195	62	896	5,146	61,096	87,896	26,151	1,41,969	77,678	22,037	4,16,827	23,368	16,735	12,952	53,055	1,08,843	2,94,492	64,616	2,91,024	1,43,111	10,02,086
...	...	...	...	...	...	...	...	...	1,40,223	1,917	5,494	4,01,775	28,896	1,55,916	7,33,321	63,201	6,353	11,671	81,225	1,98,098	1,917	6,014	4,73,325	(b) 2,18,473	8,97,827
...	420	3,644	...	...	316	...	...	3,960	1,20,757	6,384	1,378	1,32,110	50,604	1,62,776	4,74,009	9,164	10,922	3,686	23,772	1,21,995	6,384	1,798	1,41,878	2,31,632	5,03,687
...	13,642	...	...	...	...	...	...	...	55,953	580	7,565	13,620	28,091	63,264	1,69,073	...	3,065	2,046	5,111	91,240	1,700	19,221	15,000	93,504	2,23,668
10,766	**13,95,889**	**1,60,550**	**10,245**	**1,363**	**99,164**	**2,608**	**10,250**	**2,84,180**	**9,92,812**	**3,09,890**	**1,60,662**	**25,23,961**	**5,78,231**	**11,36,812**	**57,02,368**	**10,22,359**	**2,16,898**	**2,73,901**	**15,13,158**	**17,68,966**	**8,36,115**	**4,97,969**	**49,82,829**	**25,50,246**	**1,06,38,125**
5,702	37,14,068	4,57,068	50,134	3,152	68,999	443	13,287	5,93,083	3,58,988	(h) 8,80,865	1,63,769	18,10,341	2,32,496	6,94,495	41,40,954	4,00,037	42,040	1,41,522	6,23,499	12,49,831	(c) 29,78,185	5,17,923	27,70,902	16,54,117	91,70,958
1,202	2,27,574	62,652	4,351	723	6	...	2,159	69,891	1,78,154	53,242	22,732	46,426	1,88,076	2,78,711	7,67,341	42,919	16,117	19,087	38,153	2,72,859	1,38,775	1,14,126	53,239	5,73,689	11,52,979
6,904	**39,41,642**	**5,19,720**	**54,485**	**3,875**	**69,005**	**443**	**15,446**	**6,62,974**	**5,37,142**	**9,34,107**	**1,86,501**	**18,56,767**	**4,20,572**	**9,73,206**	**49,08,295**	**4,42,886**	**58,157**	**1,60,609**	**6,61,652**	**15,22,690**	**31,16,960**	**6,32,349**	**28,24,141**	**22,27,797**	**1,03,23,937**
207	32,218	14,087	...	...	42	...	...	14,129	23,530	3,143	...	...	5,808	25,481	58,022	...	...	2,345	2,345	4,05,566	1,10,823	757	597	48,955	5,66,698
...	9,052	7,216	...	...	...	...	405	7,621	22,596	2,400	...	7,190	11,957	26,349	70,492	76	2,726	...	2,802	68,781	8,506	3,650	7,754	50,958	1,30,649
...	...	...	...	...	...	...	...	...	270	...	...	266	9	8	553		...	...	...	1,06,224	20	624	13,171	21,110	1,41,149
...	...	...	...	...	...	...	...	...	2,490	...	...	4,793	...	...	7,193	1,945	...	...	1,945	5,956	...	...	8,068	...	14,024
4,413	6,945	...	...	...	...	...	...	...	...	200	...	...	...	443	643	14,035	333	793	15,161	2,21,607	12,325	6,957	41,050	11,222	2,93,161
...	...	...	...	...	...	...	...	...	2,000	470	...	440	...	...	2,910	...	...	...	...	54,865	470	...	26,251	197	81,783
14,859	77,325	8,001	819	...	...	...	20	8,840	67,808	11,980	10,881	7,000	9,660	1,17,980	2,25,309	5	3,104	10,237	13,346	96, 17	43,210	22,695	7,853	1,77,853	3,47,737
5	1,895	...	...	...	...	...	...	...	6,306	4,502	822	13,053	9,154	5,034	38,871	5,395	3,095	14,824	23,314	1,28,191	17,788	4,774	39,895	(e) 70,833	2,67,541
19,484	**1,27,435**	**29,304**	**819**	...	**42**	...	**425**	**30,590**	**1,24,910**	**22,695**	**11,703**	**32,742**	**36,648**	**1,75,295**	**4,03,993**	**21,456**	**9,258**	**28,199**	**58,913**	**10,87,307**	**1,93,151**	**39,457**	**1,47,639**	**3,87,188**	**18,54,742**
19,902	5,60,998	98,490	1,730	...	...	...	72	1,00,292	1,60,111	8,245	13,024	11,579	49,805	3,02,814	5,45,578	656	10,371	(i) 41,292	52,319	7,81,646	(k) 4,35,241	1,10,125	13,632	5,24,132	18,64,776
238	48,980	1,238	...	...	180	...	199	1,617	20,362	6,108	3,544	4,159	4,295	28,102	66,480	240	368	5,328	5,936	41,974	37,733	13,032	9,912	(f) 44,503	1,48,054
20,140	**6,09,978**	**99,728**	**1,730**	...	**180**	...	**271**	**1,01,909**	**1,80,473**	**14,353**	**16,568**	**15,738**	**54,010**	**3,30,916**	**6,12,058**	**896**	**10,739**	**46,620**	**58,255**	**8,23,620**	**4,72,974**	**1,24,057**	**23,544**	**5,68,635**	**20,12,830**
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17,825	1,349	...	4,59,062	43,301	5,21,537
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3,51,174	...	...	723	...	3,51,897
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12,45,491	6,25,110	31,450	11,904	52,449	19,66,404
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,50,398	1,055	4,359	..	69,401	2,25,213
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	40,851	1,362	890	...	13,654	56,757
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,39,519	97,792	13,524	4,593	46,911	3,02,339
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15,389	18,966	2,053	497	10,884	47,789
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	71,227	14,836	7,067	...	20,289	1,13,419
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,83,671	1,59,319	52,205	1,55,812	(j) 2,78,876	8,29,913
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22,15,545	9,19,789	1,11,548	6,32,621	5,35,765	44,15,268
,507	59,502	61,02,243	3,42,234	67,279	5,238	1,72,117	3,051	26,392	11,16,211	20,70,720	12,88,041	3,94,343	47,24,803	11,43,850	29,22,077	1,25,43,834	16,22,157	2,98,588	6,06,121	25,26,866	89,80,555	55,52,107	14,31,670	95,05,271	68,10,103	3,22,79,706

(a) Includes R14,820 from Imperial Revenues in the Punjab.
(b) Includes R3,968 from Imperial Revenues in the Punjab.
(c) Includes R6,156 received in Coorg from "Plough tax" which was formerly considered to be a local cess.
(d) Excluding the cost of the Akola Industrial School in the Hyderabad Assigned Districts which is not shown in the Provincial Return.
(e) Includes R17,995 received in the Punjab from Imperial Revenues.
(f) Includes R873 received in the Punjab from Imperial Revenues.
(g) Includes R240 paid by the Shillong Municipality to the Shillong Unaided Mission School.
(h) Includes R366 paid from the local cess levied in Native States in the Bombay Presidency.
(i) Includes R60 received from a Municipality in Assam, and a Building grant from Provincial Revenues of R3,000 to an Unaided School in Calcutta.
(j) Includes R90,070 received in the Punjab from Imperial Revenues.
(k) Includes R1,404 paid by Local Fund Boards to Schools under private management in Assam of which R627 only is shown in column 24.

EDUCATION—GENERAL TABLE V.

Return of the Stages of Instruction of Pupils in Public Schools for General Education in the several Provinces comprised in British India for the Official year 1893-94.

CLASS OF SCHOOLS.		Number of schools.	Number of Pupils on the rolls on 31st March.	HIGH STAGE. Comprising all Pupils who have passed beyond the Lower Secondary (Middle) Stage, but have not passed the Matriculation Examination. 1			MIDDLE STAGE. Comprising all Pupils who have passed beyond the Upper Primary Stage, but have not passed beyond the Lower Secondary (Middle) Stage. 2			UPPER PRIMARY STAGE. Comprising all Pupils who have passed beyond the Lower Primary Stage, but have not passed beyond the Upper Primary Stage. 3			LOWER PRIMARY STAGE. Comprising all Pupils who have not passed beyond the Lower Primary Stage. Reading printed Books. 4			Not reading printed Books. 5			TOTAL.			REMARKS.
				Boys.	Girls.	Total.	Boys.	Girls.	Total.	Boys.	Girls.	Total.	Boys.	Girls.	Total.	Boys.	Girls.	Total.	Boys.	Girls.	Total.	
SECONDARY SCHOOLS—																						
For Boys.	Government	English	191	42,365	13,517	...	13,517	14,474	1	14,475	7,501	1	7,502	6,015	4	6,019	852	...	852	42,359	6	42,365	* One School in the Punjab with 54 pupils returned as "English" in Table III has been shown here as a Vernacular Institution. † One School in the Punjab with 185 pupils returned as "English" in Table III has been shown here as a Vernacular Institution.
		Vernacular	81	5,697	4	...	4	991	...	991	1,125	2	1,127	2,629	35	2,664	887	24	911	5,636	61	5,697	
	Local Fund	English	123	9,816	554	...	554	4,487	5	4,492	1,973	6	1,979	2,506	51	2,557	224	10	234	9,744	72	9,816	
		Vernacular	708	69,720	...	...	...	12,199	18	12,217	12,736	44	12,840	35,513	345	35,858	8,489	316	8,805	68,997	723	69,720	
	Municipal	English	224	30,645	3,392	...	3,392	12,688	5	12,693	6,267	4	6,271	7,968	2	7,970	319	...	319	30,634	11	30,645	
		Vernacular	75	10,999	...	...	...	2,094	...	2,094	1,782	...	1,782	5,576	...	5,576	1,547	...	1,547	10,999	...	10,999	
	Native States	English	88	7,556	2,528	2	2,530	5,005	...	5,005	18	...	18	3	...	3	...	...	...	7,554	2	7,556	
		Vernacular	8	938	...	...	...	74	1	75	124	3	127	365	13	378	348	10	358	911	27	938	
	Aided	English	*1,398	*155,623	23,021	81	23,102	44,897	404	45,301	32,943	483	33,426	49,038	1,145	50,183	3,449	162	3,611	153,348	2,275	155,623	
		Vernacular	*1,023	*57,481	76	...	76	8,612	57	8,669	13,103	249	13,352	29,092	1,514	30,606	4,703	155	4,858	(a) 55,506	1,975	57,481	
	Unaided	English	†540	†71,324	18,120	...	18,120	21,564	12	21,576	13,166	13	13,179	17,288	64	17,352	1,017	16	1,033	(b) 71,155	105	71,260	
		Vernacular	†183	†10,068	16	...	16	1,639	3	1,642	2,220	8	2,228	5,083	61	5,144	1,003	35	1,038	9,961	107	10,068	
	Total		4,642	472,232	61,228	83	61,311	128,724	506	129,230	93,018	813	93,831	161,076	3,234	164,310	22,838	728	23,566	466,804	5,364	472,168	
For Girls.	Government	English	8	931	...	154	154	...	194	194	...	203	203	21	326	347	10	23	33	31	900	931	‡ One High School for Girls in Madras with 130 pupils has been shown as 'Vernacular' here, but in General Table III it is included among the High Schools which are not divided into English and Vernacular.
		Vernacular	40	3,455	...	...	...	...	203	203	...	229	229	9	2,416	2,425	...	598	598	9	3,446	3,455	
	Local Fund	English	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
		Vernacular	2	73	...	...	...	...	10	10	...	9	9	...	54	54	...	...	...	...	73	73	
	Municipal	English	1	23	...	3	3	...	20	20	...	...	...	...	...	...	...	...	...	...	23	23	
		Vernacular	10	875	...	...	...	...	109	109	...	158	158	...	531	531	...	77	77	...	875	875	
	Native States	English	1	30	...	10	10	...	20	20	...	...	...	...	...	...	...	...	...	...	30	30	
		Vernacular	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
	Aided	English	‡201	‡16,580	17	911	928	123	3,805	3,928	246	2,967	3,213	1,105	5,693	6,798	452	1,261	1,713	1,943	14,637	16,580	
		Vernacular	‡141	‡11,961	...	10	10	59	1,109	1,168	81	1,286	1,367	364	7,384	7,748	68	1,310	1,368	562	11,399	11,961	
	Unaided	English	14	1,061	...	55	55	3	192	195	32	194	226	98	303	401	72	112	184	205	856	1,061	
		Vernacular	6	437	...	...	...	...	30	30	6	40	46	28	265	293	12	56	68	46	391	437	
	Total		424	35,426	17	1,143	1,160	185	5,992	6,177	365	5,088	5,451	1,625	16,972	18,597	604	3,437	4,041	2,796	32,630	35,426	
TOTAL SECONDARY SCHOOLS			5,066	507,658	61,245	1,226	62,471	128,909	6,498	135,407	93,383	5,899	99,282	162,701	20,206	182,907	23,442	4,165	27,607	469,600	37,994	507,594	
PRIMARY SCHOOLS—																							
For Boys.	Government		345	17,052	...	...	...	...	...	...	2,278	79	2,357	10,738	525	11,263	3,135	297	3,432	16,151	901	17,052	
	Local Fund		14,820	672,136	...	...	...	1,470	...	1,470	134,974	1,219	136,193	383,652	15,121	398,773	120,016	15,684	135,700	640,112	32,024	672,136	
	Municipal		1,110	110,221	...	...	...	9	...	9	33,151	168	33,319	62,862	1,332	54,194	21,408	1,291	22,699	107,430	2,791	110,221	
	Native States		2,089	122,517	...	...	...	...	...	...	32,687	71	30,758	49,300	510	49,810	31,722	1,227	32,949	120,709	1,808	122,517	
	Aided		52,948	1,470,344	...	...	...	834	...	834	50,700	1,569	62,309	975,781	51,833	1,027,614	357,196	22,391	379,587	1,394,511	75,833	1,470,344	
	Unaided		20,418	386,496	...	...	...	49	...	49	4,336	53	4,389	262,561	11,813	274,374	102,208	5,476	107,684	369,154	17,342	386,496	
	Total		91,730	2,778,766	...	...	...	2,362	...	2,362	275,126	3,199	278,325	1,734,894	81,134	1,816,028	635,685	46,366	682,051	2,648,067	130,699	2,778,766	
For Girls.	Government		120	6,535	...	...	...	...	...	...	...	380	380	69	4,150	4,219	21	1,915	1,936	90	6,445	6,535	
	Local Fund		553	16,666	...	...	...	...	36	36	...	1,544	1,544	193	9,111	9,304	42	5,742	5,784	235	(c) 16,431	16,666	
	Municipal		325	17,991	...	...	...	...	15	15	15	2,157	2,172	55	8,937	8,992	15	6,797	6,812	85	17,906	17,991	
	Native States		192	12,300	...	...	...	...	...	...	...	1,987	1,987	2	4,499	4,501	4	5,808	5,812	6	12,294	12,300	
	Aided		3,795	102,666	...	3	3	...	40	40	...	5,734	5,997	3,531	63,607	67,138	1,356	28,102	29,458	5,150	(d) 97,516	102,666	
	Unaided		610	12,606	...	...	...	...	...	...	263	173	176	615	8,202	8,847	133	3,450	3,583	781	11,825	12,606	
	Total		5,595	168,764	...	3	3	...	91	91	281	11,975	12,256	4,495	98,506	103,001	1,571	51,814	53,385	6,347	162,417	168,764	
TOTAL PRIMARY SCHOOLS			97,325	2,947,530	...	3	3	2,362	91	2,453	275,407	15,174	290,581	1,739,389	179,640	1,919,029	637,256	98,180	735,436	2,654,414	293,116	2,947,530	
GRAND TOTAL			102,391	3,455,188	61,245	1,229	62,474	131,271	6,589	137,860	368,790	21,073	389,863	1,902,090	199,846	2,101,936	660,698	102,345	763,043	3,124,014	331,110	3,455,124	

(a) 80 boys are shown in excess in the details in the Central Provinces table.
(b) Exclusive of 64 boys in the Armenian College, Calcutta, of whom no details are given.
(c) Two girls are shown in excess in the details in the Central Provinces table.
(d) Includes 30 girls in the Central Provinces not classified according to stages.

EDUCATION—GENERAL TABLE VI.

Return showing the Results of Prescribed Examinations in the several Provinces comprised in British India during the Official year 1893-94.

Nature of Examination.	Number of Institutions sending Examinees.				Number of Examinees.					Number passed.					Race or creed of passed Scholars.					Remarks.
	Institutions under public management.	Aided Institutions.	Other Institutions.	Total.	Institutions under public management.	Aided Institutions.	Other Institutions.	Private students.	Total.	Institutions under public management.	Aided Institutions.	Other Institutions.	Private students.	Total.	Europeans and Eurasians.	Native Christians.	Hindus.	Muhammadans.	Others.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
ARTS COLLEGES.																				
Master of Arts	9	10	2	21	109	35	10	76	230	61	22	4	26	113	3	1	96	7	6	
Bachelor of Arts	19	25	14	58	830	997	608	397	2,832	425	554	211	171	1,361	12	47	1,174	90	38	
Bachelor of Science	4	...	...	4	7	...	...	1	8	2	...	...	1	3	...	...	3	...	...	
First B. A.	6	7	4	17	332	697	182	292	1,503	265	508	149	191	1,113	10	68	1,019	13	3	
First B. Sc.	3	2	1	6	11	12	2	1	26	5	6	1	1	13	1	...	8	...	4	
First Arts and equivalent Examinations (*a*)	31	47	39	117	1,607	2,184	1,004	932	6,627	36	971	764	175	2,576	41	104	2,155	130	146	
ORIENTAL COLLEGES.																				
Master of Oriental Learning	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Bachelor of Oriental Learning	...	1	...	1	...	5	...	...	5	...	5	...	...	5	...	...	3	2	...	
Honours in Sanskrit	1	2	1	4	79	4	1	1	85	72	4	1	1	78	...	...	78	...	...	
Ditto Arabic	...	2	1	3	...	9	1	2	12	...	6	1	...	7	...	...	...	7	...	
Ditto Persian	...	1	...	1	...	5	...	4	9	...	4	...	3	7	...	...	2	5	...	
High Proficiency in Sanskrit	2	6	11	19	88	22	16	5	131	63	16	8	3	84	...	...	84	...	...	
Ditto ditto Arabic	...	2	...	2	...	6	...	1	7	...	6	...	...	6	...	...	...	6	...	
Ditto ditto Persian	...	2	...	2	...	6	...	3	9	...	4	...	1	5	...	...	...	5	...	
Proficiency in Sanskrit	2	9	24	35	48	31	68	13	160	21	13	30	2	66	...	...	66	...	...	
Ditto Arabic	1	4	1	6	1	10	5	4	20	...	2	3	3	8	...	...	...	8	...	
Ditto Persian	...	2	...	2	...	6	...	3	9	...	3	...	...	3	...	...	...	3	...	
COLLEGES FOR PROFESSIONAL TRAINING.																				
Law.																				
Doctor of Law	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Master of Law	...	...	...	...	...	...	...	6	6	...	...	...	2	2	...	...	2	...	...	
Honours in Law	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Bachelor of Law	14	4	7	25	326	39	262	43	670	99	20	57	11	187	1	4	165	8	9	
First LL. B. Examination (*b*)	5	2	...	7	112	15	...	...	127	92	13	...	...	105	...	3	75	1	26	
Medicine.																				
M. D.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
M. B.	3	...	...	3	14	...	...	...	14	6	...	...	...	6	...	...	6	...	...	
First M. B.	3	...	...	3	46	...	...	...	46	5	...	...	...	5	...	...	5	...	...	
Honours in Medicine and Surgery	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
L. M. S. (*c*)	4	...	...	4	113	...	...	1	114	40	...	...	1	41	11	7	15	3	5	
First L. M. S. (*d*)	4	...	...	4	243	...	...	...	243	82	...	...	...	82	10	8	54	6	4	
Preliminary Scientific M. B.	2	...	...	2	127	...	...	...	127	19	...	...	...	19	3	2	13	...	1	
Ditto ditto L. M. S.	2	...	...	2	157	...	...	...	157	(*e*)130	...	...	...	130	4	6	117	...	3	
Engineering.																				
M. C. E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
B. C. E.	2	...	...	2	12	...	...	...	12	8	...	...	...	8	...	3	5	...	...	
L. C. E.	3	...	...	3	23	...	...	...	23	13	...	...	...	13	...	1	11	...	1	
First L. C. E. (*f*)	2	...	...	2	55	...	...	...	55	41	...	...	...	41	3	1	31	...	6	
Teaching.																				
Licentiate in Teaching. { Written	37	61	142	240	116	136	289	152	693	39	50	31	41	161	20	59	27	2	53	
Licentiate in Teaching. { Practical	1	...	...	1	21	...	...	33	54	10	...	...	10	20	...	5	15	...	...	
Agriculture.																				
Examination in Agriculture. { Second (*g*)	2	...	...	2	27	...	...	...	27	20	...	...	...	20	...	...	20	...	...	
Examination in Agriculture. { First	2	...	...	2	21	...	...	...	21	15	...	...	...	15	...	...	15	...	...	
SCHOOLS FOR GENERAL EDUCATION.																				
Matriculation { Boys (*p*)	201	374	236	811	3,580	4,570	3,739	2,504	14,824	1,758	1,745	1,326	256	5,069	174	137	4,063	542	153	
Matriculation { Girls	3	41	4	48	13	132	16	18	218	7	53	11	6	93	54	22	5	...	12	
Upper Secondary Examination (*h*)	33	30	16	79	352	282	77	1,108	1,819	182	139	34	224	579	8	16	541	12	2	
Middle School Examination { Boys (*i*)	1,079	1,755	445	3,279	10,824	10,380	2,690	4,652	28,157	6,958	5,651	1,304	1,282	15,053	266	362	11,406	2,643	376	
Middle School Examination { Girls	14	73	6	93	51	340	18	11	809	46	226	13	1	428	246	130	19	8	25	
									(*q*)					(*q*)						
Upper Primary Examination { Boys (*j*)	9,327	4,865	579	14,771	61,950	21,527	3,783	641	116,915	37,267	12,660	1,830	275	63,739	689	2,131	49,351	7,955	3,613	
Upper Primary Examination { Girls	413	294	41	748	1,276	2,479	137	3	3,895	856	1,671	93	3	2,623	441	562	975	188	457	
Lower Primary Examination { Boys	13,372	16,260	792	30,424	109,528	78,542	6,305	475	194,850	73,191	44,571	3,442	351	121,555	477	2,404	85,489	18,113	15,072	
Lower Primary Examination { Girls	654	752	63	1,469	3,939	10,929	436	1	15,305	2 443	7,422	282	1	10,148	531	1,553	3,323	581	4,160	
Public Service Certificate Examination. { English	840	65	75	980	3,105	378	223	1,954	5,660	1,510	147	58	518	2,233	46	50	1,753	132	252	
Public Service Certificate Examination. { Vernacular	66	1	...	67	722	1	...	40	763	424	1	...	7	432	...	1	372	47	12	
SCHOOLS FOR SPECIAL INSTRUCTION.																				
Training School Examination for Masters. { Upper (*k*)	45	5	1	51	1,027	87	(*l*)4	554	(*l*)1,672	666	46	4	209	925	17	88	759	44	17	
Training School Examination for Masters. { Lower	104	12	6	122	2,123	91	82	841	3,137	1,346	40	50	310	1,746	1	79	1,494	163	9	
Training School Examination for Mistresses. { Upper (*m*)	12	13	1	26	218	156	3	94	471	157	120	...	60	337	69	165	83	18	2	
Training School Examination for Mistresses. { Lower	5	8	...	13	42	51	...	42	135	24	27	...	11	62	4	31	17	10	...	
School of Arts Examination	106	62	10	178	2,127	819	278	117	3,341	739	265	86	31	1,121	41	94	907	43	36	
Medical Examination (*n*)	12	...	...	12	611	...	...	...	611	505	...	...	...	505	32	27	368	62	21	
Engineering and Surveying Examination	26	1	6	33	712	15	45	111	883	418	5	16	43	482	5	12	160	19	286	
Industrial School Examination	7	6	1	14	212	84	20	22	338	137	43	7	13	200	13	37	79	71	...	
Veterinary Examination	2	...	...	2	63	...	...	...	63	48	...	...	...	48	1	2	24	21	...	
Agricultural Examination	2	...	...	2	85	...	...	...	85	80	...	...	...	80	...	...	71	9	...	

(*a*) Includes the "Previous Examination" (new rules) in Bombay.
(*b*) „ „ Law Certificate Examination in the Central Provinces.
(*c*) „ „ 2nd L M. S. Examination in Bengal.
(*d*) „ „ „ „ in Bombay.
(*e*) „ Candidates for a higher examination who passed by the Lower Standard in Bengal.
(*f*) „ the 2nd L. C. E. Examination in Bombay, and the first examination in Engineering in Bengal.
(*g*) „ „ Diploma Examination in Bombay.
(*h*) „ „ University School Final Examination in Bombay, and the School Final Examination and the High Standard Examination of European Schools in the Central Provinces.
(*i*) Includes the Middle Vernacular Examination in Bengal, and the Lower Secondary Examination in Coorg and Madras. Includes also girls for the Madras Presidency, except for columns 10 and 15 to 20.
(*j*) Primary School Examination and includes "girls" for the Province of Coorg.
(*k*) Includes third year students in Bombay.
(*l*) „ two girls from the Mission Girls' School at Shillong.
(*m*) „ "Lower" for Bombay and the Central Provinces.
(*n*) „ the Vernacular Medical Examination in Bengal.
(*p*) „ "girls" for the Madras Presidency, except for columns 10 and 15 to 20.
(*q*) „ 29,014 examinees in Madras, of whom 11,707 passed. No details of these figures are, however, given in columns 6 to 9 and 11 to 14.

EDUCATION—GENERAL TABLE VII.

Return showing the distribution of Local Fund and Municipal Expenditure on Public Instruction in the several Provinces comprised in British India for the Official year 1893-94.

	OBJECTS OF EXPENDITURE.	EXPENDITURE OF LOCAL FUND BOARDS ON PUBLIC INSTRUCTION															EXPENDITURE OF MUNICIPAL BOARDS ON PUBLIC INSTRUCTION														
		In Institutions managed by Local Fund Boards.											In Institutions managed by				In Institutions Managed By Municipal Boards.											In Institutions managed by				
		Number of Institutions.	Number of scholars on the rolls on the 31st of March.	Average number on the rolls monthly during the year.	Average daily attendance.	Provincial grants.	Local Funds.	Municipal grants.	Fees.	Subscriptions.	Endowments and other sources.	Total.	The Government.	Municipal Boards.	Private persons or Associations.	Total Local Fund Expenditure on Public Instruction.	Number of Institutions.	Number of scholars on the rolls on the 31st of March.	Average number on the rolls monthly during the year.	Average daily attendance.	Provincial grants.	Municipal rates.	Local Funds.	Fees.	Subscriptions.	Endowments and other sources.	Total.	The Government.	Local Fund Boards.	Private persons or Associations.	Total Municipal expenditure on Public Instruction.	Total expenditure of Local Fund and Municipal Boards on Public Instruction.
1		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
University Education.	*Arts Colleges.*					R	R	R	R	R	R	R	R	R	R	R					R	R	R	R	R	R	R	R	R	R	R
	English	...	...	...	...	...	...	...	...	...	...	...	4,066	...	6,405	10,471	5	191	245	204	6,284	5,334	...	13,242	...	2,209	27,069	200	...	18,175	23,709	34,180
	Oriental	...	...	...	...	...	...	...	...	...	...	...	...	...	591	591	...	...	...	...	...	...	...	...	...	...	...	...	...	734	734	1,325
	Colleges or Departments of Colleges for Professional training.																															
	Law (*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Medicine	...	...	...	...	...	...	...	...	...	...	...	2,056	...	...	2,056	...	...	...	...	...	...	...	...	...	...	...	1,847	...	...	1,847	3,903
	Engineering	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Teaching	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Agriculture	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Total	...	...	...	...	...	...	...	...	...	...	...	6,122	...	6,996	13,118	5	191	245	204	6,284	5,334	...	13,242	...	2,209	27,069	2,047	...	18,909	26,290	39,408
School Education—General.	*Secondary Schools.*																															
	For Boys — High Schools	12	1,911	1,767	1,515	10,919	6,480	950	35,876	600 (*d*)	1,283	56,108	1,29,629	6,871	56,865	1,93,345	48	12,106	12,004	9,801	33,548	1,20,652	6,871	1,98,558	1,282	3,504	3,64,415	18,030	950	69,193	2,08,825	4,08,670
	For Boys — Middle Schools, English	111	7,905	7,482	6,197	18,731	43,471	2,102	71,864	3,246	1,680	1,41,094	13,380	18,678	1,56,218	2,31,777	176	18,539	17,824	14,821	45,241	1,35,332	18,678	1,43,987	1,401	3,585	3,46,224	8,937	2,102	51,121	1,97,492	4,29,269
	For Boys — Middle Schools, Vernacular	708	69,720	66,767	53,310	6,636	2,88,966	5,793	93,541	4,814	1,749	4,01,499	...	17,630	87,896	3,04,492	75	10,999	10,964	8,849	3,819	30,467	17,630	18,080	406	85	70,487	2,205	5,793	26,151	64,616	4,68,108
	For Girls — High Schools	...	...	...	...	...	...	...	...	...	...	...	...	...	1,917	1,917	...	...	...	...	...	...	...	...	...	...	...	520	...	5,494	6,014	7,931
	For Girls — Middle Schools, English	...	...	...	...	...	...	...	...	...	...	...	...	...	6,384	6,384	1	23	18	9	...	420	...	...	...	...	420	...	...	1,378	1,798	8,182
	For Girls — Middle Schools, Vernacular	2	73	68	57	60	640	...	48	...	...	748	...	480	580	1,700	10	875	834	648	755	11,659	480	...	...	...	12,894	...	...	7,565	19,224	20,924
	Total	833	79,609	76,084	61,079	36,346	3,39,557	8,845	2,01,329	8,660	4,712	5,99,449	1,43,009	43,659	3,09,890	8,36,115	310	42,542	41,644	34,128	83,363	2,98,530	43,659	3,60,625	3,089	7,174	7,96,440	29,692	8,845	1,60,902	4,97,969	13,34,084
	Primary Schools.																															
	For Boys	14,820	672,136	647,550	499,039	6,87,002	20,29,307	5,522	3,14,087	9,731	3,641	30,49,830	8,792	53,431	8,80,499	29,72,029	1,110	110,221	107,671	82,125	1,48,941	3,40,162	53,431	1,19,223	860	2,061	6,64,178	8,470	5,522	1,63,769	5,17,923	34,89,952
	For Girls	553	16,666	15,956	11,074	11,322	75,470	1,350	57	87	220	88,506	30	10,033	53,242	1,38,775	325	17,991	17,506	11,125	34,440	90,294	10,033	2,999	320	982	1,39,008	50	1,350	22,732	1,14,426	2,53,201
	Total	15,373	688,802	663,506	510,113	6,98,324	21,04,777	6,872	3,14,744	9,818	3,861	31,38,396	8,822	63,464	9,33,741	31,10,804	1,435	128,212	125,177	93,250	1,83,381	4,30,456	63,464	1,22,222	680	3,043	8,03,246	8,520	6,872	1,86,501	6,32,349	37,43,153
School Education—Special.	*Schools for Special Instruction.*																															
	Training Schools for Masters	20	292	301	274	5,262	25,264	378	...	...	207	31,111	82,416	...	3,143	1,16,823	...	...	...	...	1,107	...	...	...	...	...	1,107	379	378	...	757	1,11,580
	Training Schools for Mistresses	1	8	14	12	2,312	2,051	3,200	6	...	...	7,569	3,525	530	2,400	8,506	1	30	29	24	503	450	530	...	...	...	1,483	...	3,200	...	3,650	12,156
	Schools of Art	...	...	...	...	...	...	...	...	...	...	...	20	...	...	20	...	...	...	...	...	...	...	...	...	...	...	624	...	...	624	644
	Law Schools	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Medical Schools	2	58	55	53	...	373	1,020	1,139	...	4,413	6,945	11,752	...	200	12,325	...	...	...	...	...	...	...	...	...	...	...	5,937	1,020	...	6,957	19,282
	Engineering and Surveying Schools	...	...	...	...	...	...	...	...	...	...	...	...	...	470	470	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	470
	Industrial Schools	12	623	601	451	11,596	29,729	1,440	708	4,102	13,798	61,373	...	1,510	11,980	43,219	3	200	258	181	2,954	10,374	1,510	53	...	1,061	15,952	...	1,440	10,881	22,695	65,914
	Other Schools	2	28	27	25	...	1,443	...	...	...	...	1,443	11,843	...	4,503	17,786	4	106	105	92	...	447	...	...	...	5	452	3,505	...	822	4,774	22,562
	Total	37	1,009	998	815	19,170	58,860	6,038	1,853	4,102	18,418	1,08,441	1,09,556	2,040	22,695	1,93,151	8	336	392	297	4,564	11,271	2,040	53	...	1,066	18,994	10,445	6,038	11,703	39,457	2,32,608
	Buildings	...	...	...	...	21,742	3,87,165	562	1,099	2,018	15,957	4,28,543	32,178	6,876	9,022	4,35,241	...	...	...	...	23,839	96,146	6,876	203	1,446	3,945	1,32,455	333	562	13,084	1,10,125	5,45,366
	Furniture and Apparatus (special grants only)	...	...	...	...	3,199	28,488	26	2,479	559	232	34,983	2,583	554	6,108	37,733	...	...	...	...	3,099	10,304	554	19	15	6	13,997	58	26	3,544	13,932	51,665
	Total	...	...	...	...	24,941	4,15,653	588	3,578	2,577	16,189	4,63,526	34,761	7,430	15,130	4,72,974	...	...	...	...	26,938	1,06,450	7,430	222	1,461	3,951	1,46,452	391	588	16,628	1,24,057	5,97,031
	Inspection	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,25,110	...	...	...	...	...	...	...	...	...	...	...	...	...	...	31,450	6,56,560
	Scholarships held in — Arts Colleges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,055	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4,359	5,414
	Scholarships held in — Professional Colleges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,362	...	...	...	...	...	...	...	...	...	...	...	...	...	...	890	2,252
	Scholarships held in — Secondary Schools	...	...	...	...	...	...	...	...	...	...	...	...	...	...	(*b*) 97,764	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13,524	1,11,288
	Scholarships held in — Primary Schools	...	...	...	...	...	...	...	...	...	...	...	...	...	...	(*b*) 18,994	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,053	21,047
	Scholarships held in — Special Schools other than Training Schools	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14,836	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7,067	21,903
	Miscellaneous	...	...	...	...	...	...	...	...	...	...	...	...	...	...	(*c*) 1,60,668	..	...	...	...	...	...	...	...	...	...	...	...	...	...	52,205	2,12,873
	Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9,19,789	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,11,548	10,31,337
	GRAND TOTAL	16,243	769,420	740,588	572,007	7,78,781	29,18,847	22,343	5,21,504	25,157	43,180	43,09,812	3,02,270	1,16,593	12,88,452	55,45,951	1,758	171,281	167,458	127,879	3,04,530	8,52,041	1,16,593	4,96,364	5,230	17,443	17,92,201	51,095	22,343	3,94,643	14,31,670	69,77,621

(*a*) This table does not include figures for the Law class attached to the Midnapore College, Bengal, where the income from fees amounted to R230.
(*b*) This does not agree with the corresponding entry in column 35 of Table IV owing to a difference of R28 in the Punjab figures.
(*c*) Includes a grant of R1,349 to the University from Local Funds in the Punjab.
(*d*) Excludes R1,120 received from "Subscriptions" in the Central Provinces, which is included in columns 11 and 26 of the Provincial Return.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first ten months of the official year 1894-95, and of the twenty-three preceding years.

(IN THOUSANDS OF RUPEES.)

FOR THE TEN MONTHS, APRIL TO JANUARY.

YEAR.	BENGAL.				BOMBAY.				SINDH.				MADRAS.				BURMA.				TOTAL BRITISH INDIA.					YEAR.
	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	Total Import Revenue.	Export Revenue.	Total Revenue.	
1871-72	8,81	61,03	20,58	90,42	5,40	39,86	3,69	48,95	1,01	1,11	1,72	3,84	3,14	10,40	11,51	25,05	1,32	3,56	13,64	18,52	19,68	1,15,96	1,35,64	51,14	1,86,78	1871-72
1872-73	9,95	57,90	22,76	90,61	4,65	37,28	2,98	44,91	89	1,04	1,73	3,66	3,23	10,13	9,25	22,61	2,51	4,21	23,24	29,96	21,23	1,10,56	1,31,79	59,96	1,91,75	1872-73
1873-74	8,86	56,58	18,46	83,90	5,39	39,74	3,13	48,26	1,11	85	1,02	2,98	3,20	11,79	11,47	26,46	2,70	4,05	18,25	25,00	21,26	1,13,01	1,34,27	52,33	1,86,60	1873-74
1874-75	9,76	65,37	15,03	90,16	5,63	40,48	3,68	49,79	95	76	1,25	2,96	3,10	11,38	11,09	25,57	3,12	5,74	11,68	20,54	22,56	1,23,73	1,46,29	42,73	1,89,02	1874-75
1875-76	10,49	62,56	15,89	88,94	5,92	36,48	4,01	46,41	1,13	90	1,08	3,11	3,65	11,58	9,40	24,63	3,12	4,21	20,07	27,40	24,31	1,15,73	1,40,04	50,45	1,90,49	1875-76
1876-77	10,84	54,88	15,17	80,89	6,93	35,18	94	43,05	1,23	65	25	2,13	4,49	10,10	5,88	20,47	3,47	4,43	15,25	23,15	26,96	1,05,24	1,32,20	37,49	1,69,69	1876-77
1877-78	12,12	68,56	16,89	97,57	7,19	41,50	99	49,68	1,61	79	40	2,80	4,75	7,87	1,85	14,47	4,10	5,22	12,01	21,33	29,77	1,23,94	1,53,71	32,14	1,85,85	1877-78
1878-79	10,99	55,12	16,48	82,59	7,20	38,47	1,88	47,55	1,60	52	23	2,35	4,62	7,98	3,80	16,40	5,51	5,78	16,09	27,38	29,92	1,07,87	1,37,79	38,48	1,76,27	1878-79
1879-80	10,33	50,89	11,32	72,54	7,98	33,47	1,90	43,35	2,64	62	25	3,51	4,28	7,71	6,43	18,42	5,71	5,73	18,99	30,43	30,94	98,42	1,29,36	38,89	1,68,25	1879-80
1880-81	10,89	50,57	12,41	73,87	7,24	46,61	2,07	55,92	4,10	1,06	21	5,37	4,39	8,86	6,38	19,63	3,98	6,81	22,70	33,49	30,60	1,13,91	1,44,51	43,77	1,88,28	1880-81
1881-82	10,88	45,03	14,51	70,42	8,41	40,14	1,53	50,08	3,17	1,09	32	4,53	4,18	8,20	3,95	16,33	5,89	6,73	26,24	38,86	32,53	1,01,19	1,33,72	46,55	1,80,27	1881-82
1882-83	11,82	14	15,42	27,38	8,49	-1,01*	1,53	9,01	2,87	4	49	3,40	4,46	4	3,14	7,64	6,54	7	31,09	37,70	34,18	—72*	33,46	51,67	85,13	1882-83
1883-84	12,03	24	15,79	28,06	8,96	48	1,30	10,74	3,08	4	46	3,58	4,19	7	4,63	8,89	6,43	12	23,96	30,51	34,69	95	35,64	46,14	81,78	1883-84
1884-85	10,48	29	11,48	22,25	9,03	39	1,66	11,08	3,28	5	50	3,83	4,02	6	4,12	8,20	6,39	5	16,71	23,15	33,20	84	34,04	34,47	68,51	1884-85
1885-86	11,17	26	13,28	24,71	9,89	48	1,08	11,45	3,57	6	76	4,39	4,20	10	3,06	7,36	5,26	6	26,33	31,65	34,09	96	35,05	44,51	79,56	1885-86
1886-87	11,52	39	10,89	22,80	10,23	46	1,36	12,05	4,44	9	80	5,33	5,41	17	4,31	9,89	8,13	13	23,36	31,62	39,73	1,24	40,97	40,72	81,69	1886-87
1887-88	10,72	43	14,31	25,46	11,96	47	1,74	14,17	4,02	6	68	4,76	8,37	9	3,75	12,21	7,53	2	24,11	31,66	42,60	1,07	43,67	44,59	88,26	1887-88
1888-89	12,40	5,37	13,32	31,09	12,42	3,28	1,35	17,05	4,62	68	42	5,72	8,83	87	4,28	13,98	7,35	78	16,38	24,51	45,62	10,98	56,60	35,75	92,35	1888-89
1889-90	11,98	7,77	11,10	30,85	13,17	2,90	1,73	17,80	4,72	57	55	5,84	8,58	73	5,44	14,75	6,98	1,87	27,36	36,21	45,43	13,84	59,27	46,18	1,05,45	1889-90
1890-91	13,71	7,81	15,34	36,86	14,65	3,79	1,43	19,87	5,25	1,00	67	6,92	9,42	93	3,81	14,16	7,29	40	39,15	46,84	50,32	13,93	64,25	60,40	1,24,65	1890-91
1891-92	13,03	9,05	15,62	37,70	14,18	3,87	1,23	19,28	5,12	85	61	6,58	8,45	91	2,97	12,33	7,15	77	32,82	40,74	47,93	15,45	63,38	53,25	1,16,63	1891-92
1892-93	14,04	9,46	13,74	37,24	14,40	4,40	1,91	20,71	4,73	87	65	6,25	8,54	55	3,45	12,54	7,74	79	24,01	32,54	49,45	16,07	65,52	43,76	1,09,28	1892-93
1893-94	13,54	10,64	13,11	37,29	15,01	6,02	1,65	22,68	4,51	81	48	5,80	8,05	1,15	4,08	13,28	6,83	38	24,97	32,18	47,94	19,00	66,94	44,29	1,11,23	1893-94
1894-95	14,95	49,95	14,68	79,58	15,06	89,28	3,07	1,07,41	4,46	7,38	62	12,46	9,23	11,91	5,81	26,95	7,09	8,28	37,61	52,98	50,79	1,66,80	2,17,59	61,79	2,79,38	1894-95

* The amount refunded was greater than the duty collected.

FINANCE AND COMMERCE DEPARTMENT
(Statistical Branch)
Calcutta, 19th February 1895.

STEPHEN JACOB,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 31st DECEMBER 1894, COMPARED WITH THE WAGES IN THE CORRESPONDING PERIOD OF THE PRECEDING YEAR.

Districts.	Average Wages per month.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter or Blacksmith.	
	1893.	1894.	1893.	1894.	1893.	1894.
	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.
Burma—						
Tenasserim—						
Mergui	15 0 0	15 0 0	15 0 0	15 0 0	30 0 0	30 0 0
Tavoy	12 0 0	13 0 0	15 0 0	14 0 0	35 0 0	35 0 0
Moulmein and Amherst	22 8 0	15-0 to 20-0	12 0 0	12-0 to 15-0	12 0 0	15-0 to 30-0
Pegu (deltaic)—						
Pegu	12 8 0	12 8 0	10 0 0	10 0 0	15 0 0	15 0 0
Rangoon	15 0 0	15 0 0	12 0 0	12 0 0	25-0 to 30-0	25-0 to 30-0
Thôngwa	12 0 0	12 0 0	12 0 0	15 0 0	30 0 0	20 0 0
Bassein	15 0 0	15 0 0	14 0 0	14 0 0	25 0 0	25 0 0
Pegu (inland)—						
Shwegyin	15 0 to 20-0	12 0 0	12-0 to 15-0	12 0 0	20-0 to 25-0	30 0 0
Tharrawaddy	15-0 „ 20-0	15-0 to 20-0	12-0 „ 15-0	12-0 to 15-0	30-0 „ 45-0	30-0 to 45-0
Henzada	15 0 0	15 0 0	12 0 0	12 0 0	22 0 0	22 0 0
Prome	16 0 0	16 0 0	15 0 0	15 0 0	30 0 0	30 0 0
Toungoo	14 0 0	14 0 0	14 0 0	14 0 0	30 0 0	30 0 0
Thayetmyo	15 0 0	15 0 0	12 0 0	12 0 0	30 0 0	30 0 0
Upper Burma—						
Mandalay	12 0 0	12 0 0	15 0 0	16 0 0	20-0 to 24-0	22-0 to 24-0
Bamo	15 0 0	15 0 0	20 0 0	20 0 0	30-0 „ 45-0	30-0 „ 45-0
Pakôkku	15 0 0	15 0 0	15 0 0	14 0 0	22 8 0	22 0 0
Meiktila	10 0 0	10 0 0	15 0 0	15 0 0	21 0 0	25-0 to 30-0
Arrakan—						
Sandoway	15 0 0	15 0 0	10 0 0	11 0 0	30 0 0	30 0 0
Kyaukpyu	5-0 to 6-0	8-0 to 9-0	10 0 0	10 0 0	30 0 0	30 0 0
Akyab	15-0 „ 18-0	15-0 „ 20-0	10-0 to 12-0	10-0 to 12-0	15-0 to 20-0	15-0 to 20-0
Assam—						
Surma—						
Sylhet	7 0 0	7 0 0	7-0 to 8-0	7-0 to 8-0	13-0 to 30-0	13-0 to 30-0
Cachar	6-0 to 7-0	6-0 to 7-0	7-0 „ 8-0	7-0 „ 8-0	15-0 „ 20-0	15-0 „ 20-0
Khási and Jaintiá Hills	7-0 „ 12-0	7-0 „ 15-0	8-0 „ 12-0	9-0 „ 15-0	10-0 „ 30-0	10-0 „ 60-0
Garo Hills	6-0 „ 8-0	6-0 „ 8-0	10-0 „ 12-0	10-0 „ 12-0	20-0 „ 40-0	20-0 „ 40-0
Brahmaputra—						
Goálpára	7-0 to 9-0	7-0 to 9-0	8-0 to 10-0	8-0 to 10-0	15-0 to 30-0	15-0 to 30-0
Kámrúp	9-0 „ 12-0	9-0 „ 12-0	9-0 „ 12-0	8-0 „ 12-0	20-0 „ 50-0	20-0 „ 50-0
Darrang	5-0 „ 10-0	10 0 0	8-0 „ 10-0	10-0 „ 12-0	6-0 „ 30-0	15-0 „ 30-0
Nowgong	7-0 „ 9-0	8-0 to 9-0	8-0 „ 10-0	8-0 „ 10-0	10-0 „ 30-0	10-0 „ 30-0
Sibságar	8-0 „ 12-0	10 0 0	8-0 „ 12-0	9-0 „ 12-0	15-0 „ 40-0	18-0 „ 30-0
Lakhimpur	8-0 „ 10-0	8-0 to 10-0	10-0 „ 15-0	10-0 „ 12-0	15-0 „ 60-0	12-0 „ 60-0
Bengal—						
Eastern hill tracts—						
Chittagong Hill Tracts	10-0 to 12-0	*	*	*	15-0 to 22-0	*
Hill Tippera	*	*	*	*	*	*
Nágá Hills	15-0 to 26-4	15-0 to 22-8	16-0 to 18-0	15-0 to 18-0	23-0 to 45-0	30-0 to 50-0

* Not stated.

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 31st DECEMBER 1894, COMPARED WITH THE WAGES IN THE CORRESPONDING PERIOD OF THE PRECEDING YEAR—*continued*.

Districts.	Average Wages per month.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter or Blacksmith.	
	1893.	1894.	1893.	1894.	1893.	1894.
	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.
Bengal—*continued*.						
Eastern—						
Backergunge	4 0 0	9 0 0	6 0 0	7 0 0	10-0 to 15-0	7-0 to 13-0
Noakhali	6-0 to 10-0	5-0 to 10-0	5-0 to 8-0	6-0 to 8-0	8-0 „ 20-0	8-0 „ 20-0
Chittagong	11 0 0	12 0 0	8 0 0	8 0 0	7-0 „ 20-0	7-0 „ 20-0
Tippera	7-0 to 10-0	7-0 to 10-0	6-0 to 8-0	6-0 to 8-0	7-0 „ 15-0	7-0 „ 15-0
Dacca	8-0 „ 10-0	5-0 „ 7-0	8-0 „ 10-0	5-0 „ 7-0	10-0 „ 22-0	7-0 „ 15-0
Mymensingh	7 8 0	7 8 0	8 0 0	8 0 0	10-0 „ 15-0	10-0 „ 15-0
Deltaic—						
Khulna	7-8 to 9-6	7-8 to 9-6	7-0 to 9-0	7-0 to 9-0	10-0 to 30-0	10-0 to 30-0
24-Parganas	9-0 „ 10-0	9-0 „ 10-0	6-0 „ 7-0	6-0 „ 7-0	15-0 „ 20-0	15-0 „ 20-0
Midnapore	7 8 0	6 0 0	5 0 0	6 0 0	9-6 „ 13-0	7-8 „ 12-0
Howrah	9 0 0	8 0 0	7 0 0	8 0 0	12-0 „ 20-0	15-0 „ 20-0
Calcutta	...	...	8 0 0	8 0 0	15-0 „ 16-0	15-0 „ 16-0
Hooghly	7 8 0	7 0 0	6-0 to 7-0	7 0 0	8-0 „ 30-0	12-0 „ 15-0
Nadia (Krishnagar)	7 8 0	7 8 0	6 0 0	6 0 0	7-8 „ 15-0	9-8 „ 15-0
Jessore	7 8 0	7 8 0	6 0 0	6 0 0	10-0 „ 20-0	10-0 „ 20-0
Faridpur	5-0 to 7-8	5-0 to 8-0	6-0 to 8-0	6-0 to 8-0	8-0 „ 16-0	8-0 „ 16-0
Central—						
Bankura	5-0 to 6-8	5-0 to 6-8	4-0 to 6-0	4-0 to 6-0	10-0 to 15-0	10-0 to 15-0
Burdwan	7 0 0	7 0 0	6 0 0	6 0 0	11-0 „ 15-0	11-0 „ 15-0
Birbhum	6-0 to 7-8	6-0 to 7-8	4-0 to 6-0	4-0 to 6-0	7-8 „ 12-0	7-8 „ 12-0
Murshidabad	3 12 0	3 12 0	4-0 „ 5-0	4-0 „ 5-0	8-0 „ 10-0	10-0 „ 15-0
Sonthal Parganas	4-0 to 5-0	4-0 to 5-0	5 0 0	5-0 „ 6-0	7-8 „ 18-12	5-10 „ 15-0
Pabna	5-0 „ 7-0	5-0 „ 7-0	6-0 to 8-0	6-0 „ 8-0	7-0 „ 20-0	7-0 „ 20-0
Bogra	7 8 0	7 8 0	5-0 „ 7-0	5-0 „ 7-0	10-0 „ 20-0	10-0 „ 20-0
Rajshahi	5-0 to 7-0	5-0 to 7-0	5-0 „ 6-0	5-0 „ 6-0	10-0 „ 16-0	10-0 „ 16-0
Malda	7 8 0	7 0 0	5 0 0	5 0 0	8-0 „ 15-0	8-0 „ 15-0
Northern—						
Rangpur	7 0 0	7 0 0	6-0 to 8-0	6-0 to 8-0	15-0 to 30-0	15-0 to 30-0
Dinajpur	7 8 0	7 8 0	6-0 „ 8-0	6-0 „ 8-0	10-0 „ 15-0	10-0 „ 20-0
Jalpaiguri	7 8 0	7 8 0	8 0 0	8 0 0	12-0 „ 20-0	12-0 „ 20-0
Darjeeling	7 0 0	7 0 0	8-0 to 10-0	8-0 to 10-0	15-0 „ 30-0	15-0 „ 30-0
Orissa—						
Puri	5 0 0	5 0 0	5 0 0	5 0 0	8-0 to 10-0	8-0 to 10-0
Cuttack	5 10 0	5 10 0	5 0 0	5 0 0	7-8 „ 9-6	7-8 „ 11-4
Balasore	4-0 to 5-0	4-0 to 5-0	4-0 to 6-0	4-0 to 6-0	8-0 „ 15-0	8-0 „ 15-0
Chota-Nagpur—						
Singbhum	4 0 0	4 0 0	6 0 0	7 0 0	15 0 0	15 0 0
Manbhum	4-11 to 5-10	4-11 to 5-10	5-0 to 6-0	5-0 to 11-0	11-4 to 22-8	11-4 to 22-8
Lohardaga	3 12 0	3 12 0	4-0 „ 5-0	4-0 „ 5-0	5-10 „ 9-6	5-10 „ 9-6
Palámau	3 12 0	3 12 0	3-0 „ 5-0	3-0 „ 5-0	7-8 „ 9-6	7-8 „ 9-6
Hazáribágh	5 0 0	5-0 to 6-0	6-0 „ 7-0	7-0 „ 8-0	6-8 „ 7-8	7-8 „ 8-8
Bihár, south—						
Monghyr	2-12 to 4-11	3-12 to 7-8	2-0 to 4-0	3-0 to 4-0	6-0 to 8-0	5-10 to 9-6
Gaya	3-8 „ 5-10	4 8 0	4-0 „ 5-0	4 8 0	5-10 „ 14-0	8 0 0
Patna	4-0 „ 5-0	4-0 to 5-0	4-8 „ 5-0	4-8 to 5-0	6-0 „ 7-0	6-0 to 7-0
Shahabad	4-0 „ 5-4	4-0 „ 4-8	4-0 „ 6-0	4-4 „ 6-0	3-0 „ 10-4	3-8 „ 10-8
Bihár, north—						
Purnea	4-11 to 5-10	3-12 to 5-10	4-0 to 6-0	4-0 to 5-0	8-0 to 15-0	8-0 to 15-0
Bhágalpur	4-11 „ 5-10	4-11 „ 5-10	4-0 „ 5-0	4-0 „ 6-0	7-8 „ 15-0	7-8 „ 15-0
Darbhanga	2 12 0	3 12 0	4-0 „ 5-0	3-0 „ 4-0	5-10 „ 7-8	6-9 „ 7-8
Muzaffarpur	3-12 to 5-10	3-12 to 5-10	3-0 „ 4-0	3-0 „ 4-0	5-10 „ 9-6	5-10 „ 9-6
Saran	3-12 „ 5-10	3-12 „ 5-10	4-0 „ 7-0	4-0 „ 7-0	5-10 „ 10-0	6-9 „ 10-0
Champaran	4 0 0	4 0 0	4 0 0	4 0 0	8-0 „ 9-0	8-0 „ 9-0

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 31st DECEMBER 1894, COMPARED WITH THE WAGES IN THE CORRESPONDING PERIOD OF THE PRECEDING YEAR—*continued*.

Districts.	Average Wages per month.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter, or Blacksmith.	
	1893.	1894.	1893.	1894.	1893.	1894.
	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.
N.W.-Provinces—						
Eastern—						
Mirzapur	4 0 0	4 0 0	5 0 0	5 0 0	8 0 0	8 0 0
Benares	4 0 0	4 0 0	4 8 0	4 8 0	8 11 0	8 11 0
Ghazipur	3 0 0	3 0 0	5 0 0	4 0 0	7 8 0	7 8 0
Jaunpur	3 8 0	3 8 0	5 0 0	5 0 0	7 8 0	7 8 0
Allahabad	4 8 0	4 8 0	5 0 0	5 0 0	12 8 0	12 8 0
Central—						
Bánda	2-0 to 3-0	2-0 to 3-0	4-0 to 5-0	4-0 to 5-0	8-0 to 10-0	8-0 to 10-0
Fatehpur	2 8 0	2 8 0	3-8 „ 4-0	3-8 „ 4-0	5-10 „ 7-8	5-10 „ 7-8
Hamirpur	3 0 0	3 0 0	4 0 0	4 0 0	8 0 0	8 0 0
Jalaun	3-0 to 4-0	3-0 to 4-0	4-0 to 6-0	4-0 to 6-0	8 0 0	8 0 0
Cawnpore	4-0 & 5-0	4-0 & 5-0	5-0 & 6-0	5-0 & 6-0	7-8 & 9-6	7-8 & 9-6
Etáwah	4 4 0	4 4 0	5 0 0	5 0 0	9 8 0	9 8 0
Farukhabad	5 0 0	5 0 0	5 0 0	5 0 0	10 0 0	10 0 0
Mainpuri	4-0 & 5-0	4-0 & 5-0	4-0 to 6-0	4-0 to 6-0	8-0 to 12-0	8-0 to 12-0
Etah	4-0 „ 5-0	3-8 to 5-0	4-0 & 5-0	4-0 & 5-0	8-0 „ 12 0	9-0 „ 12-0
Western—						
Jhansi	3-0 & 3-8	3-0 & 3-8	5-0 & 6-0	5-0 & 6-0	10-0 & 12-0	10-0 & 12-0
Agra	4-0 „ 5-0	4-0 „ 5-0	4-0 „ 5-0	5-0 „ 6-0	10-0 „ 11-0	10-0 „ 12-0
Muttra	4 11 0	4 11 0	5 0 0	5 0 0	9 4 0	9 4 0
Aligarh	5 0 0	5 0 0	4-0 & 5-0	4-0 & 5-0	10 0 0	10 0 0
Bulandshahr	4-0 & 5-0	4-0 & 5-0	4-0 „ 5-0	4-0 „ 5-0	8-0 & 10-0	8-0 to 10-0
Sub-montane—						
Ballia	3 12 0	3 12 0	4 0 0	4 0 0	7-8 to 8-0	7-8 to 8-0
Azamgarh	3 12 0	3 12 0	5 10 0	5 0 0	7 8 0	7 8 0
Gorakhpur	3 12 0	3 12 0	4-0 & 5-0	4-0 & 5-0	7-8 to 9-12	7-8 to 9-12
Basti	3 12 0	3 12 0	4-0 „ 5-0	4-0 „ 5-0	8-0 „ 12 0	8-0 „ 12-0
Shahjahánpur	2-0 & 3-0	2-0 & 3-0	3-8 to 6-0	3-8 to 6-0	7-0 „ 10-0	7-0 „ 10-0
Budaun	3 0 0	3 0 0	4 0 0	4 0 0	7 8 0	7 8 0
Pilibhit	4 0 0	4 0 0	4 8 0	4 8 0	10 0 0	10 0 0
Bareilly	3 12 0	5 0 0	4 0 0	5 0 0	7 8 0	7 8 0
Moradabad	4 0 0	5 0 0	5 4 0	5 4 0	10 0 0	10 0 0
Naini Tal	5 0 0	5 0 0	6 0 0	6 0 0	10 0 0	10 0 0
Almora	4-0 to 8-0	4-0 to 8-0	5-0 to 6-0	5-0 to 6-0	10-0 to 12-0	10-0 to 12-0
Bijnor	3 12 0	4 0 0	5 0 0	5 0 0	7 8 0	7 8 0
Muzaffarnagar	5 0 0	5 0 0	4-0 & 5-0	4-0 & 5-0	12-0 to 14-0	12-0 to 14-0
Meerut	5-0 & 6-0	5-0 & 6-0	5-0 „ 6-0	5-0 „ 6-0	10-0 & 12-0	10-0 & 12-0
Saháranpur	5 0 0	5-0 „ 6-0	5 0 0	5-0 „ 6-0	10 0 0	10-0 „ 12-0
Dehra-Dun	6-0 to 7-0	6-0 to 7-0	5-0 to 6-0	5-0 to 7-0	12-2 to 15-0	12-0 to 15-0
Garhwál	5 10 0	5 10 0	5-0 „ 6-0	5-0 „ 6-0	10-0 „ 15-0	10-0 „ 15-0
Oudh—						
Southern—						
Partabgarh	3 0 0	3 0 0	4 0 0	3 8 0	6-0 to 6-8	6 0 0
Sultanpur	3 12 0	3 12 0	5 0 0	5 0 0	7 8 0	7 8 0
Rae-Bareli	3-8 & 4-0	4 0 0	4-0 & 4-8	4 8 0	7-0 & 8-0	8 0 0
Unao	4 0 0	4 0 0	4 7 0	5 0 0	10 5 0	8 0 0
Lucknow	4 0 0	4 0 0	4 8 0	4 8 0	11-4 to 15-0	11-8 to 15-0
Hardoi	4 0 0	4 0 0	4 0 0	4 0 0	8 0 0	8 0 0
Northern—						
Fyzabad	1-14 to 3-12	1-14 to 3-12	4 0 0	4 0 0	7-8 to 9-6	7-8 to 9-6
Barabanki	4 0 0	4 0 0	4 0 0	4 0 0	8 0 0	8 0 0
Gonda	3 0 0	3 0 0	3 8 0	3 8 0	8 0 0	8 0 0
Bahraich	3 0 0	3 0 0	4-0 & 5-0	4-0 & 5-0	10 0 0	10 0 0
Sitapur	4 0 0	4 0 0	4 0 0	4 0 0	8 0 0	8 0 0
Kheri	4 0 0	4 0 0	5 0 0	4 8 0	9 6 0	8-0 to 8-8
Rajputana—						
Eastern—						
Partábgarh	7 8 0	7 8 0	5 10 0	5 10 0	15-0 to 16-14	15-0 to 16-14
Bánswara	5 0 0	5 0 0	5 0 0	5 0 0	11-4 „ 18-12	11-4 „ 18-12
Meywar (Oodeypore)	4-0 to 6-0	4-0 to 6-0	5-8 to 7-0	5-8 to 7-0	25-0 „ 35-0	25-0 „ 35-0
Sirohee	5-0 & 6-0	5 6 0	4-0 & 5-0	4 5 0	10 0 0	10 0 0

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 31st DECEMBER 1894, COMPARED WITH THE WAGES IN THE CORRESPONDING PERIOD OF THE PRECEDING YEAR—*continued.*

Districts.	Average Wages per month.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter or Blacksmith.	
	1893.	1894.	1893.	1894.	1893.	1894.
	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.
Rajputana—*contd.*						
Eastern—contd.						
Erinpura	6 0 0	6 0 0	6 0 0	6 0 0	12 0 0	12 0 0
Ajmere	5 0 0	3-0 to 11-8	5-0 to 8-0	5-0 to 8-0	7-8 to 15-0	12 0 0
Abu	7 0 0	7 0 0	6 5 0	6 5 0	18 12 0	18 12 0
Kishengarh	4-0 to 5-0	4-0 to 5-0	5-0 to 7-0	5-0 to 7-0	4-8 to 15-12	4-8 to 15-12
Boondee	3 12 0	5 10 0	2 13 0	5 10 0	7-8 „ 15-0	7 8 0
Kotah	4 0 0	4 0 0	4 0 0	4 0 0	7-8 „ 8-0	7-8 to 8-0
Jhallawar	4-0 to 5-0	4-0 to 5-0	4-0 to 7-0	4-0 to 7-0	5-0 „ 30-0	5-0 „ 30-0
Tonk	3 12 0	5 10 0	2 13 0	5 10 0	7-8 „ 15-0	7 8 0
Jeypore	2-0 to 3-0	2-0 to 3-0	3-8 to 6-0	3-8 to 6-0	8-0 „ 10-5	7-8 to 10-5
Kerowlee	4 0 0	2 8 0	...	...	6-0 „ 8-0	6-0 „ 8-0
Dholpur	1-14 to 4-11	1-14 to 4-11	...	...	5-10 „ 20-0	5-10 „ 20-0
Bhurtpore	1-8 „ 3-0	1-8 „ 3-0	...	...	4-0 „ 17-0	4-0 „ 17-0
Ulwar	4-0 „ 5-0	4-0 „ 6-0	3-0 to 6-0	4-0 to 7-0	6-0 „ 15-0	6-0 „ 15-0
Deoli Cantonment	3-12 „ 5-10	...	3-12 „ 5-10	7 0 6	7-8 „ 9-6	7 8 0
Nusseerabad Cantonment	7 8 0	7 8 0	6-0 „ 9-0	6-0 to 9-0	10-0 „ 15-0	10-0 to 15-0
Hilly Tracts of Meywar	5 4 0	5 4 0	4 9 0	4 9 0	9-6 „ 15-0	9-6 „ 15-0
Bálmer	5 10 0	5 8 0	...	...	9 6 0	9 8 0
Anádra	7 0 0	7 0 0	6 5 0	6 0 0	...	...
Shahpoora	3 12 0	5 10 0	2 13 0	5 10 0	7-8 to 15-0	7 8 0
Western—						
Jodhpore	6 12 6	4 11 0	5 13 0	5 10 0	14 8 6	13 2 0
Jeysulmere	11 0 0	11 0 0	5 0 0	5 0 0	15 0 0	15 0 0
Bickaneer	4 11 0	5 2 6	4 3 6	4 3 6	9-6 to 13-2	9-6 to 12-6-9
Central India—						
Indore	5 0 0	5 0 0	7 0 0	7 0 0	15 0 0	15 0 0
Nimuch Cantonment	5 10 0	5 10 0	7 0 0	7 0 0	12-0 to 13-0	12-0 to 13-0
Goona	4-0 to 5-0	5-0 to 6-0	4-0 to 5-0	5-0 to 6-0	12-0 „ 15-0	10-0 „ 15-0
Gwalior	5 10 0	4-11 „ 5-10	6 0 0	4-0 „ 6-0	11-4 „ 15-0	7-8 „ 15-0
Panjab—						
Southern—						
Hissar	6 0 0	6 0 0	5 0 0	5 0 0	10 0 0	10 0 0
Ferozepore	6 0 0	6 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Montgomery	8 0 0	9 0 0	6 0 0	6 0 0	14 0 0	18 5 4
Central—						
Gurgáon	5 8 0	5 8 0	6 8 0	6 8 0	13 8 0	13 8 0
Delhi	5 10 0	7 8 0	5 10 0	5 10 0	12 3 0	12 8 0
Rohtak	6 0 0	6 0 0	6 0 0	6 0 0	9 5 0	9 5 4
Karnál	7 8 0	7 8 0	7 0 0	7 0 0	15 0 0	15 0 0
Lahore	5 0 0	8 7 0	6 0 0	7 0 0	15 0 0	16 4 0
Sub-montane—						
Umballa	7 8 0	7 8 0	5 0 0	5 0 0	12 0 0	12 0 0
Ludhiána	5 8 0	5 0 0	5 8 0	6 0 0	11 6 0	11 2 8
Jullundur	5 0 0	5 0 0	6 0 0	6 0 0	10 0 0	10 0 0
Hoshiárpur	5 0 0	5 0 0	6 0 0	6 0 0	10 0 0	10 0 0
Gurdáspur	5 10 0	5 10 0	6 0 0	6 0 0	15 0 0	15 0 0
Amritsar	7 0 0	7 0 0	5 8 0	5 8 0	14 8 0	14 8 0
Hills—						
Simla	6 0 0	6 0 0	6 0 0	6 0 0	13 10 0	13 10 0
Kángra	7 8 0	7 8 0	5 10 0	5 10 0	15 0 0	15 0 0
North-Western—						
Siálkot	6 0 0	6 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Gujránwála	5 8 0	5 8 0	5 8 0	5 8 0	13 8 0	13 8 0
Gujrát	4 0 0	4 0 0	5 0 0	5 0 0	10 8 0	10 8 0
Jhelum	5 10 0	5 10 0	6 0 0	6 0 0	15 0 0	15 0 0
Rawalpindi	7 0 0	7 8 0	6 9 0	6 9 0	22 8 0	22 8 0
Hazára	7 0 0	7 0 0	7 8 0	7 8 0	22 8 0	22 8 0
Peshawar	5 8 0	6 0 0	7 0 0	6 8 0	20 8 0	19 4 0
Kohat	7 0 0	7 0 0	7 8 0	6 8 0	22 0 0	22 0 0

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 31st DECEMBER 1894, COMPARED WITH THE WAGES IN THE CORRESPONDING PERIOD OF THE PRECEDING YEAR—*continued.*

Districts.	Average Wages per month.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter or Blacksmith.	
	1893.	1894.	1893.	1894.	1893.	1894.
	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.
Panjab—*contd.*						
Western—						
Sháhpur	3 8 0	3 8 0	6 0 0	6 0 0	13 0 0	13 0 0
Jhang	5 0 0	7 0 0	6 0 0	8 0 0	15 0 0	20 0 0
Mooltan	9 0 0	8 0 0	7 0 0	7 0 0	18 0 0	17 8 0
Bannu	6 1 0	6 1 4	6 0 0	6 0 0	15 14 0	15 13 4
D. I. Khan	5 0 0	5 0 0	6 0 0	6 0 0	21 4 0	21 4 0
Muzaffargarh	4 8 0	6 0 0	7 0 0	6 0 0	16 3 0	19 10 8
D. G. Khan	4 0 0	4 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Sind and Baluchistan—						
Karáchi	10-0 to 18-0	10-0 to 18-0	10-0 to 15-0	10-0 to 15-0	20-0 to 40-0	20-0 to 40-0
Hyderabad	10 0 0	10 0 0	10 0 0	10 0 0	31 0 0	31 0 0
Thar and Pákar (Umerkot)	10 0 0	10 0 0	8 0 0	8 0 0	20 0 0	20 0 0
Sukkur (Shikarpur)	8 0 0	15 0 0	9 0 0	10 0 0	30 0 0	32-0 to 45-0
Upper Sind Frontier	8 0 0	8 0 0	8-0 to 9-0	8-0 to 9-0	22-8 to 30-0	22-8 „ 30-0
Quetta	15 0 0	15 0 0	10-0 „ 15-0	10-0 „ 15-0	30-0 „ 45-0	30-0 „ 40-0
Bombay—						
Konkan—						
Karwar (Canara)	8 7 0	8 7 0	10 0 0	10 0 0	18-12 to 22-8	18-12 to 22-8
Ratnágiri	7 3 0	7 5 4	8 3 7	8 2 4	10-3-6 „ 15-5-4	10-11-1 „ 15-5-4
Alibág (Colába)	5 10 0	5 10 0	10 0 0	10 0 0	22 8 0	22 8 0
Bombay	11 0 0	11 0 0	9 8 0	9 8 0	27-8 to 42-0	27-8 to 42-0
Tanna	11 0 0	7-8 to 11-4	9 0 0	7-0 to 12-0	22 8 0	18-12 „ 30-0
Deccan—						
Dharwar	8 0 0	7 0 0	8 0 0	6 0 0	17-0 to 19-0	12-0 to 18-0
Belgaum	6 13 7	6 7 5	8 11 8	8 5 0	15 9 4	15 6 8
Sátara	6 9 0	6 9 0	8 0 0	8 0 0	15-0 to 18-12	15-0 to 18-12
Sholapur	7 0 0	8 0 0	9 0 0	8 0 0	20-0 „ 25-0	15-0 „ 22-0
Bijápur	6 8 0	7 8 0	7 0 0	8 0 0	18-12 „ 22-8	18-12 „ 22-8
Poona	7-8 to 9-6	7-8 to 9-6	6-0 to 9-0	6-0 to 7-0	15-0 „ 30-0	15-0 „ 22-8
Khandesh—						
Ahmednagar	7 8 0	8 0 0	8-0 to 10-0	6-0 to 8-0	18-12 to 22-8	15-0 to 25-0
Násik	9 0 0	9 0 0	9 0 0	9 0 0	15-0 „ 30-0	15-0 „ 30-0
Khandesh (Dhulia)	8 7 0	9 0 0	9 0 0	9 3 0	22-8 „ 30-0	22-8 „ 27-8
Guserat—						
Surat	6-0 to 9-0	5-8 to 9-0	-0 to 10-0	7-0 to 10-0	15-0 to 25-0	18-8 to 25-0
Broach	7 8 0	7 0 0	7 9 0	7 8 0	15-0 „ 30-0	16-0 „ 30-0
Kaira	3 12 0	3 12 0	9 0 0	9 0 0	9-6 „ 15-0	9-6 „ 15-0
Baroda (Camp)	7 8 0	7 8 0	7 0 0	7 0 0	18-12 „ 22-8	18-12 „ 22-8
Ahmadabad	6 0 0	7 0 0	7 8 0	8 0 0	18 12 0	18 12 0
Panch Máhals (Godhra)	5 0 0	5 0 0	7 0 0	7 0 0	15-0 to 19-0	15-0 to 19-0
Deesa Cantonment	5 13 0	5 13 0	8 0 0	8 0 0	19 6 0	19 6 0
Kattywar—						
Rájkot	10 0 0	10 0 0	8 0 0	8 0 0	15-0 to 22-8	15-0 to 22-8
Central Provinces—						
Western—						
Nimar	6 0 0	6 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Khandwa-Asirgarh Cantonment	6 0 0	6 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Hoshangabad	6-0 to 8-0	5-0 to 6-0	6-0 to 7-0	6-0 to 7-0	12-0 to 30-0	12-0 to 30-0
Betul	4 0 0	4 0 0	6 0 0	7 0 0	15-0 „ 20-0	15-0 „ 19-0
Chhindwára	5 0 0	5 0 0	6 0 0	5 0 0	15 0 0	15 0 0
Nágpur	5 0 0	5 0 0	6 0 0	7 0 0	15 0 0	15 0 0
Wardha	5 10 0	5 10 0	7 0 0	6 0 0	15 0 0	15 0 0

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 31st DECEMBER 1894, COMPARED WITH THE WAGES IN THE CORRESPONDING PERIOD OF THE PRECEDING YEAR—*continued.*

Districts.	Average Wages per month.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter or Blacksmith.	
	1893.	1894.	1893.	1894.	1893.	1894.
	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.
Central Provinces—*contd.*						
Central—						
Narsinghpur	4 0 0	4 0 0	6 0 0	6 0 0	12-0 to 16-0	12-0 to 16-0
Saugor	4 8 0	3-0 to 5-0	5 0 0	5-0 to 7-0	9-8 „ 10-0	8-0 „ 12-0
Damoh	4 11 0	3 12 0	6 0 0	6 0 0	11 4 0	9 6 0
Jubbulpore	3 8 0	3-0 to 4-0	5 0 0	4-0 to 6-0	10-0 to 15-0	10-0 to 15-0
Baghalkhand (Sutna)	4 8 0	4 8 0	5 0 0	5 0 0	14 0 0	14 0 0
Mandla	4 0 0	4 0 0	6 0 0	6 0 0	10-0 to 12-0	10-0 to 12-0
Seoni	4 0 0	4 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Bálághát	3 0 0	3 0 0	4-0 to 5-0	4-0 to 5-0	6-0 to 10-0	10-0 to 20-0
Bhandára	4 0 0	4 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Chánda	4 8 0	5 3 0	5 0 0	5 8 0	9-8 to 12-0	11-2 to 13-10
Eastern—						
Biláspur	6 0 0	6 0 0	8 0 0	6 0 0	15 0 0	12-0 „ 15-0
Raipur	5 10 0	4-0 to 6-0	6-0 to 8-0	6-0 to 8-0	11-0 to 22-0	15-0 „ 25-0
Sambalpur	2 12 4	2 9 0	7 0 0	7 0 0	12 0 0	15 0 0
Berar—						
Buldána	5 10 0	6 0 0	7 0 0	7 8 0	22 8 0	22 8 0
Básim	7 0 0	6 8 0	6 0 0	5 0 0	19 0 0	21 8 0
Akola	7 12 0	7 8 0	7 12 0	6 9 0	23 4 0	21 4 0
Ellichpur	6 12 0	7 3 0	7 11 0	7 10 0	18 10 0	20 2 0
Amráoti	6 0 0	6 0 0	6 0 0	6 0 0	18 3 0	19 5 0
Wun	5 0 0	5 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Nizam's Territories—						
Secunderabad	5-0 to 7-0	4-4-5 to 5-15 10	5-0 to 7-0	4-4-5 to 5-15-10	13-0 to 30-0	11-1-11 to 85-10-7
Boláram	...	...	5-2-1 to 6-13-6	5-2-1 „ 6-13-6	12-13 „ 25-10	12-13 „ 25-10
Chadarghat	7 12 0	6 10 1	12 0 0	6 13 6	15 0 0	12 13 4
Madras—						
Malabar Coast—						
Malabar	7 5 8	7 5 8	6 11 2	6 11 2	14-14-8 to 16-6-8	14-8-8 to 16-0-8
S. Canara	6 14 0	6 14 0	6 12 0	6 12 0	16-14 „ 18-12	16-14 „ 18-12
South central—						
Coimbatore	5 0 0	5 0 0	6 5 4	6 5 4	16-4 to 18-12	16-4 to 18-12
Nilgiris	7 8 0	7 8 0	8 12 0	8 12 0	23 12 0	23 12 0
Salem	3 12 0	3 12 0	5 2 8	5 2 8	11-10-8 to 13-10-8	11-10-8 to 13-10-8
Central—						
Bellary	6 4 0	6 4 0	7 0 0	7 0 0	18-12 to 20-10	18-12 to 20-10
Anantapur	6 0 0	5 0 0	8 0 0	6 0 0	20 0 0	15 0 0
Cuddapah	7 8 0	7 8 0	7 8 0	7 8 0	15 0 0	15 0 0
Kurnool	5 10 0	5 10 0	6 0 0	6 0 0	15-0 to 18-12	15-0 „ 18-12
East Coast, north—						
Ganjam	4 6 3	4 10 0	5 12 0	5 12 0	9-11 to 11-11-6	9-3-6 to 11-11-6
Vizagapatam	4 10 9	4 10 9	5 8 0	5 8 0	10-14 to 13-9	11-8-6 „ 13-9-0
Godávari	5 13 4	5 13 4	6 2 8	6 2 8	15-10-8 „ 16-0	14-10-8 „ 16-0-0
East Coast, central—						
Kistna	7 2 8	7 2 8	7 5 4	7 5 4	17-4 to 19-9-4	17-4 to 19-9-4
Nellore	6 0 0	6 0 0	6 12 0	6 12 0	15-0 „ 17-8	15-0 „ 17-8
East Coast, south—						
Madras	6 0 0	6 0 0	6 8 0	6 8 0	13-0 to 16-0	13-0 to 16-0
Chingleput	4 15 0	4 15 0	5 4 0	5 4 0	13-8 „ 16-6	13-8 „ 16-6
N. Arcot	5 14 5	5 14 5	6 6 5	6 6 5	15-11-2 „ 17-14-5	15-11-8 „ 17-14-5
S. Arcot	5 1 4	5 1 4	6 3 4	6 3 4	11-14 „ 13-2	11-14 „ 13-2
Tanjore	6 7 4	5 4 6	6 8 0	6 8 0	16-2 „ 16-5	15-12 „ 15-15
Trichinopoly	6 11 10	6 0 0	7 0 0	7 0 0	13-2 „ 14-1	12-3 „ 14-1

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 31st DECEMBER 1894, COMPARED WITH THE WAGES IN THE CORRESPONDING PERIOD OF THE PRECEDING YEAR—*concluded.*

Districts.	Average Wages per month.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter or Blacksmith.	
	1893.	1894.	1893.	1894.	1893.	1894.
	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.
Madras—*contd.*						
Southern—						
Tinnevelly	5 4 0	5 4 0	6 10 8	6 10 8	12-6-8 to 14-13-4	12-6-8 to 14-13-4
Madura	5 9 0	5 11 0	5 14 0	5 14 0	12-13 „ 13-7	13-2 to 13-7
Mysore—						
Mysore	7 0 0	7 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Bangalore	5 0 0	5-0 to 10-0	7 0 0	5-0 to 10-0	22 8 0	10-0 to 30-0
Kolar	5 0 0	5 0 0	7 0 0	7 0 0	15 0 0	18 12 0
Tûmkûr	7 8 0	7 8 0	6 0 0	6 0 0	15 0 0	15-0 to 25-0
Hassan	7 8 0	2-13 to 6-4	8 0 0	8 0 0	22 8 0	22-8 „ 30-0
Kadur	6 0 0	6 0 0	7 8 0	8 0 0	22 8 0	22 8 0
Shimoga	5 0 0	2-8 to 5-0	8 0 0	3-0 to 8-0	25 0 0	10-0 to 25-0
Chitaldroog	5 0 0	2-0 „ 5-0	7 0 0	5-0 „ 7-0	30 0 0	15-0 „ 30-0
Coorg—						
Coorg	7-8 to 9-6	7-8 to 9-6	8 0 0	8 0 0	22 8 0	22 8 0
Aden	...	...	10-0 to 15-0	10-0 to 15-0	30-0 to 37-8	30-0 to 37-8

STEPHEN JACOB,
Offg. Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. on Saturday, February 9th, 1895.

General Summary.—The secondary depression, which had formed over the Punjab towards the close of the previous week and which had commenced to fill up on Saturday, was still in existence on Sunday morning, but consisted only of a shallow residual depression, covering the South-East Punjab and the adjacent districts. The primary depression in Baghelkhand and Chota Nagpur had advanced eastwards into the western and central districts of Bengal. Light to moderate rain or snow had fallen in the Upper India hill districts and the Punjab, and a few light showers had been received in Chota Nagpur. Weather improved during the next 24 hours, and a cool dry wave following the disturbance reduced temperature to 5° below the normal in Rajputana and Sind and 4° in the Punjab and Central India. Fine clear weather, with unusually low temperature in Northern and Central India, obtained until the close of the week, when a shallow depression was formed over Baluchistan and Sind and gave a few light showers in Baluchistan.

Remarkably low night temperatures were registered at Srinagar during the week, partly due to heavy snowfall on the surrounding mountains, but chiefly to its position in a closed mountain valley. On Thursday the minimum temperature reported was 3° or 29° below freezing point, while at Murree at a higher elevation it was 35°. On Friday the thermometer fell to 2° below zero. The only stations which have hitherto reported such low temperatures are Leh and Kailang.

Daily Summary.—*Sunday.*—The barometer had risen briskly to rapidly in Baluchistan and the West Punjab, and the secondary depression in the Punjab had continued to fill up, only a shallow residual depression being shown in the South-East Punjab and the adjacent districts. Pressure had given way slightly to briskly in North-Eastern India, Burma and the Peninsula, and the primary depression had entered the western and central districts of Bengal. Skies had cleared in Baluchistan, Sind and Rajputana, and cloud had decreased in the Punjab and North-Western Provinces. Light to moderate rain or snow had fallen in the Upper India hill districts and the Punjab, and a few light showers had been received in Chota Nagpur. The more important falls were : Cherat 1·1 inches, Rawalpindi ·75 inch, and Murree and Lahore each ·45 inch.

Monday.—Pressure had increased briskly to rapidly in Upper India and had fallen slightly to briskly in North-Eastern India and Burma, where it was in considerable to large defect. It was in slight excess in the Indus valley. Strong westerly winds prevailed in the Gangetic plain and strong northerly winds in Sind and Kathiawar. Local showers were received in Upper Assam and the East Punjab and falls of snow at Chakrata and Simla. Sibsagar reported a fall of ·58 inch and Chakrata ·55 inch.

Tuesday.—Pressure had fallen briskly in Upper India but had continued to rise in Baluchistan. Pressure had risen briskly to rapidly in North Bengal, Assam and Upper Burma, and the depression in that area had partially filled up. Temperature had decreased by 2° in Central India and the Central Provinces and 3° in the North-Western Provinces and Bengal. It was 6° below the normal in Central India, 5° in Sind and Rajputana, 4° in the North-Western Provinces and 3° in the Punjab and Central Provinces. Aden and Colombo reported light showers.

Wednesday.—Pressure had increased slightly to briskly in the Gangetic plain and Bengal, and the depression in Assam and North Bengal on the 4th had filled up completely. Pressure had given way slightly in Baluchistan and briskly in Sind, and an area of deficient pressure was shown covering the Indus valley, where pressure was in considerable defect. Skies had commenced to cloud over in Baluchistan. No rain had fallen in India or Burma.

Thursday.—The barometer had fallen briskly in Baluchistan and had risen briskly at the Upper India hill stations, over the East Punjab, the greater part of the North-Western Provinces, Bengal, Assam and Upper Burma. Pressure was in considerable defect in Baluchistan, Sind, North Bombay, Berar and the Deccan. Skies were partially clouded in Baluchistan and parts of the North-Western and Central Provinces and Central India. Gopalpore had received a light shower and Gnatong a light fall of snow.

Friday.—Pressure had decreased slightly in Northern and Central India and was unchanged in Burma and the Peninsula. An area of local moderate deficiency of pressure lay over Baluchistan, Lower Sind, Cutch and South-West Rajputana. Temperature had increased briskly to rapidly in North-Western and Central India. Skies were overcast in Baluchistan and were more or less clouded in the Punjab, Rajputana, Sind, Central India, Berar and the Central Provinces. Very light showers had fallen in Baluchistan.

Saturday.—Pressure had increased briskly in Baluchistan and the Punjab and slightly in Central India and the Peninsula. The depression in Sind and South-West Rajputana had commenced to fill up and was not of much importance. Skies continued heavily clouded in Baluchistan, but had partially cleared in Sind, Rajputana, the Punjab, Central India, and the Central Provinces. A few stations reported very light showers of rain.

Temperature.—Unusually cool weather has prevailed during the week over the whole country with the exception of Madras, where temperature was above the normal as very often happens when unusually cool weather obtains in Northern India. The coolest days were the 5th, 6th and 7th, when the average mean temperature for the whole of India was more than 2° below the normal. The mean temperature for the week was nearly normal in Burma, and 2° in excess in Madras. It was 3°·5 in defect in Central India, 3° in the North-Western Provinces, 2°·5 in Sind and Rajputana, and between 1° and 2° in Bengal, the Punjab, Bombay and the Central Provinces. For the whole of India it was 1°·4 in defect.

The following table gives the variations from the normal temperature of the different provinces of India for each day of the week :—

Province.	February, 1895.							Mean variation of week.
	3rd.	4th.	5th.	6th.	7th.	8th	9th.	
Burma	+1·7	+1·7	+0·7	0	—1·4	—2·9	—2·9	—0·4
Bengal and Assam	+2·7	+3·0	+0·5	—3·4	—4·1	—4·2	—2·5	—1·1
North-Western Provinces and Oudh	+0·2	—0·9	—3·9	—5·3	—4·9	—4·0	—2·5	—3·0
Punjab	+0·2	—4·0	—3·3	—2·2	—1·9	—0·1	—1·0	—1·8
Bombay	—2·2	—2·2	—1·1	—0·7	—0·9	—1·5	—0·5	—1·3
Central Provinces and Berar	+1·4	—1·1	—3·2	—4·1	—2·9	—0·1	+1·6	—1·2
Central India and Gujarat	—2·6	—4·2	—5·8	—5·9	—4·4	—1·8	+0·2	—3·5
Sind and Rajputana	—2·9	—5·1	—4·7	—3·9	—1·9	—0·3	+1·2	—2·5
Madras	+1·1	+1·9	+1·6	+2·1	+2·4	+2·4	+2·4	+2·0
Mean for whole of India	0	—1·2	—2·1	—2·6	—2·2	—1·4	—0·4	—1·4

Rainfall.—The rainfall of the week has been small in amount and restricted to only 17 of the 52 rainfall divisions. The largest amount received was an average of ·71 inch in the Punjab hill districts, and only two other divisions (also in the Punjab) received amounts exceeding half an inch. In 9 of the 17 divisions the rainfall did not exceed a tenth of an inch, and in 3 others it was below a quarter of an inch. The rainfall of the week was hence in general defect of the normal, the only divisions which received amounts slightly in excess being the Brahmaputra valley, the central submontane and north-western districts of the Punjab, the central districts of the Central Provinces and the North Madras Coast.

For the period 30th December to 9th February less rain than usual has fallen over the greater part of the country, the only provinces that have received amounts in excess of their normal rainfall being the North-Western Provinces, the Punjab, Central India, Rajputana and the North Madras Coast.

Province.	Division.	Rainfall data for week ending 9th February, 1895.			Rainfall data from 30th December to 9th February, 1895.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, 30th December to 9th February.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0·04	—0·04	0	0·07	— 100
	Lower Burma	0	0·07	—0·07	0	0·28	— 100
	Central do.	0	0·05	—0·05	0	0·15	— 100
	Upper do.	0	?	?	0·02	?	?
	Arakan	0	0	0	0	0·12	— 100
Bengal and Assam	Eastern Bengal	0	0·24	—0·24	0·01	0·97	— 96
	Assam (Surma)	0	0·24	—0·24	0·22	1·26	— 83
	Do. (Brahmaputra)	0·37	0·29	+0·08	1·01	1·41	— 28
	Deltaic Bengal	0·04	0·41	—0·37	0·16	1·03	— 84
	Central do.	0·07	0·23	—0·16	0·32	0·76	— 58
	North do.	0	0·07	—0·07	0·25	0·74	— 66
	Orissa	0·02	0·22	—0·20	0·02	0·70	— 97
	Chota Nagpur	0·20	0·36	—0·16	0·92	1·10	— 16
	Bihar (South)	0	0·18	—0·18	0·74	0·87	— 15
	Do. (North)	0	0·13	—0·13	0·54	0·82	— 34
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·22	—0·22	0·91	0·86	+ 6
	North-Western Provinces (Submontane) (*a*)	0	0·17	—0·17	1·25	0·77	+ 62
	Oudh (South)	0	0·08	—0·08	2·06	0·86	+ 140
	Do. (North)	0	0·07	—0·07	1·95	0·96	+ 103
	North-Western Provinces (Central)	0	0·07	—0·07	2·54	0·67	+ 279
	North-Western Provinces (West)	0	0·10	—0·10	2·08	0·73	+ 185
	North-Western Provinces (Submontane) (*b*)	0·11	0·41	—0·30	4·29	2·10	+ 104
Punjab	Punjab (South)	0·08	0·12	—0·04	1·66	0·75	+ 121
	Do. (Central)	0·14	0·13	+0·01	2·38	0·90	+ 164
	Do. (Submontane)	0·57	0·39	+0·18	4·35	2·03	+ 114
	Do. (Hill Districts)	0·71	0·83	—0·12	8·18	4·58	+ 79
	Do. (North-West)	0·56	0·44	+0·12	2·99	2·32	+ 30
	Do. (West)	0·03	0·09	—0·06	0·45	0·73	— 38
Bombay and Malabar Coast Districts (Madras)	Malabar	0	0·04	—0·04	0·05	0·39	— 87
	Madras (South Central)	0	0·08	—0·08	0·02	0·31	— 94
	Coorg	0	0·02	—0·02	0·02	0·33	— 94
	Mysore	0	0·01	—0·01	0	0·08	— 100
	Konkan	0	0	0	0	0·12	— 100
	Bombay Deccan	0	0	0	0	0·07	— 100
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0	0	0·09	0·12	— 25
Central Provinces and Berar	Berar	0	0·01	—0·01	0·03	0·33	— 91
	Central Provinces (West)	0	0·05	—0·05	0·07	0·59	— 88
	Do. (Central)	0·10	0·08	+0·02	0·44	0·71	— 38
	Do. (East)	0·02	0·08	—0·06	0·04	0·65	— 94
Bombay (North)	Gujarat	0	0	0	0	0·07	— 100
	Kathiawar	0·03	0·04	—0·01	0·03	0·07	— 57
	Sind	0	0·06	—0·06	0·25	0·58	— 57
Rajputana and Central India.	Central India (East)	0	0·02	—0·02	0·98	0·45	+ 118
	Rajputana (East), Central India (West)	0	0	0	0·66	0·25	+ 164
	Rajputana (West)	0	0	0	0·35	0·31	+ 13
Madras	East Coast (North)	0·30	0·05	+0·25	0·39	0·25	+ 56
	Do. (do.) (*a*)	0·10	0·01	+0·09	0·10	0·08	+ 25
	Hyderabad (South)	0	0·02	—0·02	0	0·22	— 100
	Madras (Central)	0	0	0	0	0·06	— 100
	East Coast (Central)	0	0·03	—0·03	0	0·44	— 100
	Do. (South)	0	0·15	—0·15	0·02	0·78	— 91
	Madras (South)	0	0·20	—0·20	0·08	0·90	— 91

W. A. BION,
Actg. Asst. Meteorological Reporter to the Government of India.

Simla, *the 14th February, 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 16th February.*—Slight showers of rain fell in Ganjam and Vizagapatam. The water-supply is insufficient, except in the Circars. Agricultural operations continue. Standing crops fair, but suffering in many districts from drought. Harvesting continues with fair outturn. Pasture and fodder growing scarce in parts. Prices are rising in Trichinopoly and Tinnevelly, but nearly steady or falling elsewhere.

Bombay.—*For week ending 20th February.*—Slight rain fell in parts of Karachi and Khandesh. Water is deficient in canals in the Upper Sind Frontier for irrigation purposes. Standing crops damaged by frost or blight in parts of Sind, by blight in parts of Dharwar, and suffering for want of moisture in parts of Poona. Reaping of late crops continues in parts of twelve districts and preparations for next season's crops in parts of four. Cotton-picking still continues in parts of Kathiawar and Baroda territory. Fodder-supply sufficient except in Shikarpur. Agricultural stock in good condition. Prices normal except in parts of Ahmednagar and Sholapur.

Bengal.—*For week ending 18th February.*—There was no rain in the Province during the week. The spring crop is generally promising, but in Eastern Bengal it requires rain. The preparation of the soil for the autumn crops is going on in parts of Eastern and Northern Bengal. In some districts the harvesting of mustard and peas has begun, and the pressing of sugarcane is in progress. The lancing of poppy is going on in Patna, Gya, and Monghyr. Tobacco is being harvested in Purnea with a fair outturn. The price of common rice continues generally steady and normal. No outbreak of cattle-disease is reported.

North-Western Provinces and Oudh.—*For week ending 20th February.*—Weather continues clear, but showers have fallen in a few districts. Slight damage caused to crops by blight, insects and rust in the Benares, Banda, Partabgarh, Moradabad, and Almora districts, otherwise crops are thriving and prospects are favourable. Supplies ample. Fodder is reported to be getting scarce in some districts. Prices fluctuating.

Punjab.—*For week ending 20th February.*—Slight rain has fallen in the Delhi, Amballa, Amritsar, and Rawalpindi districts. Sugarcane is being pressed in some districts. The land is being prepared for the autumn crops in Lahore. Condition of standing crops is generally reported good and prospects are favourable, except in parts of Peshawar. Crops are withering for want of rain in Shahpur, where, as well as in Dera Ismail Khan, more rain is wanted. Cattle are generally reported to be in good condition. Pasturage and fodder are sufficient throughout the Province, except in parts of Dera Ismail Khan. Prices rising in Amballa, below normal in Sialkot, falling in Shahpur, and continuing low elsewhere.

Central Provinces.—*For week ending 20th February.*—Weather somewhat cloudy with light rain in most districts. The linseed crop has been greatly damaged by rust, especially in the Northern districts, and wheat and gram have also suffered to some extent. Harvesting of winter crops continues. Prices continue steady.

Burma.—*For week ending 16th February.*—No rain during the week. In Lower Burma the threshing of the main paddy crop is nearly completed. In

Upper Burma the main crop has been gathered and other agricultural operations continue. Crop prospects are good. Price of paddy is above normal and unsteady in Lower Burma, and below normal, but rising in Upper Burma. Fodder and water are sufficient.

Assam.—*For week ending 19th February.*—Slight rain fell in most districts. Gathering of mustard and pressing of sugarcane continue. Condition of cattle fair. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 20th February.*—MYSORE: Crops and prospects are good. Harvesting of rice continues in the Bangalore, Tumkur, Mysore, Chitaldroog, and Shimoga districts. Prices have slightly risen in Kolar, Kadur, and Chitaldroog.

COORG: Threshing of rice still continues. Prices of food-grains normal. Fodder for cattle sufficient.

Berar and Hyderabad.—*For week ending 20th February.*—BERAR: Weather cloudy and cool with moderate rain during the week. Cutting of winter crops in progress. Preparation of land for ensuing crop commenced in Buldana. Fodder and water sufficient. Prices fluctuating.

HYDERABAD: No rain fell during the week. Weeding of hot weather crops completed. Tanks and wells full. Prices normal.

Central India.—*For week ending 20th February.*—Slight rain fell in three Agencies during the week. Agricultural operations completed in Bhopal and in progress in other Agencies. Condition of standing crops fairly good in all districts though somewhat damaged by excessive rain and blight. Cattle in good condition, except in Rajgarh, Bhopal, and Gwalior. Pasturage good and sufficient in all Agencies. Prices of food-grains continue high in Bundelkhand, Goona, Nimach, and six districts of Gwalior, rising in Bhopal and steady elsewhere. Opium partly damaged by rain in Goona, but in good condition in other Agencies.

Rajputana.—*For week ending 20th February.*—Agricultural operations are generally satisfactory. Standing crops, prospects, and agricultural stock good. Some damage to crops is reported in Meywar, Jhallawar, Kotah, and Kerowli by frost and insects. Fodder sufficient, but failing in Dholepore. Prices fallen in two States, but steady elsewhere.

Kashmir.—*For week ending 19th February.*—KASHMIR VALLEY: The weather is getting finer. Very little snow fell during the week. Prices continue normal.

JAMMU PROVINCE.—*For week ending 20th February.*—No rain. Weather fair. Crops are in good condition. Prices normal. Cattle in good condition and fodder sufficient.

Nepal.—*For week ending 16th February.*—Moderate rain fell during the week. The weather is now bright. More rain is required for the wheat crop.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 3RD FEBRUARY 1894, AND FROM 1ST JANUARY TO 2ND FEBRUARY 1895.

N.B.—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st-half of 1894.	Week ending 3rd February 1894. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Week ending 2nd February 1895. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Earnings from 1st January to 3rd February 1894.	Earnings from 1st January to 2nd February 1895.	Increase.	Decrease.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	655	1,634	13,22,681	809	1,687	11,86,162	703	55,35,358	50,17,084	...	5,18,274
Bengal-Nágpur	189	862	2,01,292	234	862	2,02,841	235	8,21,909	8,49,315	27,406	...
Indian Midland (*a*)	162	752	1,25,984	168	752	1,11,315	148	6,12,644	5,18,234	...	94,410
Bezwada extension	108	21	1,781	85	21	1,908	91	8,374	12,116	3,742	...
Metre gauge—											
Rajputana-Malwa (*b*)	324	1,699	5,54,264	326	1,790	5,88,220	329	25,95,340	26,73,520	78,180	...
Pálanpur-Deesa	47	17	346	20	17	1,100	65	3,060	5,430	2,370	...
South Indian	143	1,043	1,31,302	126	1,042	1,55,045	149	5,89,020	7,01,328	1,12,308	...
Máyavaram-Mutupet	61	...	...	...	54	3,614	67	...	16,370	16,370	...
Southern Mahratta (*c*)	115	1,165	1,15,949	100	1,165	1,27,883	110	5,39,730	5,98,449	58,710	...
Bengal and North-Western (*d*)	162	756	1,18,624	157	756	1,14,260	151	5,28,239	5,30,110	1,871	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	223	23,719	106	231	21,449	93	96,726	98,241	1,515	...
TOTAL	286	8,172	25,95,942	318	8,377	25,13,797	300	1,13,30,409	1,10,20,197	...	3,10,212
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	255	2,507	5,88,007	235	2,511	6,75,732	269	29,70,519	32,37,023	2,66,504	...
Oudh and Rohilkhand (state)	287	740	2,33,513	316	797	2,91,471	366	9,47,044	12,88,040	3,40,996	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	281	813	2,48,849	306	813	2,75,390	339	12,83,155	14,08,46.	1,25,305	...
Bengal Central (*f*)	126	125	15,832	127	125	15,490	124	73,022	73,020	...	2
East Coast (state)	107	266	18,027	68	353	33,278	94	84,128	1,38,343	54,215	...
Metre gauge—											
Burma (state)	199	730	1,68,276	231	746	1,92,573	258	6,85,271	7,39,793	54,522	...
Special gauges—											
Jorhát (state provincial)	44	28	921	33	28	1,216	43	5,165	5,998	833	...
Cherra-Companyganj (state provincial)	60	8	503	63	8	617	77	2,283	3,014	731	...
TOTAL	244	5,217	12,73,928	244	5,381	14,85,767	276	60,50,587	68,93,691	8,43,104	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	596	1,490	10,61,785	713	1,490	9,00,724	605	47,32,656	37,74,216	...	9,58,440
Bombay, Baroda and Central India	801	461	3,09,588	672	461	3,39,000	735	14,99,550	14,81,000	...	18,556
Madras	237	840	1,79,371	214	840	2,18,002	260	8,74,613	9,30,945	56,332	...
TOTAL	522	2,791	15,50,744	556	2,791	14,57,726	522	71,06,825	61,86,161	...	9,20,664
TOTAL (GUARANTEED AND STATE)	313	16,180	54,20,614	335	16,549	54,57,290	330	2,44,87,821	2,41,00,049	...	3,87,772
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	167	161	22,340	139	161	24,713	153	1,06,624	1,19,990	13,366	...
Tarkessur	308	22	6,141	279	22	5,755	262	27,393	26,320	...	1,073
Metre gauge—											
Rohilkund and Kumaon (Company section)	149	67	8,353	125	67	4,332	65	38,590	19,594	...	18,996
Bengal Dooars	80	32	2,523	79	36	2,870	80	11,985	12,890	905	...
Dibru-Sadiya	133	78	10,777	138	78	11,685	150	51,018	51,625	607	...
Special gauge—											
Darjeeling-Himalayan	232	51	8,136	160	51	10,305	202	34,410	41,740	7,330	...
TOTAL	166	411	58,270	142	415	59,660	144	2,70,020	2,72,159	2,139	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	185	333	56,227	169	333	74,279	223	2,44,677	2,98,177	53,500	...
The Gaekwar's Petlád	112	13	1,312	101	13	810	62	5,707	5,660	...	47
Rájpura-Bhátinda	192	108	14,774	137	108	29,386	272	81,500	1,37,276	55,770	...
Kolar Gold-fields	306	...	...	...	10	2,159	216	...	11,574	11,574	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	88	362	31,562	87	362	42,539	118	1,43,793	1,66,190	22,397	...
The Gaekwar's Mehsána	98	93	9,821	106	93	7,290	78	40,483	30,830	...	9,653
Kolhápur	92	29	2,285	79	29	2,118	73	9,255	9,381	126	...
Special gauge—											
The Gaekwar's Dabhoi	81	72	5,337	74	72	3,610	50	22,299	16,080	...	6,219
Cooch Behar	30	22	271	12	22	1,420	65	1,350	5,280	3,924	...
TOTAL	130	1,032	1,21,589	118	1,042	1,63,611	157	5,49,070	6,80,448	1,31,372	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	131	334	39,613	119	334	42,396	127	1,81,141	1,67,666	...	13,475
Jetalsar-Rájkot	68	46	2,871	62	46	3,106	68	12,903	13,184	281	...
Jodhpore-Bickaneer	75	364	29,648	81	364	20,130	55	1,24,275	89,440	...	34,835
Special gauge—											
Morvi	75	94	7,012	75	94	7,389	79	31,762	29,018	...	2,744
TOTAL	97	838	79,144	94	838	73,021	87	3,50,081	2,99,308	...	50,773
GRAND TOTAL	290	18,461	56,79,617	308	18,844	57,53,582	305	2,56,56,998	2,53,51,964	...	3,05,034

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

CALCUTTA, *the 16th February, 1895.*

F. B. HEBBERT,
Under Secretary.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XLIII OF 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

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

Railway.	Average earnings per mile per week in 1893-94.	Week ending 3rd February 1894. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Week ending 2nd February 1895. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Earnings from 1st April 1893 to 3rd February 1894.	Earnings from 1st April 1894 to 2nd February 1895.	Increase.	Decrease.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	602	1,634	13,22,681	809	1,687	11,86,162	703	4,21,69,547	4,34,34,268	12,64,721	...
Bengal-Nágpur	149	862	2,01,292	234	862	2,02,841	235	51,60,699	51,54,738	...	5,961
Indian Midland (*a*)	132	752	1,25,984	168	752	1,11,315	148	42,21,645	47,25,462	5,03,817	...
Bezwada extension	95	21	1,781	85	21	1,908	91	87,538	1,45,386	57,848	...
Metre gauge—											
Rajputana-Malwa (*b*)	261	1,699	5,54,264	326	1,790	5,88,220	329	1,87,77,382	2,07,84,810	20,07,428	...
Pálanpur-Deesa	41	17	346	20	17	1,100	65	(*c*) 7,496	32,849	25,353	...
South Indian	144	1,043	1,31,302	126	1,042	1,55,045	149	66,70,071	69,73,630	3,03,559	...
Máyavaram-Mutupet	...	...	...	...	54	3,614	67	...	(*d*) 1,77,198	1,77,198	...
Southern Mahratta (*e*)	100	1,165	1,15,949	100	1,165	1,27,883	110	50,25,457	52,40,718	2,15,261	...
Bengal and North-Western (*f*)	132	756	1,18,624	157	756	1,14,260	151	42,66,263	46,35,770	3,08,907	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	223	23,719	106	231	21,449	93	6,16,016	7,81,972	1,65,956	...
TOTAL	250	8,172	25,95,942	318	8,377	25,13,797	300	8,70,02,714	9,20,86,801	50,84,087	...
State lines worked by the State.											
Standard gauge—											
North-Western (state) (*g*)	232	2,507	5,88,007	235	2,511	6,75,732	269	2,49,14,406	2,73,33,540	24,19,134	...
Oudh and Rohilkhand (state)	242	740	2,33,513	316	797	2,91,471	366	72,97,473	91,81,546	18,84,073	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	309	813	2,48,849	306	813	2,75,390	339	1,07,32,394	1,21,41,559	14,09,165	...
Bengal Central (*h*)	120	125	15,832	127	125	15,490	124	6,53,329	6,88,815	35,486	...
East Coast (state)	71	266	(*i*) 18,027	68	353	33,278	94	(*i*) 5,55,178	12,53,502	6,98,324	...
Metre gauge—											
Burma (state)	171	730	1,68,276	231	746	1,92,573	258	49,22,115	48,14,421	...	1,07,694
Special gauges—											
Jorhat (state provincial)	49	28	921	33	28	1,216	43	61,701	63,507	1,806	...
Cherra-Companyganj (state provincial)	54	8	503	63	8	617	77	18,733	21,875	3,142	...
TOTAL	226	5,217	12,73,928	244	5,381	14,85,767	276	4,91,55,329	5,54,98,765	63,43,436	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*j*)	510	1,490	10,61,785	713	1,490	9,00,724	605	3,19,80,631	2,77,34,198	...	42,46,433
Bombay, Baroda and Central India	638	461	3,09,588	672	461	3,39,000	735	1,25,32,830	1,30,77,928	5,45,098	...
Madras	238	840	1,79,371	214	840	2,18,002	260	87,31,398	87,04,270	...	27,128
TOTAL	440	2,791	15,50,744	556	2,791	14,57,726	522	5,32,44,859	4,95,16,396	...	37,28,463
TOTAL (GUARANTEED AND STATE)	277	16,180	54,20,614	335	16,549	54,57,290	330	18,94,02,902	19,71,01,962	76,99,060	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	148	161	22,340	139	161	24,713	153	10,24,173	11,36,673	1,12,500	...
Tarkessur	253	22	6,141	279	22	5,755	262	2,32,372	2,47,862	15,490	...
Metre gauge—											
Rohilkhand and Kumaon (Company section)	137	67	8,353	125	67	4,332	65	3,90,179	3,54,033	...	36,146
Bengal Dooars	77	32	2,523	79	36	2,870	80	1,13,042	1,86,710	73,668	...
Dibru-Sadiya	130	78	10,777	138	78	11,685	150	4,40,367	4,58,753	18,386	...
Special gauge—											
Darjeeling-Himalayan	238	51	8,136	160	51	10,305	202	5,34,334	5,37,749	3,415	...
TOTAL	155	411	58,270	142	415	59,660	144	27,34,467	29,21,780	1,87,313	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	158	333	56,227	169	333	74,279	223	22,44,717	26,44,729	4,00,012	...
The Gaekwar's Petlád	92	13	1,312	101	13	810	62	51,662	58,623	6,961	...
Rájpura-Bhátinda	139	108	14,774	137	108	29,386	272	6,06,828	10,62,076	4,55,248	...
Kolar Gold-fields	...	...	...	...	10	2,159	216	...	(*k*) 87,566	87,566	...
Metre gauge—											
Southern Mahratta (Mysore section) (*l*)	95	362	31,562	87	362	42,539	118	14,74,666	14,14,527	...	60,139
The Gaekwar's Mehsána	75	93	9,821	106	93	7,290	78	2,83,250	2,87,810	4,560	...
Kolhápur	77	29	2,285	79	29	2,118	73	95,556	1,01,992	6,436	...
Special gauges—											
The Gaekwar's Dabhoi	67	72	5,337	74	72	3,610	50	2,01,799	1,83,573	...	18,226
Cooch Behar	20	22	271	12	22	1,420	65	(*m*) 7,202	38,454	31,252	...
TOTAL	114	1,032	1,21,589	118	1,042	1,63,611	157	49,65,680	58,79,350	9,13,670	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	118	334	39,613	119	334	42,396	127	16,68,742	14,53,813	...	2,14,929
Jetalsar-Rájkot	60	46	2,871	62	46	3,106	68	(*n*) 1,15,910	1,30,162	14,252	...
Jodhpore-Bickaneer	54	364	29,648	81	364	20,130	55	7,83,518	8,93,170	1,09,652	...
Special gauge—											
Morvi	67	94	7,012	75	94	7,389	79	2,74,697	2,63,047	...	11,650
TOTAL	81	838	79,144	94	838	73,021	87	28,42,867	27,40,192	...	1,02,675
GRAND TOTAL	256	18,461	56,79,617	308	18,844	57,53,582	305	19,99,45,916	20,86,43,284	86,97,368	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 8th November 1893 to 3rd February 1894.
(*d*) Total earnings from 2nd April 1894 to 2nd February 1895.
(*e*) Includes the Guntakal-Mysore frontier section.
(*f*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*g*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the earnings of the Bezwada-Gódávari section.
(*j*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*k*) Total earnings from 1st June 1894 to 2nd February 1895.
(*l*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*m*) Total earnings from 15th September 1893 to 3rd February 1894.
(*n*) Total earnings from 12th April 1893 to 3rd February 1894.

F. B. HEBBERT,
Under Secretary.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 10TH FEBRUARY 1894, AND FROM 1ST JANUARY TO 9TH FEBRUARY 1895.

N.B.—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st-half of 1894.	Week ending 10th February 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 9th February 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st January to 10th February 1894.	Earnings from 1st January to 9th February 1895.	Increase.	Decrease.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	655	1,634	12,48,832	764	1,687	12,04,665	714	67,84,190	62,21,749	...	5,62,441
Bengal-Nágpur	189	862	1,77,991	206	862	2,13,875	248	9,99,900	10,63,190	63,290	...
Indian Midland (*a*)	162	752	1,11,324	148	752	1,19,106	158	7,23,968	6,39,291	...	84,677
Bezwada extension	108	21	1,976	94	21	2,061	98	10,350	14,177	3,827	...
Metre gauge—											
Rajputana-Malwa (*b*)	324	1,699	5,76,828	340	1,790	5,85,810	327	31,72,168	32,59,330	87,162	...
Pálanpur-Deesa	47	17	493	29	17	1,300	76	3,553	6,730	3,177	...
South Indian	143	1,043	1,24,360	119	1,042	1,58,906	153	7,13,386	8,56,221	1,42,835	...
Máyavaram-Mutupet	61	...	...	...	54	3,825	71	...	20,593	20,593	...
Southern Mahratta (*c*)	115	1,165	1,14,995	99	1,165	1,28,061	110	6,54,734	7,26,510	71,776	...
Bengal and North-Western (*d*)	162	756	1,15,846	153	756	1,36,440	180	6,44,085	6,66,550	22,465	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	223	18,623	84	231	20,774	90	1,15,349	1,19,015	3,666	...
TOTAL	286	8,172	24,91,274	305	8,377	25,74,823	307	1,38,21,683	1,35,93,356	...	2,28,327
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	255	2,507	5,95,061	237	2,511	6,57,124	262	35,65,581	38,94,147	3,28,566	...
Oudh and Rohilkhand (state)	287	740	2,27,356	307	797	2,56,917	322	11,74,400	15,44,957	3,70,557	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	281	813	2,47,018	304	813	2,84,730	350	15,30,173	16,93,190	1,63,017	...
Bengal Central (*f*)	126	125	16,805	134	125	19,990	160	89,827	93,010	3,183	...
East Coast (state)	107	265	22,487	85	353	33,001	93	1,06,615	1,71,344	64,729	...
Metre gauge—											
Burma (state)	199	730	1,99,158	273	746	2,01,413	270	8,84,429	9,41,206	56,777	...
Special gauges—											
Jorhát (state provincial)	44	28	910	33	28	1,081	39	6,075	7,079	1,004	...
Cherra-Companyganj (state provincial)	60	8	434	54	8	642	80	2,717	3,656	939	...
TOTAL	344	5,217	13,09,229	251	5,381	14,34,898	270	73,39,817	83,48,589	9,88,772	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	596	1,490	9,47,554	636	1,490	8,44,266	567	56,90,210	46,20,743	...	10,59,467
Bombay, Baroda and Central India	801	461	3,03,530	658	461	3,57,000	774	18,03,080	18,38,000	34,914	...
Madras	237	840	1,89,593	226	840	2,23,540	266	10,64,206	11,54,485	90,279	...
TOTAL	522	2,791	14,40,677	516	2,791	14,24,806	511	85,47,502	76,13,228	...	9,34,274
TOTAL (GUARANTEED AND STATE)	313	16,180	52,41,180	324	16,549	54,54,527	330	2,97,29,002	2,95,55,173	...	1,73,829
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	167	161	20,987	130	161	24,617	153	1,27,611	1,44,607	16,996	...
Tarkessur	308	22	6,638	302	22	7,281	331	34,031	33,601	...	430
Metre gauge—											
Rohilkund and Kumaon (Company section)	149	67	8,233	123	67	6,425	96	46,823	26,019	...	20,804
Bengal Dooars	80	32	2,234	70	36	2,790	77	14,219	15,680	1,461	...
Dibru-Sadiya	133	78	9,231	118	78	11,706	150	60,249	63,331	3,082	...
Special gauge—											
Darjeeling-Himalayan	232	51	9,990	196	51	10,100	198	44,400	51,840	7,440	...
TOTAL	166	411	57,313	139	415	62,919	152	3,27,333	3,35,078	7,745	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	185	333	54,472	164	333	73,928	222	2,99,149	3,72,105	72,956	...
The Gaekwar's Petlád	112	13	1,220	94	13	1,410	108	6,927	7,070	143	...
Rájpura-Bhátinda	192	108	14,774	137	108	29,404	270	96,280	1,66,680	70,400	...
Kolar Gold-fields	306	...	...	...	10	2,007	201	...	13,581	13,581	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	88	362	29,288	81	362	38,265	106	1,73,081	2,04,455	31,374	...
The Gaekwar's Mehsána	98	93	11,581	125	93	7,980	86	52,064	38,810	...	13,254
Kolháp ur	92	29	2,049	71	29	2,310	80	11,304	11,691	387	...
Special gauge—											
The Gaekwar's Dabhoi	81	72	7,862	109	72	3,740	52	30,161	19,820	...	10,341
Cooch Behar	30	22	271	12	22	1,060	48	1,627	6,340	4,713	...
TOTAL	130	1,032	1,21,517	118	1,042	1,60,104	154	6,70,593	8,40,552	1,69,959	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	131	334	38,147	114	334	43,405	130	2,19,288	2,11,071	...	8,217
Jetalsar-Rájkot	68	46	2,732	59	46	3,639	79	15,635	16,823	1,188	...
Jodhpore-Bickaneer	75	364	28,149	77	364	21,890	60	1,52,424	1,11,330	...	41,094
Special gauge—											
Morvi	75	94	6,803	72	94	6,402	68	38,565	35,420	...	3,145
TOTAL	97	838	75,831	90	838	75,336	90	4,25,912	3,74,644	...	51,268
GRAND TOTAL	290	18,461	54,95,841	298	18,844	57,52,886	305	3,11,52,840	3,11,05,447	...	47,393

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

F. B. HEBBERT,
Under Secretary.

CALCUTTA, *the 22nd February, 1895.*

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XLIV OF 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

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

Railway.	Average earnings per mile per week in 1893-94.	Week ending 10th February 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 9th February 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st April 1893 to 10th February 1894.	Earnings from 1st April 1894 to 9th February 1895.	Increase.	Decrease.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	602	1,634	12,48,832	764	1,687	12,04,665	714	4,34,18,379	4,46,22,235	12,03,856	...
Bengal-Nágpur	149	862	1,77,991	206	862	2,13,875	248	53,38,690	53,68,613	29,923	...
Indian Midland (*a*)	132	752	1,11,324	148	752	1,19,106	158	43,32,969	48,46,519	5,13,550	...
Bezwada extension	95	21	1,976	94	21	2,061	98	89,514	1,49,105	59,591	...
Metre gauge—											
Rajputana-Malwa (*b*)	261	1,699	5,76,828	340	1,790	5,85,810	327	1,93,54,210	2,14,34,921	20,80,711	...
Pálanpur-Deesa	41	17	493	29	17	1,300	76	(*c*)7,989	33,918	25,929	...
South Indian	144	1,043	1,24,366	119	1,042	1,58,906	153	67,94,437	71,28,523	3,34,086	...
Máyavaram-Mutupet	...	...	...	...	54	3,825	71	...	(*d*)1,81,421	1,81,421	...
Southern Mahratta (*e*)	100	1,165	1,14,995	99	1,165	1,28,061	110	51,40,452	53,58,089	2,17,637	...
Bengal and North-Western (*f*)	132	756	1,15,846	153	756	1,36,440	180	43,82,709	47,70,724	3,88,015	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	223	18,623	84	231	20,774	90	6,34,639	8,06,571	1,71,932	...
TOTAL	250	8,172	24,91,274	305	8,377	25,74,823	307	8,94,93,988	9,47,00,639	52,06,651	...
State lines worked by the State.											
Standard gauge—											
North-Western (state) (*g*)	232	2,507	5,95,061	237	2,511	6,57,124	262	2,55,09,468	2,81,18,156	26,08,688	...
Oudh and Rohilkhand (state)	242	740	2,27,356	307	797	2,56,917	322	75,24,829	94,26,555	19,01,726	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	309	813	2,47,018	304	813	2,84,730	350	1,09,79,412	1,24,26,289	14,46,877	...
Bengal Central (*h*)	120	125	16,805	134	125	19,990	160	6,70,134	7,08,805	38,671	...
East Coast (state)	71	266	(*i*)22,487	85	353	33,001	93	(*i*)5,77,665	12,86,503	7,08,838	...
Metre gauge—											
Burma (state)	171	730	1,99,158	273	746	2,01,413	270	51,21,273	50,17,573	...	1,03,700
Special gauges—											
Jorhát (state provincial)	49	28	910	33	28	1,081	39	62,611	64,588	1,977	...
Cherra-Companyganj (state provincial)	54	8	434	54	8	642	80	19,167	22,517	3,350	...
TOTAL	226	5,217	13,09,229	251	5,381	14,54,898	270	5,04,64,559	5,70,70,986	66,06,427	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*j*)	510	1,490	9,47,554	636	1,490	8,44,266	567	3,29,28,185	2,85,80,725	...	43,47,460
Bombay, Baroda and Central India	638	461	3,03,530	658	461	3,57,000	774	1,28,36,360	1,34,38,278	6,01,918	...
Madras	238	840	1,89,593	226	840	2,23,540	266	89,20,991	89,27,810	6,819	...
TOTAL	440	2,791	14,40,677	516	2,791	14,24,806	511	5,46,85,536	5,09,46,813	...	37,38,723
TOTAL (GUARANTEED AND STATE)	277	16,180	52,41,180	324	16,549	54,54,527	330	19,46,44,083	20,27,18,438	80,74,355	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	148	161	20,987	130	161	24,617	153	10,45,160	11,63,579	1,18,419	...
Tarkessur	253	22	6,638	302	22	7,281	331	2,39,010	2,55,017	16,007	...
Metre gauge—											
Rohilkhand and Kumaon (Company section)	137	67	8,233	123	67	6,425	96	3,98,412	3,59,862	...	38,550
Bengal Dooars	77	32	2,234	70	36	2,790	77	1,15,276	1,89,500	74,224	...
Debru-Sadiya	130	78	9,231	118	78	11,706	150	4,49,598	4,68,007	18,409	...
Special gauge—											
Darjeeling-Himalayan	238	51	9,990	196	51	10,100	198	5,44,324	5,47,849	3,525	...
TOTAL	155	411	57,313	139	415	62,919	152	27,91,780	29,83,814	1,92,034	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	158	333	54,472	164	333	73,928	222	22,99,189	27,19,666	4,20,477	...
The Gaekwar's Petlád	92	13	1,220	94	13	1,410	108	52,882	60,212	7,330	...
Rájpura-Bhátinda	129	108	14,774	137	108	29,404	270	6,21,602	10,91,480	4,69,878	...
Kolar Gold-fields	...	...	...	...	10	2,007	201	...	(*k*)89,573	89,573	...
Metre gauge—											
Southern Mahratta (Mysore section) (*l*)	95	362	29,288	81	362	38,265	106	15,03,954	14,51,370	...	52,584
The Gaekwar's Mehsána	75	93	11,581	125	93	7,980	86	2,94,831	2,96,276	1,445	...
Kolháp ur	77	29	2,049	71	29	2,310	80	97,605	1,04,248	6,643	...
Special gauges—											
The Gaekwar's Dabhoi	67	72	7,862	109	72	3,740	52	2,09,661	1,87,055	...	22,606
Cooch Behar	20	22	271	12	22	1,060	48	(*m*)7,473	39,514	32,041	...
TOTAL	114	1,032	1,21,517	118	1,042	1,60,104	154	50,87,197	60,39,394	9,52,197	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	118	334	38,147	114	334	43,405	130	17,06,889	14,97,043	...	2,09,846
Jetalsar-Rájkot	60	46	2,732	59	46	3,639	79	(*n*)1,18,642	1,33,829	15,187	...
Jodhpore-Bickaneer	54	364	28,149	77	364	21,890	60	8,11,667	9,18,556	1,06,889	...
Special gauge—											
Morvi	67	94	6,803	72	94	6,402	68	2,81,500	2,70,337	...	11,163
TOTAL	81	838	75,831	90	838	75,336	90	29,18,698	28,19,765	...	98,933
GRAND TOTAL	256	18,461	54,95,841	298	18,844	57,52,886	305	20,54,41,758	21,45,61,411	91,19,653	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 8th November 1893 to 10th February 1894.
(*d*) Total earnings from 2nd April 1894 to 9th February 1895.
(*e*) Includes the Guntakal-Mysore frontier section.
(*f*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*g*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the earnings of the Bezwada-Gódávari section.
(*j*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*k*) Total earnings from 1st June 1894 to 9th February 1895.
(*l*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*m*) Total earnings from 15th September 1893 to 10th February 1894.
(*n*) Total earnings from 12th April 1893 to 10th February 1894.

F. B. HEBBERT,
Under Secretary.

CALCUTTA, *the 22nd February, 1895.*

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

STATISTICS.

IMPORTS OF COTTON, WHEAT, LINSEED, AND INDIGO.

***Statement** showing in maunds the imports of Cotton, Wheat, Linseed, and Indigo by rail and river into Calcutta, Bombay Town, and Karachi, during the month of December 1894, and from 1st January to 31st December 1894, compared with the corresponding periods of the years 1892 and 1893.*

Articles, and whence exported.	Total of month.									Total from January 1st, including total of month.										Articles, and whence exported.
	Calcutta.			Bombay Town.			Karachi.			Total.			Calcutta.			Bombay Town.			Karachi.			Total.			
	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	
COTTON, RAW—																									COTTON, RAW—
Madras	...	...	...	...	12	1,269	...	...	...	...	12	1,269	...	...	...	17,602	1,69,979	76,392	...	...	...	17,602	1,69,979	76,392	Madras.
Bombay	...	...	...	3,84,221	2,83,164	2,03,983	...	...	...	3,84,221	2,83,164	2,03,983	...	19	242	42,11,758	37,43,365	35,26,800	2,30,661	2,09,511	4,27,930	2,30,661	2,09,511	4,27,930	Bombay.
Sind	...	...	...	...	...	...	21,169	45,632	28,511	21,169	45,632	28,511	...	...	...	...	...	...	...	...	...	99,904	99,683	69,982	Sind.
Bengal	8,044	3,954	3,227	...	...	...	...	...	...	8,044	3,954	3,227	99,889	99,664	69,982	15	19	...	...	...	...	6,48,878	7,03,219	7,49,534	Bengal.
N.-W. P. & O.	34,971	94,933	47,386	1,34,992	1,58,625	55,995	...	...	...	1,69,963	2,53,558	1,03,381	3,04,706	2,90,267	4,45,915	3,44,172	4,12,952	3,03,619	...	...	...	60,821	3,75,792	3,39,894	N.-W. P. & O.
Punjab	2,120	1,097	1,456	12,057	16,026	4,384	29,297	28,145	22,741	43,474	45,268	28,581	2,357	45,297	62,378	13,894	84,940	74,022	44,570	2,45,555	2,03,494	1,40,653	1,05,576	1,42,230	Punjab.
Cent. Provs.	2,055	618	849	45,896	19,456	7,603	...	...	...	47,951	20,074	8,452	16,296	5,147	9,254	1,24,357	1,00,429	1,32,976	...	...	...	16,78,513	12,19,964	11,91,796	Cent. Provs.
Berar	477	591	677	2,05,936	2,25,354	1,52,242	...	...	...	2,05,513	2,25,945	1,52,919	10,828	2,662	5,972	16,67,685	12,17,302	11,85,824	...	...	...	16,972	39,001	27,393	Berar.
Assam	687	2,760	300	...	...	...	...	...	...	687	2,760	300	16,972	39,001	27,393	...	...	...	...	...	...	7,75,834	6,25,971	8,80,442	Assam.
Raj. & C. I.	...	240	1,138	35,378	35,190	35,656	...	...	...	35,578	35,430	36,794	9,051	11,942	50,886	7,66,783	6,14,029	8,29,556	...	...	...	21,512	28,715	24,385	Raj. & C. I.
Nizam's Terry.	...	...	...	601	377	2,149	...	...	...	601	377	2,149	...	...	...	21,512	28,715	24,385	...	...	...	...	...	...	Nizam's Terry.
Mysore	...	...	...	72	...	...	...	...	...	72	...	...	...	...	...	72	659	143	...	...	...	72	659	143	Mysore.
TOTAL	48,354	1,04,193	55,033	8,18,453	7,38,204	4,63,281	50,466	73,777	51,252	9,17,273	9,16,174	5,69,566	4,60,099	4,93,999	6,72,022	71,67,850	63,72,389	61,53,717	2,75,231	4,55,066	6,31,424	79,03,180	73,21,454	74,57,163	TOTAL.
WHEAT—																									WHEAT—
Madras	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	122	...	...	...	...	...	122	Madras.
Bombay	...	...	...	1,72,568	50,925	1,25,482	...	...	...	1,72,568	50,925	1,25,482	...	...	...	15,48,730	15,56,872	10,67,564	...	...	...	15,48,730	15,56,872	10,67,564	Bombay.
Sind	...	...	...	...	...	...	54,873	4,23,669	2,69,636	54,873	4,23,669	2,69,636	...	...	...	...	...	...	...	...	...	...	...	...	Sind.
Bengal	73,121	15,997	3,931	...	...	...	...	...	...	73,121	15,997	3,931	15,78,902	7,08,484	2,30,530	1	...	...	...	...	...	15,78,902	7,08,484	2,30,530	Bengal.
N.-W. P. & O.	1,84,186	1,67,704	2,22,126	52,717	4,800	...	...	...	...	2,36,903	1,72,504	2,22,126	50,50,964	26,17,205	20,30,257	30,03,728	3,37,640	1,83,868	6,183	34,69,807	24,67,538	80,60,875	29,55,401	22,14,125	N.-W. P. & O.
Punjab	3,657	62,326	65,064	27,103	1,42,611	36,692	50,779	5,32,094	7,50,469	81,539	7,37,031	8,52,225	1,23,771	2,68,227	5,44,167	11,58,705	5,79,868	8,11,609	44,87,190	44,49,195	70,14,338	57,69,666	52,97,290	83,70,114	Punjab.
Cent. Provs.	13,391	2,207	440	4,11,602	5,98,435	48,356	...	...	...	4,24,993	6,00,642	48,796	32,422	1,89,267	30,503	56,76,220	52,54,225	12,05,306	...	...	...	57,08,642	54,43,492	12,35,809	Cent. Provs.
Berar	...	...	...	59,018	...	1,491	...	...	...	59,018	...	1,491	...	...	...	5,10,684	43,198	35,349	...	...	...	5,10,684	43,198	35,349	Berar.
Assam	...	...	...	...	...	...	...	...	...	...	...	...	...	...	631	...	...	...	...	...	...	991	4,237	631	Assam.
Raj. & C. I.	715	...	...	1,38,199	2,20,265	52,504	...	...	...	1,38,914	2,20,265	52,504	991	4,237	...	14,49,816	14,95,441	4,74,890	...	...	...	14,66,515	14,99,310	4,74,890	Raj. & C. I.
Nizam's Terry.	...	...	...	...	...	...	...	...	...	...	...	...	16,699	3,869	...	2	2,286	2	...	...	...	2	2,286	2	Nizam's Terry.
Mysore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,133	...	...	...	...	...	2,133	Mysore.
TOTAL	2,75,070	2,48,234	2,91,561	8,61,207	10,17,036	2,64,525	1,05,652	9,55,763	10,20,105	12,41,929	22,21,033	15,76,191	68,03,749	37,91,289	28,36,088	1,33,47,886	92,69,530	37,80,843	60,80,545	79,19,558	94,81,876	2,62,32,180	2,09,80,377	1,60,98,807	TOTAL.
LINSEED—																									LINSEED—
Madras	...	...	...	409	1,958	5	...	...	...	409	1,958	5	...	...	...	5,968	70,276	98,663	...	...	...	5,968	70,276	98,663	Madras.
Bombay	...	...	...	97,008	68,026	25,338	...	...	...	97,008	68,026	25,338	488	...	...	11,56,018	11,44,665	17,55,991	...	7	...	11,56,506	11,44,665	17,55,991	Bombay.
Sind	...	...	...	...	...	...	...	...	108	...	...	108	...	...	...	...	...	...	...	...	805	7	...	805	Sind.
Bengal	1,05,651	1,72,393	51,593	...	...	...	...	...	...	1,05,651	1,72,393	51,593	...	...	...	62	...	...	...	...	...	27,75,439	46,31,250	37,91,623	Bengal.
N.-W. P. & O.	42,290	56,480	11,503	2,740	7,368	4,462	...	...	...	45,030	63,848	15,965	27,75,377	46,31,250	37,91,623	1,62,892	2,34,980	3,19,418	...	...	...	28,10,427	24,31,063	22,30,952	N.-W. P. & O.
Punjab	...	477	...	...	246	...	...	289	363	...	1,012	363	26,47,535	21,96,083	5,129	1,841	1,786	3,367	121	13,676	30,685	8,122	22,809	39,181	Punjab.
Cent. Provs.	10,384	23,734	3,027	42,847	1,31,636	34,844	...	...	...	53,231	1,55,370	39,871	6,160	7,347	3,74,067	12,01,050	20,64,369	12,30,516	...	...	...	15,15,911	22,97,364	16,04,583	Cent. Provs.
Berar	...	...	3,056	36,046	63,171	22,007	...	...	...	36,046	63,171	25,063	3,14,861	2,32,995	28,463	11,57,448	9,66,696	13,62,240	...	...	...	11,57,981	9,66,696	13,90,703	Berar.
Assam	...	351	34	...	...	...	...	...	...	...	351	34	533	...	35,835	...	...	...	...	...	...	34,714	14,983	55,835	Assam.
Raj. & C. I.	1,559	14,379	7,542	25,964	31,345	58,285	...	...	...	27,523	45,724	65,827	34,714	14,983	1,63,904	10,19,149	11,22,015	18,36,107	...	...	...	12,16,789	12,52,100	20,00,011	Raj. & C. I.
Nizam's Terry.	...	...	...	46,751	21,230	13,524	...	...	...	46,751	21,230	13,524	1,97,640	1,30,085	...	5,27,944	3,91,600	5,93,306	...	...	...	5,27,944	3,91,600	5,93,306	Nizam's Terry.
Mysore	...	...	...	...	22	...	...	...	...	...	22	...	...	...	...	3	107	795	...	...	...	3	107	795	Mysore.
TOTAL	1,59,884	2,67,814	78,755	2,51,765	3,25,002	1,58,465	...	289	471	4,11,649	5,93,105	2,37,691	59,77,308	72,12,743	63,08,282	52,32,375	59,96,494	72,00,403	128	13,676	33,763	1,12,99,811	1,32,22,913	1,35,42,448	TOTAL.
INDIGO—																									INDIGO—
Madras	...	...	...	2,477	693	289	...	...	...	2,477	693	289	...	...	...	4,102	1,721	2,416	...	...	...	4,102	1,721	2,416	Madras.
Bombay	...	...	...	1,009	1,802	659	...	...	...	1,009	1,802	659	...	...	...	2,712	4,700	1,829	...	...	...	2,712	4,700	1,829	Bombay.
Sind	...	...	...	...	...	...	3,215	779	570	3,215	779	570	...	...	...	117	21	...	10,352	6,742	7,955	10,469	6,763	7,955	Sind.
Bengal	35,550	42,904	72,926	...	18	8	...	...	...	35,550	42,922	72,934	156,988	55,021	83,988	197	301	491	...	...	...	56,988	55,039	83,998	Bengal.
N.-W. P. & O.	10,553	21,553	18,917	96	72	268	...	...	...	10,651	21,625	19,185	32,495	53,309	39,472	5	19	252	8,389	5,183	8,605	32,692	53,570	39,963	N.-W. P. & O.
Punjab	171	...	548	...	...	9	2,035	766	1,278	2,206	766	1,835	338	43	805	3	2	121	...	...	...	8,732	5,245	9,662	Punjab.
Cent. Provs.	...	...	...	...	...	...	...	...	...	...	...	...	10	40	95	...	...	...	...	...	...	...	13	216	Cent. Provs.
Berar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	48	...	Berar.
Assam	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Assam.
Raj. & C. I.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Raj. & C. I.
Nizam's Terry.	...	...	...	353	322	88	...	...	...	553	322	88	...	...	...	1,419	1,175	998	...	...	...	1,419	1,175	998	Nizam's Terry.
Mysore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	273	212	...	...	...	1	273	212	Mysore.
TOTAL	46,276	64,457	92,391	4,135	2,907	1,321	5,250	1,545	1,848	55,661	68,909	95,560	89,831	1,08,370	1,24,560	8,556	8,230	6,329	18,741	11,925	16,560	1,17,128	1,28,534	1,47,249	TOTAL.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

DEPARTMENT OF REVENUE AND AGRICULTURE:

Calcutta, the 21st February 1895.

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF JANUARY 1895.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	12 0	11 8	12 14	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	12 0	12 0
Tavoy	...	...	...	...	12 6	12 6	14 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	14 3	14 3
Moulmein and Amherst	7 0	7 0	...	...	11 3	11 3	13 7	13 7	...	...	...	...	...	...	...	...	11 3	11 3	22 12	...	8 0	8 0	140 0	140 0	14 0	14 0
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	20 8	20 8	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	6 0	6 0	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	9 8	9 8	11 10	11 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 3	14 3
Bassein	...	...	...	...	11 6	11 13	15 1	13 9	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	10 3	9 1	11 5	9 9	...	...	...	...	...	...	...	...	...	...	...	...	7 0	7 0	200 0	200 0	14 0	14 2
Tharrawaddy	...	...	...	...	13 8	14 13	16 7	18 8	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	450 0	450 0	14 13	14 13
Henzada	...	...	...	...	12 0	13 14	12 0	13 14	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	188 8	188 8	16 2	16 2
Prome	10 6	10 6	...	...	9 15	9 15	11 1	11 1	...	...	...	...	...	...	...	...	13 3	13 3	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	13 3	13 3	14 14	14 14	...	...	...	...	...	...	...	...	11 6	11 6	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	11 3	11 3	...	...	14 0	11 10	15 5	13 13	...	...	...	...	...	...	...	...	19 11	18 4	22 9	22 9	8 10	8 10	196 0	196 0	11 9	11 9
Upper Burma—																										
Mandalay	12 4	13 9	...	...	13 6	12 13	14 12	14 1	22 9	23 8	...	...	...	...	...	...	13 14	13 14	24 0	24 0	10 1	10 4	85 0	85 0	14 6	14 6
Bamo	...	...	...	...	7 3	7 3	9 11	9 11	...	...	...	...	...	...	...	...	9 11	9 11	...	...	7 3	7 3	200 0	200 0	9 10	9 11
Pakôkku	...	...	...	...	9 2	9 13	11 9	11 9	40 0	40 0	...	...	...	...	...	...	18 2	18 2	...	...	5 9	5 9	113 0	113 0	12 10	12 10
Meiktila	4 3	...	...	...	19 7	14 4	19 11	16 1	†	28 8	...	...	...	...	...	...	22 2	22 2	67 0	67 0	7 2	7 2	391 13	391 13	10 12	10 12
Arakan—																										
Sandoway	...	...	...	...	20 9	18 0	28 12	27 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	16 12	22 6
Kyaukpyu	...	...	...	...	17 0	17 0	17 13	17 13	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	25 4	25 4
Akyab	...	...	...	...	13 8	13 8	17 0	17 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	160 0	160 0	15 0	14 0
Assam—																										
Surma—																									12 4	11 4
Sylhet	...	...	...	...	13 2	12 1	16 10	15 12	...	...	...	...	...	...	...	...	13 3	11 8	...	...	...	...	80 0	80 0	10 5	10 0
Cachar	8 6½	8 0	...	...	10 0	7 0	15 0	14 8	...	...	...	...	...	...	...	...	11 0½	11 4	...	...	...	...	80 0	80 0	7 6	7 12
Khási and Jaintia Hills	6 10	6 12	...	...	5 3	5 6	6 6	6 0	...	...	...	...	...	...	...	...	8 0	8 0	10 0	11 0	...	...	160 0	160 0	6 8	6 8
Garo Hills	...	...	...	...	6 0	6 0	16 0	12 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...				
Brahmaputra—																										
Goálpára	12 0	12 8	...	...	6 12	6 12	14 8	14 4	...	...	...	...	...	...	...	...	11 8	11 8	...	...	...	...	140 0	140 0	10 8	10 8
Kámrúp	9 8	9 8	...	...	10 0	10 0	14 0	11 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	160 0	160 0	10 0	10 0
Darrang	8 0	10 0	...	...	8 8	8 0	11 8	12 0	...	...	...	...	...	...	...	...	12 0	11 0	...	...	...	...	...	...	10 0	10 0
Nowgong	...	...	...	...	9 0	9 0	12 0	12 0	...	...	...	...	...	...	...	...	8 8	8 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	6 8	6 8	12 0	12 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	160 0	160 0	9 0	9 0
Lakhimpur	8 0	8 0	...	...	19 0	19 0	27 8	27 0	...	...	...	...	...	...	...	...	11 0	11 0	12 0	14 0	...	...	140 0	140 0	8 0	8 0
Manipur	...	...	...	...													...	...	...	...	...	...	80 0	80 0	2 11	2 11
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hill Tipperas (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	...	...	...	...	5 8	5 8	...	...	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	15 8	15 0	18 0	18 4	...	...	...	...	...	...	...	...	12 0	11 13½	...	...	...	...	80 0	80 0	11 4	11 3
Noakhali	...	...	...	...	12 0 to 16 0	10 8	21 0	19 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	...	...	...	...	9 2	10 0
Chittagong	10 0	10 0	...	...	14 0	13 0	15 4	15 0	...	...	...	...	...	...	...	...	11 8	11 12	...	...	...	...	90 0	90 0	10 0	10 0
Tippera	10 0	10 0	...	...	16 0	10 0	20 0	18 8	...	...	...	...	...	...	...	...	11 0	11 0	...	...	9 0	9 0	...	...	10 0	10 0
Dacca	11 10	11 10	...	...	11 0	10 0	14 10	14 10	...	...	...	...	...	...	...	...	13 0	13 0	...	...	17 0	17 0	140 0	140 0	9 10	9 10
Mymensingh	9 8	9 8	...	...	13 0	12 0	14 0	14 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	80 0	80 0	8 0	8 0
Deltaic—																										
Khulna	...	...	...	...	13 0	11 10 and 13 0	21 0	21 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	11 0	11 0	160 0	160 0	9 12	9 12
24-Parganas	...	...	...	...	10 0	8 6	13 12	13 4	...	...	...	...	...	...	...	...	16 0	16 0	...	...	12 5	13 4	98 8	100 0	11 7	10 0
Midnapore	13 6	13 6	...	...	14 8	14 8	17 8	17 13	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 0	10 10	200 0	200 0	10 10	10 10
Howrah	...	...	...	...	12 8	11 0	14 8	14 0	...	...	...	...	...	...	...	...	...	...	...	...	11 0	11 0	105 0	105 0	10 10	10 8
Calcutta	12 4	12 10	16 13	17 12	8 6	8 0	11 0	10 10	18 13	17 12	15 3	14 8	...	...	9 6	9 6	15 3	15 3	18 13	20 0	16 0	16 0	85 0	85 0	12 1	12 1
Hooghly	13 0	13 0	...	...	8 0	8 0	12 0	12 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	10 0	10 0	160 0	160 0	10 12	10 12
Nadia (Krishnagar)	16 0	15 3½	...	...	7 7	6 14	16 0	16 0	...	...	...	...	...	...	...	...	17 10	18 4	...	...	16 0	17 8	128 0	128 0	11 6	10 12
Jessore	10 0	11 6	...	...	10 0	10 0	18 8	18 4	...	...	...	...	...	...	...	...	16 0	14 8	...	...	21 0	...	120 0	120 0	10 0	10 0
Faridpur	13 0	13 0	16 0	13 0	7 4	7 4	16 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	120 0	120 0	10 8	10 8
Central—																										
Bankura	14 8	14 8	...	...	16 4	16 4	21 4	21 4	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 5	13 5	320 0	320 0	11 0	11 0
Burdwan	13 6	13 8	...	...	16 0	16 0	17 12	17 8	...	...	...	...	...	...	...	...	13 6	15 8	...	...	16 0	16 0	80 0	90 0	11 8	11 8
Birbhum	10 8	10 8	...	...	13 8	13 8	18 0	18 0	...	...	...	...	...	...	...	...	13 8	9 12	...	...	12 0	12 0	120 0	120 0	11 0	11 0
Murshidabad	13 0	12 0	...	...	11 0	11 0	16 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	180 0	180 0	10 8	10 8
Sonthal Parganas	11 8	11 8	...	...	13 0	13 0	18 8	19 0	...	...	...	...	...	...	...	...	14 0	14 0	25 0	26 0	17 0	17 0	120 0	120 0	10 8	11 0
Pabna	15 12	15 12	21 0	20 0	6 0	6 0	17 4	18 6	...	...	...	...	...	...	...	...	13 0	13 0	...	...	18 12	18 12	200 0	200 0	9 12	9 12
Bogra	13 8	12 0	...	...	12 0	13 8	17 4	17 4	...	...	...	...	...	...	...	...	13 8	13 8	...	...	...	...	90 0	90 0	9 12	9 9
Rajshahi	10 8	10 8	19 8	19 8	12 0	12 0	16 8	16 8	...	...	...	...	...	...	...	...	15 12	15 12	...	...	15 8	15 5	240 0	240 0	9 9	9 9
Malda	14 0	16 0	...	...	10 0	10 0	16 0	14 0	...	...	20 0	18 0	...	...	13 0	13 0	14 0	12 0	24 0	23 0	10 8	10 8	160 0	160 0	9 4	10 0
Northern—																										
Rangpur	13 0	13 0	...	...	9 0	9 0	12 0	12 0 14 5 and 15 10	...	...	...	...	...	...	...	...	16 0	16 0	...	...	9 0	9 0	120 0	80 0	10 0	10 0
Dinajpur	...	...	10 15	10 15	12 0	12 0	14 5		...	...	...	...	...	...	...	...	13 12	13 12	...	...	...	...	120 0	120 0	10 0	10 0
Jalpaiguri	12 0	13 0	13 0	13 0	10 0	10 0	14 0	13 8	...	...	...	...	...	...	...	...	15 0	15 0	...	...	11 0	11 0	160 0	160 0	10 0	10 0
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	13 0	13 0	...	...	...	...	14 0	15 0	...	...	11 0	11 0	21 0	22 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	12 0	12 0	...	...	13 2	11 13	21 0	19 11	...	...	...	...	...	...	...	...	13 10	13 2	...	...	15 12	14 7	80 0	80 0	11 8	11 8
Cuttack	14 7	13 2	...	...	11 13	10 8	19 11	21 0	...	...	...	...	...	...	...	...	17 1*	18 6*	...	...	17 1	17 1	80 0	80 0	10 12	10 12
Balasore	16 0	16 0	8 0	8 0	11 0	11 0	19 0	19 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	10 8	10 8	128 0	128 0	41 0	11 0
Chota-Nagpur—																										
Singhbhum	12 0	12 0	...	...	12 0	14 0	15 0	20 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	12 0	12 0	100 0	100 0	8 0	8 0
Manbhum	13 4	13 0	18 0	18 0	18 0 to 19 0	10 0 to 14 0	20 0 to 22 0	20 0 to 22 0	...	...	...	...	...	...	...	...	16 0 to 17 0	16 0	...	...	20 0	20 0	...	...	10 10	10 10
Lohardaga	8 0 to 11 0	7 12 to 11 4	12 0	10 8	15 0	15 0	18 0	18 0 to 19 8	...	...	...	...	28 0	29 0	...	...	12 0 to 13 0	12 0 to 13 0	18 0	18 0	9 0 and 12 0	9 8 and 11 0	180 0	180 0	9 4	7 8
Palámau	10 15	12 6	14 10	14 10	9 9	9 0	14 1	13 8	...	...	...	...	20 4	...	...	...	11 4	12 6	18 9	19 2	18 0	18 9	...	...	9 0	9 0
Hazáribágh	11 8	12 0	12 0	13 4	8 0	8 0	16 0	17 0	...	...	...	...	21 0	22 0	...	...	15 0	15 0	19 0	20 8	13 0	14 0	240 0	240 0	8 0	8 0

* Kalai.

† Not procurable.

(a) Not stated.

RETAIL PRICES FOR THE 1st HALF OF JANUARY 1895—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Bihár, south—																										
Monghyr	13 0 to 14 0	13 0 to 14 0	16 12	16 12	11 0 to 12 0	10 0 to 10 10	15 0 to 16 0	14 0 to 15 0	...	...	...	...	20 0	20 0	12 8 to 13 0	12 8	17 8 to 19 0	17 8 to 18 8	19 0 to 20 0	18 0 to 19 0	13 0 to 15 0	13 0 to 15 0	160 0	160 0 to 168 0	9 0 to 10 0	10 0
Gaya	11 4	14 8	16 0	17 4	9 4	9 4	16 0	13 8	17 0	...	...	...	23 0	...	12 0	12 4	17 8	17 8	19 0	20 4	19 0	17 0	140 0	140 0	10 8	10 8
Patna	15 0 and 16 0	15 0 and 16 0	23 0	22 0	10 0	10 0	18 0	18 0	22 0	23 0	...	...	...	...	19 0	19 0	18 0	19 0	21 0	22 0	17 0	17 8	130 0	130 0	11 0	11 0
Shahabad	13 0	13 0	16 0	16 0	8 0	8 0	15 0	13 0	...	...	...	...	...	...	8 0	8 0	16 0	16 0	20 0	20 0	16 0	16 0	120 0	120 0	10 8	10 8
Bihár, north—																										
Purnea	13 0	13 0	...	...	16 0	17 0	19 0	20 0	...	...	...	...	...	...	...	...	16 0	14 0	...	...	13 0	12 0	320 0	320 0	10 0	10 0
Bhágalpur	13 14	15 2	15 2	15 12	13 14	11 5	17 10	15 2	...	...	...	...	...	...	...	...	16 6	17 10	20 3	21 7	15 2	15 2	151 8	151 8	10 0	10 0
Darbhanga	16 4	14 0	19 12	19 0	11 8	12 4	16 4	17 0	...	...	...	...	27 0	26 0	...	...	16 4	16 0	21 12	24 0	12 8	16 0	176 0	176 0	11 0	11 0
Muzaffarpur	13 0	13 0	18 0	16 0	9 0	8 0	14 0	15 10	...	...	...	...	...	...	...	...	15 0	15 0	20 8	21 2	14 8	14 0	160 0	160 0	11 0	11 0
Saran	14 4	14 0	20 0	20 0	11 0	11 0	16 0	16 0	...	...	...	...	20 0	20 0	13 0	13 0	16 0	16 0	20 0	21 0	15 0	14 12	160 0	160 0	10 8	10 8
Champaran	14 8	15 8	19 8	18 8	8 8	8 8	18 0	18 0	...	...	...	...	...	...	...	...	16 8	17 0	23 0	24 8	14 0	16 8	180 0	180 0	10 8	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 8	13 8	18 0	16 0	7 0	7 0	13 0	13 0	18 0	18 0	18 0	17 0	...	...	11 8	11 8	18 0	16 0	18 0	18 0	17 0	17 0	100 0	100 0	9 0	9 0
Benares	13 4½	12 10½	15 11½	16 8½	8 6	8 11	11 15	11 13	15 5	16 12¾	13 13	15 9	...	...	15 7¾	15 11½	16 6	16 12¼	15 15½	16 14¾	15 7	15 11½	110 0	110 0	9 4	9 4½
Ghazipur	12 12	12 12	16 8	16 8	7 12	7 12	14 8	15 0	16 4	17 0	16 0	16 8	...	...	12 0	12 0	15 4	15 8	10 8	16 8	15 0	15 8	160 0	160 0	9 8	9 8 8
Jaunpur	12 8	15 0	16 0	17 0	7 0	7 0	12 0	14 0	...	...	...	...	...	...	...	...	14 0	18 0	...	...	16 0	16 8	145 0	145 0	9 8	9 8
Allahabad	12 8	12 10	16 8	18 0	10 4	10 0	13 0	13 0	16 0	19 0	15 0	17 0	...	...	19 0	17 0	17 4	18 8	17 0	19 0	16 0	15 4	80 0	80 0	10 0	10 0
Central—																										
Bánda	13 0	13 0	15 0	15 0	7 0	7 0	11 8	11 8	16 0	16 0	...	...	...	...	...	...	16 0	15 8	...	...	16 0	19 0	140 0	180 0	10 0	9 8
Fatehpur	12 4	13 0	16 4	16 0	7 0	8 0	12 0	...	...	...	14 0	...	...	...	...	...	16 4	16 0	...	...	18 8	19 0	160 0	160 0	10 0	10 0
Hamírpur	14 0	14 0	17 0	16 0	8 0	8 0	11 8	11 8	15 8	16 0	...	17 0	...	...	...	...	18 8	16 0	...	...	20 8	18 0	140 0	140 0	10 0	10 0
Jaloun	14 0	14 0	17 0	18 0	9 0	9 0	10 0	10 0	20 0	20 0	15 0	16 0	16 0	16 0	16 0	16 0	16 0	17 0	16 0	18 0	20 0	20 0	160 0	160 0	11 0	11 0
Cawnpore	16 0	16 0	20 0	19 8	7 8	7 8	13 0	13 0	19 0	18 0	18 0	17 0	...	...	16 8	17 0	20 0	20 0	19 0	19 8	18 0	18 0	130 0	120 0	11 8	11 8
Etáwah	15 4	16 4	18 4	18 12	5 0	5 0	11 0	14 0	18 12	19 10	18 4	18 12	18 0	18 0	14 0	16 0	20 12	20 8	22 4	21 11	21 0	21 0	140 0	140 0	10 0	10 0
Farukhabad	13 12	14 0	19 0	19 0	5 4	5 4	7 8	7 8	17 4	18 0	19 8	19 8	...	...	...	...	18 0	19 0	18 4	19 4	18 4	18 8	120 0	120 0	11 0	11 0
Mainpuri	15 8	16 4	19 0	19 0	4 8	4 8	11 0	11 0	18 4	18 4	17 4	17 4	...	...	...	...	19 0	19 8	19 8	20 0	20 8	20 8	160 0	160 0	11 4	11 4
Etah	16 8	16 11	20 8	20 8	6 0	6 0	11 8	11 8	19 8	19 8	18 8	18 8	19 8	19 8	10 8	10 8	20 8	20 8	22 8	22 8	16 8	16 8	120 0	120 0	11 0	11 0
Western—																										
Jhánsi	13 8	14 10	17 8	20 0	9 0	9 0	12 8	12 0	18 0	18 0	16 0	16 0	...	...	...	...	18 0	19 3	...	...	12 0	24 0	160 0	160 0	11 0	11 0
Agra	14 8	15 0	20 0	22 0	5 0	5 0	8 0	8 0	20 0	22 0	17 8	17 8	...	...	10 0	10 0	20 8	21 8	22 0	22 0	13 0	13 0	95 0	95 0	11 8	11 8
Muttra	15 0	15 0	22 8	22 8	7 8	7 0	12 0	11 8	22 0	23 0	18 0	17 0	...	...	12 0	12 0	23 0	23 0	19 0	19 0	20 8	22 0	120 0	120 0	11 8	11 8
Aligarh	15 12	16 0	22 4	22 0	5 8	6 0	11 8	12 0	20 8	20 8	19 0	20 0	...	...	17 0	17 0	22 12	23 0	22 12	23 0	20 8	20 8	120 0	120 0	12 0	12 0
Bulandshahr	15 8	16 0	21 0	22 0*	6 0	6 0	10 0	10 0	20 8	20 0	17 4	19 0	...	...	12 0	13 0	21 4	22 4	18 8	21 0	14 0	16 0	120 0	120 0	11 0	11 4
Sub-montane—																										
Ballia	14 8	14 8	18 0	18 0	9 0	9 0	14 0	14 0	19 0	19 0	...	19 0	...	...	...	...	...	...	...	...	18 0	18 0	115 0	115 0	11 0	11 0
Azamgarh	11 14	11 12	15 8	17 0	7 8	6 0	11 14	11 12	...	...	...	...	...	...	...	...	14 12	16 4	...	...	10 6	9 0	177 0	177 0	9 13	9 13
Gorakhpur	12 9	13 1	16 3	17 2	8 1	8 8	14 6	14 13	...	...	...	...	6 5	...	16 3	18 7	20 11	13 15	16 3	17 9	18 0	13 15	14 13	160 0	160 0	9 10	9 10
Basti	13 4	14 0	16 8	16 8	8 12	8 12	12 0	12 8	12 0	12 0	...	...	12 0	...	8 0	8 0	16 0	17 0	19 0	19 0	14 0	15 0	160 0	160 0	10 0	10 0
Sháhjahánpur	14 4	14 4	20 0	20 0	7 0	7 0	7 4	7 4	18 4	18 4	15 4	15 4	...	...	12 0	12 0	19 0	19 0	19 4	19 4	19 0	19 0	120 0	120 0	10 12	11 0
Bedaun	15 8	15 8	19 8	19 8	6 0	6 0	12 8	13 4	17 4	17 4	15 8	15 8	...	...	15 0	16 4	18 8	18 8	20 0	20 0	21 0	21 8	144 0	144 0	10 4	10 4
Pilibhit	15 0	14 12	20 0	20 0	12 12	12 8	13 12	13 12	16 0	16 0	16 4	15 12	...	...	...	...	18 0	17 14	24 0	24 0	...	...	120 0	120 0	10 0	10 0
Oudh—																										
Southern—																										
Partabgarh	13 0	13 8	16 0	16 8	8 0	9 0	12 12	13 12	16 0	16 12	15 0	16 0	18 8	18 8	18 4	16 4	16 0	16 8	16 0	16 8	11 8	12 0	140 0	160 0	9 4	9 8
Sultanpur	13 0	15 0	17 8	17 8	8 0	8 0	14 0	14 0	16 8	17 8	16 8	17 8	18 8	19 0	14 0	14 0	16 8	16 0	18 0	18 0	16 8	18 8	160 0	160 0	10 0	10 0
Rae-Bareli	12 8	15 4	16 0	17 0	8 0	8 0	14 0	14 0	16 0	17 0	16 0	17 0	...	...	16 0	16 0	18 8	18 8	18 8	20 0	15 0	15 0	190 0	190 0	11 0	11 0
Unao	14 0	14 0	17 0	18 8	8 0	8 0	13 0	13 0	17 0	17 8	16 8	16 8	17 0	17 0	16 0	17 0	18 8	18 8	18 8	20 0	16 8	17 12	100 0	110 0	10 8	10 12
Lucknow	13 0	15 0	18 8	19 0	8 0	7 0	12 0	13 0	17 8	19 8	16 8	16 0	15 0	...	19 0	19 0	19 0	18 0	20 0	20 0	13 0	13 0	120 0	120 0	10 0	10 0
Hardoi	14 0	15 8	18 0	18 0	7 0	7 0	14 0	14 0	17 8	19 8	16 8	16 0	16 0	...	...	...	19 0	18 0	20 0	20 0	13 0	13 0	120 0	120 0	10 0	10 0
Northern—																										
Fyzabad	14 12	15 6	19 12	20 8	10 12	10 10½	14 7	14 13	18 0	19 0	15 8	...	...	...	...	...	18 14	19 0	19 0	9 10½	17 4	17 4	147 8	147 8	10 8	10 8
Barabanki	14 0	14 8	18 0	18 0	8 0	8 0	13 0	13 0	19 0	19 0	16 0	16 0	16 0	25 0	25 0	16 0	18 0	18 0	18 0	18 0	20 8	20 8	120 0	120 0	10 0	10 0
Gonda	15 1	15 1	18 0	18 0	12 0	12 0	15 0	15 0	...	...	15 8	16 2½	...	...	8 0	8 0	17 1	19 1	20 8	22 11	17 0	17 0	200 0	200 0	10 4	10 8
Bahraich	13 8	13 8	17 0	17 0	10 0	10 0	13 0	13 0	17 0	16 0	16 0	16 0	28 0	28 0	16 0	16 0	17 0	17 0	22 0	22 8	17 0	17 0	160 0	160 0	10 0	10 0
Sitapur	14 0	13 0	19 0	19 0	10 0	10 0	13 0	13 0	17 0	16 0	16 0	16 0	...	...	20 0	22 0	20 0	20 0	16 0	18 0	16 0	17 0	120 0	120 0	10 0	10 0
Kheri	14 0	17 0	20 0	19 0	8 0	8 0	13 0	14 0	...	...	...	...	...	...	...	...	19 0	20 0	18 8	...	22 0	18 0	160 0	140 0	10 0	10 0
Rajputana—																										
Eastern—																										
Partábgarh	15 0	15 0	25 0	27 8	8 9	8 12	11 4	11 4	20 0	20 0	15 0	17 8	...	...	...	...	27 8	30 0	28 12	28 2	25 0	28 2	...	...	14 4	14 3
Bánswara	21 4	21 4	25 0	25 0	7 8	6 4	15 0	17 8	...	...	...	...	...	...	...	...	32 8	32 8	37 8	37 8	15 0	15 0	...	...	10 0	10 0
Meywar (Oodeypore)	15 3½	15 10	33 9½	33 9½	10 15	10 15	11 11½	11 11½	28 2	28 2	15 10	14 13½	*Nil*	*Nil*	15 10	15 10	28 2	28 14½	33 9½	32 13	10 2½	10 2½	160 0	160 0	10 8¾	10 15
Sirohee	15 8	15 8	30 0	30 0	6 8	6 8	7 0	6 8	...	...	18 0	16 0	...	...	...	...	22 0	26 0	24 0	24 0	...	...	160 0	160 0	11 8	11 8
Erinpura	16 5	16 5	28 6	28 6	6 6	6 6	7 6	7 6	24 8	24 8	20 5	20 5	...	...	...	...	30 8	30 8	...	...	...	...	200 0	200 0	12 0	12 0
Ajmere	16 0	15 0	26 0	26 0	5 0	5 0	8 0	8 0	22 11	22 11	19 0	19 0	...	...	15 0	15 0	26 5	26 5	26 8	26 8	...	...	90 0	90 0	12 0	12 8
Abu	14 14	14 12	20 4	21 1	5 12	5 12	7 4	7 4	...	...	12 8	13 8	...	...	...	...	20 4	21 4	...	...	...	...	160 0	160 0	11 0	11 0
Kishengarh	14 4	16 4	26 4	28 8	7 0	9 0	8 0	10 0	27 0	30 0	20 8	20 4	†	†	†	†	27 0	29 0	27 0	27 12	†	†	*	*	12 8	13 0
Boondee	12 0	12 4	35 0	32 8	8 0	7 8	8 8	8 0	31 0	31 4	...	...	...	...	...	...	47 8	47 0	35 0	35 0	10 8	...	160 0	160 0	10 4	10 8
Kotah	13 0	13 0	24 0	25 0	7 0	6 8	8 8	7 8	24 0	24 0	16 0	14 0	...	...	...	...	40 0	40 0	22 8	22 8	25 0	35 0	240 0	240 0	10 12	10 12
Jhallawar	13 4½	13 4	22 5	23 2	7 14	7 14	10 3	10 3	24 0	24 5	14 12	14 12	...	...	13 6	15 1	28 1½	28 10½	23 15	23 15	11 0	11 3½	175 0	175 0	9 7½	9 7½
Tonk	11 8	13 6	24 0	24 0	4 0	4 0	7 0	7 0	25 0	25 0	22 0	22 8	...	...	...	...	29 8	31 0	27 8	27 0	...	...	100 0	100 0	10 8	10 8
Jeypore	14 4	14 0	27 8	26 12	5 0	5 0	7 4	7 4	24 0	26 0	20 4	20 0	†	†	22 0	22 0	23-0 & 27 0	23-0 & 26 0	29 0	26 8	28 8	28 0	95 0	100 0	12 0	12 0
Kerowlee	13 12	15 0	23 12	23 12	9 6	10 0	10 0	12 8	20 0	22 8	19 6	19 11	...	...	18 12	20 0	25 0	25 0	...	...	28 12	31 4	200 0	200 0	11 4	11 4
Dholpur	15 4½	15 12	21 6	21 4½	8 7	8 7	9 4½	9 7½	19 10½	20 4	18 10	20 0	...	...	15 12	15 12	21 7	22 0½	...	...	22 8	23 10	90 0	90 0	11 13	11 13
Bhurtpore	15 2	15 11	23 3	22 15	5* 2½	5 5½	5 5½	5 5½	22 8	21 13	18 13	18 4	...	...	13 10	15 0	23 0	23 7½	20 0	21 0	22 0	23 0	120 0	140 0	11 8	11 8
Ulwur	16 13	17 10	23 3	24 2	6 10	6 10	9 2½	9 2½	25 2	25 6	21 5	20 14	...	...	14 0	14 0	23 7	24 4	24 6	27 0	25 4	25 14	140 0	140 0	11 0	11 2
Deoli Cantonment	14 4	15 6	33 3½	34 11	4 0	4 0	7 0	7 0	32 8	32 15	26 3	23 6	...	...	...	...	32 13	34 11	...	...	...	...	190 0	190 0	13 0	13 0
Nusseerabad Cantonment	14 8	15 0	...	...	6 8	6 8	7 0	7 0	25 0	25 0	18 0	18 8	†	†	...	...	28 0	28 0	...	...	†	†	100 0	100 0	13 0	13 0
Hilly Tracts of Meywar	16 0	18 0	37 0	34 0	...	...	17 0	18 0	...	...	...	...	...	...	...	...	36 0	36 0	38 0	38 0	...	...	‡	‖	11 8	11 8
Bálmer	16 4	17 1	...	...	5 3	5 3	7 8	7 8	...	...	24 6	26 14	...	...	...	...	16 4	16 4	...	...	...	...	260 0	260 0	13 8	13 8
Anádra	16 4	16 8	23 0	22 10	6 0	6 0	8 0	8 0	...	...	14 8	14 8	...	...	...	...	24 10	25 14	...	...	...	...	400 0	400 0	12 0	12 0
Shahpoora	13 4	14 0	32 8	33 0	8 4	8 0	14 0	13 0	24 0	32 0	20 0	22 0	...	...	...	...	29 0	30 0	30 4	30 0	...	...	160 0	160 0	11 8	10 10
Western—																										
Jodhpore	14 1	12 11	21 14	21 9	6 4	6 4	7 8	7 8	20 10	20 0	16 14	17 8	...	...	...	...	26 4	26 10	21 4	22 8	11 4	11 4	...	...	13 2	13 0
Jeysulmere	13 10	14 0	...	...	7 0	7 0	11 0	11 0	21 12	22 0	17 4	18 6	...	...	...	...	18 0	18 0	...	...	...	...	240 0	240 0	21 0	21 0
Bickaneer	13 0	13 10	...	...	3 0	3 0	6 8	6 0	...	...	17 0	16 10	...	...	...	...	22 0	23 0	...	...	11 0	10 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	13 4	13 8	23 0	23 0	8 0	8 0	9 0	9 0	22 8	23 0	18 0	18 0	...	...	...	...	20 0	21 0	26 0	25 0	17 8	17 8	120 0	120 0	10 8	10 8
Nimach Cantonment	15 0	15 0	...	...	8 0	8 0	12 0	12 0	23 8	24 0	18 0	18 0	†	†	...	...	27 0	26 0	...	...	23 0	23 0	160 0	160 0	12 2	12 2
Goona	13 0	13 0	18 0	18 0	8 0	8 0	9 0	9 0	20 0	21 0	...	...	...	...	...	...	23 0	24 0	23 0	24 0	...	...	200 0	200 0	10 0	9 12
Gwalior	13 11	14 3½	23 6	23 14½	5 5	5 5	8 8	8 8	17 12½	19 10½	17 12½	17 15	...	...	17 8½	17 0	14 12	14 14	19 2	19 2	15 10½	16 7½	191 4	191 4	11 0½	11 6½

* Sold in bundles.

† Not sold.

‡ Nine pies per bundle.

§ Husked.

‖ Seven and half pies per bundle.

RETAIL PRICES FOR THE 1st HALF OF JANUARY 1895—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Panjab—																										
Sendhava—																										
Hissar	18 0	20 0	29 0	36 0	...	...	12 0	12 0	28 0	36 0	24 0	23 0	‡	‡	†	†	30 0	29 0	†	†	†	†	100 0	100 0	11 8	11 0
Ferozepore	19 0	19 0	29 0	27 0	...	...	9 0	8 0	23 0	24 0	19 0	19 0	‡	‡	16 0	16 0	27 0	27 0	27 0	27 0	11 0	11 0	100 0	100 0	12 0	12 12
Montgomery	20 0	20 0	26 0	32 0	...	...	10 0	9 0	25 0	30 0	†	†	‡	‡	30 0	30 0	26 0	29 0	26 0	30 0	9 0	9 0	190 0	180 0	12 0	12 0
Central—																										
Gurgáon	17 0	17 0	24 0	24 0	...	...	9 0	9 0	22 0	24 0	21 0	20 0	‡	‡	†	†	24 0	23 0	20 0	20 0	22 0	24 0	100 0	100 0	10 0	10 0
Delhi	14 0	17 0	23 0	22 0	...	...	12 0	12 0	22 0	22 0	19 0	20 0	‡	‡	12 0	12 0	23 0	24 0	20 0	22 0	20 0	20 0	60 0	70 0	11 0	11 0
Rohtak	16 0	17 0	24 0	25 0	...	...	12 0	12 0	24 0	25 0	19 0	20 0	‡	‡	12 0	12 0	27 0	27 0	20 0	23 0	18 0	18 0	120 0	120 0	11	11 0
Karnál	14 0	16 0	20 0	25 0	...	...	12 0	12 0	25 0	25 0	17 0	18 0	16 0	20 0	12 0	16 0	24 0	24 0	24 0	25 0	15 0	15 0	120 0	120 0	10	10 0
Lahore	19 0	20 0	30 0	33 0	...	...	11 0	11 0	25 0	30 0	22 0	20 0	‡	‡	24 0	24 0	25 0	25 0	25 0	25 0	10 0	11 0	78 0	75 0	3 0	12 12
Sub-montane—																										
Umballa	20 0	20 0	26 0	26 0	...	...	11 0	12 0	23 0	26 0	20 0	20 0	‡	‡	8 0	8 0	25 0	25 0	25 0	24 0	‡	‡	110 0	110 0	12 12	12 12
Ludhiána	20 0	19 0	30 0	28 0	...	...	10 0	11 0	24 0	23 0	21 0	20 0	‡	‡	17 0	17 0	27 0	24 0	28 0	25 0	13 0	13 0	85 0	105 0	13	13 0
Jállundur	19 0	20 0	26 0	28 0	...	...	10 0	10 0	23 0	25 0	18 0	18 0	‡	‡	20 0	20 0	24 0	24 0	25 0	25 0	‡	‡	80 0	80 0	13	13 0
Hoshiárpur	18 0	17 0	25 0	25 0	...	...	10 0	10 0	21 0	20 0	17 0	19 0	16 0	16 0	15 0	16 0	23 0	24 0	23 0	21 0	10 0	10 0	90 0	100 0	12 0	12 12
Gurdáspur	22 0	22 0	32 0	32 0	...	...	12 0	14 0	28 0	28 0	26 0	25 0	26 0	26 0	12 0	12 0	24 0	25 0	24 0	23 0	‡	‡	100 0	120 0	12 0	12 0
Amritsar	20 0	19 0	27 0	26 0	...	...	11 0	11 0	21 0	22 0	21 0	16 0	†	†	22 0	21 0	25 0	23 0	23 0	27 0	‡	‡	80 0	80 0	12 0	12 0
Hills—																										
Simla	15 0	15 0	18 0	18 0	...	...	9 0	8 0	14 0	14 0	15 0	14 0	17 0	17 0	9 0	9 0	15 0	17 0	16 0	19 0	9 0	9 0	90 0	90 0	9 0	9 0
Kángra	16 0	20 0	22 0	26 0	...	...	14 0	14 0	14 0	14 0	14 0	14 0	24 0	24 0	6 0	6 0	19 0	22 0	17 0	20 0	10 0	12 0	120 0	120 0	10 0	10 0
North-western—																										
Siálkot	20 0	22 0	35 0	35 0	...	...	13 0	14 0	35 0	33 0	‡	‡	‡	‡	‡	‡	25 0	25 0	25 0	29 0	‡	‡	120 0	120 0	13 8	13 8
Gujránwála	20 0	24 0	38 0	40 0	...	...	12 0	10 0	27 0	27 0	26 0	26 0	‡	‡	20 0	20 0	29 0	35 0	24 0	26 0	‡	‡	110 0	90 0	13 0	13 0
Gujrát	23 0	24 0	32 0	36 0	...	...	15 0	16 0	29 0	30 0	24 0	26 0	‡	‡	10 0	10 0	27 0	30 0	29 0	28 0	‡	‡	110 0	125 0	14 0	13 0
Jhelum	24 0	22 0	36 0	34 0	...	...	14 0	13 0	•	32 0	27 0	27 0	‡	‡	•	•	25 0	24 0	27 0	28 0	*	*	120 0	120 0	14	14 0
Ráwalpindi	23 0	22 0	36 0	40 0	...	...	8 0	8 0	33 0	35 0	27 0	28 0	*	*	18 0	18 0	25 0	26 0	28 0	30 0	*	*	70 0	70 0	13 0	13 0
Hazára	22 0	22 0	37 0	35 0	...	...	13 0	12 0	‡	‡	24 0	22 0	‡	‡	24 0	‡	24 0	23 0	28 0	26 0	†	†	90 0	90 0	11 0	11 0
Pesháwar	20 0	22 0	36 0	36 0	...	...	10 0	10 0	30 0	30 0	24 0	24 0	‡	‡	21 0	21 0	23 0	23 0	30 0	33 0	27 0	30 0	98 0	90 0	42 0	40 0
Kohát	25 0	25 0	47 0	54 0	...	...	12 0	11 0	46 0	46 0	33 0	36 0	‡	‡	26 0	26 0	29 0	33 0	33 0	36 0	‡	‡	154 0	153 0	61 0	59 10
Western—																										
Shábpur	24 0	26 0	35 0	40 0	...	...	10 0	10 0	32 0	32 0	25 0	25 0	20 0	20 0	23 0	23 0	30 0	33 0	21 0	20 0	†	†	160 0	160 0	13 0	13 0
Jhang	20 0	21 0	32 0	32 0	...	...	10 0	10 0	26 0	25 0	16 0	16 0	32 0	32 0	32 0	32 0	26 0	28 0	30 0	30 0	5 0	9 0	160 0	160 0	12 0	12 0
Moultan	18 0	19 0	28 0	32 0	...	...	12 0	12 0	24 0	26 0	22 0	23 0	†	†	16 0	16 0	24 0	26 0	24 0	29 0	†	†	90 0	90 0	12 0	12 4
Bannu	30 0	32 0	76 0	72 0	...	...	15 0	15 0	52 0	56 0	37 0	35 0	9 0	9 0	9 0	9 0	43 0	49 0	49 0	50 0	19 0	19 0	90 0	90 0	51 0	50 0
D. I. Khan	23 0	26 0	44 0	44 0	...	...	9 0	9 0	38 0	40 0	25 0	29 0	‡	‡	4 0	4 0	33 0	36 0	25 0	25 0	13 0	13 0	107 0	107 0	37 0	37 0
Muzaffargarh	21 0	21 0	34 0	34 0	...	...	17 0	17 0	26 0	26 0	23 0	23 0	‡	‡	‡	‡	23 0	24 0	‡	‡	9 0	9 0	140 0	140 0	12 0	12 0
D. G. Khan	18 0	18 0	31 0	35 0	...	...	7 0	7 0	31 0	31 0	25 0	25 0	20 0	20 0	18 0	18 0	25 0	28 0	15 0	15 0	‡	‡	125 0	125 0	23 12	24 0
Sind and Baluchistan—																										
Karáchi	15 0	16 0	...	...	8 0	7 8	9 0	8 8	18 0	18 0	16 0	15 0	‡	‡	...	...	19 0	20 0	...	...	8 0 and 10 0	7 8 and 9 8	80 0	80 0	14 8	14 8
Hyderabad	14 0	15 0	8 0	8 0	10 0	10 0	17 0	16 0	16 0	15 0	‡	‡	...	...	18 0	18 0	...	...	...	...	105 11	106 11	12 8	12 8
Thar and Párkar (Umarkot)	13 0	13 0	13 0	13 0	15 0	15 0	15 0	15 0	17 8	17 8	‡	‡	...	...	8 4	8 4	...	...	10 0	10 0	110 0	110 0	12 0	12 0
Sukkur (Shikárpur)	18 8	18 0	8 0	8 0	12 0	12 0	24 0	23 0	21 0	21 0	‡	‡	...	...	23 0	23 0	...	...	...	...	160 0	142 0	12 0	12 0
Upper Sind Frontier	17 0	17 0	10 0	9 0	13 0	13 0	26 0	25 0	22 0	22 0	‡	‡	...	...	20 0	20 0	...	...	...	...	128 0	128 0	11 0	11 0
Quetta	18 0	17 8	25 0	26 0	5 0	5 0	7 0	7 0	24 0	24 0	15 0	16 0	‡	‡	6 0	6 0	18 0	18 0	27 0	27 0	9 0	8 0	53 5	53 5	9 0	8 0

Bombay—																										
Konkan—																										
Karwar (Kánara)	10 3	10 3	...	...	9 3	9 3	10 2	10 2	15 3	15 3	13 2	13 2	21 9	21 9	...	...	12 8	12 8	...	...	...	...	312 0	312 0	9 12	9 12
Ratnágiri	10 13	10 13	...	...	10 14	10 14	11 6	11 6	15 12	14 7	15 4	15 4	14 2	14 2	...	...	13 14	13 14	...	...	*	...	134 6	134 6	11 8	11 8
Alibág (Colába)	11 2	10 3	...	...	10 13	10 13	11 11	11 11	11 9	13 3	12 12	12 12	*	*	...	...	13 10	11 14	...	...	*	*	99 9	99 9	11 14	11 14
Bombay	11 11	11 9	...	...	6 6	6 6	10 6	10 6	13 8	13 8	13 15	13 15	13 8	13 8	...	...	13 12	13 12	...	...	13 4	13 4	79 7	79 7	11 9	11 9
Tanna	12 12	12 12	...	...	10 3	10 3	11 2	11 2	*	*	16 3	16 3	*	*	...	...	14 3	14 3	...	...	*	*	89 10	89 10	12 4	12 4
Deccan—																										
Dharwar	20 3	20 3	...	...	11 0	11 0	11 8	11 8	23 9	22 10	22 13	23 4	*	*	...	...	14 10	15 1	...	...	17 2	18 8	100 0	100 0	11 6	10 11
Belgaum	17 5	17 11	...	...	10 12	10 12	11 0	11 0	21 13	20 12	21 15	21 7	27 0	28 0	...	...	15 0	15 0	...	...	14 8	15 1	92 7	92 7	11 14	11 14
Satara	14 5	14 5	...	...	8 14	8 14	10 2	10 2	17 5	17 5	15 5	15 5	...	...	...	...	14 7	14 7	...	...	...	...	91 3	91 3	12 5	11 4
Sholapur	16 12	14 14	...	...	7 10	7 10	10 12	10 12	19 11	19 11	20 9	19 11	*	*	...	...	18 0	18 0	...	...	*	*	80 0	80 0	11 10	11 10
Bijápur	20 7	21 5	...	...	8 5	8 5	11 6	11 6	23 6	23 6	23 13	26 7	...	...	...	...	17 14	17 14	...	...	...	...	80 0	80 0	11 6	11 6
Poona	15 2	15 2	...	...	9 11	9 11	10 13	10 13	18 13	18 13	16 2	16 2	15 13	15 13	...	...	16 11	16 11	...	...	17 2	17 2	86 14	86 14	11 13	11 5
Khandesh—																										
Ahmednagar	20 5	20 5	...	...	9 9	8 13	10 9	9 13	24 12	24 1	20 8	21 3	*	*	...	...	18 12	18 12	...	...	18 7	18 7	80 0	80 0	12 6	12 6
Násik	17 0	17 0	...	...	8 14	8 14	11 11	11 11	25 3	28 0	18 6	18 6	23 0	23 0	...	...	17 2	17 2	...	...	...	...	128 0	128 0	12 1	12 1
Dhulia (Khandesh)	19 4	17 8	...	...	7 7	7 7	10 6	9 7	22 7	22 7	18 6	18 6	*	*	...	...	14 14	14 14	...	...	*	*	80 0	80 0	10 9	10 2
Guzerat—																										
Surat	13 14	12 15	...	...	7 6	7 6	8 5	8 5	16 3	15 4	13 6	13 6	*	*	...	...	13 6	13 14	...	...	15 4	14 13	84 4	84 4	12 0	12 0
Broach	13 8	13 0	...	...	8 0	8 0	11 0	11 0	16 8	16 8	13 0	13 0	*	*	...	...	20 0	20 0	...	...	17 0	17 0	100 0	100 0	13 4	13 4
Kaira	13 8	13 0	...	...	8 0	8 0	13 8	13 8	19 0	16 0	15 0	14 8	22 0	20 0	...	...	16 0	16 0	...	...	*	*	106 11	106 11	12 0	12 0
Baroda (Camp)	11 8	11 0	...	...	8 0	8 0	10 0	10 0	16 0	16 0	13 8	13 8	*	*	...	...	13 8	13 8	...	...	*	*	91 7	91 7	11 0	11 0
Ahmedabad	14 0	14 0	...	...	13 0	12 8	14 0	14 0	20 0	20 0	16 0	14 8	...	...	...	...	22 0	22 0	...	...	...	...	70 0	70 0	13 10	13 10
Godhra (Panch Máhals)	13 8	14 0	...	...	11 0	12 0	12 8	13 0	19 8	19 0	16 0	16 0	24 0	24 0	...	...	25 0	25 0	...	...	20 0	20 0	182 0	182 0	12 8	12 8
Deesa Cantonment	15 0	15 0	...	...	8 8	8 0	10 8	10 0	20 0	20 0	16 0	16 0	*	*	...	...	20 0	21 0	...	...	*	*	192 0	192 0	11 0	11 0
Kattywar—																										
Rájkot	12 5	12 5	...	...	5 8	5 8	7 0	7 0	17 6	17 6	13 1	13 1	*	*	...	...	16 11	16 11	...	...	*	*	70 0	70 0	56 2	56 2
Central Provinces—																										
Western—																										
Nimar	15 1	15 1	...	...	6 12	6 12	13 1	13 1	24 13	24 13	...	...	...	...	...	...	17 4	17 4	...	...	11 2	11 10	100 0	100 0	10 13	10 13
Khándwa-Ásirgarh Cant.	14 11	14 11	...	...	8 1	8 1	11 4	11 4	16 13	16 13	...	...	...	...	...	...	16 10	16 10	...	...	12 0	12 0	220 0	220 0	9 8	10 0
Hoshangabad	14 6	16 0	...	...	...	...	9 13	9 13	21 5	27 0	...	...	...	...	...	...	17 4	18 0	...	...	10 4	10 13	240 0	240 0	9 2	9 2
Betúl	12 10	12 10	...	...	8 0	8 0	11 7	11 7	20 9	20 9	...	...	...	...	...	...	16 14	16 14	...	...	12 0	12 0	160 0	160 0	9 2	9 2
Chhindwára	15 0	15 0	...	...	10 0	10 0	12 8	11 4	18 12	18 12	...	...	...	...	...	...	15 10	17 8	...	...	11 14	12 8	125 0	125 0	10 0	10 2
Nágpur	14 9	14 9	...	...	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	14 9	14 9	...	...	13 5	13 5	120 0	120 0	10 10	10 10
Wardha																										
Central—																										
Narsinghpur	13 0	13 0	...	...	8 0	8 0	9 2	9 2	22 0	22 0	...	...	...	...	...	...	18 0	18 0	...	...	18 0	18 0	200 0	200 0	9 2	9 2
Saugor	11 4	11 4	...	...	9 1	9 1	9 6	9 6	15 0	...	...	...	...	...	...	...	16 7	16 7	...	...	19 6	19 6	130 0	130 0	9 2	9 2
Damoh	11 12	11 12	...	...	11 4	11 4	11 13	11 13	...	...	...	...	...	...	...	...	15 0	15 0	...	...	10 0	10 0	160 0	160 0	9 8	9 8
Jubbulpore	14 0	14 0	...	...	10 4	9 4	15 4	14 4	18 8	19 0	...	...	...	...	...	...	18 0	17 8	...	...	11 0	10 8	120 0	120 0	9 8	9 8
Baghalkhand (Sutna)	12 8	12 12	16 8	17 4	7 0	7 12	15 8	16 8	16 8	17 0	16 8	16 0	*	*	10 0	10 0	17 6	17 0	*	*	17 8	17 0	160 0	150 0	10 6	10 9
Mandla	15 0	17 0	...	...	13 0	13 0	17 0	17 0	...	...	...	...	...	...	...	...	24 0	26 0	...	...	10 8	13 0	200 0	200 0	9 12	9 0
Seoni	16 9	16 9	...	...	9 12	9 12	...	13 5	...	...	...	...	...	...	...	...	...	18 10	...	...	11 8	11 8	190 0	190 0	8 12	8 12
Bálághát	11 0	11 0	...	...	9 0	9 0	16 0	16 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	9 0	9 0	140 0	100 0	8 0	8 0
Bhandára	15 0	13 4	...	...	...	...	12 8	12 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	10 0	11 4	200 0	200 0	9 0	9 0
Chánda	13 8	13 8	...	...	...	...	12 8	12 8	16 5	16 5	...	...	...	...	...	...	12 8	12 8	...	...	12 14	12 14	320 0	320 0	10 0	10 0
Eastern—																										
Bilaspur	18 15	17 12	...	...	14 10	13 8	19 3	19 0	...	...	...	...	...	...	...	...	16 0	17 0	...	...	...	...	130 0	130 0	8 0	8 0
Raipur	17 8	18 9	...	...	11 6	11 6	17 8	17 1	...	...	...	...	...	...	...	...	14 14	17 0	...	...	14 3	15 0	100 0	100 0	9 0	9 13
Sambalpur	14 12	14 12	...	...	12 4	12 4	19 11	19 4	...	...	...	...	...	...	...	...	15 0	16 0	...	...	9 0	9 0	120 0	120 0	9 10	9 10
Berar—																										
Buldána	18 0	18 0	...	...	7 0	7 0	10 0	10 0	27 0	26 0	20 0	19 0	...	...	...	...	18 0	21 0	...	...	13 0	13 0	182 0	182 0	10 0	10 0
Básim	18 0	17 8	...	...	7 0	7 0	11 0	11 8	26 0	25 0	...	...	...	...	...	...	17 0	16 0	...	...	14 0	13 8	65 0	60 0	9 0	9 0
Akola	17 0	16 8	...	...	6 8	7 0	8 0	8 8	23 8	23 8	18 8	18 8	...	...	...	...	17 8	16 8	...	...	10 8	12 8	96 0	96 0	12 0	12 0
Ellichpur	14 8	14 8	...	...	6 0	6 0	8 0	8 0	19 8	19 0	15 0	15 0	...	...	...	...	13 0	15 0	...	...	14 0	14 0	120 0	120 0	10 0	10 0
Amraoti	14 8	15 0	10 0	10 0	7 0	7 0	10 0	10 0	20 0	20 0	16 0	17 0	...	...	...	...	15 0	14 8	...	...	12 0	13 0	90 0	90 0	11 0	11 0
Wún	14 0	14 0	...	...	8 0	8 0	10 0	9 0	20 0	20 0	16 0	13 0	...	...	...	...	14 0	14 0	...	...	18 0	16 0	240 0	240 0	9 8	9 0
Nizam's Territories—																										
Secunderabad	13 13	12 3	*	...	7 2	7 8	9 9	10 3	13 3	13 3	17 12	17 12	22 3	22 3	*	*	13 3	13 13	*	*	17 12	17 12	90 0	120 0	8 14	8 12
Boláram	15 3	15 3	*	...	8 2	8 2	11 11	11 11	17 14	18 4	*	*	*	*	*	*	14 11	14 12	*	*	*	*	116 14	116 14	9 5	9 0
Chadarghat	11 8	11 0	*	...	7 8	7 8	13 0	12 8	18 8	17 0	24 0	24 0	*	*	*	*	12 8	15 0	*	*	*	*	120 0	120 0	9 8	9 8

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

RETAIL PRICES FOR THE 1st HALF OF JANUARY 1895—*concluded*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, Cadian pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar	...	...	...	...	...	...	11 5	11 5	...	...	...	...	28 2	29 2	26 0	21 0	11 8	11 8	...	...	14 0	14 0	136 2	136 2	10 13	10 13
Malabar	...	...	...	...	...	...	12 13	12 13	...	...	...	...	26 3	26 3	...	...	12 0	12 0	...	...	14 7	14 7	121 8	121 8	11 14	11 14
S. Canara	...	...	...	...	...	...	11 10	11 8	19 11	21 14	21 11	23 0	23 5	22 10	...	...	10 4	10 4	...	...	13 0	13 0	131 3	131 3	11 2	11 2
South, central—																										
Coimbatore	...	...	...	...	...	...	8 13	8 13	...	...	...	...	...	...	...	...	11 0	11 0	...	...	15 0	15 0	274 3	274 3	10 10	10 10
Nilgiris	...	...	...	...	...	...	11 5	11 5	20 3	23 6	23 8	23 8	23 5	23 5	...	...	10 8	10 8	...	...	13 0	13 0	145 13	145 13	11-5 & 13-2	11-5 & 13-2
Salem	...	...	...	...	...	...	11 5	11 5	20 3	20 14	23 6	23 6	23 3	23 3	...	...	10 8	10 8	...	...	13 0	13 0	145 13	145 13	11-5 & 13-2	11-5 & 13-2
Central—																										
Bellary	...	...	...	...	...	...	11 5	11 5	30 6	27 13	...	...	...	...	...	...	11 8	11 8	...	...	15 0	15 0	97 3	109 6	10-5&11-8	10-5&11-8
Anantapur	...	...	...	...	...	...	10 13	10 13	26 5	26 5	...	...	...	...	...	...	12 0	12 0	...	...	14 0	14 0	97 3	97 3	11 8	11 8
Cuddapah	...	...	...	...	...	...	11 10	11 10	19 13	19 13	...	...	...	...	...	...	10 4	10 4	...	...	13 0	13 0	131 3	131 3	11 13	11 13
Kurnool	...	...	...	...	...	...	11 6	11 6	26 11	26 11	...	...	...	...	...	...	10 8	10 8	...	...	15 0	15 0	121 8	121 8	10-2 & 11-10	10-2 & 11-10
East Coast, north—																										
Ganjam	...	...	...	...	...	...	12 13	12 13	...	...	...	...	21 10	21 10	...	...	11 8	11 8	...	...	13 0	15 0	86 8	86 8	10 2	10 2
Vizagapatam	...	...	...	...	...	...	11 5	11 5	...	...	26 11	28 11	25 5	25 5	...	...	12 0	12 0	...	...	15 0	15 0	72 14	72 14	12 0	12 0
Godavari	...	...	...	...	...	...	14 0	14 0	17 5	17 5	...	...	25 8	25 8	...	...	10 4	10 8	...	...	13 0	13 0	133 11	133 11	12 2	12 2
East Coast, central—																										
Kistna	...	...	...	...	...	...	15 6	13 11	16 13	14 3	...	...	31 5	27 13	...	...	11 0	11 0	...	...	13 0	13 0	140 14	140 14	13 3	13 3
Nellore	...	...	...	...	...	...	14 13	14 13	24 11	22 11	21 10	20 11	25 0	24 0	...	...	10 8	10 8	...	...	13 0	13 0	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	...	...	...	...	...	...	11 2	10 14	19 6	19 6	...	...	21 14	21 14	...	...	11 0	11 0	...	...	13 0	13 0	98 3	93 3	13 5	13 5
Chingleput	...	...	...	...	...	...	10 14	10 14	23 10	...	...	...	21 14	21 10	...	...	11 0	11 0	...	...	13 0	13 0	91 14	91 14	13 5	13 5
N. Arcot	...	...	...	...	...	...	11 5	11 5	...	...	21 6	21 6	25 11	25 11	...	...	11 0	11 0	...	...	13 0	13 0	100 13	100 13	12 2	12 2
S. Arcot	...	...	...	...	...	...	14 14	14 0	...	...	30 13	30 13	27 0	27 0	...	...	11 0	11 0	...	...	13 0	13 0	209 0	209 0	12 13	12 13
Tanjore	...	...	...	...	...	...	13 6	13 6	...	...	26 2	26 2	28 11	27 3	...	...	12 10	12 10	...	...	13 0	13 0	145 13	145 13	12 0 and 12 8	12 8 and 12 0
Trichinopoly	...	...	...	...	...	...	11 3	11 3	17 14	17 14	20 5	20 5	21 0	21 2	...	...	14 0	14 0	...	...	13 0	13 0	143 6	143 6	12 0	12 0
Southern—																										
Tinnevelly	...	...	...	...	...	...	11 5	11 5	*	*	*	*	*	*	...	...	25 8	25 8	...	...	13 0	13 0	58 5	58 5	13 8	13 8
Madura	...	...	...	...	...	...	11 13	11 13	18 10	20 5	17 10	18 6	22 8	22 8	...	...	24 8	24 8	...	...	13 0	13 0	97 3	97 3	12 11	12 11
Mysore—																										
Mysore	12 0	11 4	11 8	11 0	8 12	8 12	10 0	9 12	28 0	27 0	21 0	20 0	26 0	25 0	26 0	21 0	11 8	11 8	...	...	14 0	14 0	96 0	96 0	9 8	9 12
Bangalore	12 12	12 8	9 8	9 0	7 0	7 0	7 8	8 4	23 0	23 0	...	...	28 0	28 0	...	...	12 0	12 0	...	...	14 7	14 0	96 0	96 0	10 0	10 0
Kolar	10 8	10 8	10 0	10 0	8 8	8 8	9 8	11 0	23 0	23 0	18 0	18 0	29 0	31 0	27 0	15 0	10 4	10 8	...	...	13 0	13 0	150 0	150 0	10 0	10 0
Tumkur	11 0	13 0	9 8	10 0	9 0	8 0	10 0	9 8	25 0	25 0	31 0	31 0	33 0	33 0	27 0	35 0	11 0	11 0	...	...	15 0	13 0	224 0	224 0	8 8	8 8
Hassan	...	...	...	...	...	...	10 0	10 0	...	...	...	...	24 0	24 0	...	...	11 0	11 0	...	...	13 0	13 0	200 0	200 0	9 0	9 0
Kadur	10 0	...	9 8	10 0	8 0	7 1	10 0	10 0	...	...	...	...	35 11	34 10	40 0	40 0	12 10	12 10	...	...	15 4	15 12	240 0	240 0	10 8	10 8
Shimoga	13 10	13 2	10 0	...	7 6	7 1	10 0	11 9	24 0	24 0	...	...	33 0	36 0	...	...	14 0	14 0	...	...	14 0	14 0	320 0	320 0	9 8	9 8
Chitaldroog	15 0	15 0	14 0	...	9 0	9 0	10 0	11 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coorg—																										
Coorg	9 0	9 0	7 8	...	10 0	8 0	12 0	11 8	...	...	...	...	28 8	28 8	...	...	25 8	24 8	...	...	...	...	110 0	110 0	9 8	9 8
Aden	7 0	7 0	...	...	5 14	5 14	6 9	6 9	10 3	10 3	9 4	9 4	*	*	...	...	9 4	9 4	...	...	...	...	65 5	65 5	32 0	32 0

* Not sold.

STEPHEN JACOB,
Offg. Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. on Saturday, February 16th, 1895.

General Summary.—Two disturbances effected the weather in Northern India during the week, but they were both feeble and gave only a few showers chiefly accompanying thunderstorms. The first was the depression lying over Sind and South-West Rajputana at the close of the previous week which commenced moving eastwards on Sunday, and by Monday morning had advanced as far as Baghelkhand and the north-eastern districts of the Central Provinces. It gave light to moderate showers in Central India and the Central Provinces and very light local showers in the Gangetic Plain. Saugor reported a fall of ·91 inch and Sutna and Jubbulpore each half an inch. The disturbance was passing through Bengal on Tuesday morning, but the only shower of rain reported exceeding a tenth of an inch was ·34 inch at Balasore. Rain continued next day in some parts of Assam, Bengal, Orissa and Ganjam, the principal falls reported being False Point ·8 inch, Balasore ·54 inch and Gopalpur ·37 inch. Practically no rain fell over the whole of India and Burma on Thursday and Friday. On Friday, the barometer fell briskly in Baluchistan and North-Western and Central India, and pressure was in moderate local defect in Sind. Another fall of the barometer took place on Saturday over the same area and a shallow depression was shown lying over Sind, where pressure was in considerable defect. Weather was slightly disturbed in North-Western and Central India, and light thunder showers were received at several stations in Berar and the Central Provinces. Amraoti reported a fall of ·34 inch and Hoshangabad, Nagpur, Seoni and Pachmarhi each two-tenths of an inch. This disturbance was not one of the ordinary cold-weather type, but was due to the rapid increase and excess of temperature in the area in which it originated.

Unusually warm weather has prevailed during the week in the Punjab, Sind, Rajputana and the North-Western Provinces, the mean temperature of the whole week averaging 3°·4 above the normal in the Punjab and 2°·8 in Sind and Rajputana. In Burma, on the other hand, temperature has been in general defect the deficiency amounting to 2°·5 on the 10th. Fine dry weather with temperature slightly above the normal has obtained in Madras. The mean temperature for the whole of India for the week was 1°·1 in excess.

Daily Summary.—*Sunday.*—Pressure had given way slightly in the Punjab, Upper Sind, Rajputana and the North-Western Provinces and had risen over the remainder of India and Baluchistan, the depression in Sind and South-West Rajputana had nearly filled up, but pressure continued in slight to moderate defect in North Bombay and the western districts of the Central Provinces. It was nearly normal elsewhere. Temperature had risen briskly to rapidly over the whole of Northern India and the Central Provinces. Skies were overcast in Baluchistan and were moderately to heavily clouded in North-

Western India. A few light showers of rain were reported, the heaviest being one of ·3 inch at Seoni.

Monday.—The barometer had risen briskly to rapidly in Baluchistan, Sind, Cutch and South-West Rajputana, and pressure was in slight to considerable excess in that area. The disturbance in Sind and Rajputana had moved eastwards and was shown covering Baghelkhand and the north-eastern districts of the Central Provinces. Skies were heavily clouded at the hill stations of Upper India and in the Gangetic Plain. Light to moderate showers had fallen, chiefly during thunderstorms, in Central India and the Central Provinces, and very light local showers in the Gangetic Plain. Saugor reported ·91 inch, Sutna and Jubbulpore each half an inch and Seoni four-tenths of an inch.

Tuesday.—Pressure had increased briskly in Baluchistan and slightly in North-Western India. It had decreased slightly to briskly in North-Eastern India and the feeble disturbance, in Baghelkhand the day before, was passing through Bengal, where pressure was in slight defect. Anti-cyclonic conditions prevailed in Baluchistan and North-Western India where pressure was in slight to large excess. Light showers had fallen in the Upper India hill districts and locally in some parts of South-West Bengal and Chota Nagpur. Murree received ·75 inch, Balasore ·34 inch and Simla ·22 inch.

Wednesday.—Pressure had increased slightly in Baluchistan, Sind, Kathiawar and the west of the Peninsula, and had decreased slightly in North-Eastern India. It was in moderate to considerable excess in Baluchistan, at the Upper India hill stations, in Central India and the Central Provinces, and was nearly normal elsewhere. Rain had fallen in some parts of Assam, Bengal, Orissa and Ganjam. False Point reported a fall of ·8 inch, Balasore ·54 inch and Gopalpur ·37 inch.

Thursday.—The barometer had fallen slightly in Baluchistan, where skies had commenced to cloud over, and had risen generally in India and Burma, the rise being brisk in North-Eastern and Southern India. Pressure was in considerable excess in Baluchistan, at the Upper India hill stations, and over the greater part of North-Eastern and Central India and the Central Provinces. It was practically normal in Sind and Burma. Sibsagar and Gnatong reported very light showers, less than a tenth of an inch in amount.

Friday.—Pressure had given way briskly in Baluchistan and North-Western and Central India and slightly elsewhere. It was in moderate local defect in Sind. A feeble disturbance was affecting the weather in North-Western India and was causing cloud and an increase of temperature over that area. The mean temperature of the past 24 hours was 6° in excess in the Punjab and 4° in Sind and Rajputana. Gnatong reported a very light fall of snow.

Saturday.—Pressure had decreased over nearly the whole country, the fall being brisk over Northern and Central India and slight in the Peninsula and Burma. Pressure was in considerable defect in Sind, the South-West Punjab and West Rajputana, and a shallow depression was shown covering Sind which was causing slightly unsettled weather in North-Western and Central India. Winds had increased at Murree and were blowing with a velocity of 24 miles per hour at 8 A.M. Light thunder showers were reported at several stations, the heaviest fall being ·34 inch at Amraoti.

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

Province.	February, 1895.							Mean variation of week.
	10th.	11th.	12th.	13th.	14th.	15th.	16th.	
	°	°	°	°	°	°	°	°
Burma	−2·5	−1·9	−1·0	+0·3	+0·7	−0·6	−1·8	−1·0
Bengal and Assam	−0·4	+1·6	+0·9	+2·5	−0·4	−1·2	−0·9	+0·3
North-Western Provinces and Oudh	+0·6	+3·9	+2·7	+0·8	+0·3	+1·3	+2·6	+1·7
Punjab	+2·3	+1·2	+2·5	+3·0	+4·2	+5·6	+5·2	+3·4
Bombay	+1·4	0	−2·1	−1·7	−0·1	+1·2	+1·0	0
Central Provinces and Berar	+4·2	+4·2	−0·6	−1·4	−2·7	+0·3	+3·1	+1·0
Central India and Gujarat	+3·2	+1·2	−0·7	−0·6	−0·7	+1·9	+4·0	+1·2
Sind and Rajputana	+3·7	+2·0	+1·6	+1·0	+2·4	+3·8	+5·3	+2·8
Madras	+1·2	+1·4	+1·6	+1·4	+0·9	+0·3	−0·8	+0·9
	°	°	°	°	°	°	°	°
Mean for whole of India	+1·5	+1·5	+0·5	+0·6	+0·5	+1·4	+2·0	+1·1

In Burma temperature was, with the exception of the 13th and 14th, below the normal, the deficiency being greatest on the 10th, 11th and 16th. In Bombay, the Central Provinces and Central India, unusually low temperatures were registered on the 12th, 13th and 14th, but during the remainder of the week temperature was in general excess, the excess amounting to 4° in the Central Provinces on the 10th and 11th, and in Central India on the 16th. In Bengal and Madras, the first part of the week was warmer than the second, but the variations from the normal in these provinces were on the whole not large. In the Punjab, Sind, Rajputana and the North-Western Provinces temperature was in constant excess throughout the week, the excess being most marked in the first three provinces on the 15th and 16th. In the Punjab, on the 15th, the mean temperature on an average for all stations was nearly 6° above the normal. The mean temperature of the whole week was in slight defect in Burma, normal in Bengal and Bombay, in slight excess in Madras, the North-Western and Central Provinces, and Central India, and in moderate to considerable excess in the Punjab, Sind and Rajputana.

The mean temperature of the whole of India was above the normal every day of the week, the excess for the whole week averaging 1°·1.

Rainfall.—The rainfall of the week has been small in amount and has slightly exceeded the normal quantity only in Berar, the Central Provinces and Orissa, and in parts of the Punjab, Central India and Madras East Coast. Rain was received in 24 of the 52 rainfall divisions, but the largest average fall was below half an inch, and in 14 divisions the fall did not exceed a tenth of an inch.

For the period 30th December to 16th February, rainfall was in defect in all provinces except the Punjab, North-Western Provinces, Central India, Rajputana, the central districts of the Central Provinces and on the North Madras Coast.

Province.	Division.	Rainfall data for week ending 16th February, 1895. Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Rainfall data from 30th December to 16th February, 1895. Average actual rainfall of season to date.	Average normal rainfall, 30th December to 16th February.	Excess or defect of (seasonal) rainfall expressed as a per-centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0	0	0	0·07	— 100
	Lower Burma	0	0	0	0	0·28	— 100
	Central do.	0	0·06	—0·06	0	0·20	— 100
	Upper do.	0	?	?	0·02	?	?
	Arakan	0	0	0	0	0·12	— 100
Bengal and Assam	Eastern Bengal	0·01	0·41	—0·40	0·05	1·38	— 96
	Assam (Surma)	0·05	0·04	—0·59	0·27	1·90	— 86
	Do. (Brahmaputra)	0·21	0·37	—0·16	1·22	1·78	— 31
	Deltaic Bengal	0·02	0·30	—0·34	0·15	1·39	— 87
	Central do.	0	0·35	—0·35	0·32	1·10	— 71
	North do.	0·06	0·22	—0·16	0·31	0·90	— 68
	Orissa	0·34	0·30	+0·04	0·35	1·01	— 65
	Chota Nagpur	0·07	0·23	—0·16	0·98	1·33	— 26
	Bihar (South)	0	0·16	—0·16	0·74	1·03	— 28
	Do. (North)	0	0·21	—0·21	0·54	1·03	— 48
North-Western Provinces and Oudh.	North-Western Provinces (East)	0·02	0·09	—0·07	0·93	0·95	— 2
	North-Western Provinces Submontane (*a*)	0	0·11	—0·11	1·25	0·88	+ 42
	Oudh (South)	0·01	0·10	—0·09	2·07	0·95	+ 118
	Do. (North)	0·02	0·15	—0·13	1·98	1·11	+ 78
	North-Western Provinces (Central)	0·01	0·07	—0·06	2·55	0·75	+ 240
	North-Western Provinces (West)	0·05	0·12	—0·07	2·13	0·85	+ 151
	North-Western Provinces (Submontane) (*b*)	0·03	0·44	—0·41	4·32	2·54	+ 70
Punjab	Punjab (South)	0	0·13	—0·13	1·66	0·88	+ 89
	Do. (Central)	0·21	0·13	+0·08	2·59	1·02	+ 154
	Do. (Submontane)	0	0·34	—0·34	4·35	2·37	+ 83
	Do. (Hill Districts)	0·14	0·70	—0·56	8·32	5·28	+ 58
	Do. (North-West)	0·10	0·30	—0·20	3·09	2·68	+ 15
	Do. (West)	0	0·11	—0·11	0·45	0·84	— 46
Bombay and Malabar Coast Districts (Madras)	Malabar	0	0·06	—0·06	0·05	0·45	— 89
	Madras (South Central)	0	0·03	—0·03	0·02	0·34	— 94
	Coorg	0	0·01	—0·01	0·02	0·34	— 94
	Mysore	0	0	0	0	0·08	— 100
	Konkan	0	0	0	0	0·12	— 100
	Bombay Deccan	0	0	0	0	0·07	— 100
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0·01	0·02	—0·01	0·11	0·14	— 21
Central Provinces and Berar.	Berar	0·13	0·11	+0·02	0·16	0·44	— 64
	Central Provinces (West)	0·41	0·02	+0·40	0·49	0·01	— 20
	Do. (Central)	0·48	0·06	+0·42	0·93	0·77	+ 21
	Do. (East)	0·15	0·10	+0·08	0·23	0·75	— 69
Bombay (North)	Gujarat	0	0	0	0	0·07	— 100
	Kathiawar	0	0·03	—0·03	0·03	0·10	— 70
	Sind	0·01	0·02	—0·01	0·26	0·60	— 57
Rajputana and Central India.	Central India (East)	0·14	0·05	+0·09	1·13	0·50	+ 126
	Rajputana (East) Central India (West)	0	0·01	—0·01	0·66	0·26	+ 154
	Rajputana (West)	0	0·01	—0·01	0·35	0·32	+ 9
Madras	East Coast (North)	0·23	0·16	+0·07	0·62	0·41	+ 51
	Do. (do.) (*a*)	0	0·07	—0·07	0·10	0·15	— 33
	Hyderabad (South)	0	0·02	—0·02	0	0·24	— 100
	Madras (Central)	0	0	0	0	0·06	— 100
	East Coast (Central)	0	0·03	—0·03	0	0·47	— 100
	Do. (South)	0	0·03	—0·03	0·02	0·80	— 98
	Madras (South)	0	0·09	—0·09	0·08	0·99	— 92

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

SIMLA, *21st February, 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 23rd February.*—Slight scattered showers in Vizagapatam. Water-supply insufficient except in the Circars. Usual hot-weather crops being sown. Standing crops generally fair but withered or withering in parts from want of water. Harvest continues with fair outturn. Pasture and fodder growing scarce in parts. Prices slightly easier in parts of the Circars and Deccan, risen in parts of the Central and Southern districts, and nearly steady elsewhere.

Bombay.—*For week ending 27th February.*—Rain has fallen in parts of twelve districts of the Presidency Proper and is required throughout Shikarpur. Standing crops damaged by frost or blight in parts of Sind, by rain in parts of Ahmednagar and Kathiawar, and suffering for want of moisture in parts of Poona. Harvested crop damaged by rain in one taluka of Broach. Reaping of late crops continues in parts of sixteen districts and preparations for next season's crops in parts of four. Cotton-picking in progress in parts of Bijapur, Dharwar, Kathiawar, and Baroda territory. Fodder-supply sufficient except in **Shikarpur. Condition of agricultural stock good. Prices normal except in parts of Ahmednagar and Sholapur.**

Bengal.—*For week ending 25th February.*—There was no rain during the week; the weather is becoming warmer throughout the province. Reports of the spring and other standing crops continue generally favourable, but rain is required in some of the eastern districts and also in Rangpur. Lands are being prepared for the hot-weather crops in parts of Northern Bengal and for the sowing of early paddy in Darbhanga and Bhagalpur. Mustard is still being harvested, and the pressing of sugarcane is going on in some districts. Prospects of poppy are good; the lancing is in progress and the outturn is reported satisfactory. Cattle are in good condition. The price of common rice is generally normal and almost stationary.

North-Western Provinces and Oudh.—*For week ending 26th February.*—Weather clear and seasonable. Crops are reported to have been slightly damaged by insects, rust and blight in seven districts. Prospects of the spring and poppy crops are generally favourable. Sugarcane-pressing continues and harvesting of peas and barley has commenced in places. Supplies and fodder are sufficient, except in a few places where fodder is scarce. Prices still fluctuating.

Punjab.—*For week ending 27th February.*—Rain has fallen in Rawalpindi and Peshawar only. Ploughing of land for tobacco and sugarcane is in progress in some districts, and sowing of cotton and onions has commenced. Condition

of standing crops is generally reported good, except on low-lying lands in parts of Peshawar. Crops on rain lands are drying for want of moisture in Shahpur where, as well as in Dera Ismail Khan, rain is badly wanted. Cattle are generally said to be in good condition. Pasturage and fodder are sufficient in all districts, except in one tehsil of Dera Ismail Khan. Prices rising in Dera Ismail Khan, normal in Umballa, below normal in Sialkot and Shahpur, and continue low elsewhere.

Central Provinces.—*For week ending 27th February*—Weather cloudy and warm with light rain in four districts. Harvesting of wheat and other winter crops continues in parts. Prices remain steady except in Seoni where they are above normal.

Burma.—*For week ending 23rd February.*—Rain has fallen in Tavoy, but none elsewhere. Reaping and gathering of dry-weather crops has commenced in Upper Burma. Prospects good. Price of paddy steady, but above normal in Lower and below normal in Upper Burma, except at Thayetmyo where it is high. Fodder and water sufficient.

Assam.—*For week ending 26th February.*—Weather dry. Gathering of mustard and pressing of sugarcane continue. Condition of cattle fair. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 27th February.*—MYSORE: Standing crops in good condition. Rice sown in parts of Bangalore and Tumkur districts. Harvesting continues in Kadur district. Prices have slightly fallen in Bangalore, Kolar, Hassan and Kadur districts.

COORG: Threshing of rice and ragi (*Eleusine coracana*) continues. Prices of food-grains normal. Fodder for cattle fairly sufficient.

Berar and Hyderabad.—*For week ending 27th February.*—BERAR: Weather cool and cloudy with occasional showers of rain. Cutting of winter crops and threshing of jowar (*Sorghum vulgare*) continues. Prospects favorable except in parts of Akola, where damage has been caused through insects and hail-storms. Fields are being ploughed for next rain crop in three districts. Fodder and water-supply ample. Prices fluctuating in one district, but are otherwise steady.

HYDERABAD: Moderate rain fell during the week. Weeding of hot-weather crops nearing completion in some tehsils. Prices normal.

Central India.—*For week ending 27th February.*—Slight rain fell in four Agencies during the week. Standing crops are in fairly good condition though damaged in places by rain, blight and insects. Cattle in good condition, except in Rajgarh, Bhopal and Bhopawar. Pasturage good and sufficient except in parts of Gwalior. Prices of food-grains rising in Bhopal, Dhar and four districts of Gwalior; above normal in three Agencies and one district of Gwalior; and normal elsewhere. Opium damaged by rain in parts of Dhar and Manpur.

Rajputana.—*For week ending 27th February.*—Slight rain in Pertabgarh, Ulwar and Bikanir. Agricultural operations satisfactory. Standing

crops, prospects and agricultural stock generally good. Linseed much damaged in Kotah. Fodder sufficient but failing in Dholepore. Prices fallen in two States, rising in one and steady elsewhere.

Kashmir.—*For week ending 26th February.*—KASHMIR VALLEY.—No rain. Weather cloudy. Prices falling.

JAMMU PROVINCE.—*For week ending 27th February.*—No rain. Crops and agricultural stock in good condition. Prices stationary. Fodder sufficient.

Nepal.—*For week ending 23rd February.*—Slight rain fell during the week. Weather cloudy. State and prospects of the crops good.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 17TH FEBRUARY 1894, AND FROM 1ST JANUARY TO 16TH FEBRUARY 1895.

N.B.—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st half of 1894.	Week ending 17th February 1894. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Week ending 16th February 1895. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Earnings from 1st January to 17th February 1894.	Earnings from 1st January to 16th February 1895.	Increase.	Decrease.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	655	1,634	11,40,913	698	1,687	11,44,715	679	79,25,103	73,66,464	...	5,58,639
Bengal-Nágpur	189	862	1,77,396	206	862	1,85,663	215	11,77,396	12,48,853	71,557	...
Indian Midland (*a*)	162	752	1,21,459	162	752	1,08,120	144	8,45,427	7,47,411	...	98,016
Bezwada extension	108	21	1,971	94	21	3,233	154	12,321	17,410	5,089	...
Metre gauge—											
Rajputana-Malwa (*b*)	324	1,699	5,73,245	337	1,790	5,53,620	309	37,45,413	38,12,950	67,537	...
Pálanpur-Deesa	47	17	807	47	17	1,000	59	4,360	7,730	3,370	...
South Indian	143	1,043	1,33,634	128	1,042	1,63,084	157	8,47,020	10,21,470	1,74,450	...
Máyavaram-Mutupet	61	...	...	...	54	3,449	64	...	24,188	24,188	...
Southern Mahratta (*c*)	115	1,165	1,15,337	99	1,165	1,45,033	125	7,70,071	8,55,800	85,780	...
Bengal and North-Western (*d*)	162	756	1,29,807	172	756	1,30,320	180	7,73,892	8,02,870	28,978	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	223	19,586	88	231	19,692	85	1,34,035	1,38,707	3,772	...
TOTAL	286	8,172	24,14,155	295	8,377	24,65,729	294	1,62,35,838	1,60,43,913	...	1,91,925
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	255	2,507	6,16,979	246	2,511	6,39,372	255	41,82,566	45,33,519	3,50,959	...
Oudh and Rohilkhand (state)	287	740	2,37,594	321	797	2,51,951	316	14,11,994	17,96,908	3,84,914	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	281	813	2,26,025	278	813	2,80,320	345	17,56,108	19,73,510	2,17,312	...
Bengal Central (*f*)	126	125	14,636	117	125	18,600	149	1,04,463	1,11,610	7,147	...
East Coast (state)	107	265	20,776	78	353	28,559	81	1,27,391	1,99,903	72,512	...
Metre gauge—											
Burma (state)	199	730	1,92,917	264	746	1,94,504	261	10,77,346	11,35,710	58,364	...
Special gauges—											
Jorhát (state provincial)	44	28	1,105	39	28	1,435	51	7,180	8,517	1,337	...
Cherra-Companyganj (state provincial)	60	8	507	63	8	599	75	3,224	4,255	1,031	...
TOTAL	244	5,217	13,10,539	251	5,381	14,15,340	263	86,70,356	97,63,932	10,93,576	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	596	1,490	10,39,441	698	1,490	8,16,859	548	67,19,651	54,60,413	...	12,59,238
Bombay, Baroda and Central India	801	461	3,24,689	704	461	3,46,000	751	21,27,775	21,84,000	56,225	...
Madras	237	840	1,97,251	235	840	2,09,674	250	12,61,457	13,64,414	1,02,957	...
TOTAL	522	2,791	15,61,381	559	2,791	13,72,533	492	1,01,08,883	90,08,827	...	11,00,056
TOTAL (Guaranteed and State)	313	16,180	52,86,075	326	16,549	52,53,602	317	3,50,15,077	3,48,16,672	...	1,98,405
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	167	161	25,655	159	161	24,514	152	1,53,266	1,69,121	15,855	...
Tarkessur	308	22	5,811	264	22	6,230	283	39,842	39,831	...	11
Metre gauge—											
Rohilkund and Kumaon (Company section)	149	67	7,893	118	66	5,391	82	54,716	31,410	...	23,306
Bengal Dooars	80	32	2,153	67	36	3,080	86	16,372	18,760	2,388	...
Dibru-Sadiya	133	78	10,064	129	78	11,802	151	70,313	75,133	4,820	...
Special gauge—											
Darjeeling-Himalayan	232	51	15,197	298	51	15,267	299	59,597	67,107	7,510	...
TOTAL	166	411	66,773	162	414	66,284	160	3,94,106	4,01,362	7,256	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	185	333	59,129	178	333	66,181	199	3,58,27	4,38,286	80,008	...
The Gaekwar's Petlád	112	13	1,104	85	13	810	62	8,031	7,880	...	151
Rájpura-Bhátinda	102	108	14,774	137	108	58,177	539	1,11,054	2,24,857	1,13,803	...
Kolar Gold-fields	306	...	...	...	10	2,238	224	...	17,048	17,048	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	88	362	27,265	75	362	33,463	92	2,00,346	2,35,470	35,124	...
The Gaekwar's Mehsána	98	93	10,739	115	93	7,470	80	62,803	46,280	...	16,523
Kolhápur	92	29	2,265	78	29	2,451	85	13,509	12,150	...	1,419
Special gauge—											
The Gaekwar's Dabhoi	81	72	5,424	75	72	3,930	55	35,585	23,750	...	11,835
Cooch Behar	30	22	545	25	22	1,780	81	2,172	8,120	5,948	...
TOTAL	130	1,032	1,21,245	117	1,042	1,76,500	169	7,91,838	10,13,841	2,22,003	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	131	334	42,794	128	334	41,789	125	2,62,082	2,51,863	...	10,219
Jetalsar-Rájkot	68	46	2,601	57	46	4,027	88	18,236	20,751	2,515	...
Jodhpore-Bickaneer	75	364	30,287	83	364	28,040	61	1,82,711	1,33,370	...	49,341
Special gauge—											
Morvi	75	94	6,231	66	94	7,084	75	44,796	42,504	...	2,292
TOTAL	97	838	81,913	98	838	74,940	89	5,07,825	4,48,488	...	59,337
GRAND TOTAL	290	18,461	55,56,006	301	18,843	55,71,326	296	3,67,08,846	3,66,80,363	...	28,483

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

H. P. BURT,
Assistant Secretary.

CALCUTTA, *the 1st March, 1895.*

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XLV OF 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

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

Railway.	Average earnings per mile per week in 1893-94.	Week ending 17th February 1894. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Week ending 16th February 1895. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Earnings from 1st April 1893 to 17th February 1894.	Earnings from 1st April 1894 to 16th February 1895.	Increase.	Decrease.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	602	1,634	11,40,913	698	1,687	11,44,715	679	4,45,59,202	4,57,66,950	12,07,658	...
Bengal-Nágpur	149	862	1,77,396	206	862	1,85,663	215	55,16,086	55,70,859	54,773	...
Indian Midland (*a*)	132	752	1,21,459	162	752	1,08,120	144	44,54,428	49,54,639	5,00,211	...
Bezwada extension	95	21	1,971	94	21	3,233	154	91,485	1,53,926	62,441	...
Metre gauge—											
Rajputana-Malwa (*b*)	261	1,699	5,73,245	337	1,790	5,53,620	309	1,99,27,455	2,19,88,541	20,61,086	...
Pálanpur-Deesa	41	17	807	47	17	1,000	59	(*c*)8,796	34,918	26,122	...
South Indian	144	1,043	1,33,634	128	1,042	1,63,984	157	69,28,071	72,93,772	3,65,701	...
Máyavaram-Mutupet	...	...	...	...	54	3,449	64	...	(*d*)1,85,016	1,85,016	...
Southern Mahratta (*e*)	100	1,165	1,15,337	99	1,165	1,45,933	125	52,55,789	54,87,439	2,31,650	...
Bengal and North-Western (*f*)	132	756	1,29,807	172	756	1,36,320	180	45,12,516	49,07,044	3,94,528	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	223	19,586	88	231	19,692	85	6,54,225	8,26,263	1,72,038	...
TOTAL	250	8,172	24,14,155	295	8,377	24,65,729	294	9,19,08,143	9,71,69,367	52,61,224	...
State lines worked by the State.											
Standard gauge—											
North-Western (state) (*g*)	232	2,507	6,16,979	246	2,511	6,39,372	255	2,61,26,447	2,87,68,455	26,42,008	...
Oudh and Rohilkhand (state)	242	740	2,37,594	321	797	2,51,951	316	77,62,423	97,00,897	19,38,474	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	309	813	2,26,025	278	813	2,80,320	345	1,12,05,437	1,27,06,609	15,01,172	...
Bengal Central (*h*)	120	125	14,636	117	125	18,600	149	6,84,770	7,27,405	42,635	...
East Coast (state)	71	266	(*i*)20,776	78	353	28,559	81	(*i*)5,98,441	13,15,062	7,16,621	...
Metre gauge—											
Burma (state)	171	730	1,92,917	264	746	1,94,504	261	53,14,190	52,12,077	...	1,02,113
Special gauges—											
Jorhát (state provincial)	49	28	1,105	39	28	1,435	51	63,716	66,026	2,310	...
Cherra-Companyganj (state provincial)	54	8	507	63	8	599	75	19,674	23,119	3,445	...
TOTAL	226	5,217	13,10,539	251	5,381	14,15,340	263	5,17,75,098	5,85,19,650	67,44,552	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*j*)	510	1,490	10,39,441	698	1,490	8,16,859	548	3,39,67,626	2,94,20,395	...	45,47,231
Bombay, Baroda and Central India	638	461	3,24,689	704	461	3,46,000	751	1,31,61,049	1,37,84,278	6,23,229	...
Madras	238	840	1,97,251	235	840	2,09,674	250	91,18,242	91,37,739	19,497	...
TOTAL	440	2,791	15,61,381	559	2,791	13,72,533	492	5,62,46,917	5,23,42,412	...	39,04,505
TOTAL (Guaranteed and State)	277	16,180	52,86,075	327	16,549	52,53,602	317	19,99,30,158	20,80,31,429	81,01,271	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	148	161	25,655	159	161	24,514	152	10,70,815	11,88,093	1,17,278	...
Tarkessur	253	22	5,811	264	22	6,230	283	2,44,821	2,61,247	16,426	...
Metre gauge—											
Rohilkund and Kumaon (Company section)	137	67	7,893	118	66	5,391	82	4,06,305	3,65,253	...	41,052
Bengal Dooars	77	32	2,153	67	36	3,080	86	1,17,429	1,92,580	75,151	...
Debru-Sadiya	130	78	10,064	129	78	11,802	151	4,59,662	4,76,311	16,649	...
Special gauge—											
Darjeeling-Himalayan	238	51	15,197	298	51	15,267	299	5,59,521	5,63,116	3,595	...
TOTAL	155	411	66,773	162	414	66,284	160	28,58,553	30,46,600	1,88,047	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	158	333	59,129	178	333	66,181	199	23,58,318	27,92,842	4,34,524	...
The Gaekwar's Petlád	92	13	1,104	85	13	810	62	53,986	61,022	7,036	...
Rájpura-Bhátinda	129	108	14,774	137	108	58,177	539	6,36,376	12,97,545	6,61,170	...
Kolar Gold-fields	...	...	...	...	10	2,238	224	...	(*k*)93,040	93,040	...
Metre gauge—											
Southern Mahratta (Mysore section) (*l*)	95	362	27,265	75	362	33,463	92	15,31,219	14,82,385	...	[illegible]
The Gaekwar's Mehsána	75	93	10,739	115	93	7,470	80	3,05,570	3,03,746	...	[illegible]
Kolhápur	77	29	2,265	78	29	2,451	85	99,870	1,04,707	4,837	...
Special gauges—											
The Gaekwar's Dabhoi	67	72	5,424	75	72	3,930	55	2,15,085	1,90,985	...	[illegible]
Cooch Behar	20	22	545	25	22	1,780	81	(*m*)8,018	41,294	33,276	...
TOTAL	114	1,032	1,21,245	117	1,042	1,76,500	169	52,08,442	63,67,567	11,59,125	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	118	334	42,794	128	334	41,789	125	17,49,683	15,37,835	...	2,11,848
Jetalsar-Rájkot	60	46	2,601	57	46	4,027	88	(*n*)1,21,243	1,37,757	16,514	...
Jodhpore-Bickaneer	54	364	30,287	83	364	22,040	61	8,41,954	9,40,596	98,642	...
Special gauge—											
Morvi	67	94	6,231	66	94	7,084	75	2,87,731	2,77,421	...	10,310
TOTAL	81	838	81,913	98	838	74,940	89	30,00,611	28,93,609	...	1,07,002
GRAND TOTAL	256	18,461	55,56,006	301	18,843	55,71,326	296	21,09,97,764	22,03,39,205	93,41,441	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 8th November 1893 to 17th February 1894.
(*d*) Total earnings from 2nd April 1894 to 16th February 1895.
(*e*) Includes the Guntakal-Mysore frontier section.
(*f*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*g*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the earnings of the Bezwada-Gódávari section.
(*j*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*k*) Total earnings from 1st June 1894 to 16th February 1895.
(*l*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*m*) Total earnings from 15th September 1893 to 17th February 1894.
(*n*) Total earnings from 12th April 1893 to 17th February 1894.

H. P. BURT,
Assistant Secretary.

CALCUTTA, *the 1st March, 1895.*

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SUPPLEMENT TO

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OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. on Saturday, February 23rd, 1895.

General Summary.—Fine settled weather has prevailed generally over the whole of the Indian area during the week. The most important feature in the pressure conditions was a remarkable rise of pressure over the whole country on Monday due to some general action, the nature of which was not directly indicated by the observations of the day. The increase of pressure was largest in the West Punjab and ranged from a tenth to nearly a quarter of an inch in Northern and Central India. Pressure was in excess over the whole country, the excess increasing in amount northwards from ·01 inch at Colombo to ·10 inch in Assam and the North Punjab. These high pressure conditions were accentuated by a further rise next day, and though pressure fell on Wednesday, the excess of pressure, especially in Baluchistan and the Upper India hill districts, continued to be a more or less strongly marked feature in the pressure conditions during the remainder of the week.

Unusually high temperatures were registered throughout the week in the Punjab, Sind, Rajputana and Central India, the excess over the normal averaging 7° in the Punjab on the 17th, 18th and 19th. A large fall of temperature took place on the 22nd in Berar and the Central Provinces due to the occurrence of hailstorms in that area. The fall was most marked in the day tem-

peratures, the maximum or day temperature at Chanda, for instance, being 18½° below the normal of the day and at Amraoti and Akola 17°½ and 17° respectively.

Humidity decreased by large amounts on the 19th in the Upper India hill districts, the Gangetic Plain and on the West Coast and the air was very dry at the Western Himalayan hill stations during the latter part of the week. Murree recorded the remarkably low humidity of only 6 per cent. on Friday morning.

Daily Summary.—*Sunday.*—Pressure had changed irregularly, being nearly steady in Gujarat and Central India, increasing slightly in Lower Burma and giving way slightly over nearly the whole of the remainder of the Indian area. The depression in Sind shown by the previous day's observations was still in existence but was of but little importance. The chief feature in the pressure distribution was its great uniformity. Temperature had fallen briskly to rapidly in the Central Provinces and Central India and risen slightly in the Punjab, Sind and Rajputana. It averaged from 6° to 7° above the normal in North-Western India. A few thundershowers were reported, the largest falls being at Sibsagar ·72 inch, Murree ·57 inch, Peshawar ·35 inch and Nagpur ·2 inch.

Monday.—Pressure had increased generally over the whole of the Indian area, the increase ranging between a tenth of an inch and ·23 inch in Northern and Central India, and being greatest in the West Punjab. Pressure was in excess everywhere and was most in excess in the Punjab and Assam where the excess amounted to a tenth of an inch. Temperature had increased in Bengal and the Central Provinces and was in general excess except in Bombay, Madras and Burma. In Burma it was 2° below the normal. Very light showers fell at several stations in Berar, the Central Provinces and the North Punjab. Srinagar reported a fall of snow equivalent to ·34 inch of rain.

Tuesday.—Pressure had again increased over the whole country. The rise was brisk to rapid in Baluchistan, North-Western and Central India and the Deccan and pressure was in considerable to large excess over Northern and Central India, the Central Provinces and the Deccan. Temperature continued largely above the normal in the Punjab, Sind and Rajputana and in considerable excess in the North-Western Provinces and Central India. The maximum temperatures registered at Quetta, Mooltan, Jacobabad and Bickaneer were from 10° to 14° above the the normal of the day. Humidity had decreased by large amounts in the Upper India hill districts, the Gangetic Plain and on the West Coast. A few light showers were reported from Central India and the Central Provinces and a light fall of snow from Gnatong.

Wednesday.—Pressure had given way briskly to rapidly in Baluchistan and North-Western India. Pressu re was nearly normal in the West Punjab, Cutch, Kathiawar and along the West Coast, and in general excess elsewhere, the excess being greatest in Baluchistan, the Upper India hill districts and North-Eastern India. Temperature had increased briskly in Bombay and Central India, and had decreased slightly to briskly in Bengal, the North-Western Provinces, Sind and Rajputana. Day temperatures in North-Western India averaged 8½° above the normal. Ahmednagar had received ·64 inch of rain and Gnatong about half a foot of snow.

Thursday.—Pressure had risen briskly in the hill and submontane districts of the Punjab and locally in Khandesh and Berar and had changed by small

amounts elsewhere. Pressure was upwards of a seventh of an inch in excess of the normal in Baluchistan and the Upper India hill districts. Temperature had changed by small amounts and continued in large excess in North-Western India. Maximum or day temperatures averaged 10° above the normal in the Punjab, 9½° in Sind and Rajputana and 8° in Gujarat. Rangoon registered the highest temperature, *viz.*, 97°·1. A few showers had been received in Berar, the Central Provinces and Central India. Akola reported a fall of ·88 inch and Amraoti and Indore each a third of an inch.

Friday.—Pressure had changed by only small amounts and its distribution hence was practically unchanged. Pressure continued in large excess in Baluchistan and in moderate to considerable excess in Northern India, the Central Provinces and the Deccan. Temperature had fallen very rapidly by amounts averaging 7° in the Central Provinces and Berar due to hailstorms in that area. The mean temperature of the Central Provinces was 5½° below the normal while in North-Western and Central India it was 3° to 5° above. Hoshangabad reported rainfall amounting to ·7 inch and Pachmarhi ·39 inch.

Saturday.—Pressure had fallen briskly in the Punjab and Upper Sind and had changed chiefly by small amounts elsewhere. It had changed irregularly in the Central Provinces and Deccan. A shallow low pressure area was shown lying over Upper Sind and the South-West Punjab. Temperature had risen briskly in the Central Provinces but was still 3° in defect in that area. Temperature continued in large excess in the Punjab, Sind and Rajputana. Both day and night temperatures were in large excess at Murree, the minimum temperature reported being 49°·1 or nearly 8° higher than at Rawalpindi. A thunderstorm had given Tavoy 1·87 inches of rain and Poona and Ratnagiri had received light showers.

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

Province.	February, 1895.							Mean variation of week.
	17th.	18th.	19th.	20th.	21st.	22nd.	23rd.	
	°	°	°	°	°	°	°	°
Burma	—1·0	—1·8	—1·6	+0·2	+1·2	+1·4	+2·1	+0·1
Bengal and Assam	—0·1	+2·1	+2·4	+1·3	+0·5	+0·5	—0·3	+0·9
North-Western Provinces and Oudh	+3·1	+4·0	+4·7	+2·9	+1·6	+1·8	+1·0	+2·7
Punjab	+6·8	+7·0	+6·9	+6·4	+6·6	+5·3	+5·5	+6·4
Bombay	—0·2	—0·9	+0·7	+2·3	+2·6	+1·7	+1·2	+1·1
Central Provinces and Berar	+0·1	+2·3	+0·2	+0·1	+1·4	—5·6	—2·9	—0·6
Central India and Gujarat	+2·0	+2·4	+3·4	+5·2	+4·2	+3·0	+2·1	+3·2
Sind and Rajputana	+6·3	+6·5	+6·5	+5·3	+5·7	+4·8	+5·1	+5·7
Madras	—0·8	—1·4	—1·6	—1·6	—1·4	—1·5	—1·8	—1·4
	°	°	°	°	°	°	°	°
Mean for whole of India	+1·8	+2·2	+2·4	+2·5	+2·5	+1·3	+1·3	+2·0

In Madras temperature has been slightly lower than usual throughout the week but in all other provinces it has been in general and, in the case of North-Western and Central India, large excess. The excess was largest in the Punjab, Sind and Rajputana where it averaged from 5° to 7°. The mean tempera-

ture of the week was 6°·4 in excess in the Punjab, 5°·7 in Sind and Rajputana 3°·2 in Central India and 2°·7 in the North-Western Provinces. It was nearly normal in Burma and the Central Provinces and 1°·4 in defect in Madras. The average mean temperature for the whole of India was in excess of the normal on every day of the week. For the whole week it was 2° above the normal.

Rainfall—Rain was received in 17 of the 52 rainfall divisions, but the amounts recorded were in all cases small. In only four divisions the average fall exceeded a quarter of an inch and in ten it was below a tenth of an inch. The rainfall of the week was less than the normal in all divisions except in the Konkan, Bombay Deccan, Khandesh, Berar, the Central Provinces, Kathiawar and the Northern districts of the Madras East Coast. Berar received the most rain during the week, the rainfall averaging ·72 inch for the whole division.

The rainfall for the period 30th December to 23rd February was in excess of the normal quantity in the North-Western Provinces, Oudh, the Punjab, Bombay Deccan, Khandesh, Berar, the western and central districts of the Central Provinces, Central India, East Rajputana, and the North Madras East Coast. In all other parts of the country it was in defect.

Province.	Division.	Rainfall data for week ending 23rd February, 1895.			Rainfall data from 30th December to 23rd February, 1895.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, 30th December to 23rd February.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0	0	0	0·07	— 100
	Lower Burma	0	0·02	—0·02	0	0·30	— 100
	Central do.	0	0·01	—0·01	0	0·21	— 100
	Upper do.	0	?	?	0·02	?	?
	Arakan	0	0·07	—0·07	0	0·18	— 100
Bengal and Assam	Eastern Bengal	0	0·12	—0·12	0·05	1·50	— 97
	Assam (Surma)	0	0·26	—0 26	0·27	2·16	— 88
	Do. (Brahmaputra)	0·19	0·20	—0·01	1·41	1·98	— 29
	Deltaic Bengal	0·01	0·12	—0·11	0·13	1·51	— 88
	Central do.	0	0·08	—0·08	0·32	1·18	— 73
	North do.	0·03	0·09	—0·06	0·33	1 05	— 69
	Orissa	0·02	0·17	—0·15	0·37	1·18	— 69
	Chota Nagpur	0	0·08	—0·08	0·98	1·41	— 31
	Bihar (South)	0	0·05	—0·05	0·74	1·08	— 31
	Do. (North)	0	0·04	—0·04	0·54	1·07	— 50
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·05	—0·05	0·93	1·00	— 7
	North-Western Provinces Submontane (*a*)	0	0·07	—0·07	1·25	0·95	+ 32
	Oudh (South)	0	0·04	—0·04	2·07	0·99	+ 109
	Do. (North)	0	0·04	—0·04	1·98	1·14	+ 74
	North-Western Provinces (Central)	0	0·04	—0·04	2·55	0·78	+ 227
	North-Western Provinces (West)	0·02	0·08	—0·06	2·15	0·93	+ 131
	North-Western Provinces (Submontane) (*b*)	0	0·23	—0·23	4·32	2·78	+ 55
Punjab	Punjab (South)	0	0·13	—0·13	1·66	1·01	+ 64
	Do. (Central)	0	0·08	—0·08	2·60	1 11	+ 134
	Do. (Submontane)	0	0·25	—0·25	4·35	2·61	+ 67
	Do. (Hill Districts)	0	0·89	—0·89	8·32	6·16	+ 35
	Do. (North-West)	0·07	0·31	—0·24	3·15	2·99	+ 5
	Do. (West)	0	0·07	—0·07	0 45	0·91	— 51
Bombay and Malabar Coast Districts (Madras)	Malabar	0	0 04	—0·04	0·05	0·49	— 90
	Madras (South Central)	0	0·03	—0·03	0·02	0·37	— 95
	Coorg	0	0·02	—0·02	0·02	0·36	— 94
	Mysore	0	0·02	—0·02	0	0·10	— 100
	Konkan	0·06	0	+0 06	0·06	0·12	— 50
	Bombay Deccan	0·13	0·02	+0·11	0·14	0·08	+ 75
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0·38	0·04	+0·34	0·48	0·18	+ 167
Central Provinces and Berar.	Berar	0·72	0·06	+0·66	0·88	0·50	+ 76
	Central Provinces (West)	0·22	0·09	+0·13	0·71	0·70	+ 1
	Do. (Central)	0·28	0·09	+0·19	1·21	0·86	+ 41
	Do. (East)	0·01	0·07	—0·06	0·23	0·83	— 72
Bombay (North)	Gujarat	0·01	0·01	0	0·01	0·09	— 89
	Kathiawar	0·01	0	+0·01	0·03	0·10	— 70
	Sind	0	0·05	—0·05	0·26	0·65	— 60
Rajputana and Central India.	Central India (East)	0·08	0·11	—0·03	1·21	0·60	+ 102
	Rajputana (East) Central India (West)	0	0·12	—0·12	0·66	0·37	+ 78
	Rajputana (West)	0	0·12	—0·12	0·35	0·44	— 20
Madras	East Coast (North)	0	0 06	—0·06	0·62	0·47	+ 31
	Do (do.) (*a*)	0·45	0·02	+0·43	0·55	0 16	+ 244
	Hyderabad (South)	0	0·05	—0 05	0	0·28	— 100
	Madras (Central)	0	0·02	—0·02	0	0·08	— 100
	East Coast (Central)	0	0·03	—0·03	0	0·50	— 100
	Do (South)	0	0 04	—0·04	0·02	0·84	— 98
	Madras (South)	0	0·14	—0 14	0·08	1·12	— 93

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

SIMLA *28th February, 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 2nd March.*—Slight scattered showers in parts of the Circars, Kurnool, Coimbatore, the Nilgiris and Madura. Water-supply generally insufficient. The hot-weather crops are being sown. Standing crops generally fair, but withered or withering in parts of the Deccan, Carnatic, Central and Southern districts. Harvest continues with fair outturn. Pasture and fodder growing scarce. Prices have risen in Ganjam, Madura and Tinnevelly, but are nearly steady elsewhere.

Bombay.—*For week ending 6th March.*—Rain fell in parts of eight districts. Standing crops damaged by frost, blight or insects in parts of Sind, by rain in parts of Ahmednagar, by frost in parts of Baroda territory and suffering for want of moisture in parts of Poona. Reaping of late crops continues in parts of fourteen districts and preparations for next season's crops in parts of five. Cotton-picking in progress in parts of Bijapur, Dharwar, Kathiawar and Baroda territory. Fodder-supply sufficient, and agricultural stock in good condition. Prices normal except in parts of Ahmednagar and Sholapur.

Bengal.—*For week ending 4th March.*—No rain during the week; the weather is seasonable. The spring crops are doing well, and the earlier kinds are being gathered. In Eastern Bengal the spring crops are still in need of rain, and rain is also required there for the cultivation of the hot-weather crops. The collection of opium is going on well, the weather being favourable for lancing. No cattle-disease is reported. The price of common rice continues generally steady and normal.

North-Western Provinces and Oudh.—*For week ending 6th March.*—Weather clear and warm. Sugarcane-pressing still going on and sowing commenced in places. Spring crops ripening in some districts and prospects generally favourable. Poppy crops doing well and collection of opium is in progress. Supplies and fodder ample and prices fairly steady.

Punjab.—*For week ending 6th March.*—Slight rain has fallen in parts of Hissar, Lahore, Rawalpindi, Dera Ismail Khan and Peshawar. Ploughings for autumn crops and sowings of cotton, sugarcane and onions have commenced. Condition and prospects of crops are generally reported good to average except on low-lying lands in the Peshawar District. Rain is badly wanted in Shahpur and Dera Ismail Khan. Cattle are generally reported to be in good condition and fodder is sufficient in all districts except Sialkot and parts of Dera Ismail Khan. Prices rising in Dera Ismail Khan, continue normal in Umballa, below normal in Sialkot and Shahpur and continue low elsewhere.

Central Provinces.—*For week ending 6th March.*—The weather continues cloudy and warm. Slight rain has fallen in five districts. Harvesting of wheat and other winter crops continues. A fourteen to sixteen anna outturn is anticipated from the early sown wheat crop, while a twelve anna outturn may be expected from the later sowings in all but a few districts of the Provinces, if clear weather sets in; otherwise the outturn may fall considerably below this. The outturn of the linseed crop is not expected to be higher than three annas for the Province. Gram and other pulse crops are being attacked by insects. Prices steady.

Burma.—*For week ending 2nd March.*—Rain fell in nearly all districts but the showers were light in most places and there are no reports of damage to grain lying in threshing floors. Both in Lower and Upper Burma threshing of wet-weather paddy is approaching completion and in the Upper Province the reaping and gathering of dry-weather crops is commencing. Prospects of standing crops are good Price of paddy steady but with a tendency to fall. Prices are above normal in Lower Burma and below normal in Upper Burma. Fodder and water-supply sufficient,

Assam.—*For week ending 5th March.*—Weather seasonable. Pressing of sugarcane continues and gathering of mustard almost over. Condition of cattle fair. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 6th March.*—MYSORE: Crops and prospects good. Rice sown in parts of Bangalore and Tumkur. Prices slightly risen in Bangalore and Hassan districts.

COORG: Threshing of rice is nearly completed. Prices of food-grains normal. Fodder and water fairly sufficient.

Berar and Hyderabad.—*For week ending 6th March.*—BERAR: Weather getting warm but at times cloudy. Cutting of winter crops nearing completion and threshing of *jowar* (*Sorghum vulgare*) in progress. Land under preparation for ensuing crop. Fodder and water sufficient. Prices almost stationary.

HYDERABAD: Slight rain during the week. State of hot-weather crops favourable. Water in tanks and wells sufficient for cultivation. Prices normal

Central India.—*For week ending 6th March.*—Slight rain fell in four Agencies and in the Nimach district during the week. Standing crops in fair condition. Probable outturn will be fairly good, though some damage has been done by rain, blight and insects. Cattle in good condition except in Bhopal and parts of Gwalior. Pasturage good and sufficient in all Agencies except Gwalior. Prices of food-grains high in Bundelkhand, Western Malwa, Goona, Nimach and one district of Gwalior, rising in Bhopal, Bhopawar, and five districts of Gwalior, and normal elsewhere. Condition of opium fairly good, but some damage has been caused by winter rain in parts of Bhopawar, Goona and Nimach.

Rajputana.—*For week ending 6th March.*—Slight rain fell in Kherwara, Pertabgarh and Meywar. Agricultural operations satisfactory. Standing crops prospects and agricultural stock generally good. Wheat partially damaged in Kotah by rust. Fodder sufficient but failing in Dholepore. Prices below average in one State, rising in one and steady elsewhere.

Kashmir.—*For week ending 5th March.*—KASHMIR VALLEY.—Weather cloudy in Kashmir, but fine at Gilgit. Crops reported to be in good condition in the Mozaffarabad district. Prices falling in Kashmir Proper but continue normal in Gilgit and the Mozaffarabad district.

JAMMU PROVINCE: *For week ending 6th March.*—No rain. Crops in good condition. Prices rising. Fodder sufficient.

Nepal.—*For week ending 2nd March,*—Moderate rain during the week. Weather seasonable. State and prospects of the crops good.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 24TH FEBRUARY 1894, AND FROM 1ST JANUARY TO 23RD FEBRUARY 1895.

N.B.—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st half of 1894.	Week ending 24th February 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 23rd February 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st January to 24th February 1894.	Earnings from 1st January to 23rd February 1895.	Increase.	Decrease.
	£	*Miles.*	£	£	*Miles.*	£	£	£	£	£	£
State lines worked by companies.											
Standard gauge—											
East Indian	655	1,634	12,05,779	738	1,687	12,13,791	719	91,30,882	85,28,834	...	6,02,048
Bengal-Nágpur	180	862	1,97,953	230	862	1,79,494	208	13,75,240	14,30,549	55,297	...
Indian Midland (*a*)	162	752	1,17,891	157	752	1,23,098	164	9,63,318	8,76,766	...	86,552
Bezwada extension	108	21	2,136	102	21	3,759	179	14,457	21,673	7,216	...
Metre gauge—											
Rajputana-Malwa (*b*)	324	1,699	5,91,670	348	1,790	5,56,520	311	43,37,083	43,34,797	...	2,286
Pálanpur-Deesa	47	17	1,107	65	17	1,100	65	5,467	8,300	2,830	...
South Indian	143	1,043	1,42,222	136	1,042	1,59,750	153	9,89,242	11,85,552	1,99,310	...
Máyavaram-Mutupet	61	...	...	...	54	3,287	61	...	27,058	27,058	...
Southern Mahratta (*c*)	115	1,165	1,26,965	109	1,165	1,43,048	123	8,97,036	9,85,474	88,438	...
Bengal and North-Western (*d*)	102	750	1,37,563	182	756	1,22,690	162	9,11,445	9,25,500	14,105	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	223	22,081	99	231	33,564	145	1,57,016	1,72,271	15,255	...
TOTAL	280	8,172	25,45,367	311	8,377	25,40,101	303	1,87,81,205	1,84,97,437	...	2,83,768
State lines w rked by the State.											
Standard gauge—											
North Western (state) (*e*)	255	2,507	7,05,068	281	2,511	6,84,446	273	48,87,628	52,74,897	3,87,269	...
Oudh and Rohilkhand (state)	287	740	2,34,875	317	797	2,64,488	332	16,40,809	20,01,396	4,14,527	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	281	813	3,27,976	403	813	2,97,300	366	20,84,174	22,70,810	1,86,636	...
Bengal Central (*f*)	126	125	17,096	137	125	17,670	141	1,21,559	1,29,280	7,721	...
East Coast (state)	107	265	24,910	94	353	53,285	150	1,52,301	2,53,188	1,00,887	...
Metre gauge—											
Burma (state)	199	730	2,03,622	279	746	2,12,979	285	12,80,968	13,48,689	67,721	...
Special gauges—											
Jorhát (state provincial)	44	28	900	32	28	1,152	41	8,080	9,669	1,589	...
Cherra-Companyganj (state provincial)	60	8	432	54	8	635	79	3,650	4,890	1,234	...
TOTAL	244	5,217	15,14,879	290	5,381	15,31,955	285	1,01,85,233	1,13,52,819	11,67,584	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	596	1,490	10,57,407	710	1,490	7,73,385	519	77,77,058	62,43,754	...	15,33,304
Bombay, Baroda and Central India	801	461	3,88,292	842	461	3,27,000	709	25,16,067	25,30,241	23,174	...
Madras	237	840	1,97,355	235	840	2,12,794	253	14,58,812	15,87,816	1,29,004	...
TOTAL	522	2,791	16,43,054	589	2,791	13,13,179	471	1,17,51,937	1,03,70,811	...	13,81,126
TOTAL (GUARANTEED AND STATE)	343	16,180	57,03,300	352	16,549	53,85,225	325	4,07,18,377	4,02,21,067	...	4,97,310
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	167	161	25,262	157	161	27,979	174	1,78,528	1,93,214	14,686	...
Tarkessur	308	22	8,136	370	22	9,599	436	47,978	49,681	1,703	...
Metre gauge—											
Rohilkund and Kumaon (Company section)	149	67	9,037	135	66	5,992	91	63,753	37,402	...	26,351
Bengal Dooars	80	32	2,408	75	36	3,050	85	18,786	21,816	3,030	...
Dibru-Sadiya	133	78	10,892	140	78	13,092	168	81,205	88,225	7,020	...
Special gauge—											
Darjeeling-Himalayan	232	51	12,345	242	51	13,558	266	71,942	80,665	8,723	...
TOTAL	166	411	68,080	166	414	73,270	177	4,62,186	4,70,997	8,811	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	185	333	64,008	192	333	69,897	210	4,22,2 6	4,97,714	75,428	...
The Gaekwar's Petlád	112	13	1,728	133	13	1,210	93	9,750	8,745	...	1,014
Rájpura-Bhátinda	102	108	14,774	137	108	57,822	535	1,25,82[illegible]	2,84,079	1,56,851	...
Kolar Gold-fields	306	...	...	...	10	1,536	154	...	18,071	18,071	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	88	362	34,060	94	362	33,606	93	2,14,[illegible]	2,[illegible]	32,04[illegible]	...
The Gaekwar's Mehsána	98	93	9,900	106	93	7,870	85	72,703	53,567	...	19,136
Kolhápur	92	29	2,613	90	29	2,266	78	16,182	16,316	134	...
Special gauge—											
The Gaekwar's Dabhoi	81	72	7,533	105	72	4,030	56	43,118	28,278	...	14,840
Cooch Behar	30	22	570	26	22	1,350	61	2,744	9,470	6,728	...
TOTAL	130	1,032	1,35,186	131	1,042	1,79,587	172	9,27,0[illegible]	11,81,504	2,54,279	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	131	334	46,308	139	334	42,926	129	3,08,396	2,96,305	...	11,995
Jetalsar-Rájkot	68	46	3,412	74	46	4,700	102	21,648	25,035	3,987	...
Jodhpore-Bickaneer	75	364	26,887	74	364	20,500	56	2,09,598	1,57,145	...	52,453
Special gauge—											
Morvi	75	94	8,232	88	94	7,204	77	53,028	50,037	...	2,991
TOTAL	97	838	84,839	101	838	75,324	90	5,92,664	5,29,212	...	63,452
GRAND TOTAL	290	18,461	59,91,405	325	18,843	57,13,410	303	4,27,00,25[illegible]	4,24,02,570	...	2,97,681

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

CALCUTTA, *the 8th March, 1895.*

H. P. BURT,
Assistant Secretary.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

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

Railway.	Average earnings per mile per week in 1893-94.	Week ending 24th February 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 23rd February 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st April 1893 to 24th February 1894.	Earnings from 1st April 1894 to 23rd February 1895.	Increase.	Decrease.
	£	*Miles.*	£	£	*Miles.*	£	£	£	£	£	£
State lines worked by companies.											
Standard gauge—											
East Indian	602	1,634	12,05,779	738	1,687	12,13,791	719	4,57,65,071	4,69,29,320	11,64,249	...
Bengal-Nágpur	149	862	1,97,953	230	862	1,79,494	208	57,14,039	57,63,896	49,857	...
Indian Midland (*a*)	132	752	1,17,891	157	752	1,23,098	164	45,72,319	50,83,994	5,11,675	...
Bezwada extension	95	21	2,136	102	21	3,759	179	93,621	1,58,189	64,568	...
Metre gauge—											
Rajputana-Malwa (*b*)	261	1,699	5,91,670	348	1,790	5,56,520	311	2,05,19,125	2,25,10,388	19,91,263	...
Pálanpur-Deesa	41	17	1,107	65	17	1,100	65	(*c*)9,903	35,494	25,591	...
South Indian	144	1,043	1,42,222	136	1,042	1,59,750	153	70,70,293	74,88,094	4,17,801	...
Máyavaram-Mutupet	...	...	...	...	54	3,287	61	...	(*d*)1,89,673	1,89,673	...
Southern Mahratta (*e*)	100	1,165	1,26,965	109	1,165	1,43,048	123	53,82,754	56,17,053	2,34,299	...
Bengal and North-Western (*f*)	132	756	1,37,563	182	756	1,22,690	162	46,50,079	50,33,807	3,83,728	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	223	22,081	99	231	33,564	145	6,76,306	8,53,364	1,77,058	...
TOTAL	250	8,172	25,45,367	311	8,377	25,40,101	303	9,44,53,510	9,96,63,272	52,09,762	...
State lines worked by the State.											
Standard gauge—											
North-Western (state) (*g*)	232	2,507	7,05,968	281	2,511	6,84,446	273	2,68,31,515	2,94,98,021	26,66,506	...
Oudh and Rohilkhand (state)	242	740	2,34,875	317	797	2,64,488	332	79,97,298	99,65,385	19,68,087	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	309	813	3,27,976	403	813	2,97,300	366	1,15,33,413	1,30,95,868	15,62,455	...
Bengal Central (*h*)	120	125	17,096	137	125	17,670	141	7,01,866	7,48,622	46,756	...
East Coast (state)	71	266	(*i*)24,910	94	353	53,285	150	(*i*)6,23,351	13,68,347	7,44,996	...
Metre gauge—											
Burma (state)	171	730	2,03,622	279	746	2,12,979	285	55,17,812	54,25,056	...	92,756
Special gauges—											
Jorhát (state provincial)	49	28	900	32	28	1,152	41	64,616	67,210	2,594	...
Cherra-Companyganj (state provincial)	54	8	432	54	8	635	79	20,106	23,754	3,648	...
TOTAL	226	5,217	15,14,879	290	5,381	15,31,955	285	5,32,89,977	6,01,92,263	69,02,286	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*j*)	510	1,490	10,57,407	710	1,490	7,73,385	519	3,50,25,033	3,02,03,736	...	48,21,297
Bombay, Baroda and Central India	638	461	3,88,292	842	461	3,27,000	709	1,35,49,341	1,41,39,519	5,90,178	...
Madras	238	840	1,97,355	235	840	2,12,794	253	93,15,597	93,61,141	45,544	...
TOTAL	440	2,791	16,43,054	589	2,791	13,13,179	471	5,78,89,971	5,37,04,396	...	41,85,575
TOTAL (GUARANTEED AND STATE)	277	16,180	57,03,300	352	16,549	53,85,225	325	20,56,33,458	21,35,59,931	79,26,473	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	148	161	25,262	157	161	27,979	174	10,96,077	12,12,186	1,16,109	...
Tarkessur	253	22	8,136	370	22	9,599	436	2,52,957	2,71,097	18,140	...
Metre gauge—											
Rohilkund and Kumaon (Company section)	137	67	9,037	135	66	5,992	91	4,15,342	3,72,114	...	43,228
Bengal Dooars	77	32	2,408	75	36	3,050	85	1,19,837	1,95,630	75,793	...
Debru-Sadiya	130	78	10,892	140	78	13,092	168	4,70,554	4,86,310	15,756	...
Special gauge—											
Darjeeling-Himalayan	238	51	12,345	242	51	13,558	266	5,71,866	5,76,674	4,808	...
TOTAL	155	411	68,080	166	414	73,270	177	29,26,633	31,14,011	1,87,378	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	158	333	64,008	192	333	69,897	210	24,22,326	28,52,270	4,29,944	...
The Gaekwar's Petlád	92	13	1,728	133	13	1,210	93	55,714	61,887	6,173	...
Rájpura-Bhátinda	129	108	14,774	137	108	57,822	535	6,51,150	13,55,368	7,04,218	...
Kolar Gold-fields	...	...	...	...	10	1,536	154	...	(*k*)94,063	94,063	...
Metre gauge—											
Southern Mahratta (Mysore section) (*l*)	95	362	34,060	94	362	33,606	93	15,65,279	15,13,369	...	51,910
The Gaekwar's Mehsána	75	93	9,900	106	93	7,870	85	3,15,470	3,11,033	...	4,437
Kolhápur	77	29	2,613	90	29	2,266	78	1,02,483	1,08,873	6,390	...
Special gauges—											
The Gaekwar's Dabhoi	67	72	7,533	105	72	4,030	56	2,22,618	1,95,513	...	27,105
Cooch Behar	20	22	570	26	22	1,350	61	(*m*)8,588	43,088	34,500	...
TOTAL	114	1,032	1,35,186	131	1,042	1,79,587	172	53,43,628	65,35,464	11,91,836	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	118	334	46,308	139	334	42,920	129	17,95,991	15,82,367	...	2,13,624
Jetalsar-Rájkot	60	46	3,412	74	46	4,700	102	(*n*)1,24,655	1,42,641	17,986	...
Jodhpore-Bickaneer	54	364	26,887	74	364	20,500	56	8,68,841	9,64,371	95,530	...
Special gauge—											
Morvi	67	94	8,232	88	94	7,204	77	2,95,963	2,84,967	...	10,996
TOTAL	81	838	84,839	101	838	75,324	90	30,85,450	29,74,346	...	1,11,104
GRAND TOTAL	256	18,461	59,91,405	325	18,843	57,13,416	303	21,69,89,169	22,61,83,752	91,94,583	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 8th November 1893 to 24th February 1894.
(*d*) Total earnings from 2nd April 1894 to 23rd February 1895.
(*e*) Includes the Guntakal-Mysore frontier section.
(*f*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*g*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the earnings of the Bezwada-Gódávari section.
(*j*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*k*) Total earnings from 1st June 1894 to 23rd February 1895.
(*l*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*m*) Total earnings from 15th September 1893 to 24th February 1894.
(*n*) Total earnings from 12th April 1893 to 24th February 1894.

CALCUTTA, *the 8th March, 1895.*

H. P. BURT,
Assistant Secretary.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Extract from the Proceedings of the Government of India in the Department of Revenue and Agriculture,—No. $\frac{7}{3}$, dated 7th March 1895.

COMMERCIAL EXHIBITIONS.

RESOLUTION.

READ the following:—

Prospectus of the Empire of India Exhibition to be held in London in 1895.

THE EMPIRE OF INDIA EXHIBITION, 1895.

TO BE HELD AT EARL'S COURT, LONDON, S.W.

Proprietors:

THE LONDON EXHIBITIONS, LIMITED.

Directors:

PAUL CRÉMIEU-JAVAL, *Chairman.*
HAROLD THOMAS HARTLEY.
JAMES MARSHALL FRESHWATER.

Managing Director:

IMRE KIRALFY.

This Exhibition will open early in May 1895, for a period of about six months, and will be held in the well-known Earl's Court Exhibition Grounds, which cover an area of about 22 acres, and will be characterised by brilliant and unique attractions.

Ample capital has been provided for this purpose by the London Exhibitions, Limited, who have a capital of £100,000, of which £90,000 is subscribed in cash. It is intended to expend the whole of this amount in preparing THE EMPIRE OF INDIA EXHIBITION.

The Exhibition will be divided into sections, *viz.*:—The Art and Loan Section, the Industrial Section, and the Spectacular Section.

The Company will be glad to receive particulars of proposed Loan Exhibits from the owners of Artistic and Historical Objects emanating from or connected with India, such as Arms, Furniture, Costumes, Pictures, Jewellery, etc., for which, if approved, the Company will provide carraige to the Exhibition free of cost, and ample space for exhibiting, also every possible protection in the way of safes, show-cases, police, fire insurance, etc., and will guarantee to return the same at the end of the Exhibition at their own expense. This Section will be under the Direction of Sir JAMES LINTON, President of the Royal Institute of Painters in Water Colours.

Industrial Exhibitors—whether of Indian produce and manufactures, or manufacturers of goods for the markets of India—who are desirous of securing space, should state the nature of their Exhibits, the space required, and whether process of manufacture employing native or other labour will be shown. To those Exhibitors showing working exhibits employing native Indian operatives special facilities will be afforded.

"THE EMPIRE OF INDIA" is so suggestive of Oriental splendour and of the manifold interests which are associated with this Great Dependency of the British Crown, that it affords abundant inspiration for this Exhibition. Only of late years has any attempt been made to meet the long-felt and pressing need of London for a Pleasure Resort easily accessible from all parts of the Metropolis, and it is confidently believed that this magnificent Exhibition of 1895 will fulfil this requirement; support and co-operation from the highest and most influential quarters have been secured to the enterprise.

The Exhibition will comprise Illustrations of Historical, Artistic, and Industrial India—not only by means of Oriental Pageants, but also by exemplifications of the Customs and Amusements of the various Races; and in order to make THE EMPIRE OF INDIA EXHIBITION really and instructively representative it is intended to reproduce all the leading characteristics of the varied and picturesque phases of life in an INDIAN CITY, comprising Bazaars, Streets, and Shops, peopled by Natives engaged in their various avocations. Arrangements have been made by the Company's Official Delegates in India for securing the presence, during the term of the Exhibition, of a number of Native Craftsmen and other typical representatives of Hindoo and Mahommedan Bazaar-life. In order to stimulate the best artizans of India to take part in the Exhibition and exhibit their choicest works, valuable prizes, amounting to about 7,000 rupees, will be offered by the Company for the best examples of the various native Indian Arts and Crafts.

To ensure a thorough and impartial examination of the Exhibits for the Awards, which will be made in money prizes, the Company invited the co-operation and assistance of the Society for the Encouragement and Preservation of Indian Art, of which Sir MOUNTSTUART GRANT DUFF, G.C.S.I., is President, Sir GEORGE BIRDWOOD, K.C.I.E., C.S.I., is Chairman of the Executive Committee, Mrs. DAVID CARMICHAEL, Mr. C. PURDON CLARKE, C.I.E., and MR. MARTIN WOOD, Honorary Secretaries. This responsible and onerous task has been undertaken by the Society as a duty in the interest of Indian Arts and Manufactures.

MR. IMRE KIRALFY has undertaken the Composition and Production of a Great Indian Spectacle, which it is intended shall eclipse anything of the sort that has hitherto been produced, and his name, so well known as the author and producer of "Venice in London," "Nero," "America," and numerous other triumphs, familiar to the inhabitants of both hemispheres, will guarantee both the novelty and the artistic excellence of this Section. The Artistic and Architectural Features of the Exhibition also are his conception and design.

The present buildings being inadequate for the purposes above enumerated, a special feature of the new Exhibition will be the erection in the grounds of one of the finest glass and iron structures in the world, covering 66,014 superficial feet, to be known as THE IMPERIAL PALACE, in which the Exhibits will be displayed.

A New Theatre, probably the largest in the world, will be constructed for the purpose of adequately presenting Grand Spectacular Productions, and will be named "THE EMPRESS THEATRE."

The existing Gardens—which, with their manifold natural charms, have always been a great feature of attraction at Earl's Court—will be improved, and Electric Illuminations, First-class Bands, and other attractions will be provided therein.

Arrangements will also be made with persons having control of typical Indian Amusements, or Shows connected with India, which they are desirous of exhibiting to the British public for special payment at the doors. Such arrangements can be made either on the basis of a fixed rental or of sharing the receipts for admissions. Spaces for this purpose will be provided in the grounds separate in every way from the Exhibition Buildings.

Arrangements have been made with Messrs. SPIERS & POND to provide an efficient system of Restaurants and Refreshment Bars to suit all classes of visitors, at prices varying from the cheap tourist tariff to the celebrated Quadrant Dinners provided by them at the well-known South Kensington Exhibitions of 1885 and 1886.

Intending Exhibitors should fill up the Preliminary Form attached, giving particulars of their Exhibit, and forward the same, addressed to the Secretary, at the Offices of The London Exhibitions, Limited, 10, 11 and 12, New Bridge Street, London, E. C., from whom all information can be obtained, as well as at the Offices of Messrs. KING, KING & Co., at Bombay, and KING, HAMILTON & Co., of Calcutta.

After receipt of the Preliminary Form above referred to, the Applicant will be informed if the space can be allotted to him, and on what conditions, when the Rules and Regulations and Form of Agreement will be sent for his approval and signature.

THE EMPIRE OF INDIA EXHIBITION, 1895.

THE LONDON EXHIBITIONS, LIMITED.

Offices:—10, 11, 12, New Bridge Street, E. C.

To Manufacturers and Importers desirous of developing or establishing trade with India, the commercial importance of this Exhibition cannot be overstated. It will not only bring the manufacturer into practical touch with the consumer, but will also afford

an unrivalled opportunity of making brands prominently known in the most desirable of markets.

The solid support the Exhibition meets with both here and in India, in the very highest and most influential quarters, indicates the serious interest taken in it.

The important trade already existing between the two countries is clearly shown in the following Government Statistics of Exports to which we particularly invite the attention of Merchants and Manufacturers of all classes; a trade to which it is believed. the Empire of India Exhibition will afford an enormous impetus.

List of the principal Articles Exported from the United Kingdom to British India, 1893.

ARTICLES.	£
Cotton Manufactures	221,388,217
Cotton, Thread and Yarn	27,615,019
Woollen Manufactures	10,312,489
Silk Manufactures	6,120,104
Apparel, Haberdashery and Millinery	7,254,472
Boots and Shoes	1,217,074
Hosiery	1,550,201
Umbrellas	3,842,138
Ale, Beer, Porter and Cider	4,248,752
Wines and Spirits (Whiskey 2,906,504)	7,236,333
Building Materials—Asphalt, Bricks and Tiles, Cement, Chalk, Lime, Earthenware Pipes, etc.	2,542,961
Glass	1,997,312
Machinery	23,424,009
Metals—Brass, Copper, Iron, Steel, etc.	38,311,831
Railway Materials	10,206,148
Hardware and Cutlery	10,033,140
Painter's Colours and Materials	2,259,212
Earthenware and Porcelain	1,603,401
Stationery, Books, and Printer's Materials	7,375,981
Provisions	6,983,748
Chemicals	2,475,080
Musical, Photographic and Scientific Instruments	1,935,316
Matches	1,277,566
Soap	956,221
Candles	800,791
Tobacco and Cigars	940,643
Firearms and Gunpowder	933,239
Grand total value (including articles unenumerated above) of goods imported into India from the United Kingdom	440,058,408

PRELIMINARY FORM OF APPLICATION FOR SPACE.

I, or We, desire Space at the forthcoming EMPIRE OF INDIA EXHIBITION

Here fill in nature of exhibit (if Loan, state so), giving full particulars, and stating if it is intended to manufacture therein.

OF 1895, for the purpose of Exhibiting_____

_____

_____

_____

* Here state whether Native or English workmen.

and we intend to employ therein_____* workmen

_____

I, or We, estimate we shall require about_____feet by

_____feet, and that the height will be about_____feet.

Here state if it is desired to give away samples, or to sell articles.

It is our wish to be allowed to_____

_____

_____

_____

Name (in full) to be plainly written;

_____

*Address*_____

*Signature*_____

*Date*_____

THE EMPIRE OF INDIA EXHIBITION, 1895.

EARL'S COURT, LONDON, S. W.

Proprietors :

THE LONDON EXHIBITIONS, LIMITED.

Directors :

PAUL CRÉMIEU-JAVAL, *Chairman.*
HAROLD THOMAS HARTLEY.
JAMES MARSHALL FRESHWATER.

Managing Director :

IMRE KIRALFY.

Director of Fine Art and Loan Section.

SIR JAMES D. LINTON,

President of the Royal Institute of Painters in Water Colours.

FINE ART AND LOAN SECTION.

REGULATIONS FOR EXHIBITORS.

CONDITIONS ON WHICH WORKS WILL BE RECEIVED.

1. The Exhibition will consist of Paintings in Oil and Water Colours, Black and White Drawings, Miniatures, Pastels, Engravings, Etchings, all of which must be of Indian or allied subjects, and Loan Objects of Indian Art. Owners of Historical Pictures, Portraits of Governors-General and other personages who have figured conspicuously in the History of India, are particularly invited to co-operate in this Section.

2. The Receiving Days for Pictures intended for the Exhibition will be from Monday, March 18th, to Wednesday, March 20th; for all Loan Objects other than Pictures from March 11th to the 13th, inclusive. All Works must be sent in to the Galleries at Earl's Court on one of those dates, as nothing can be admitted after the last named day. The hours for receiving will be from 10 A.M. to 5 P.M.

3. All Works, except those specially invited, will be subject to the approval of the Fine Art Committee, whose decision will be notified to the Artists and Contributors with as little delay as possible.

4. All Works, except such as are specially invited or promised, must be delivered at the Galleries free of charge and without packing cases, and Artists or Contributors living in the country or abroad must send their Works to an Agent in London to be unpacked and delivered at the Galleries on one of the appointed days.

5. All specially invited Works will be returned by THE LONDON EXHIBITIONS, LIMITED, to the various Contributors free of charge after the close of the Exhibition.

6. The Number and Title of the Work, or description of the Object, with the name and address of the Artist or Contributor, and the price (if the Work or Object be for sale), must be placed on labels, one to be fixed to the back and the other to hang over the front of the Picture or attached to the Object; and the same information with corresponding numbers must be placed upon the form herewith, *which form must be delivered with the Works or Objects.* On receipt of a stamped directed envelope the Curator will forward form and labels.

7. All Pictures and Water-colour Drawings must be in Gilt Frames. This rule does not apply to Black and White Drawings, Engravings and Etchings All Pictures must be Glazed with the exception of Oil Paintings, which may be glazed or not at the option of the Artist. Drawings with white or other coloured mounts are admissible.

8. No exhibited Work or Object can be removed before the close of the Exhibition.

9. A commission of 15 per cent. upon the price first sent in will be charged upon all Works sold in the Galleries, whether the sale be effected by the Exhibition Company or

by the Contributor. In the case of Loan Objects other than Pictures from abroad, a commission of 10 per cent. will be charged; and any expenses incurred by the Exhibition Company's Committee will also be deducted from the proceeds of the sale before the amount is remitted to the Contributor.

10. On any Work or Object being sold privately by the Artist or Contributor, intimation should at once be sent to the Curator, as a sale in the Gallery will take priority of a sale effected by the Artist or Contributor unless due notice be given.

11. In case the purchaser of any Work or Object sold in the Galleries cannot be found within a reasonable period after the close of the Exhibition, the deposit, if any, shall be forfeited to the Artist or Contributor, after deducting the commission as mentioned in Regulation 9; but the Exhibition Company will not hold itself responsible for more than the amount of such deposit.

12. Every reasonable care will be taken of the Works and Objects contributed, but THE LONDON EXHIBITIONS, LIMITED, does not hold itself reponsible for any injury or loss which may occur to such Works or Objects whilst in the Exhibition or in transit thereto or from, except in the case of such Pictures and Objects which are specially invited by THE LONDON EXHIBITIONS, LIMITED, and which will be insured by them.

13. At the close of the Exhibition an order for the delivery of the Works (except those sold and such as are specially invited) will be sent to each Artist or Contributor, and it is earnestly requested by THE LONDON EXHIBITIONS, LIMITED, that all Works be removed on one of the appointed days, otherwise they will be warehoused at the expense of the owner.

14. ALL CORRESPONDENCE must be addressed: Fine Art and Loan Section, The Empire of India Exhibition, 10, 11, 12, New Bridge Street, London, E.C.

TO INDIAN EXHIBITORS.

No Loans can possibly be received unless a full description, including dimensions, of the proposed objects be previously sent to SIR JAMES D. LINTON, The Fine Art and Loan Section, Empire of India Exhibition, 10, 11, and 12, New Bridge Street, London, E.C., for consideration; when, if acceptable, due notification will be given and the Exhibitions Company's Agents—Messrs. KING, KING & Co., Bombay, and Messrs. KING, HAMILTON & Co., Calcutta, will be advised to receive the same, provided they are properly packed for shipment and delivered free to them. THE LONDON EXHIBITIONS CO. will then defray all charges for freight to and from their Agents' Offices.

FINE ART AND LOAN SECTION DEPARTMENT.

THE EMPIRE OF INDIA EXHIBITION, 1895.

EARL'S COURT, LONDON, S.W.

RECEIVING DAYS.

For Loans—March 11th, 12th, and 13th. For Works—March 18th, 19th, and 20th.
Between the hours of 10 A.M. and 5 P.M.

Exhibitor's List.

Please write legibly the Number and Description of each Work.
Do not write on the back of this paper.
Let the Numbers and Description correspond with the labels of the Works.
All Works must be delivered at the Galleries *free of any expense or charge* to The London Exibitions, Limited.
Works cannot be received packed in cases, or by parcel post.

Number of Work.	Description of Work, whether Oil or Water Colour, Etching, Engraving, etc.	Title of Work.	Price		
		This form must NOT be sent by post, but should be delivered with the Pictures.	£	s.	d.

I beg to submit the above-mentioned Works for Exhibition, subject to the printed conditions on which they are received, as set out on the other half of this sheet.

Exhibitor's Name _____

Address _____

NOTE:—If the Exhibitor be a Lady, please state whether Mrs. or Miss. _____

London Agents: Messrs. BRADLEY & Co., 81, Charlotte Street, Fitzroy Square, W.

EMPIRE OF INDIA EXHIBITION, LONDON, 1895.

CLASSIFICATION OF EXHIBITS FOR AWARDS AND DIPLOMAS.

MONEY PRIZES AND DIPLOMAS OF MERIT.

IN order to stimulate the best Artizans of India to take part in the Exhibition and exhibit their Choicest Works, the following valuable prizes are offered by the Company for the best examples of the various Native Indian Arts and Crafts; and to ensure a thorough and impartial examination of the exhibits for the awards, which will be made in money prizes, the Company invited the co-operation and assistance of the Society for the Encouragement and Preservation of Indian Art, of which Sir Mountstuart Grant Duff, G.C.S.I., is President, Sir George Birdwood, LL.D., K.C.I.E., C.S.I., Chairman of the Executive Committee, Mrs. David Carmichael, Mr. C. Purdon Clarke, C.I.E., and Mr. Martin Wood, Honorary Secretaries. This responsible and onerous task having been undertaken as a duty in the interest of Indian Arts and Manufactures, the Society has allotted the sum of ₹7,000 placed at their disposal by "The Empire of India Exhibition," in the following manner, and in addition, will on their part, award Special Diplomas to all those who obtain these awards, and also for work which may be considered of sufficient merit.

SECTION 1.—FINE ARTS. 2 Prizes—500 Rupees and 250 Rupees.
Class 1.—Paintings in Oil and Water Colours of Indian Landscapes, Architectural or Figure Subjects by Native or European Artists.
" 2.—Ethnological Pictures, Hindu and Mahommedan Religious and Symbolic Pictures, Book Illustration.

SECTION 2.—DECORATIVE ARTS. 2 Prizes—250 Rupees and 150 Rupees.
Class 3.—Drawings to Scale of Buildings, or Decorative Details to Scale or Full Size.
" 4.—Models of Buildings, Decorative Panels in Lacquer or "Gesso" Work.

SECTION 3.—JEWELLERY. 3 Prizes—500 Rupees, 250 Rupees and 150 Rupees.
Class 5.—Gold and Silversmiths' Work applied to Jewellery of all kinds.
" 6.—Enamelled Jewellery of Gold and Silver and Purtabgurh Enamel Work.

SECTION 4.—MANUFACTURES IN METAL. 5 Prizes—500 Rupees, 250 Rupees, 250 Rupees, 150 Rupees, and 150 Rupees.
Class 7.—Gold and Silver Plate.
" 8.—Koft or Damascened Work on Arms or Objects of General Utility; Arms and Armour of all kinds.
" 9.—Brass, Copper and Mixed Metal, either Cast or Hammered Ware, Plain or Chased.
" 10.—Enamels on Copper or Brass and Chased Ware, Inlaid with Lacquer.

SECTION 5.—ART MANUFACTURES IN WOOD, IVORY, etc. 4 Prizes—400 Rupees, 250 Rupees, 150 Rupees and 100 Rupees.
Class 11.—Architectural Details: Doors, Windows, Cornices and Ceilings, Carved or Inlaid with Ivory, Brass, etc., Lacquered or Painted.
" 12.—Furniture, either of Native or Mixed Design, Carved, Inlaid or Lacquered.
" 13.—Ivory Carving applied to Objects of Utility.
" 14.—Turnery, Plain or Lacquered.

SECTION 6.—MARBLE AND STONE. 2 Prizes—250 Rupees and 150 Rupees.
Class 15.—Ornamental Objects of all kinds in Marble or Stone.
" 16.—Agate, Jasper or Cornelian Objects.

SECTION 7.—POTTERY. 4 Prizes—150 Rupees, 100 Rupees, 75 Rupees and 25 Rupees.
Class 17.—Glazed Pottery and Tiles. | Class 18.—Unglazed Pottery and Painted Ware.

SECTION 8.—GLASS. 2 Prizes—150 Rupees and 50 Rupees.
Class 19.—Blown Objects. | Class 20.—Bangles, Beads, etc.

SECTION 9.—LEATHER. 2 Prizes—250 Rupees and 150 Rupees.
Class 21.—Bookbinding. | Class 22.—Embroidered Leather of all kinds.

SECTION 10.—WEAVING AND LOOM WORK. 5 Prizes—500 Rupees, 500 Rupees, 200 Rupees, 200 Rupees and 100 Rupees.

Class 23.—Silk Weaving, Plain and Figured.
" 24.—Cottons of all kinds.
" 25.—Woollens of all kinds.
Class 26.—Carpets and Rugs.
" 27.—Mats, Baskets, and Straw Work.

GENERAL INSTRUCTIONS AND RULES AND REGULATIONS.

I.—Only articles enumerated in the Classification will be admitted, these must be of Indian manufacture.

II.—Preference will be given to articles adapted to the European market, but in which Indian Art characteristics have been preserved.

III.—Articles will not be esteemed on account of excessive labour employed in their decoration, but for excellence of design, good workmanship, and moderate price.

IV.—Every article sent must be for sale, and the price asked by the sender clearly stated on a label attached to each object. The Exhibition Company reserves the right to add to this price such charges as it may consider necessary in order to cover the transit and packing expenses with regard to each article.

V.—All articles unsold at the close of the Exhibition will be returned free of expense to the senders.

VI.—The articles in competition will be judged by a Committee of the Society for the Encouragement and Preservation of Indian Art, who will award the Money Prizes, and, in addition, grant Special Diplomas of Merit, in several grades, to those receiving the prizes and also to those whose exhibits are honourably mentioned.

VII.—The Commercial Exhibitors and Importers can also enter any articles in their stalls for competition, and will also be eligible to receive prizes for general excellence of collective exhibits in each class should any prizes remain unawarded, owing to a lack of merit, after the Committee has inspected the articles sent specially for competition.

VIII.—Every article must bear a label giving a full description, also stating its Class number and the full name and address of the maker as well as that of the Exhibitor, should they be different persons, and selling price asked by the sender. These details must all be given in English.

IX.—All articles must be securely packed and forwarded with the attached duplicate forms correctly filled up, one being enclosed in the case with the articles, to Messrs. KING, KING & CO., Bombay; or Messrs. KING, HAMILTON & CO., Calcutta; and must arrive at Bombay not later than the 7th February, or Calcutta on the 1st February 1895. In order to ensure safe delivery, special attention is called to the packing of all objects as they will be forwarded to London by the Company's Agents in the condition received and will in no instance be re-packed. Every package must be addressed "The Empire of India Exhibition, London," and bear the name of the sender.

X.—The Exhibition Company will insure the goods against all possible risks, but will not be responsible for any loss or damage which may not be covered by such insurance.

XI.—No Exhibitor may send more than two articles in any one class, but he may compete in several classes.

All particulars and information can be obtained from Messrs. KING, KING & CO., Bombay; Messrs. KING, HAMILTON & CO., Calcutta; and THE LONDON EXHIBITIONS, LIMITED.

OFFICES:—38, New Bridge Street, London, E. C.

EMPIRE OF INDIA EXHIBITION.

LIST OF OBJECTS SENT.	PRICE. R	A.	P.	CLASS NO.
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				

Name and Address of Exhibitor _____

Name and Address of Maker _____

NOTE.—This Invoice to be forwarded at the time the Goods are despatched to the Company's Agents.

Duplicate to be enclosed in case with Objects.

EMPIRE OF INDIA EXHIBITION.

LIST OF OBJECTS SENT.	PRICE. R	A.	P.	CLASS NO.
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				

Name and Address of Exhibitor _____

Name and Address of Maker _____

NOTE.—This invoice to be forwarded at the time the Goods are despatched to the Company's Agents.

EMPIRE OF INDIA EXHIBITION, LONDON, 1895.

LOAN EXHIBITION OF RELICS AND MEMORIALS OF THE LATE HONOURABLE EAST INDIA COMPANY.

HONORARY COMMITTEE OF ADVICE.

SIR GEORGE C. M. BIRDWOOD, K.C.I.E., C.S.I., M.D., LL.D., *Chairman.*
DAVID F. CARMICHAEL, Esq., *late Member of the Government of Madras.*
C. PURDON CLARKE, Esq., C.I.E., F.S.A., *Assistant Director, South Kensington Museum.*
FREDERICK C. DANVERS, Esq., *Registrar and Superintendent of Records, India Office.*
SIR JOSEPH FAYRER, K.C.S.I., M.D., LL.D., F.R.S., *Hon. Physician to H. M. The Queen and T. R. H. The Prince of Wales and Duke of Saxe-Coburg-Gotha.*
GEORGE W. FORREST, Esq., B.A., *Director of Records, Calcutta.*
SIR WILLIAM W. HUNTER, K.C.S.I., C.I.E., M.A., LL.D., *late Member of the Governor General's Council.*
CLEMENTS R. MARKHAM, Esq., C.B., F.R.S., *President of the Royal Geographical and Hakluyt Societies.*
GENERAL JAMES MICHAEL, C.S.I., J.P., *late Military Secretary, Madras Government.*
JOSEPH PARKER, Esq., *Director General of Stores, India Office.*
J. R. ROYLE, Esq., C.I.E., *Curator, Indian Section, Imperial Institute.*
WILLIAM FOSTER, Esq., B.A., *Honorary Secretary.*

The Directors of The Empire of India Exhibition, to be opened at Earl's Court, Kensington, in May next, desiring to make it as useful and instructive as possible, have decided to form a Loan Collection of Relics and other Historical Memorials of the late Honourable East India Company.

The Directors have been much gratified by the warm approval the proposal has received. A number of distinguished Anglo-Indian officials have already kindly consented to act as an Honorary Committee of Advice, to assist the Directors in their efforts to secure a collection which shall recall to the minds of the present generation of Englishmen the remarkable achievements of the great Merchant Company of the City of London, to which we owe our Indian Empire, and shall be worthy of the heroic record they fill in the pages of our National history.

The Directors will be glad to receive particulars of any proposed Loan Exhibits from the owners of objects connected with the history of the Honourable East India Company, such as Portraits, Drawings, Sketches, Maps and Plans, Original Commissions, Arms, Medals, Coins, Old Plate, China and Glass, or other Historical Relics associated with the H. E. I. C. in India or in this country. For all approved Exhibits the Company will provide free carriage to the Exhibition, and ample exhibiting space, and they will return the same at the close of the Exhibition at their own cost.

Every reasonable protection will be afforded in the way of safes, show cases, police supervision and fire insurance by the Company.

The Directors further beg to state that the Loan Collection will be suitably installed in the Imperial Palace, in one of the finest glass and iron structures in the world, now in course of construction.

Intending contributors to this section of The Empire of India Exhibition should fill up the attached form and forward it to

WILLIAM FOSTER, Esq., B.A.,
Honorary Secretary, H.E.I. Co. Loan Collection,
Empire of India Exhibition,
Earl's Court, London, S.W.

SPECIAL INVITATION.

THE EMPIRE OF INDIA EXHIBITION, 1895, EARL'S COURT, LONDON, S.W.

LOAN EXHIBITION OF RELICS AND MEMORIALS OF THE LATE HONOURABLE EAST INDIA COMPANY.

Name of Contributor _____

Address _____

_____

No.	DESCRIPTION OF PROPOSED LOAN EXHIBIT.	Amount of Insurance to be effected (see note below).

In case an Insurance has already been effected on the articles contributed, the name of the office should be stated.

Any imperfection in the condition of the Objects should be mentioned.

ORDER.—Ordered, that the foregoing papers be published for general information in the Supplement to the *Gazette of India*, and that copies be forwarded to the several Local Governments and Administrations noted on the margin, for publication in the local Gazette.

Secretary to the Government of Madras.
" " " Bombay.
" " " Bengal.
" " " North-Western Provinces and Oudh.
" " " Punjab.
Chief Commissioner, Central Provinces.
" " Burma.
" " Assam.
" " Coorg.
" " Ajmere.
Secretary for Berar to the Resident at Hyderabad.

(True Extract.)

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

COMMERCIAL EXHIBITION.

No. $\frac{761}{2}$.

Calcutta, the 7th March, 1895.

The following notices of a proposed Exhibition of Photography have been received from the Imperial Institute, London. Persons wishing to send Exhibits are requested to communicate direct with the Secretary to the Photographic Exhibition, Imperial Institute, London, S. W.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GENERAL PROSPECTUS OF THE PHOTOGRAPHIC EXHIBITION.

IMPERIAL INSTITUTE OF THE UNITED KINGDOM, THE COLONIES AND INDIA.

UNITED KINGDOM SECTION.

SPECIAL EXHIBITION OF PHOTOGRAPHY IN ITS APPLICATIONS TO THE ARTS, SCIENCES AND INDUSTRIES THROUGHOUT THE EMPIRE, 1895.

COMMITTEE OF ADVICE.

Representatives of the Imperial Institute :

The Right Hon. THE LORD CHANCELLOR, G.C.B., Chairman (*ex-officio*).
Professor HENRY E. ARMSTRONG, F.R.S. (*President of the Chemical Society*).
Major-General Sir OWEN TUDOR BURNE, K.C.S.I., C.I.E.
Sir John EVANS, K.C.B., D.C.L., LL.D., D.Sc. (*Treasurer of the Royal Society*).
Mr. C. WASHINGTON EVES, C.M.G.
Sir JAMES F. GARRICK, K.C.M.G., Q.C.
The Right Hon. LORD KNUTSFORD, G.C.M.G.
Sir FREDERICK LEIGHTON, Bart, P.R.A.
The Most Noble The MARQUIS OF LORNE, K.T.
Mr. CLEMENTS R. MARKHAM, C.B., F.R.S. (*President of the Royal Geographical Society*).
Sir WESTBY BROOK PERCIVAL, K.C.M.G.
Sir SAUL SAMUEL, K.C.M.G., C.B.
Mr. ALFRED WATERHOUSE, R.A.
Sir ALEXANDER WILSON.

Specially Invited Representatives of the Imperial Institute :

Dr. WILLIAM ANDERSON, D.C.L., F.R.S.,
Sir GEORGE BIRDWOOD, K.C.I.E., C.S.I., M.D.
Mr. EDWARD NORTH BUXTON.
General Sir CHARLES WILSON, R.E., K.C.B., K.C.M.G., F.R.S., D.C.L.

Other Members.

Captain W. de W. ABNEY, R.E., C.B., D.C.L., F.R.S. (*President of the Royal Astronomical Society*).
Mr. C. CHREE, M.A.
Mr. W. H. M. CHRISTIE, M.A., F.R.S., F.R.A.S. (*Astronomer Royal*).
Mr. LYONEL CLARK, C.E.

Mr. A. A. COMMON, D.C.L., F.R.S.
Major LEONARD DARWIN, M.P., R.E. (*Secretary of the Royal Geographical Society*).
Mr. HORACE DARWIN, M.A.
Mr. GEORGE DAVISON.
Major-General Sir E. F. DU CANE, R.E., K.C.B.
Mr. H. M. ELDER, M.A. (*Hon. Secretary of the Physical Society*).
Colonel J. FARQUHARSON, R.E., C.B. (*Director-General of the Ordnance Survey*).
Colonel J. GALE.
Mr. FRANCIS GALTON, F.R.S.
Mr. W. A. GREENE.
Captain E. H. HILLS, R.E.
Dr. J. HOPKINSON, F.R.S
Mr. WILLIAM HUGGINS, D.C.L., LL.D., F.R.S.
Mr. R. INWARDS (*President of the Meteorological Society*).
Lt.-Col. DUNCAN A. JOHNSTON, R.E. (*Assistant Director-General of the Ordnance Survey*).
Mr. CHAPMAN JONES (*Hon. Secretary of the Royal Photographic Society*).
Professor J. N. LOCKYER, C.B., F.R.S.
Professor MELDOLA, F.R.S.
Mr. C. G. MURRELL, M.A. (*Hon. Secretary of the Camera Club*).
Mr. A. PRINGLE.
LORD RAYLEIGH, D.C.L., LL.D., F.R.S. (*Secretary of the Royal Society*).
Mr. ISAAC ROBERTS, D.Sc.F.R.S.
Professor W. C. ROBERTS-AUSTEN, C.B., F.R.S.
Mr. H. P. ROBINSON.
Mr. F. SEYTON SCOTT.
Mr. J. SPILLER.
Mr. J. W. SWAN.
Professor H. H. TURNER, M.A. (*Oxford University Observatory*).
Mr. LEON WARNERKE.
Mr. G. S. WATERLOW, J.P.
Sir HENRY TRUEMAN WOOD, M.A. (*President of the Royal Photographic Society*).

Sir FREDERICK ABEL, Bart., K.C.B. (*Secretary and Director*).
Sir SOMERS VINE, C.M.G. (*Assistant Secretary and General Sub-Director*).
Mr. C. JOHNSON (*Chief Clerk*).

EXHIBITION OF PHOTOGRAPHY, 1895.

The Executive Council of the Imperial Institute having determined that the United Kingdom Section of the Institute will be for the present best utilised and the resources of the Home Country effectively displayed by a series of exhibits, illustrative of the progress and present condition of leading industries and manufactures of Great Britain and Ireland, such as the Pottery, China and Glass Exhibition of 1894, arrangements are being made for holding during the forthcoming Summer Season, 1895, a Special Exhibition of Photography in its Application to the Arts, Sciences and Industries throughout the Empire.

The Exhibition will include examples which may be received from the Colonies and India.

The gentlemen whose names are given on the above of this circular have consented to serve, and have been appointed by the Executive Council as a Committee of Advice in connection with the Exhibition.

The Exhibition, which will be open daily (except Sundays) from 11 A.M. until 11 P.M. from the middle of May to the middle of September, 1895, will be divided into the following Seven Classes :—

[Individuals and firms wishing to exhibit in the exhibition may obtain further particulars concerning the Division in which they wish to enter, on application to "The Secretary, Photographic Exhibition, Imperial Institute, London, S.W."]

DIVISION I.—THE HISTORY OF PHOTOGRAPHY.

(*To be accommodated in apartments in the Main Building.*)

SECTION A. Illustrations of the results of *early* Processes and of apparatus and materials used in their practice.

SECTION B. Illustrations of the progressive development of *modern* Processes.

SECTION C. Illustrations of the early processes of Photo-mechanical work, and of materials and implements used in their practice.

SECTION D. Photographic Literature, early and modern.

DIVISION 2.—ARTISTIC PHOTOGRAPHY.

(To be accommodated in the East apportionment of the Upper Intermediate Gallery.)

SECTION A. A thoroughly representative exhibition of all Schools, embracing known as well as new works.

SECTION B. Illustrations of the present condition of Photographic Art in various Colonies and in India. *(To include illustrations of the application of Photography as a medium for promoting Colonial Industries and Settlement.)*

DIVISION 3.—PHOTORGAPHY AS AN INDUSTRY.

(To be accommodated in the North Gallery)

SECTION A. Illustrations of apparatus used in Photography, and of its manufacture; special processes, such as the grinding and polishing of lenses, the production of brass fittings, cameras, etc., being shewn in actual operation.

SECTION B. The preparation of dry plates, coating of sensitive media, and the various printing processes, shewn in actual operation.

SECTION C. Illustrations of commercial portraiture. Production of portraits, etc., in studios by daylight and artificial light.

DIVISION 4.—PHOTOGRAPHY IN ITS APPLICATIONS TO INDUSTRIES.

(To be accommodated in the North Gallery.)

SECTION A. Processes of Reproduction, having Photography as their basis, as applied to Illustrated Journalism, Literature, and to purely artistic reproductions; the more common of these processes to be shewn in operation, and details connected with rarer processes to be illustrated.

SECTION B. Industrial applications of Photography to ornamentation, such as Vitreography; and uses of Photography in the Decorative Arts.

DIVISION 5.—APPLICATIONS OF PHOTOGRAPHY TO THE SCIENCES.

(To occupy a portion of the West allotment of the Upper Intermediate Gallery.)

SECTION A. ORTHOCHROMATICS:—

Reproduction of objects in colours, pictures, etc.
Results obtained by various stains, screens etc.
Special appliances used in Orthochromatics.

SECTION B. ACTINOMETRY, PHOTOMETRY, AND SENSITOMETRY.

SECTION C. OPTICS:—

The Optical Lantern, including processes and appliances for producing enlargements or reductions.

Illustrations of processes for producing lantern positives or transparencies.

Apparatus, instruments and appliances connected with the Optics of Photography.

(Special exhibitions of lantern-transparencies as lecture illustrations.)

SECTION D. STEREOSCOPY:—

Illustrative examples of Stereograms; apparatus and appliances used for producing and exhibiting stereograms.

SECTION E. PHOTOMICROGRAPHY, IN ITS APPLICATIONS TO ORDINARY MICROGRAPHICAL RESEARCH, TO PATHOLOGY, BACTERIOLOGY, ETC.:—

Apparatus and appliances used in connection with Photomicrography

SECTION F. SPECTROSCOPY:—

The Spectra of the heavenly bodies, of gases, metals, etc.
Apparatus and appliances used in spectroscopy.

SECTION G. METEOROLOGY AND MAGNETISM:—

Cloud-and-Lightning-Photographs.
Measurement of Heights of Clouds.
Illustrations of Photographic Recording Apparatus, and their uses.

SECTION H. ASTRONOMY:—

Photographs of Heavenly Bodies.
Photographic Charts of the Heavens.
Photographic Astronomical Records.
Apparatus, instruments and appliances used in Astronomical Photography.

SECTION I. AUTOMATIC RECORDING APPARATUS.

SECTION K. GENERAL:—

Other applications of Photography to the Sciences, illustrating the results of researches in connection with which Photography has been applied (*e.g.*, Experiments on light and thermography, chemical action of light upon liquids, etc.)

DIVISION 6.—APPLICATIONS OF PHOTOGRAPHY TO EDUCATIONAL PURPOSES.

(To be accommodated in apartments in the Main Building.)

DIVISION 7.—MISCELLANEOUS APPLICATIONS OF PHOTOGRAPHY.

(To be accommodated in a portion of the West allotment of the Upper Intermediate Gallery.)

SECTION A. Illustrations of the applications of Photography to Architecture and Archæology.

SECTION B. Applications of Photography to Engineering.

SECTION C. Chronography.

SECTION D. Applications of Photography to Surveying; Cartography, etc.
Apparatus and appliances used in Photographic Surveying.

SECTION E. Photography as applied to Military and Naval purposes.

SECTION F. Applications of Photography to Legal purposes and to Zoology (*e.g.*, detection of forgeries, erasures, etc.; production of photo-anthropometric records).

The Imperial Institute, in pursuance of its objects as defined by the Royal Charter, which include the encouragement and development of British manufactures and industries, will provide attendants, lighting, and all needful supervision and general facilities incidental to the Exhibition as a whole.

Exhibitors will be expected to provide, at their own cost, the Exhibits, Glass Cases and Fittings, and to incur the cost of transit to and from the Institute, and of the necessary attendants for the installation and arrangement of the Exhibits.

As regards processes, the Imperial Institute will be prepared to receive applications, and to provide motive power to a moderate extent, for the display of such processes subject to the Executive Council being of opinion that the utility and attractiveness of the process to be illustrated is sufficient to justify the outlay thereby involved.

The Committee of Advice has selected and recommended to the Council a preliminary list of Firms to whom invitations to exhibit are being transmitted, but applications for permission to exhibit will be received from individuals and firms from all parts of the British Empire.

No Sales will be allowed in the Exhibition Galleries, but Exhibitors will be permitted to take orders for articles at the Exhibition. No circulars or trade cards must be distributed by Exhibitors.

A Catalogue will be issued and sold in the Exhibition, in which a reasonable description of the Exhibits, and of any special features to which attention is called by the manufacturers, may be inserted free of charge.

The exhibiting space will be allotted by the Committee of Advice in proportion to the demand, amongst those individuals and firms included in these lists (or in subsequent lists), to be approved by the Committee, who may wish to exhibit.

All Exhibits, Glass Cases, Fittings, etc., must arrive at the Institute not later than noon on SATURDAY, APRIL 27th, 1895. No Cases or Exhibits will be received after that date. The Exhibits must be installed and arranged in their cases not later than noon on THURSDAY, 2nd MAY, 1895.

Screens or other erections, must not exceed 8 feet in height.

The Executive Council reserve to themselves the right of refusing to admit to the Institute premises any Cases, Fittings, or Exhibits arriving after noon on the 27th April, and to remove from the Exhibition Gallery, at the cost of the Exhibitor, any Exhibits, Cases or Fittings, the arrangement of which may not be completed to the satisfaction of the Council by noon on the 2nd May. In such instances the Executive Council reserve the right to dispose, at their absolute discretion, of the space which thus may become available. Exhibitors will not be allowed to supplement or change their Exhibits during the time the Exhibition remains open, without the permission in writing of the Council.

The acceptance by a firm or individual of the invitation to exhibit will be taken as consent on his part to allow all his Exhibits, Cases and Fittings to remain undisturbed in the Galleries until the close of the Exhibition, and as an agreement on his part to the right of the Council to order, or, if necessary, to cause, without explanation, the removal of the Exhibit at any time they may think proper, and, further, as an agreement to abide by the Regulations here set out.

The conditions above stated are subject to the provisions which are set out in the Special Prospectus issued in connection with each division of the Exhibition.

The Executive Council, while undertaking to supply adequate general control, watching, and care, accept no responsibility or liability as regards the Exhibits in respect of damage or loss by fire or accidents, or otherwise.

An invitation to a firm or individual to exhibit will be considered as cancelled if a definite reply is not received by the 2nd February.

All communications should be addressed to—

THE SECRETARY TO THE
PHOTOGRAPHIC EXHIBITION (1895),
IMPERIAL INSTITUTE,
LONDON, S.W.

The Council reserves to itself the right, in the event of the space applied for considerably exceeding the accommodation available, or for other causes, to allot space only to certain of the applicants.

1st January, 1895. BY ORDER.

NOTE.—*The Exhibition Galleries may be viewed on any week day after the 8th January, 1895, by the representative of any firm or individual proposing to exhibit, on application to the Chief Clerk, at the Institute, between the hours of* 11 A.M. *and* 3 P.M. (1 P.M. *on Saturdays*).

DIVISION 2.

Division 2.—ARTISTIC PHOTOGRAPHY.
EXHIBITION OF PHOTOGRAPHIC PICTURES.

In this division will be included only such photographs as have distinct artistic merit. It is hoped that all schools of artistic photography may be represented, and, contributions, whether new or previously exhibited pictures, are invited from Home, Colonial and Indian photographers. Contributions from the representatives of deceased artists (except such works as might better be displayed in the Historical Division) will also be welcomed.

The maximum number of pictures that may be sent in by any one exhibitor will be six.

A selection will be made by the Committee, whose decision will be final.

The Exhibition will open early in May, 1895, and will remain open till about the middle of September or probably a little later.

No charge will be made for space occupied by pictures accepted for this Section.

Each picture should be separately framed. On the back of the frame must be written the name and address of the Exhibitor with the title or description of the picture, and the number (if there is more than one) corresponding to the number in the entry form.

The pictures must be received not later than Monday, 15th April, 1895, at 12 noon.

They must be addressed "Exhibition of Photography," Division 2, Imperial Institute, London, S.W.

Pictures must be delivered, carriage paid, at the Imperial Institute, or by hand between 10-0 A.M. and 4-0 P.M. (1 o'clock on Saturdays.)

The Imperial Institute will unpack, repack, and dispatch, carriage forward, all exhibits sent in cases, which may be selected by the Committee of Advice.

Every care will be taken of exhibits, but the Institute will not be responsible for loss or damage.

BY ORDER,

20th December, 1895.

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

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OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

APPROPRIATION REPORT
ON
THE ACCOUNTS
OF
THE GOVERNMENT OF INDIA
FOR
1893-94.

BY

A. F. COX,

OFFG. COMPTROLLER AND AUDITOR GENERAL.

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APPROPRIATION REPORT ON THE ACCOUNTS OF 1893-94.

GENERAL REVIEW.

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

1. In the Budget Estimate for 1893-94 the total revenue was estimated at 90,005,7 and the expenditure chargeable against it at 91,600,8, leaving a net deficit of 1,595,1. This unfavourable result was due primarily to the low rate of exchange, which was taken in the Budget Estimate at 1*s.* 2¾*d.* against 1*s.* 4*d.* adopted in the Estimates of the previous year. It was explained in the Financial Statement that the future of Indian finance largely depended on the course of exchange. As the question of influencing exchange was then under the consideration of Lord Herschell's Committee, the Government of India, though unwilling to budget for a deficit, considered it inexpedient to take measures for the restoration of financial equilibrium until the Secretary of State had received the report of Lord Herschell's Committee, and had given his decision on the Currency question. The introduction of the reforms recommended by the Committee, however, brought but little relief to the finances, for at the end of the year exchange stood at a much lower level than at its commencement, the average rate obtained during the year by the Secretary of State for his bills being only 1*s.* 2·547*d.* (notwithstanding a considerable speculative advance for a part of the year) against 1*s.* 2·75*d.* adopted in the Estimates. Soon after the introduction of the currency reforms, the Government of India decided to give its non-domiciled European and Eurasian officers an Exchange Compensation Allowance, sufficient to enable each officer to remit to Europe one-half his salary subject to a maximum limit of £1,000 a year, at a privileged rate of 1*s.* 6*d.* The financial position having thus failed to improve after the Budget Estimates were published, the Government of India found it necessary, towards the close of the year to strengthen its position by the imposition of import duties on all articles, except cotton goods and yarn. This, however, did not affect materially the results of the year under review, as it brought in only a small amount of revenue during its last few days. Apart from the fall in exchange, the results of the year may, however, be considered to be satisfactory. They show a net deficit of 1,547,0, which agrees practically with that anticipated in the Budget Estimate (1,595,1), though the fall in the rate of exchange involved a net loss of 355,6 and Exchange Compensation Allowance caused an additional expenditure of 391,0 on the Imperial account, excluding 227,5 on the Provincial account. The net revenue from Opium and Salt also showed a considerable falling off (310,2 and 322,5) from the anticipations in the Budget, but these disappointments were more than counterbalanced by a steady and satisfactory growth of the Ordinary and Railway Revenues, and by a curtailment of the programme of Special Defence Works. The actual revenue and expenditure of the year, under the different groups, are compared in detail in the following paragraphs with the actuals of the previous year and the Budget Estimate.

2. No important changes of classification of revenue and expenditure requiring special notice here were made during the year.

3. The following summary gives the Budget and Account figures of 1893-94 to be reviewed in this report, and the details will be found in the statements on pages 148 to 160:—

Receipts. Budget.	Receipts. Accounts.	Revenue and Expenditure.	Outgoings. Budget.	Outgoings. Accounts.
60,490,5	60,193 6	A Principal Heads of Revenue .	10,387,3	9,865.6
893,6	875.5	B Interest	4.065,9	4,440.4
2,720,8	2,747,7	C Post Office, Telegraph, and Mint	2,609.3	2,550.7
1,635.5	1,631,3	D Civil Departments . .	14.472,0	14,637.8
982,9	999,1	E Miscellaneous . . .	5,538,1	5,646,9
...	...	F Famine	1,159.8	1,117,8
...	..	G Construction of Railways .	75,1	73 9
19,551,7	20,297,0	H Railways	21,545 8	21,832,5
2,337,7	2,296,4	J Irrigation	2,860,1	2,862.5
623,9	674.4	K Buildings and Roads . .	6,090,6	5,810.8
769,1	850,2	L Army Services . . .	23,011.4	23,253.6
...	...	LL Special Defence Works .	536,6	325,0
...	...	M Provincial Deficit— . .	—751,2	—311,3
...	...	Imperial Surplus + or Deficit— .	—1,595,1	—1,547,0
90.005,7	90,565,2	TOTAL .	90,005,7	90,565,2

Receipts. Budget.	Receipts. Accounts.	Other Transactions.	Outgoings. Budget.	Outgoings. Accounts.
—1,595,1	—1,547,0	Imperial Surplus or Deficit as above	...	...
...	...	Capital Outlay on Railways and Irrigation Works .	3,550,0	3,621,3
3,265,8	4,043.3	Permanent Debt . .	...	...
...	6,000,0	Temporary Debt . .	...	...
882,2	560.0	Unfunded Debt . . .	...	...
...	4,344.8	Deposits and Advances .	1,085,8	...
564,4	1,021,6	Loans and Advances by Imperial Government . .	...	...
...	...	Loans and Advances by Provincial Governments . .	276,2	195,8
...	...	Guaranteed and Subsidized Companies, Capital Accounts	1,565,6	711,5
		Remittances . . .	9,0	138,2
...	...	Secretary of State's Bills .	18.522,1	9,960,2
18,700,0	9,530,3	Cash Balance, April 1st .	...	...
17,807,0	17,540,2	Ditto, March 31st .	14,615,6	26,866,2
...	...			
39,624,3	41,493,2	GRAND TOTAL .	39,624.3	41,493.2

Comparison with the year 1892-93.

4. The comparison in respect of revenues with the year 1892-93 is as follows:—

Revenues.	1892-93.	1893-94.	Difference. 1893-94, greater (+) or less (—).
Principal Heads of Revenue . . .	61,067,4	60,193.6	—873,8
Interest	869,7	875.5	+5 8
Post Office, Telegraph, and Mint . .	2,736,9	2,747,7	+10,8
Civil Departments	1,607,9	1,631,3	+23,4
Miscellaneous	877,0	999,1	+122,1
Railways	19,077,1	20,297,0	+1,219,9
Irrigation	2,418,9	2,296.4	—122,5
Buildings and Roads	653,2	674.4	+21,2
Army Services	864,3	850,2	—14,1
TOTAL	90,172,4	90,565,2	+392,8

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

Land Revenue	+684,3
Opium	—1 395 6
Salt	—427,2
Stamps	+60,8
Excise	+146,1
Provincial Rates	—191,9
Customs	+64,8
Forest	+131,7
TOTAL .	—897,0

6. Of the total increase under *Land Revenue*, Madras alone contributed 307,0, out of which 107,9 was nominal, being due to the transfer to this head, from *Provincial Rates*, of the revenue of Village Service Inams, and the remainder was due to a favourable season; the other provinces also showed a steady growth of the revenue under this head. Under *Opium* the decrease occurred almost wholly in Bengal opium, due partly to a reduction in the number of chests sold owing to the depletion of the reserve in consequence of successive unfavourable crops, and partly to a heavy decline in the average price; there was a small decline (70,2) under Malwa opium also, due to diminished exports. *Salt* revenue was also worse, partly owing to unfavourable weather having retarded the manufacture of Sambhar and Orissa salts and partly to the low price of Government paper having stimulated credit in lieu of cash sales in Madras. *Stamps* and *Excise* showed a steady growth, but the collections from *Provincial Rates* showed a decline, a part of which was only nominal, being due to the transfer of the revenue of Village Service Inams to *Land Revenue* as mentioned above, and the remainder was due to the suspension of the collection of village cess in the Tanjore and Malabar districts in Madras. The additional revenue under *Customs* was obtained from the Indian Tariff Act of 10th March 1894, partly counterbalanced by a falling off in the export duties, due to a low demand for rice in Europe, while that under *Forests* resulted from a steady development of the department. *Post Office* and *Telegraph* exhibited normal growths, but *Mint* receipts fell off in consequence of the closing of the mints early in the year. Recoveries on account of punitive police quartered for the prevention of riots swelled the receipts of *Civil Departments*. The better result under *Miscellaneous* was due mainly to the loss on account of exchange on the miscellaneous remittance transactions between India and England having been much larger in the previous year, in consequence of the official rate of exchange fixed in that year for the adjustment of transactions between England and India having differed widely from the average rate obtained for Council Bills. *Railway Revenue* showed excellent results in consequence of an exceptionally favourable pilgrim traffic, and of improvements in general passenger and goods traffic. The North-Western and the East Indian Railways were the chief contributors to the improvement. *Irrigation* revenue showed a decrease, due partly to heavy rainfall in Punjab, having reduced the necessity for artificial irrigation, and partly to the actuals of 1892-93 having been swelled by arrear collections in Bengal. The improvement under *Buildings and Roads* was due chiefly to the recovery of the Government share of the profits of the Darjeeling-Himalayan Railway for the four years ending June 1893. The slight falling off under *Army Services* may be attributed to a special credit in 1892 93 for value of horses taken to Egypt by the 7th Dragoon Guards.

7. The comparison of the expenditure side is given below. The average rate of Exchange for the Secretary of State's drawings in 1893-94 was 1s. 2·5466429*d.* against

1s. 2·9847775*d.* in 1892-93. The increases under the different heads due to the fall in the rate of Exchange, and to Exchange Compensation Allowance, are shown separately :—

	1892-93.	1893-94.	Difference, 1893-94, greater + or less — Due to Exchange.	Due to Ex. Com. Allce.	Due to other causes.	Total.
Direct Demands on the Revenues	9,461,7	9,865,6	+ 2,1	+ 64,1	+ 337,7	+ 403.9
Interest	4,374·3	4,446,4	+ 120,9	...	— 48,8	+ 72,1
Post Office, Telegraph, and Mint	2,505,6	2,550,7	+ 12,0	+ 12,5	+ 20,6	+ 45,1
Civil Departments	14,259,9	14,637,8	+ 28,1	+ 209,7	+ 140,1	+ 377,9
Miscellaneous	5,537,9	5,646,9	+ 100,4	+ 8	+ 7,8	+ 109,0
Famine	1,116,1	1,117,8	...	...	+ 1,7	+ 1,7
Construction of Railways	339,5	73·9	...	...	— 265,6	— 265,6
Railways	20,924,1	21,832,5	+ 277,1	+ 21,5	+ 609,8	+ 908,4
Irrigation	2,940,5	2,862,5	+ 1	+ 11,7	— 89,8	— 78,0
Buildings and Roads	5,846,5	5,810,8	+ 5,0	+ 32,1	— 72,8	— 35,7
Army Services	23,419,1	23,253,6	+ 213,1	+ 264,6	— 643,2	— 105.5
Special Defence Works	458,0	325,0	+ 4,7	+ 1.5	— 139,2	— 133.0
TOTAL	91,183,2	92,423,5	+ 763,5	+ 618,5	— 141,7	+ 1,240,3

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

9. Under the *Direct Demands on the Revenues*, Opium alone accounts for 271,3 out of the total excess of 337,7, the increase being due to a better outturn of Bengal Opium. The remainder of the increase occurred principally under Land Revenue, due to normal growth of the charges of District Administration, and under Forest, due to continued development of the department; Salt, Stamps and Registration also showed comparatively small increases, while Assignments and Compensations produced a decrease owing to the charges of the previous year on account of adjustments of alienated lands in Bombay having been specially high. Notwithstanding an additional charge of 132,4 on account of discount on the new 3½ per cent. loan raised in India, the charges under Interest showed a decrease due mainly to the transfer of a much larger portion of the charges in India to the Railway Revenue Account in consequence of an increase in the Capital expenditure on Railways and Irrigation. *Post Office* and *Telegraph* showed excesses as usual, due to continued growth of the departments, but the excesses were largely counterbalanced by savings under *Mint* consequent on the discontinuance of the free coinage of silver. In the *Civil Departments* the charges were higher partly in consequence of the increase of the Amir's subsidy by 60,0 coupled with the payment of arrears amounting to 31,1, and partly in consequence of a general increase in nearly all the heads due to the growing needs of administration. Under *Miscellaneous* charges for special commissions of enquiry, Superannuation and Retired Allowances and Stationery and Printing charges would have brought about an increase, but for lapses under Territorial and Political Pensions. The programme of the year for the construction of railways was considerably smaller than that of the previous year and only a small amount has been charged to the head *Construction of Railways*. *Railway* expenses show a large advance chiefly in the working expenses of the State Railways owing to the larger traffic, to larger payments of surplus profits to the Southern Mahratta Railway Company, and on account of the Rajputana Malwa Railway to the Bombay, Baroda and Central India Railway Company and to repairs of damages caused by floods and strengthening of bridges. The investment of further capital on the construction of State Railways also increased the interest charges. Again in 1892-93 the expenditure was reduced by a special recovery of 89,1 on account of the Survey charges of the Assam-Bengal Railway. *Irrigation* charges were higher in the previous year principally in connection with Famine Relief works in Rajputana, Upper Burma and Madras, while those under *Buildings and Roads* were enhanced by large expenditure on mobilisation works, on the Duncan Dock at Bombay and on Famine Relief works in Madras. Under *Army* the actuals of 1892-93 included an arrear payment of 212,4 in respect of the Home charges of British forces serving in India, and the charges for pay and pensions of non-effective and retired officers of the Indian service were high owing to their disbursement monthly instead of quarterly as before; the charges for special expeditions were also higher in that year. On the other hand the payment of British Troops in the year under review at a rate of exchange of 1*s.* 2⅝*d.* against 1*s.* 4⅝*d.* in 1892-93 added considerably to the expenditure, but this was nearly counterbalanced by a substantial decrease in the charges on account of stores and deferred pay. The expenditure on *Special Defence Works* is gradually decreasing owing to the approaching completion of the important works included in the programme.

Comparison of Accounts with Budget Estimates of 1893-94.

10. The following figures exhibit the differences in the net accounts between the Budget and the actuals, the differences due to the fall in the rate of exchange, which was taken in the Budget at 1*s.* 2⅝*d.* and to Exchange Compensation Allowance being shown in separate columns. The comparison of the gross figures has been given before under paragraph 3 :—

	Better + Worse — Due to fall in exchange.	Due to Exchange Compensation Allowance.	Due to other causes.	Net.
Principal Heads of Revenue	— 1,0	— 64,1	+ 289,9	+ 224,8
Interest	— 56,8	...	— 341,8	— 398,6
Post Office, Telegraph, and Mint	— 5,6	— 12,5	+ 103,6	+ 85,5
Civil Departments	— 13,2	— 209,7	+ 52,9	— 170,0
Miscellaneous	— 45,0	— 8	— 46,8	— 92,6
Famine	...	...	+ 42,0	+ 42,0
Construction of Railways	...	...	+ 1,2	+ 1,2
Railways	— 130,6	— 21,5	+ 610,7	+ 458,6
Irrigation	...	— 11,7	— 32,0	— 43,7
Buildings and Roads	— 1,8	— 32,1	+ 364,2	+ 330,3
Army Services	— 99,4	— 264,6	+ 202,9	— 161,1
Special Defence Works	— 2,2	— 1,5	+ 215,3	+ 211,6
COMBINED DEFICIT, IMPERIAL AND PROVINCIAL	— 355,6	— 618,5	+ 1,462,1	+ 488,0

11. The net improvement of 224,8 under the *Principal Heads of Revenue* was caused by a falling off of 521,7 in the expenditure, partly counterbalanced by a decrease of 296,9 in the revenue. The decrease in the revenue occurred principally under the heads Opium (688,6), Salt (358,9), Provincial Rates (192,5), and Registration (13,2), counterbalanced by improvements under Land Revenue (432,4), Excise (242,7), Forest (134,2), Stamps (73,2), and Assessed Taxes (52,0). The saving in the expenditure occurred under Opium (378,4), Land Revenue (90,7), Forests (83,8), and Salt (36,4) counterbalanced by excesses under Refunds (31,1) and Assignments and Compensations (50,4). The unfavourable result under *Interest* occurred partly (18,1) in the revenue, due to the failure for a part of the year to sell Council Bills having left no balance available for temporary investment, but the chief cause of the deterioration was an increase in expenditure as the Budget did not provide for the discount (18,6) on the sterling loan raised in England, nor for that (132,4) on the 3½ p. c. loan raised in India. The Budget Estimate did not fully provide for the growth of the *Post Office* and *Telegraph* departments, while under *Mint*, the profit made from the coinage of the silver taken over from the Exchange Banks more than compensated for the falling off due to the closing of Mints. In the *Civil Departments*, the net result would have been an improvement, if the increases due to the fall in the rate of Exchange and to Exchange Compensation Allowance were left out of account. The improvement was brought about mainly by larger receipts from hire of vessels under Marine, and by large savings in the Police charges, counterbalanced by a heavy increase in the Political charges. The worse result under *Miscellaneous* was due to a falling off in the Gain by Exchange, owing chiefly to diminished transactions of the subsidised Railways, to larger Stationery and Printing charges, and to heavy expenditure on account of special commissions of enquiry under Miscellaneous, partly counterbalanced by increased Miscellaneous Receipts and Receipts in Aid of Superannuation. Under *Famine* the better result was due mainly to the provisions made under Famine Relief in Bengal and Madras having been only partially required. Completion of works on the Mayavaram-Mutupet and the Hyderabad-Umarkot Railways accounts for the saving under *Construction of Railways*. The improvement in the *Railway Revenue Account* occurred principally on the East Indian, North-Western, Rajputana-Malwa, Bombay, Baroda and Central India, and the Madras Railways. The net *Irrigation* revenue showed a falling off chiefly owing to orders, on the new settlement scheme in Tanjore, having been issued later than anticipated. Under *Buildings and Roads* there was an increase in the receipts, chiefly due to the recovery of the Government share of the profits of the Darjeeling Himalayan Railway for the four years ending June 1893, to an improvement in the ferry receipts and tolls on roads in Madras and Bombay, and to the receipt of large contributions from Municipalities and private parties; but the major portion of the net improvement was due to the expenditure for the year having been considerably over-estimated. *Army Services* would have shown an improvement if the effects of the fall in the rate of Exchange and of Exchange Compensation Allowance were left out of account. There were large sales of malt liquor and rum, and of clothing necessaries and medical stores, arrear recoveries on account of commissariat provisions and stores issued on payment, large contributions towards Indian Military Service Family Pensions, and an increase in the value of articles in possession of regiments on transfer from [illegible] to British service. The expenditure side also showed savings principally in stores [illegible] the charges for deferred pay. The saving in the *Special Defence Works* was due to the approaching completion of works as well as to a curtailment of the programme during the course of the year.

12. The Budget estimated for an expenditure of 2,346,3 in excess of the revenue on the whole account, but a sum of 751,2 out of the Provincial and Local expenditure was payable from past accumulations of balances, leaving a net deficit in the Imperial account of 1,595,1. The accounts close with a deficit of 1,547,0 in the Imperial account and a deficit in the Provincial and Local account of 311,3. The net Imperial Revenue has, therefore, been better than the Budget by 1,595,1 —1,547,0 or 48,1, and the Provincial and Local expenditure by

751,2 —311,3 or 439,9. The details of these fluctuations are given below, the sign + meaning better,—worse, than the estimate.—

	Revenue Side.			Expenditure Side.		
	Imperial.	Provincial.	Total.	Imperial.	Provincial.	Total.
Principal Heads of Revenue .	— 304,4	+ 7,5	— 296,9	+ 445,5	+ 76,2	+ 521,7
Interest	— 22,6	+ 4,5	— 18,1	— 382,7	+ 2,2	— 380,5
Post Office, Telegraph, and Mint .	+ 26,7	+ 2	+ 26,9	+ 57,1	+ 1,5	+ 58,6
Civil Departments . . .	— 64,3	+ 60,1	— 4,2	— 121,1	— 44,7	— 165,8
Miscellaneous	— 18,0	+ 34,2	+ 16,2	— 87,7	— 21,1	— 108,8
Famine	...	...	...	+ 2,0	+ 40,0	+ 42,0
Construction of Railways . .	...	...	...	...	+ 1,2	+ 1,2
Railways	+ 802,2	— 56,9	+ 745,3	— 268,7	— 18,0	— 286,7
Irrigation	— 85,0	+ 43,7	— 41,3	— 4,9	+ 2,5	— 2,4
Buildings and Roads . .	+ 3,1	+ 47,4	+ 50,5	+ 20,4	+ 259,4	+ 279,8
Army	+ 81,1	...	+ 81,1	— 242,2	...	— 242,2
Special Defence Works . .	...	...	...	+ 211,6	...	+ 211,6
Total .	+ 418,8	+ 140,7	+ 559,5	— 370,7	+ 299,2	— 71,5
Total Net .	+ 48,1	+ 439,9	+ 488,0	...	...	...

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

Imperial.	Better.	Worse.
Loss due to the fall in the rate of Exchange	...	355,6
Extra charges on account of Exchange Compensation Allowance	...	391,0
Land Revenue net (excluding loss due to the difference in the rate of Exchange and charges on account of Exchange Compensation Allowance)	415,6	...
Opium ,, ,, ,, ,, ,, .	...	307,8
Salt ,, ,, ,, ,, ,, .	...	324,7
Excise ,, ,, ,, ,, ,, .	192,6	...
Forest ,, ,, ,, ,, ,, .	146,3	...
Interest ,, ,, ,, ,, ,, .	...	348,6
Post Office ,, ,, ,, ,, ,, .	57,1	...
Political ,, ,, ,, ,, ,, .	...	115,0
Railways, Revenue ,, ,, ,, ,, .	684,3	...
Irrigation ,, ,, ,, ,, .	...	83,4
Army ,, ,, ,, ,, .	202,9	...
Special Defence Works ,, ,, ,, .	215,4	...
Gain by Exchange ,, ,, ,, ,, .	...	73,1
Minor Improvements under other heads ,, ,, ,, ,, .	133,1	...
	2,047,3	1,999,2
Net Better .	48,1	...

Section A.—PRINCIPAL HEADS OF REVENUE.

1892-93. Accounts.		1893-94. Budget.	1893-94. Revised.	Accounts.
61,067,4	REVENUE	60,490,5	60,214,2	60,193,6

14. The actuals are less than the Budget Estimate by 296,9. There was a decline of 688,6 in the Opium revenue, partly owing to the low prices realised at the Bengal sales, and partly to a smaller number of chests being sold in consequence of the depletion of the reserve by successive unfavourable crops. Salt revenue was less than the Estimate by 358,9, due to reduction of stock of the Sambhar and Orissa salts, caused by failure of manufacture, and to a fall in the price of Government Paper having led to more extended sales in Madras on the credit system in lieu of cash sales. Provincial Rates also fell short by 192,5, but the greater part of this was nominal, being due to the transfer to I—Land Revenue, of the revenue derived from Village Service Inams in Madras. Registration receipts were also less by 13,2. The decreases under the above heads were however largely counterbalanced by improvements under Land Revenue 432,4, Stamps 75,2, Excise 242,7, Assessed Taxes 52,0, and Forest 134,2.

15. Compared with the actuals of the previous year there was a decline of 873,8. The falling off in Opium and Salt amounted to 1,365,6 and 427,2, respectively, and in Provincial Rates, Registration, and Tributes to 191,9, 14,0, and 15,8. There was an improvement in the other heads, notably under Land Revenue 684,3, Excise 146,1, and Customs 64,8, being due in the last case to the operations of the Indian Tariff Act of 10th March 1894. The total receipts under the new Act were considerably larger, but a portion went to meet the falling off in the receipts from the export duty on rice, due to smaller exports from Bengal and Burma.

I.—Land Revenue.

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Ordinary Land Revenue.	Accounts.	1892-93.	125,3	689,5	104,9	1,027,8	433,2	3,759,4	5,999,4	2,223,8	5,041,1	3,041,0	23,045,4
	Budget.	1893-94.	144,0	719,4	131,2	1,074,0	514,5	3,751,1	6,055,1	2,280,2	5,047,1	3,099,5	23,422,7
	Revised.		151,8	701,7	105,0	1 059,0	514,5	3,783,9	6,012,2	2,329,9	5,272,1	3,760,5	23,090,0
	Accounts.		161,0	686,4	105,5	1,014,2	518,0	3,777,3	6,010,7	2,318,7	5,419,2	3,733,8	23,745,4
Assessment of Alienated Lands less Quit Rents.	Accounts.	1892-93	...	...	...	...	...	7,4	...	20,6	...	974,7	1,002,7
	Budget.	1893-94.	...	...	...	...	...	7,4	...	21,6	...	911,0	940,6
	Revised.		...	...	...	...	...	7,2	...	21,1	...	977,7	1,006,0
	Accounts.		...	...	...	...	...	7,3	...	22,3	...	953,5	983,1
Capitation Tax (Burma)	Accounts.	1892-93.	...	...	...	377,4	...	...	...	...	...	...	377,4
	Budget.	1893-94.	...	...	...	390,0	...	...	...	...	...	...	390,0
	Revised.		...	...	...	390,0	...	...	...	...	...	...	390,0
	Accounts.		...	...	...	390,3	...	...	...	...	...	...	390,3
Sale of Proprietary Right, Sale of Waste Lands, etc., and Receipts for the Improvement of Government Estates.	Accounts.	1892-93.	2,3	...	2	...	9	50,6	2	3,1	2,1	...	59,4
	Budget.	1893-94.	1,0	...	...	...	4	53,7	1,0	1	1,3	...	58,1
	Revised.		1,0	...	...	...	4	51,2	7	1,0	7,5	...	62,4
	Accounts.		4	...	...	...	1,0	51,1	3	1,0	0,9	...	61,3
Fisheries and other Receipts classed as Miscellaneous Revenue.	Accounts.	1892-93.	11,4	5,5	557,2	200,2	38,0	32,2	45,3	108,9	114,7	28,4	1,142,7
	Budget.	1893-94.	12,2	3,8	578,8	196,0	38,4	31,1	45,4	119,3	107,0	28,0	1,161,4
	Revised.		11,6	4,8	585,0	206,7	38,4	32,7	43,7	124,1	60,6	29,7	1,135,3
	Accounts.		13,7	5,8	617,3	204,6	42,1	35,7	43,4	102,9	62,4	28,5	1,156,4
TOTAL	Accounts.	1892-93.	139,0	695,0		2,267,7	473,0	3,849,6	6,044,0	2,356,4	5,157,9	4,644,1	25,627,6
	Budget.	1893-94.	158,4	723,2		2,370,0	553,3	3,843,3	6,101,5	2,427,4	5,156,0	4,039,7	25,972,8
	Revised.		165,0	706,5		2,345,7	553,3	3,875,0	6,050,6	2,474,1	5,340,2	4,707,9	26,284,3
	Accounts.		175,1	692,2		2,331,9	561,7	3,871,4	6,054,4	2,445,5	5,488,5	4,715,8	26,336,5
Deduct—Land Revenue due to Irrigation.	Accounts.	1892-93.	...	...		...	...	...	117,5	13,7	506,8	84,3	722,3
	Budget.	1893-94.	...	...		...	...	...	117,5	5,0	601,0	92,1	815,6
	Revised.		...	...		...	...	...	117,5	20,4	561,8	92,3	792,0
	Accounts.		...	...		...	...	...	117,5	21,9	531,5	76,0	746,9
TOTAL	Accounts.	1892-93.	139,0	695,0		2,267,7	473,0	3,849,6	5,927,4	2,342,7	4,651,1	4,559,8	24,905,3
	Budget.	1893-94.	158,4	723,2		2,370,0	553,3	3,843,3	5,984,0	2,422,4	4,555,0	4,547,6	25,157,2
	Revised.		165,0	706,5		2,345,7	553,3	3,875,0	5,930,1	2,453,7	4,778,4	4,675,0	25,492,3
	Accounts.		175,1	692,2		2,331,9	561,7	3,871,4	5,936,9	2,423,6	4,957,0	4,639,8	25,589,6

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

I.—Land Revenue—*continued.*

16. The receipts under this head show improvements of 432,4 and 684,3 over the Budget Estimate and the actuals of the previous year, respectively. Of the improvement over the Budget 402,0 occurred in Madras, due partly to an exceptionally favourable season, and partly to the transfer to this head, from Provincial Rates of the revenue of Village Service Inams. The improvement over the previous year also occurred mainly in Madras, but there were small improvements in the other Provinces also excepting Central Provinces.

17. Under *Ordinary Revenue* there was an improvement in India, which occurred partly under fixed collections, due to recovery of arrears outstanding in Ajmere on account of the scarcity of 1891-92, and partly under fluctuating collections in Baluchistan, owing to arrear collections and to a particularly rich harvest. In the Central Provinces there was a falling off as compared both with the actuals of 1892-93 and with the Estimates of 1893-94, which provided for enhanced assessments in consequence of the revision of settlements in progress, but the realisations fell short of the anticipations. There was also a stoppage of advance collections. In Upper Burma the enhancement of rates anticipated in the Budget Estimate was not fully sanctioned, and the rates, as sanctioned, were not wholly realised owing to the non-completion of rent rolls. In Lower Burma, the Budget Estimate allowed for a normal improvement due to enhancement of rates, extension of cultivation, assessment of grants on expiry of the period of exemption, and the assessment of fallow lands at full rates, but the full demand was not realized owing to a fall in the price of paddy, which induced cultivators to hold over their stock. There were also no purchasers for land put up for auction for default, owing to tightness of the money market. Assam shows a slight improvement due to enhanced rates in the Assam Valley Districts, extension of cultivation, and progressive enhancement of rate on waste lands, etc. In Bengal the actuals exceeded the Budget Estimate, owing to increased collections in Purnea, Gya, Puri, Champarun, and Jalpaiguri, partly counterbalanced by smaller collections in Midnapore, Muzufferpore, and Backergunj. In the North-Western Provinces the Budget Estimate was pitched too high, credit having been taken for enhancements not due during the year, and allowance having been made for collections which there was no expectation of realising within the year. Apart from this, the season was not uniformly favourable, remissions of revenue having been necessary in respect of deteriorated lands and damage caused by hail; the improvement over the previous year was obtained chiefly from the revision of settlements in Jhansi and Unao. The improvement in the Punjab is due partly to enhancement of assessment and recovery of arrears, and partly to an under-estimate, but owing to suspensions and postponement of re-assessment in some districts, the Revised Estimate was not reached. Of the increase in Madras, 107,9 represents revenue of Village Service Inams, which used before to be credited erroneously to head VI—Provincial Rates; the remainder is due to an exceptionally favourable season, to the extension of cultivation and irrigation, and to advance collections in some districts. In Bombay the improvement is attributed to advance collections, recovery of arrears, revised rates of assessment, and, largely, to extensive rabi cultivation due to favourable floods; these improvements occurred principally in Surat, Khandesh, Poona, Hyderabad, Karachi, and Shikarpur.

18. Under *Assessment of Alienated Lands less Quit Rents* the Budget Estimate in Bombay did not provide for the increased assessment, due to the re-measurement in 1892-93 of a large tract of alienated land in Shikarpur, which proved to be of a much greater area than previously shown. The improvement due to this was partly counterbalanced by a falling off in Shikarpur and Hyderabad, owing to a survey of Jaghir lands, under which only lands fit for cultivation have been assessed, whereas formerly the whole of the holdings, including unarable waste lands, were assessed, to less cultivation and to lapsing to Government of certain Jaghirs on the death of the holders.

19. The head *Sale of Proprietary Right, etc.*, is very uncertain, and no particular reasons can be assigned for the variations under it. In the Punjab the Budget was placed too low.

20. Under *Miscellaneous Revenue* the Budget Estimate has, on the whole, agreed closely with the actuals. In India, cattle-grazing fees in Baluchistan show a progressive increase. In Central Provinces and Upper Burma the Budget Estimates were too low; the under-estimate in the latter being chiefly under "Thathameda." In Lower Burma, too, no provision was made for Pearl Fishery receipts, which amounted to 4,5, while other petty receipts, such as birds' nest tax, fruit trees tax, etc., were also better than anticipated. In Assam the improvement is due to an increase in the number of elephant mahals worked and in the number of elephants caught. In Bengal there was a special item of 3,0 on account of sale of timber from Government estates in Chittagong. There was a falling off in the other provinces, that in Madras being exceptional, that in the Punjab occurred in the Chenab Land colonisation receipts, owing to large outstandings and to yeomen and capitalist grantees, who are required to pay nazarana on entry, having failed to come forward in as large numbers as was anticipated.

21. Under *Land Revenue due to Irrigation* the Budget Estimate in Punjab did not allow for the Nahri Parta rate on the Bari Doab Canal, the receipts from which were also higher than in the previous year. In Madras orders were not issued on the new settlement scheme in the Tanjore district till late in

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

I.—Land Revenue—*concluded.*

the year, in consequence of which the improvement anticipated in the Budget Estimate was not fully realised, but there was an increase over the previous year owing to the introduction of this new settlement, and to an extension of irrigation from the Kistna Delta and Sangam anicut systems. The Bombay Estimates were taken too high.

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

A.—Transactions affecting the Distribution of Land Revenue in 1893-94.

Provinces.	Credits + Debits — to Provincial.				
	Transfers under contract.	Subsequent Recurring Transfers.	Special Transfers.	Miscellaneous Adjustments	Total Adjustments.
Central Provinces	+220,5	...	...	...	+220,5
Burma	+414,3	...	...	...	+414,3
Assam	−112,7	...	...	...	−112,7
Bengal	−143,9	−2,7	...	+1,0	−145,6
North-Western Provinces and Oudh	−250,6	+5,2	...	...	−245,4
Punjab	+348,5	+4	−1,7	−4	+346,8
Madras	+325,4	−6	...	...	+324,8
Bombay	+771,4	+5	+1	...	+772,0

B.—Distribution of Land Revenue in 1893-94.

Provinces.	Total Revenues to be divided proportionally.	Proportion assigned to Provincial Governments.	Provincial Share.	Special adjustments noted above.	Revised share.	Land Revenue not included in the Division.			Final Distribution of Land Revenue.			
						Impl.	Prov.	Local.	Impl.	Prov.	Local.	Total.
Central Provinces	692,2	One-fourth	173,1	+220,5	393,6	...	...	...	298,6	393,6	...	692,2
Burma	1,607,6	One-fourth	401,9	+414,3	816,2	722,8	...	1,5	1,514,2	816,2	1,5	2,331,9
Assam	69,0	One-fourth	17,3	−112,7	−95,4	...	492,7	...	104,4	397,3	...	561,7
Bengal	3,822,8	One-fourth	955,7	−145,6	810,1	8	47,8	...	3,013,5	857,9	...	3,871,4
N.-W. Provinces and Oudh	5,994,7	One-fourth	1,498,7	−245,4	1,253,3	...	56,0	3,7	4,741,4	1,309,3	3,7	6,054,4
Punjab	2,441,7	One-fourth	610,4	+346,8	957,2	...	...	3,8	1,484,5	957,2	3,8	2,445,5
Madras	5,287,8	One-fourth	1,322,0	+324,8	1,646,8	147,7	...	53,0	3,788,7	1,646,8	53,0	5,488,5
Bombay	3,746,7	One-fourth	936,7	+772,0	1,708,7	...	953,5	15,6	2,038,0	2,062,2	15,6	4,715,8

23. The details of the Recurring and Special transfers are given below :—

BENGAL.

Recurring transfers.

From Imperial to Provincial.

Charges for Imperial Buildings transferred to District Boards		4,1	
Compensation for loss sustained consequent on the reservation of the Western Dooars of Jalpaiguri for the future operations of the Khedda Department		1,1	
Charges for Hidglee tidal canal		−,8	
			4,4
From Provincial to Imperial.			
Interest payable by Provincial Government on Hidglee Canal Loan		1,9	
Compensation for the loss sustained by the Government of the North-Western Provinces and Oudh in consequence of the prohibition of importation of Rum from Shahjehanpur into Bengal except under Bond		5,2	
			7,1
			−2,7

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

N.-W. PROVINCES AND OUDH.

Recurring transfers.

From Imperial to Provincial.

Compensation payable by the Government of Bengal for loss sustained in consequence of the prohibition of exportation of Shahjehanpur Rum mentioned above		5,2

PUNJAB.

Recurring transfers.

From Imperial to Provincial.

Seven-twelfths of cost of ₹7,000 on account of Sind portion of the North-Western Railway Police transferred from Bombay to Punjab		4

Special transfers.

Provincial to Imperial.

Contribution for the improvement of the Dehra Ismail Khan Tank		−1,7

MADRAS.

Recurring transfers.

Provincial to Imperial.

Charges for publication of the daily Weather Report	3	
Charges for auditing Forest accounts of the Madras Presidency transferred from the office of the Examiner of Forest Accounts to that of the Accountant General	3	
		−6

BOMBAY.

Recurring transfers.

Imperial to Provincial.

Contribution for preparation of Price-current	5	
Expenditure in connection with the Survey of the River Indus	3,2	
		3,7
Provincial to Imperial.		
Interest on Imperial Expenditure on the Hyderabad-Umarkot Railway	1,0	
Seven-twelfths of the contribution of ₹37,000 on account of charges in connection with the Sind portion of the North-Western Railway Police	2,2	
		3,2
		5

Special transfers.

Imperial to Provincial.

Charges for repairing Protestant Church at Aden		1

II.—Opium.

1892-93. Accounts.			Budget.	1893-94. Revised.	Accounts.
6,093,3		Sale of Bengal Opium	5,463,0	4,808,4	4,808,4
1,670,7		Bombay Opium Pass Fees	1,645,0	1,665,8	1,600,5
		Excise Opium—			
	2	India	1	...	...
	22,8	Central Provinces	22,5	24,5	24,0
	2,3	Burma (Upper)	2,4	2,8	3,6
	46,0	Burma (Lower)	26,6	33,0	32,7
	38,7	Assam	39,7	40,2	40,2
	56,5	Bengal	57,0	57,6	57,5
	51,5	North-Western Provinces and Oudh	47,6	50,0	49,2
	3,3	Punjab	3,1	5,5	5,1
221,3			199,0	213,6	212,3
7,9		Miscellaneous	9,2	6,6	6,4
7,993,2		Total	7,316,2	6,694,4	6,627,6

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

II.—Opium—*concluded.*

24. The revenue from the *Sale of Bengal Opium*, during the year, has been the lowest since 1876-77. It fell short of the Budget Estimate by 654.6 and of the actuals of the previous year by 1,284.9. The Budget was based upon the sale of 43,704 chests at R1,250 per chest, but only 43,353 chests were actually sold, while the average price per chest, which declined almost from the beginning of the year, averaged only R1,109. The higher receipts in 1892-93 were due partly to a larger number of chests having been sold, and partly to the average price per chest having been R1,247. The trade was largely affected by the Indian Currency Legislation of June 1893, which caused fluctuations in the price of opium in China, and in the rupee value of dollars and taels in the exchange with Hongkong and Shanghai, and resulted in a falling off under *Bombay Opium Pass Fees*, which occurred chiefly in the closing months of the year. The effect of a reduction of freight was also over-estimated in the Revised. Under *Excise Opium*, the increase in Central Provinces is due to large quantities of opium having been purchased by Feudatory Chiefs, Zamindars, and Jagirdars; that in Upper Burma is due partly to the possession of opium by the Burmans, for the purposes of tatooing and medicine, having been legalised, and partly to the adoption of repressive measures in Lower Burma having stimulated prices and raised the sales in Upper Burma; the restrictive measures were adopted much later in the year than anticipated. In the North-Western Provinces the Budget Estimate proved too low, the effect of the abolition of the minimum clause in licenses for sale of opium and of the discontinuance of chandu licenses having been over-estimated. In the Punjab there was a very large demand for Excise Opium.

25. The following table gives the usual statistics for the last ten years of the produce and sales in Bengal and the exports from Bombay :—

Year.	Bengal: Produce of season. For export. Chests.	For Excise. Chests.	Total. Chests.	Chests sold.	Average price per Chest. ₹	Total price. ₹	Bombay: Chests.	Rate. ₹	Amount. ₹
1883-84	38,214	4,318	42,532	54,400	1,250	6,803,7	38,586	650	2,508,5
1884-85	65,993	7,008	73,001	46,698	1,296	6,052,0	39,039	650	2,537,9
1885-86	64,925	5,144	70,069	50,994	1,235	6,296,0	37,677	650	2,449,0
1886-87	64,500	3,928	68,428	54,750	1,123	6,147,0	39,745½	650	2,583,4
1887-88	57,500	4,034	61,534	57,000	1,059	6,038,0	34,884½	650	2,267,5
1888-89	69,500	3,259	72,759	57,000	1,120	6,384,0	30,222½	650	1,964,5
1889-90	38,305	4,417	42,722	57,000	1,136	6,437,6	29,029	650	1,886,9
1890-91	44,760	7,063	51,823	57,000*	1,037	5,912,9	28,591	650 & 630	1,749,3
1891-92	44,522	4,371	48,893	56,250	1,058	5,949,7	30,654½	600	1,839,3
1892-93	33,679	5,004	38,683	48,852	1,247	6,093,3	27,845½	630	1,673,7
1893-94, Budget				43,704	1,250	5,463,0	27,417	600	1,645,0
1893-94, Revised				43,353	1,109	4,808,4	27,763	600	1,665,8
1893-94, Actuals	40,506	3,816	44,322	43,353	1,109	4,808,4	26,675½	600	1,600,5

* Excluding 27 chests issued to the Excise Department.

III.—Salt.

		India.	Burma: Upper.	Burma: Lower.	Bengal.	Madras.	Bombay.	Total.
Sale of Government Salt.	Accounts 1892-93	101.6	...	...	...	31.9	47.3	183.8
	Budget 1893-94	130.9	...	...	...	333.2	44.2	508.3
	Revised 1893-94	129.8	...	...	...	34.2	51.7	215.7
	Accounts 1893-94	127.0	...	...	...	33.4	50.7	211.1
Excise on Local Manufacture.	Accounts 1892-93	1,998.6	1.5	18.5	...	1,668.4	2,130.2	5,817.2
	Budget 1893-94	1,871.9	1.7	15.0	...	1,419.8	2,135.4	5,443.8
	Revised 1893-94	1,752.5	1.4	18.5	...	1,588.0	2,158.8	5,511.2
	Accounts 1893-94	1,695.5	1.0	18.9	...	1,581.0	2,095.6	5,392.0
Duty on Imported Salt.	Accounts 1892-93	...	...	142.2	2,401,7	8	59.2	2,603.9
	Budget 1893-94	...	...	140.0	2,371.0	4	74.2	2,585.6
	Revised 1893-94	...	...	146.5	2,357.0	1.6	65.7	2,570.8
	Accounts 1893-94	...	...	147.7	2,366,4	1,8	63,7	2,579.6
Miscellaneous	Accounts 1892-93	17.9	...	...	8,4	17.1	7.8	51.2
	Budget 1893-94	17.2	...	...	9,0	16,6	7.3	50.1
	Revised 1893-94	17.7	...	...	8,0	14.0	8,8	48.5
	Accounts 1893-94	16,2	...	...	7,7	13,6	8,7	46.2
Total	Accounts 1892-93	2,118.1	162,2		2,410,1	1,721.2	2,244.5	8,656.1
	Budget 1893-94	2,020.0	156,7		2,380.0	1,770.0	2,261.1	8,587.8
	Revised 1893-94	1,900.0	166,4		2,365.0	1,629.8	2,285.0	8,346.2
	Accounts 1893-94	1,838,7	167,6		2,374,1	1,629,8	2,218,7	8,228,9

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

III.—Salt—*concluded.*

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

	India.	Burma.	Bengal.	Madras.	Bombay.	Total.
1888-89	1,852,0	30.9	2,281,7	1,649,9	1,861,1	7,675,6
1889-90	1,959,2	132,0	2,270,7	1,756,8	2,069,0	8,187,7
1890-91	1,930,5	158,8	2,319,5	1,951,8	2,162,8	8,523,4
1891-92	1,971,2	161,0	2,404,5	1,772.9	2,326,6	8,636,2
1892-93	2,118,1	162,2	2,410,1	1,721,2	2,244,5	8,656,1
1893-94	1,838,7	167,6	2,374,1	1,629,8	2,218,7	8,228,9

It will be seen that the gradually diminishing improvement, noticed last year, has given way to a large falling off in the year under review. The decrease has occurred chiefly under the head *Excise on Local Manufactures*, and is due, in India, almost entirely to shortness of stocks of Sambhar salt, following upon the large sales of 1892-93, added to the failure of manufacture in 1892-93 and in the early part of 1893-94; in Madras the decrease is mainly due to more extended sales on the credit system in place of cash sales, caused by a fall in the price of Government paper, but to a small extent a falling off under Orissa salt, due to smaller outturn, is also responsible. The falling off in Bombay is due to two consecutive bad seasons which raised prices and checked sales.

27. On account of the change in classification, noticed in the last report, under which the revenue from the Kohat Mines, and the Government share of the Mandi Revenue, as well as the duty on Government salt in Madras, are now taken under the head *Excise on Local Manufacture*, instead of under *Sale of Government Salt*, under which they were provided for in the Budget, a comparison between the actuals and the Budget Estimate, under these two minor heads, has been vitiated, but taking the two heads together, the variations may be attributed partly to an over-estimate in India and Madras, and partly to the reasons that led to the variations between the actuals of the two years as mentioned above. In Lower Burma the Budget Estimate provided for a falling off, as it was apprehended that locally manufactured salt would not be able to compete with that imported; but the apprehension proved to be unfounded.

28. Under *Sale of Government Salt* there was an improvement of 27.3 over the actuals of the previous year, chiefly in India and Bombay, due to the shortness of stock combined with the good quality of the Sambhar salt having enabled it to fetch a very high price, and having also stimulated the sales of Pachbadra salt in India and Baragara salt in Bombay.

29. Under *Duty on Imported Salt* the excess in Lower Burma is due to large clearances from bond under the impression that the duty was about to be raised, while that in Madras is due to increased imports at the West Coast ports; Bombay seems to have recovered after the heavy falling off on the termination of the Anglo-Portuguese Treaty, owing to which facilities for the exportation of Goa salt had been diminished. The Estimate has, however, proved to have been framed too high. The improvements in these provinces have, however, been more than counterbalanced by a falling off in Bengal, which was to a large extent anticipated in the Budget Estimate.

30. Under *Miscellaneous* the most noticeable variation is the decrease in Madras, due to the levy of lower rates of cess for licensees' works in certain excise factories, and to no cess having been realised in certain others, in consequence of excess collections in the previous year. In India the Budget proved slightly too high owing to the decline in the Sultanpur salt trade, which commenced in 1892-93, having continued in the following year also; the deficiency due to this in the previous year had been nearly made up by higher receipts under the through traffic system at Sambhar and the Mayo mines, but the improvement was not maintained in 1893-94.

IV.—Stamps.

		India.	Central Provinces.	Burma: Upper	Burma: Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Court-fee Stamps	Accounts 1892-93	29,6	119,4	19,5	76,2	57,1	1,119,4	541,0	256,7	454,3	322,2	2,995,4
	Budget 1893-94	30,4	122,0	20,6	77,5	59,1	1,131,0	535,0	263,4	417,9	323,0	2,979,9
	Revised 1893-94	31,1	125,2	19,6	77,5	60,0	1,149,5	551,8	274,8	471,5	313,0	3,074,6
	Accounts 1893-94	30,9	122,6	19,7	80,2	60,2	1,149,9	547,5	274,7	469,7	308,0	3,063,4
Commercial and other Stamps.	Accounts 1892-93	22,6	49,1	8,8	48,4	24,1	431,5	172,3	149,3	271,5	196,6	1,374,2
	Budget 1893-94	23,7	45,4	10,0	51,1	22,7	430,0	174,0	144,3	283,0	192,5	1,376,7
	Revised 1893-94	24,4	54,2	10,0	44,9	24,1	451,5	179,2	138,2	270,0	201,7	1,398,2
	Accounts 1893-94	23,3	52,0	9,5	43,9	23,9	443,7	175,6	134,0	265,3	197,2	1,368,4

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

IV.—Stamps—*concluded.*

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Fines and Penalties and Miscellaneous.	Accounts	1892-93	5	5	9	1,7	3	3,7	2,0	4,4	10,6	54,3	78,9
	Budget	1893-94	4	6	9	1,4	4	9,0	2,0	4,2	9,1	49,5	77,5
	Revised	1893-94	4	6	7	1,9	4	4,0	2,0	5,0	8,5	54,7	78,2
	Accounts	1893-94	5	6	8	2,0	6	4,1	1,9	4,7	8,2	54,1	77,5
Total	Accounts	1892-93	52,7	169,0	155,5		81,5	1,554,6	715,3	410,4	736,4	573,1	4,448,5
	Budget	1893-94	54 5	168,0	101,5		82,2	1,570,0	711,0	411,0	710,0	565,0	4,434,1
	Revised	1893-94	55,9	189,0	154,0		84,5	1,605,0	733,0	418,0	750,0	570,0	4,551,0
	Accounts	1893-94	54,7	175,2	150,1		84,7	1,597,7	725 0	413,4	743,2	559,3	4,509,3

31. The revenue under this head shows, as usual, an improvement in almost all the provinces which occurred chiefly under *Court-fee Stamps*.

32. The head *Court-fee Stamps* shows an increase in every province excepting Bombay, where the falling off is due to the Budget Estimate having been based on the probable actuals of 1892-93, which included a special receipt of 12,7 on account of Probate duty on the estate of a Parsee Millionaire. The increase is attributed generally to an increase of litigation, chiefly civil and rent-suits. In Assam the re-settlement of the Jaintiah Purgunnahs accounts for the increase of litigation; in Lower Burma it is attributed to agricultural distress, which compelled money-lenders to resort to law, while in the Punjab agricultural prosperity is said to have been considered favourable for speedy realisation of loans by law-suits. In Bengal there were also larger receipts from Probate duties in the Presidency town, and in Madras the opening of additional Courts and the introduction of stamped copy papers into all the Revenue Offices of the Presidency helped to swell these receipts.

33. Under *Commercial and other Stamps* the increase in the Central Provinces is due chiefly to the expansion of business in the three new Railway districts of Raipur, Bilaspur, and Sambalpur; that in Bengal to the execution of a larger number of deeds, arising from the renewal of bonds, owing to bad crops, transfers of landed property of higher value, renewal of leases, etc. There was a large falling off in Lower Burma, Punjab and Madras, due, in the first case, to agricultural distress having caused money-lenders to be more cautious, and in the other two cases to agricultural prosperity having lessened the demand for loans. The Budget Estimate in Madras was also placed too high.

34. Under *Fines and Penalties and Miscellaneous* the only variations of importance are those between the Budget Estimate and the actuals in Bengal and Bombay. Both in 1892-93 and in 1893-94 the Bengal figure was unusually low, and the Bombay figure was high, while the Budget Estimates had, in both cases, been calculated on the actuals of previous years then available.

V.—Excise.

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
License and distillery fees and duties for the sale of liquors and drugs.	Accounts	1892-93	101,9	210,5	47,0	264,1	86,0	870,0	487,1	173,0	1,107,0	887,8	4,308,2
	Budget	1893-94	100,7	216,0	47,0	230,0	80,5	853,0	482,0	170,2	1,18217	908,2	4,290,0
	Revised	1893-94	95,3	215,9	42,0	228,7	89,1	912,5	506,3	180,7	1,235,0	920,0	4,422,5
	Accounts	1893-94	93,2	217,4	44,0	228,8	90,1	913,5	508,5	182,9	1,238,0	954,6	4,472,2
Opium	Accounts	1892-93	2,2	44,5	8,0	154,6	153,7	100,9	62,1	9,0	40,3	107,5	747,8
	Budget	1893-94	2,0	45,1	7,6	80,0	102,7	164,0	57,5	8,1	38,0	103,0	669,5
	Revised	1893-94	1,4	49,0	11,4	109,0	104,9	104,0	63,0	13,5	41,2	110,0	727,4
	Accounts	1893-94	1,5	46,9	13,5	110,7	104,8	104,2	63,1	13,9	44,7	108,9	732,2
Duty on Ganja	Accounts	1892-93	2	12,5	...	...	14,0	120,6	...	...	...	22,4	169,7
	Budget	1893-94	...	11,0	...	..	15,2	130,0	...	...	...	...	156,2
	Revised	1893-94	3	13,1	...	...	17 4	132,0	...	...	...	28,0	190,8
	Accounts	1893-94	3	13 0	...	...	17,5	135,8	...	...	...	5	107,1
Other Receipts	Accounts	1892-93	6	2.1	1	...	...	1,1	7	3	3,9	8,0	16,8
	Budget	1893-94	6	2,0	1	1	1	1,0	5	2	8,4	8,2	21,2
	Revised	1893-94	6	2.0	1	1	1	1,5	7	3	3,8	8,0	17,2
	Accounts	1893-94	6	2,1	...	1	1	1,3	6	3	4,2	7,8	17,1
Total	Accounts	1892-93	104,9	275,6	474,7		258,7	1,159,5	549,9	182,3	1,211,2	1,025,7	5,242,5
	Budget	1893-94	103,3	275,0	375,6		264,5	1,150,0	540,0	187,5	1,230,0	1,020,0	5,145,9
	Revised	1893-94	97,6	280,0	388,3		271,5	1,210,0	570,0	194,5	1,280,0	1,060,0	5,357,9
	Accounts	1893-94	95,6	279,4	397,7		272,5	1,214,8	572,2	197,1	1,287,5	1,071,8	5,388,6

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

V.—Excise—*concluded.*

35. The revenue shows an improvement of 146,1 over the actuals of the previous year, and of 242,7 over the Budget Estimate, the improvements having been contributed to by all the provinces except India and Burma.

36. Under *License and Distillery Fees* the decrease in India occurred partly in Baluchistan and Coorg due to over-estimates, and partly in Bangalore, where the high receipts of 1892-93, due to a new system of working Arrack shops, have not been maintained. In the Central Provinces there was a small improvement due to recoveries of arrears and advance collections. In Upper Burma, increased receipts on account of license fees and rent of toddy trees, were more than counterbalanced by a decrease under distillery fees and still-head duty, owing to diminished issue of spirits from licensed distilleries. In Lower Burma there was a decrease, due chiefly to less importation of Madras liquor, owing to enhancement of the rate of duty, but the falling off was partly made up by an increase in license fees for the sale of country fermented liquor. The improvement in Assam is due partly to settlements having been made at higher rates in some districts, and partly to settlements in Debrugarh not having been made until April 1893, when only the fees payable in advance were credited. In Bengal, a favourable settlement of excise shops, and an enhancement of the duty on wholesale licenses for the sale of imported liquor in Calcutta, led to a considerable improvement in the receipts under this head. In the North-Western Provinces there were increased receipts from license fees and still-head duty, the effect of the new country liquor excise system, introduced in 1891, having been more fully felt. In the Punjab the falling off in 1892-93, due to bad season, was followed by a reaction in the next year. Improvements in administration, helped by a good season, caused a further large development of the revenues in Madras, while in Bombay there was, in addition to a good season, the recovery of arrears amounting to 12,1.

37. Under *Opium* the variations are mostly due to the same causes as those mentioned under II—Opium—Excise Opium. The only other noticeable facts are, that in Burma there were increased imports of Shan and Chinese opium, and that in Bombay a large reduction, on account of the abolition of the minimum guaranteed vend system, and the closing of the Chandu and Madat shops, was anticipated but did not actually come about.

38. Under *Duty on Ganja* the improvement in the Central Provinces was derived from large supplies made to Feudatory Chiefs and Zamindars and to the Bastar State, where the cultivation of ganja was prohibited. In Assam there was increased consumption specially of the class of ganja which bears a higher rate of duty. In Bengal the duty on all kinds of ganja was raised by one rupee per seer with effect from the beginning of the year, and the increased revenue derived from this enhancement was larger than anticipated. In Bombay the amount provided in the Revised, and that adjusted in, the accounts of the previous year under this head, are mostly on account of fees for retail licenses for the sale of ganja which, in the accounts of 1893-94, have been shown under the first minor head.

39. Under *Other Receipts* the Madras Budget was an over-estimate.

VI.—Provincial Rates.

			India.	Central Provinces.	Burma, Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
District and Local Rates and Cesses.	Accounts	1892-93	2,1	...	102,1	55,0	...	450,7	221,4	515,8	265,5	1,612,6
	Budget	1893-94	6,3	...	105,0	59,0	...	459,0	226,1	502,8	267,0	1,625,2
	Revised	1893-94	5,1	...	104,5	59,5	...	451,6	229,6	507,5	277,0	1,634,8
	Accounts	1893-94	4,8	...	101,1	61,1	...	452,3	230,7	524,8	276,4	1,651,2
Village Service, Patwari and Chowkidari Cesses.	Accounts	1892-93	3,2	45,7	...	...	...	276,3	128,7	390,7	36,4	881,0
	Budget	1893-94	3,2	48,0	...	...	...	278,6	120,5	410,9	38,0	908,2
	Revised	1893-94	3,2	48,0	...	...	...	279,0	130,9	134,0	41,0	642,1
	Accounts	1893-94	4,1	45,2	...	...	...	278,9	133,5	148,0	41,0	650,5
Education Cess	Accounts	1892-93	6	15,1	...	...	...	14,7	...	...	...	30,4
	Budget	1893-94	6	15,1	...	...	...	14,8	...	...	...	30,5
	Revised	1893-94	6	15,6	...	...	...	14,9	...	...	...	31,1
	Accounts	1893-94	6	15,5	...	...	...	14,9	...	...	...	31,0
Road Cess	Accounts	1892-93	...	16,7	...	...	409,5	4,8	...	...	...	431,0
	Budget	1893-94	...	16,7	...	...	387,3	4,8	...	...	...	408,8
	Revised	1893-94	...	18,9	...	...	403,5	4,8	...	...	...	426,3
	Accounts	1893-94	...	17,1	...	...	408,3	4,8	...	...	...	430,2
Public Works Cess.	Accounts	1892-93	...	...	...	...	419,5	...	...	6,2	...	425,7
	Budget	1893-94	...	...	...	...	415,0	...	...	6,3	...	421,3
	Revised	1893-94	...	...	...	...	414,0	...	...	5,5	...	419,5
	Accounts	1893-94	...	...	...	...	413,4	...	...	5,4	...	418,8

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

VI.—Provincial Rates—*concluded.*

			India.	Central Provinces.	Lower Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Famine Insurance, Canals and Railways.	Accounts	1892-93	...	14,8	...	...	...	170,0	55,3	...	...	240,1
	Budget	1893-94	...	14,0	...	...	...	170,7	50,4	...	...	241,7
	Revised	1893-94	...	15,3	...	...	...	170,6	57,3	...	...	243,2
	Accounts	1893-94		15 0	...	...	...	171,1	57·5	...	...	243,6
Rate on Wards' Estates.	Accounts	1892-93	...	3,4	...	...	7,7	...	2,0	...	...	14,0
	Budget	1893-94	...	3,0	...	...	8.0	...	2,4	...	...	13,4
	Revised	1893-94	...	3,1	...	...	12,5	...	2,5	...	...	18,1
	Accounts	1893-94	...	2,5	...	...	13,2	...	1,8	...	...	17.5
District Post Cess	Accounts	1892-93	...	3,8	...	...	43.8	3,7	...	...	...	51,3
	Budget	1893-94	...	3,7	...	...	36,8	3,7	...	...	...	44,2
	Revised	1893-94	..	3,0	...	...	43,0	3,7	...	...	...	50,6
	Accounts	1893-94	...	3.9	...	...	43,3	3,7	...	...	...	50,9
Original Rates in Oudh.	Accounts	1892-93	...	...	...	...	...	18,3	...	...	...	18,3
	Budget	1893-94	...	...	...	..	...	18,5	...	...	...	18,5
	Revised	1893-94	...	...	...	...	...	18,5	...	...	...	18,5
	Accounts	1893-94	...	...	...	..	...	18,7	...	...	...	18,7
Other Miscellaneous Cesses.	Accounts	1892-93	1,5	...	...	...	...	...	6	...	...	2,1
	Budget	1893-94	1,6	...	...	...	...	...	7	...	...	2,3
	Revised	1893-94	1,5	...	...	...	...	...	6	...	...	2,1
	Accounts	1893-94	1,6	...	...	...	...	...	6	...	...	2,2
TOTAL	Accounts	1892-93	7,4	99,5	102,1	55,0	880,5	938,5	408,9	912,7	301,9	3,706,5
	Budget	1893-94	11,7	101,1	105,0	59,0	847,1	943,1	415,1	920,0	305,0	3,707,1
	Revised	1893-94	10,4	103,9	104,5	59,5	873,0	943,1	426,9	947,0	318,0	3,486,3
	Accounts	1893-94	11,1	99,2	101,1	61,1	878,2	944,4	423,9	978,2	317,4	3,514,6

40. The revenue under this head is worse than in the preceding year by 191,9, which is the result of a large falling off in Madras (234.5), partly counterbalanced by improvement in most of the other provinces.

41. The Budget Estimate in *India* was not realised, chiefly in consequence of the receipts from the local cess in Coorg having amounted to 2,3 only instead of 4,2 as was anticipated. In the *Central Provinces* the Budget Estimate was too sanguine in regard to the revision of settlements in Damoh district; the Patwari Fund receipts fell off, and the making over of the Bhonsla State to the Raja accounts for the decrease under Rate on Wards' Estate. In *Burma*, *Assam*, *Punjab*, and *Bombay* the variations are mostly due to the same causes as those which affected the ordinary collections under I—Land Revenue, but there were also some arrear collections in *Punjab*. *Bengal* shows a small falling off as compared with 1892-93, chiefly under Public Works Cess in Gya and Muzufferpur, counterbalanced by an excess under Rate on Wards' Estates, due to enhanced rates; the Budget Estimate of the collections of the Road and District Post Cesses appears to have been framed too low. The small excess in the *North-Western Provinces* is due to a revision of settlements in Jhansi and Unao, and to the further extension of the village watch system in Oudh. In *Madras*, District and Local Rates and Cesses shows an increase, due to the same causes as led to an increase under Land Revenue, but there was a much larger decrease under Village Service Funds. The collection of the Village Cess in districts other than Tanjore and Malabar was suspended for Fasli 1303 in order to exhaust the balance of the Village Service Funds, and the contributions, usually made to the Fund, were discontinued, and the revenue derived from Village Service Inams was credited to *Imperial* under Land Revenue. There was also a decrease in the receipts from the Public Works Cess, due chiefly to the abandonment of the voluntary irrigation cess in the Bellary district.

VII.—Customs.

			Burma, Lower.	Bengal.	Madras.	Bombay.	TOTAL.
Sea Customs — Import Duties	Accounts	1892-93	113,8	310,6	116,7	303,1	844,2
	Budget	1893-94	105,9	290,0	121,0	303,6	820,5
	Revised	1893-94	100,0	339,4	119,5	342,0	900,9
	Accounts	1893-94	105,2	359,5	115,8	407,4	987,9
Sea Customs — Export Duties	Accounts	1892-93	483,6	189,7	36,9	33,1	743,3
	Budget	1893-94	541,8	204,4	38,0	32,0	816,2
	Revised	1893-94	475,9	180,0	44,0	28,8	728,7
	Accounts	1893-94	415,1	175,5	45·3	27,1	663,0

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

VII.—Customs—*concluded.*

			Burma, Lower.	Bengal.	Madras.	Bombay.	TOTAL.
Land Customs and Miscellaneous	Accounts	1892-93	2,6	5,1	12,8	9,6	30,1
	Budget	1893-94	2,3	5,6	11,0	9,6	28,5
	Revised	1893-94	2,8	5,6	11,5	9,2	29,1
	Accounts	1893-94	3,3	5,9	13,1	9,2	31,5
TOTAL	Accounts	1892-93	600,0	505,4	166,4	345,8	1,617,6
	Budget	1893-94	650,0	500,0	170,0	345,2	1,665,2
	Revised	1893-94	578,7	525,0	175,0	380,0	1,658,7
	Accounts	1893-94	523,6	540,9	174,2	443,7	1,682,4

42. The revenue shows an improvement of 17,2 over the Budget Estimate, and of 64,8 over the previous year, the heavy falling off in the export duties having been more than counterbalanced by the receipts from the new import duties.

43. Under *Import Duties* the increase was substantially swelled by the introduction of the Tariff Act of 10th March 1894. In Burma there was a heavy falling off in the duties on liquor and petroleum, but the fall was nearly counterbalanced by the receipts under the new Tariff Act. In Madras there was a heavy falling off in spirits. In Bengal the increase was due partly to the new Tariff Act, and partly to increased imports of kerosine oil, while in Bombay there was, in addition to these causes, increased imports of spirits and wines; the receipts under the new Tariff Act amounted to 64,2 in this province alone.

44. Under *Export Duties* Madras alone shows an improvement, chiefly due to a larger export of rice as the result of a favourable season. There was, however, a falling off in the other provinces. In Bengal a high price kept down exports of rice, and in Burma the demand from Europe was slack, and heavy shipments were made to India, on which no duty was leviable.

45. Under *Land Customs and Miscellaneous* the rise in Burma is accounted for by improved receipts from Warehouses and Wharf rents, owing to a large stock of liqour having remained in bond, in consequence of the dull season, and by receipts on account of Sunday labour fees. In Madras the Budget Estimate of the receipts from Land Customs on the rice exported from Karikal was framed low in view of the possibilities of famine, but the actual exports proved to be exceptionally favourable. In Bombay a falling off arising from certain concessions to Portuguese India, was almost counterbalanced by larger receipts from transhipment fees, owing to the re-export of a large quantity of kerosine oil to Foreign ports, and to these fees being now levied on all goods brought under the new Customs Tariff Act.

VIII.—Assessed Taxes.

1892-93. Accounts.		1893-94. Budget.	1893-94. Revised.	1893-94. Accounts.
215,8	India	218,6	224,2	221,7
49,1	Central Provinces	48,0	49,6	48,5
8,2	Burma — Upper	8,2	8,2	8,6
61,2	Burma — Lower	61,4	66,0	67,7
22,6	Assam	22,5	26,0	26,1
422,8	Bengal	433,0	430,0	435,0
225,6	N.-W. Provinces and Oudh	223,0	232,0	232,4
121,8	Punjab	122,5	127,0	126,2
185,3	Madras	175,0	202,5	206,2
373,8	Bombay	375,0	364,8	366,8
1,686,2	TOTAL	1,687,2	1,730,3	1,739,2

46. This head shows an improvement of 52,0 over the Budget Estimate and of 53,0 over the actuals of the preceding year. There was a general improvement due to enhanced assessment and to additional tax levied on Exchange Compensation Allowance. *Bombay* shows a falling off, which is attributed to fluctuations in Exchange having reduced the profits of trading companies. In *Burma* the operation of the Income Tax Act was extended, and in *Madras* there was a brisk export trade in skins and indigo consequent on a favourable season. In *Bengal* the steady growth of the revenue received a check in 1892-93, but the actuals of the year under review show that the falling off was only temporary.

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

VIII.—Assessed Taxes—*concluded.*

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

1892-93. Accounts.		1893-94. Budget.	1893-94. Revised.	1893-94. Accounts.
97,5	Civil Department, India	101,0	98,7	92,4
51,0	Military Department	51,6	56,5	58,3
51,1	Public Works Department	49,6	52,3	54,1
1,9	Marine Department	2,1	2,1	2,0
6,6	Post Office Department	6,6	6,7	6,9
7,7	Telegraph Department	7,7	7,9	8,0
215,8	TOTAL AS ABOVE	218,6	224,2	221,7

48. The falling off in the Civil Department, as compared with the Budget Estimate, is attributed to the extent of 3,9 to the tax on interest on Government securities, of 2,5 to the transfer of payments of salaries of employés of the Rajputana-Malwa Railway to Bombay, and of 1,9 to the tax levied on the East Indian Railway Company's share of surplus profits. The *Military* and *Public Works Departments'* Budget Estimates proved inadequate, chiefly on account of the tax levied on Exchange Compensation Allowance.

IX.—Forest.

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
I													
Timber and other produce removed by Government Agency.	Accounts	1892-93	49,3	5,8	1,2	221,0	7	2,6	63,6	52,4	33,0	161,1	590,7
	Budget	1893-94	45,1	15,7	11,7	207,1	3,1	2,5	64,3	64,8	50,1	188,4	652,8
	Revised	1893-94	56,9	9,8	4,7	213,0	2,5	1,5	66,4	54,5	40,3	164,4	614,0
	Accounts	1893-94	56,8	3,2	4,8	215,0	1,9	1,5	69,0	55,4	40,6	180,0	634,2
II													
Timber and other produce removed by consumers or purchasers.	Accounts	1892-93	7,3	112,9	199,5	92,3	30,1	66,9	94,9	24,5	118,1	153,7	900,2
	Budget	1893-94	6,6	120,2	168,2	63,0	28,6	70,7	94,2	21,6	135,5	151,9	860,5
	Revised	1893-94	6,4	107,8	221,5	81,4	33,1	73,1	96,7	24,5	142,4	176,1	963,0
	Accounts	1893-94	7,1	107,5	218,1	85,2	36,5	74,9	97,5	26,1	146,7	178,8	978,4
III													
Other Receipts	Accounts	1892-93	1,7	4,4	7,0	45,0	7,5	5,0	6,7	4,4	6,6	12,1	100,4
	Budget	1893-94	1,7	4,1	5,1	29,9	5,7	4,2	6,1	3,6	4,4	10,7	75,5
	Revised	1893-94	1,6	3,4	3,8	45,6	9,8	3,6	4,5	6,0	7,3	14,5	100,1
	Accounts	1893-94	1,7	2,7	6,7	48,7	10,5	3,8	4,5	9,8	7,4	14,6	110,4
TOTAL	Accounts	1892-93	58,3	123,1	566,0		38,3	74,5	165,2	81,3	157,7	326,9	1,591,3
	Budget	1893-94	53,4	140,0	485,0		37,4	77,4	164,6	90,0	190,0	351,0	1,588,8
	Revised	1893-94	64,9	121,0	570,0		45,4	78,2	167,6	85,0	190,0	355,0	1,077,1
	Accounts	1893-94	65,6	113,4	578,5		48,9	80,2	171,0	91,3	194,7	379,4	1,723,0

49. The revenue under this head has exceeded the Budget Estimate by 134,2, and the actuals of the previous year by 131,7. The improvement is due generally to the steady development of the department. The following statement shows the actual revenue for the past few years :—

1888-89	...	1,349,1	1891-92	...	1,490,6
1889-90	...	1,486,3	1892-93	...	1,591,3
1890-91	...	1,448,0	1893-94	...	1,723,0

50. In *India* the improvement occurred almost wholly under the first head, due partly to larger sales of timber, and partly to recoveries on account of sandal wood trees standing on waste lands in Coorg, and to more favourable prices having been obtained in the London market for Andaman Forests timber.

51. In the *Central Provinces* there was a heavy falling off in all the heads. Under the first head there was a large stock of Hurra collected in the previous year, but not sold owing to a fall in the prices, and the demand for timber fuel and bamboos, the rates for which had been reduced by the Chief Commissioner,

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

IX.—Forest—*concluded.*

showed a considerable decline. Under the second head the decrease is due to unregulated and indiscriminate fellings, by license holders, having been stopped, to a general change in the grazing and other rates, and in the grazing concessions, and to large forest areas having been made over to the Agricultural Department for settlement purposes. The decrease in the last head is mainly on account of compensations in compounded cases.

52. In *Upper Burma* there was a falling off, as compared with the Budget Estimate, under head I, due to contractors having either not been available or to their having commenced work late in the year, but the outturn of timber was better than in the previous year, when it was exceptionally low. There was, however, a very large improvement in head II, due to increased quantity of timber worked out by lessees and traders, that by the Bombay-Burma Trading Corporation having been exceptionally large. In head III there were larger receipts of drift timber than estimated for.

53. In *Lower Burma* there was a considerable improvement over the Budget Estimates under all the heads, but the results were not quite so good as in the preceding year. In head I better prices were obtained in Tenasserim for teak timber, but in the previous year there was a much larger sale of logs in Pegu. In head II there were brisk sales and extraction of timber, but the results were even better in the previous year in Pegu. The improvement in Other Receipts is partly on account of drift timber and partly on account of duty on foreign timber.

54. The improvement in *Assam* in head II has been brought about by unexpectedly large demands for timber throughout the province, and in head III by greater demands for standing trees, increased exports of home and foreign rubber, final settlement of some waste lands, and increased receipts from drift timber. There was a falling off compared with the Budget in head I, due to anticipated sales of timber at the Goalpara, Kamrup, and Garo Hills selling depôts not having been realised.

55. *Bengal* shows but a small improvement. There was a discontinuance of departmental operations under head I, but this was more than made up under head II by an increase in the Sunderbunds Division, due to an enhancement of the rate on royalty on timber and fuel from 1st July 1893. In the Chittagong Division heavy rainfall increased exports, and in Jalpaiguri there were larger demands. The actuals of the previous year under head III included the sale-proceeds of two elephants.

56. In the *North-Western Provinces* the improvement under head I is due to the realisation of the value of sleepers supplied to the North-Western Railway in the previous year, to increased sales of firewood to the Commissariat Department for troops at Chakrata, and to the sale of the old stock of turpentine for which a market was established. Under head II an extension of direct sales augmented the revenue, but in head III there was a falling off both in the drift receipts and in the realisations from forest offences. The actuals of the previous year, under this head, included a special receipt of 1,0 on account of royalty paid by the Balarampur Estate for elephants captured in Government Forests.

57. In the *Punjab* the total collections correspond closely with the Budget Estimate. There was a falling off in head I, due partly to short delivery of fuel to Railways, and partly to floods having washed away timber, which, however, caused a large excess in drift receipts under head III. There was an improvement in head II, due to increased prices for fuel in the Rawalpindi Division.

58. In *Madras* the revenue of 1892-93 was comparatively low owing to the scarcity in several districts. In the year under review the Budget Estimate under head I was not realised, owing to the curtailment of felling operations in some districts, to the difficulty of obtaining labour, and to a falling off in the revenue from firewood, chiefly in the Kistna district. There was, however, an improvement in head II, due to very large supplies of sleepers to the East Coast Railway, to a large increase under grazing and fodder grass in Kistna, owing chiefly to competition among grazing contractors, and to the favourable character of the season in general. The improvement would have been greater, but for the transfer of revenue from trees on unassessed or waste lands, not under the direct control of the Forest Department, to I—Land Revenue. Other Receipts show an increase in the revenue realised from composition of forest offences.

59. In *Bombay* the Budget Estimate under head I was nearly realised, a falling off in firewood and charcoal being counterbalaced by the improvement due to a rise in the price of timber. The Revised Estimate was framed too low, while the excess under this head, compared with the actuals of the preceding year, is explained partly by large supplies of fuel to the Southern Mahratta Railway, and partly by the general prosperity in the year and the consequent high prices, while agricultural distress in the preceding year led to a falling off in the demand. Under head II there was a considerable improvement due to higher prices for "coupes" and timber, to further development of the "coupe" system in lieu of departmental fellings, and to larger grazing and fodder grass receipts. The increase in head III is due to Government having sold its half share of trees standing in an Inam forest in certain villages owing to the co-sharer having sold his share.

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

X.—Registration.

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras	Bombay.	Total.
Fees for registering Documents.	Accounts	1892-93	2,0	6,8	6	5,1	4,3	137,9	27,1	24,2	111,3	55,1	374,4
	Budget	1893-94	1,9	6,6	8	5,1	4,6	136,3	26,8	22,5	115,0	55,2	374,8
	Revised	1893-94	1,8	7,5	6	5,1	4,8	137,5	28,0	23,1	112,4	60,0	380,8
	Accounts	1893-94	1,9	7,4	5	4,8	4,6	133,6	27,7	22,2	109,3	58,0	370,6
Fees for copies of registered Documents.	Accounts	1892-93	2	2,9	...	1	1	2,0	10,2	6,6	3,2	9	26,2
	Budget	1893-94	2	2,8	...	1	1	2,2	10,2	6,0	3,0	8	25,4
	Revised	1893-94	2	3,3	...	1	1	2,0	10,6	6,5	3,4	1,0	27,2
	Accounts	1893-94	2	3,3	...	1	1	1,9	10,4	6,2	3,3	1,0	26,5
Other Receipts	Accounts	1892-93	1	1,5	...	3	...	3,5	4,0	1,6	17,4	1,1	29,3
	Budget	1893-94	1	1,5	...	3	...	3,5	4,2	1,5	17,0	1,0	29,1
	Revised	1893-94	1	1,5	...	4	...	3,5	4,2	1,7	7,2	9	19,5
	Accounts	1893-94	1	1,5	...	3	...	3,4	4,0	1,7	7,3	7	19,0
Total	Accounts	1892-93	2,3	11,2	6,1		4,4	143,4	41,3	32,4	131,9	57,1	430,1
	Budget	1893-94	2,2	10,9	6,3		4,7	142,0	41,2	30,0	135,0	57,0	429,3
	Revised	1893-94	2,1	12,3	6,2		4,9	143,0	42,8	31,3	123,0	61,9	427,5
	Accounts	1893-94	2,2	12,2	5,7		4,7	138,9	42,1	30,1	119,9	60,3	416,1

60. The steady improvement, noticed under this head in previous reports, has not been maintained. There were slight improvements in Central Provinces, North-Western Provinces, and Bombay, due to the normal growth of the department, and to the increased appreciation of the advantages of registration, but the total improvement thus brought about has been more than counterbalanced by a heavy falling off in Bengal and Madras. In Bengal the decrease is wholly under *Fees for Registering Documents*, and is attributed to the reduction of the minimum *ad valorem* fee on documents, not exceeding Rs. 50 in value, from As. 12 to As. 8. In Madras the falling off is partly under this head due, to some extent, to the reaction of the famine of 1892-93, and partly under *Other Receipts*, due to the decline of recoveries of searching fees, on account of the restrictions placed on the grant of loans, under the Land Improvement and Agriculturists' Loans Acts. In Punjab the higher figure in the previous year was due to bad harvest and high prices having caused an increase in the loan transactions on the security of registered transfer of land.

XI.—Tributes from Native States.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	Tributes and Contributions of Rx. 5,000 and over—			
	India—			
18,5	Oodeypur	20,0	25,0	21,0
9,8	Jodhpur	9,8	9,8	9,8
40,0	Jeypur	40,0	40,0	40,0
18,5	Kotah	18,5	18,5	18,5
12,0	Boondee	12,0	12,0	12,0
8,0	Jhallawar	8,0	8,0	8,0
6,6	Rutlam	6,6	6,6	6,6
10,8	Nizam (Maharatta Chouth)	10,8	10,8	10,8
	Punjab—			
10,0	Mundee	10,0	10,0	10,0
13,1	Kupurthalla	13,1	13,1	13,1
	Madras—			
78,3	Travancore	78,3	78,3	78,3
245,0	Mysore	245,0	245,0	245,0
20,0	Cochin	20,0	20,0	20,0
	Bombay—			
56,4	Kathiawar	55,3	55,3	54,6
18,7	Kutch	18,7	18,7	18,7
37,1	Baroda State	30,5	37,9	34,9

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

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

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	Contributions for Special Military Forces—			
	India—			
18,2	Bhopal Levy (Bhopal)	18,2	18,2	18,2
19,2	Malwa Contingent (Dewas, Jowrah)	19,2	19,2	11,2
11,5	Erinpura Irregular Force	11,5	11,5	11,5
20,0	Deolee Irregular Force	20,0	20,0	20,0
3,4	Malwa Bheel Corps	3,4	3,5	3,6
	Bombay—			
9,7	Southern Mahratta Horse	8,2	8,2	7,9
	Tributes and Contributions under Rx. 5,000—			
22,0	India	20,9	20,9	18,5
24,4	Central Provinces	24,4	23,6	23,6
39,6	Burma, Upper	28,1	28,9	29,2
3,1	Assam	5,0	10,0	10,0
4,5	Punjab	4,7	4,5	4,6
1,6	Madras	1,6	1,6	1,6
6,4	Bombay	5,9	6,4	5,8
	Fees on Succession to Native States—			
8	India	8	9	1,1
1,8	Central Provinces	7	7	7
9	Punjab	...	...	...
2	Bombay	2,5	5,4	5,5
219,3	Total India	219,7	224,9	210,8
26,2	„ Central Provinces	25,1	24,3	24,3
39,6	„ Burma	28,1	28,9	29,2
3,1	„ Assam	5,0	10,0	10,0
28,5	„ Punjab	27,8	27,6	27,7
344,9	„ Madras	344,9	344,9	344,9
128,5	„ Bombay	121,1	131,9	127,4
790,1	GRAND TOTAL	771,7	792,5	774,3

61. As explained in the last report, the receipts under this head are, for the most part, fixed, the fluctuations that occur being due to non-payment of dues and arrear or advance payments. In the case of Oodeypur, the Budget Estimate provided for the realisation of arrears, amounting to 5,0, in addition to the regular instalments, but only 1,0 of the arrears was actually realised. There were larger outstandings at the close of the year in Kathiawar. In the case of the Baroda State, the full amount of the claim is 37,5 and there were arrears amounting to 4, which go to make up the Revised Estimate, but 3,0 remained due by some States in the Mahikantha Agency; the Budget was fixed low, on the assumption that the balance of the claim of the Durbar (7,0) for maintenance of the Gaekwar's contingent, after its nominal disbandment, would be paid and deducted from the full amount of the subsidy, but the refund was not claimed during the year. The balance under Malwa Contingent (Dewas Jowrah), represents the amount unpaid till 1894-95, pending settlement of the question whether payment could not be claimed, except in new Halicoins. The actuals of 1892-93 for Southern Mahratta Horse were high owing to two years' contributions (1,5) having been received from two small States, due to a change introduced in that year of recovering contributions in the year for which they are due.

62. As regards *Tributes and Contributions under Rx. 5,000* there were heavy arrear collections in Burma in 1892-93, while in the year 1893-94 also the collections exceeded the Budget Estimate. In Assam the figure for 1892-93 represents the tribute due from 21st August 1891 to 30th March 1892, at 5,0 per annum, while in 1893-94 the tributes for 1892-93 and 1893-94 have both been realised.

63. Under *Fees on succession to Native States*, the instalments of Nazarana paid by the Sarangarh State in Central Provinces ceased in 1893-94, while the Punjab receipt in 1892-93 represents Nazarana paid by the Raja of Kapurthala, on his being vested with full powers over his territories. The Bombay receipt is composed of the first instalments of Nazaranas payable by Ranasan, the Jath State, and the late Ram Samat's estates of Jetpur; the Budget Estimate did not take account of the last, and also took the second amount at 2,4 instead of at 3,6.

Section A.—DIRECT DEMANDS ON THE REVENUE.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
9,461,7	EXPENDITURE	10,387,3	9,961,1	9,865,6

64. The total charges in this section showed a saving of 521,7 on the Budget Estimate but exceeded the actuals of the previous year by 403,9. Compared with the Budget, the largest saving amounting to 378,4 occurred in the Opium charges in consequence of the outturn of opium having fallen short of the Estimate. The other notable savings occurred under Land Revenue (90,7) in the charges for Survey and Settlement and for Kanungoes and Patwaries, under Salt (36,4) due to a smaller outturn in consequence of the unfavourable character of the season, and under Forests (83,8) due to contraction of operations as well as to more economical management. On the other hand, there were excesses of 31,1 under Refunds chiefly in India and Bombay, and of 50,4 under Assignments and Compensations mainly in adjustments of alienated lands in Bombay.

65. Compared with the actuals of the previous year, the largest variation occurred also under Opium under which the charges were higher by 274,1 in consequence of a better outturn. The other excesses of importance are, 85,2 under Land Revenue, 15,7 under Salt, 15,3 under Stamps, 41,2 under Forests, and 10,6 under Registration, which were partly counterbalanced by a decrease of 39,5 under Assignments and Compensations under which the charges connected with the alienated lands in Bombay were higher in 1892-93.

1.—Refunds and Drawbacks.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Land Revenue	Accounts 1892-93	7	3	2,6	2,2	4	4,8	9,0	3,5	15,7	15,8	55,0
	Budget 1893-94	6	4	2,8	2,2	4	10,4	5,3	3,3	14,6	10,1	58,1
	Revised 1893-94	5	4	4,0	2,4	6	4,5	7,3	4,5	12,5	20,0	50,7
	Accounts 1893-94	4	4	3,6	2,7	8	5,2	0 5	2,9	8,5	20,0	54,0
Salt	Accounts 1892-93	2,2	...	...	1,8	...	15,5	...	...	1	10,4	30,0
	Budget 1893-94	3,0	...	...	2,2	...	20,0	...	...	1,0	10,8	37,0
	Revised 1893-94	2,1	...	...	1,6	...	19,0	...	...	3	8,7	34,7
	Accounts 1893-94	1,9	...	...	2,3	...	18,5	...	...	4	8,7	32,3
Stamps	Accounts 1892-93	5	1,5	4	1,2	4	14,6	8,9	4,3	9,3	12,6	53,7
	Budget 1893-94	5	1,3	4	1,0	5	12,8	8,7	3,0	8,1	10,0	49,9
	Revised 1893-94	7	1,4	5	2 0	5	4.4	9,2	4,0	11,2	9.8	53.7
	Accounts 1893-94	0	1,4	4	1,8	5	14,4	9,6	3 9	10,2	9.7	52,5
Customs	Accounts 1892-93	...	...	...	8,8	...	18,3	...	...	3,9	27,9	58,9
	Budget 1893-94	...	...	...	10,3	...	19,0	...	...	4,0	7,2	41,1
	Revised 1893-94	...	...	...	10,8	...	17,3	...	...	4,2	14,1	46,4
	Accounts 1893-94	...	...	...	10,0	...	17,1	...	...	4,0	14,2	45,3
Assessed Taxes	Accounts 1892-93	9	5	...	4	1	5,2	2,1	9	1,5	4,0	15,6
	Budget 1893-94	8	3	...	3	1	4,2	2,1	1,0	1,3	2,8	12,0
	Revised 1893-94	9,7	4	...	5	1	2,8	2,2	9	2,0	2,5	21,1
	Accounts 1893-94	10,1	5	...	8	1	2,8	2,0	1,0	1,9	2,3	21,5
Other Revenue Refunds.	Accounts 1892-93	...	2	2	0	1,0	2,5	4,8	4,2	5,1	25,2	44,1
	Budget 1893-94	...	2	3	7	5	2,0	2,0	3	3,4	10,7	30,9
	Revised 1893-94	..	1,8	7	0	4	7,0	3,3	0	6,4	20,3	50,1
	Accounts 1893-94	1	2,1	1,0	7	5	6,4	3,5	3	10,8	27,4	52,8
Total	Accounts 1892-93	4,3	2,5	18,5		1,9	60,9	24,8	12,9	35,0	95,9	257,3
	Budget 1893-94	4,9	2,2	20,8		1,5	69,3	19,0	8,2	32,4	66,6	224,9
	Revised 1893-94	13,0	4,0	23,1		1,6	65,0	22,0	10,0	36,6	84,4	259,7
	Accounts 1893-94	13,1	4.4	23,8		1,9	64.4	21,6	8,1	35,8	82,9	256,0

66. This head is of a fluctuating character and is not susceptible of an accurate forecast. The excess in the total charges of 31,1 over the Budget Estimate, and the small saving of 1,3, as compared with the actuals of the previous year, are the net results of variations in all the minor heads.

67. Under *Land Revenue Refunds* there was an exceptional payment in the Katha District in Upper Burma; in Bengal provision was made in the Budget for a special payment of 6,0 on account of mesne profits, payable to proprietors of an estate resumed under the Diarah Act and released under Civil Court decree, but only a portion of the amount was paid during the year under review; in the North-Western Provinces there were some special payments in the previous year. In Madras also there was a large saving, while there was an increase in Bombay.

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

1.—Refunds and Drawbacks—*continued.*

68. The falling off in the Salt Revenue in India and Bombay was followed by a falling off in the *Salt Refunds*. Under *Stamps Refunds* there was a special refund of 3,1 to the Bombay Port Trust in 1892-93, on account of a composition of stamp duty on the Prince's Dock Loan. The chief variation under *Customs* also occurs in Bombay, the Budget Estimate having proved too low owing partly to an improvement in the revenue, and partly to a special refund of 4,0 to the Portuguese Indian Government, on acccunt of duties levied on articles re-exported by land from Bombay to Daman; the charges for 1892-93 were swollen by a special payment of 19,5 to the Portuguese Government, representing its share of the common customs receipts for the 10th, 11th and 12th years of the Treaty.

69. Under *Assessed Taxes* there was a large excess in India due to a refund of 9,1 to the employés of the Rajputana-Malwa Railway, residing and drawing their pay in Native States, while in Bombay, there was a special refund in 1892-93 of 1,5, to the employés of the Great Indian Peninsula Railway residing in Berar and the Nizam's Dominions.

70. Under *Other Revenue Refunds* there were large refunds of Forest Revenue in Central Provinces and Burma. In Bengal there was a special refund of extra duty on liquor amounting to 4,2 levied under Financial Department Notification, dated 5th April 1892, which was afterwards withdrawn by Notification letter No. 98-Ex., dated 9th January 1894. In the Punjab the duty on Malwa opium has been credited net in the accounts for the first time in 1893-94 after deducting what was levied upon imports into Native States which used formerly to be debited under this head, the gross realisations being credited as revenue. In Madras there was a special refund of 5,5 from the Village Service Fund of the Kurnool District, on account of amounts over credited to cess in previous years, in consequence of an erroneous apportionment of assessment. The increase in Bombay occurred chiefly in Excise refunds.

2.—Assignment and Compensations.

		India.	Central Provinces.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Land Revenue compensations.	Accounts 1892-93	3,8	1,0	8	24,5	28,6	11,4	51,0	953,0	1,074,1
	Budget 1893-94	3,7	1,0	1,6	22,2	23,1	11,1	52,8	899,0	1,014,5
	Revised 1893-94	3,7	1,0	2,4	22,7	27,9	10,5	53,7	964,9	1,086,8
	Accounts 1893-94	3,7	1,0	2,4	22,0	28,8	10,6	50,7	936,4	1,055,6
Opium compensations	Accounts 1892-93	...	...	...	5	...	...	...	9,1	9,6
	Budget 1893-94	...	...	...	5	...	...	...	4,6	5,1
	Revised 1893-94	...	...	...	5	...	...	...	4,6	5,1
	Accounts 1893-94	...	...	...	5	...	...	...	4,4	4,9
Salt compensations	Accounts 1892-93	290,5	...	...	2,0	...	...	49,5	13,9	355,9
	Budget 1893-94	299,5	...	...	2,0	...	...	48,8	9,3	359,6
	Revised 1893-94	301,2	...	...	2,0	...	...	48,0	9,3	360,5
	Accounts 1893-94	307,7	...	...	2,0	...	...	49,4	8,2	367,3
Excise compensations.	Accounts 1892-93	...	...	...	...	...	...	4	41,4	41,8
	Budget 1893-94	...	...	...	...	...	...	4	37,6	38,0
	Revised 1893-94	...	4,1	...	...	...	...	4	40,0	44,5
	Accounts 1893-94	...	1,2	...	...	...	...	4	36,7	38,3
Customs compensations	Accounts 1892-93	...	...	...	...	...	...	14,9	17,7	32,6
	Budget 1893-94	...	...	...	...	...	...	15,0	...	15,0
	Revised 1893-94	...	...	...	...	...	...	15,0	...	15,0
	Accounts 1893-94	...	...	...	...	...	...	15,1	...	15,1
Miscellaneous compensations.	Accounts 1892-93	8,1	5,2	2,3	3,9	9,4	3,8	6	20,5	53,8
	Budget 1893-94	8,1	5,4	2,1	4,0	3,5	3,4	6	18,6	45,7
	Revised 1893-94	8,1	5,4	2,5	4,6	3,6	3,9	6	18,7	47,4
	Accounts 1893-94	8,1	4,9	2,4	4,8	4,1	4,0	5	18,3	47,1
Total	Accounts 1892-93	302,4	6,2	3,1	30,9	38,0	15,2	116,4	1,055,6	1,567,8
	Budget 1893-94	311,3	6,4	3,7	28,7	26,6	14,5	117,6	969,1	1,477,9
	Revised 1893-94	313,0	10,5	4,9	29,8	31,5	14,4	117,7	1,037,5	1,559,3
	Accounts 1893-94	319,5	7,1	4,8	29,3	32,9	14,6	116,1	1,004,0	1,528,3

71. The charges under this head exceeded the Budget Estimate by 50,4, but fell short of the actuals of the previous year by 39,5, the variations occurring chiefly in Bombay.

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

2.—Assignments and Compensations—*continued.*

72. Under *Land Revenue Compensations*, there were arrear payments in Assam in the year under review, as also in Bengal in the previous year. In the North-Western Provinces the Budget Estimate did not allow for the transfer from "3—Land Revenue" to this head, of the allowances to the heirs of the late Raja Sumbhu Narain Singh of Ghazipur (4,9), to the Maharaja of Benares (1,6) to the Raja of Bariapur (2), and to the Rani of Chilari, Oudh (1); there was also an arrear payment of 1,2 to Raja Sumbhu Narain Singh which was not anticipated in the Revised Estimate. These excesses were partly counterbalanced by smaller payments on account of allowances to excluded proprietors. In Madras some amounts due were not claimed. The largest difference, however, occurred in Bombay, where the excess of 37,4 over the Budget Estimate, was chiefly in the adjustments made in connection with the revenue of alienated lands, being due to remeasurements in 1892-93 in Sikarpur, which brought in a corresponding increase in the revenue This excess was to some extent counterbalanced by a saving in the payments to district and village officers.

73. Under *Opium Compensations* there were arrear payments to the Palanpur Durbar in Bombay in 1892-93. *Salt Compensations* were higher in India in the year under review, due to arrear payments to the Meywar Durbar, and to higher payments to the Jeypore and Jodhpur States, consequent on larger sales of Sambhar salt in the preceding year; in Madras, the actuals included a payment in advance of 1,6 to the French Government against an advance of 8 only in the previous year, while in Bombay the payments for compensation for salt pans in Portuguese India amounted to 3,9 against 5,0 provided in the Budget and 9,5 paid in the previous year. Under *Excise Compensations* 4,1 was provided in the Central Provinces in the Revised for payment to zemindars on account of the resumption of Abkari rights by Government, but only 1,2 was actually paid in the year; in Bombay there were large arrear payments in the previous year. Under *Customs Compensations* the payment in 1892-93 in Bombay was on account of the Goa Customs Tariff Compensation for the last 3 years of the Treaty. Under *Miscellaneous Compensations* there were arrear payments in Bengal in the year under review, while the actuals of 1892-93 in the North-Western Provinces and Bombay were enhanced by the commutation of the annual remission of revenue enjoyed by Sirdar Gulab Singh and Sirdar Narain Singh of the Rae Bareli District and by a compensation of 1,5 to the Mantri of Islampur in the Satara District for the abolition of certain haks levied by him.

3.—Land Revenue.

			India.	Central Provinces	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Charges of District Administration.	Accounts.	1892-93	31,6	117,9	82,5	77,8	60,0	294,8	683,6	199,0	407,7	292,0	2,246,9
	Budget	1893-94	31,6	125,0	83,6	79,6	72,3	294,3	693,6	201,1	391,8	299,0	2,271,9
	Revised	1893-94	32,0	124,3	84,2	80,1	66,5	302,2	691,4	205,6	400,9	300,0	2,287,2
	Accounts.	1893-94	28,8	70,8	81,6	82,0	54,9	304,6	362,8	187,0	379,2	286,4	1,838,1
Survey and Settlement.	Accounts.	1892-93	15,0	40,6	67,0	53,3	15,8	119,2	40,2	47,6	91,0	70,6	560,3
	Budget	1893-94	12,7	42,3	74,9	50,9	18,4	122,7	75,0	48,6	94,7	63,4	603,6
	Revised	1893-94	13,0	42,0	73,9	50,1	16,0	121,5	61,9	44,6	103,2	59,0	585,2
	Accounts.	1893-94	13,0	41,7	70,3	47,1	14,9	119,5	62,0	39,3	103,0	58,3	568,1
Land Records and Agriculture.	Accounts.	1892-93	2,6	4,5	1,1	15,8	3,0	7,4	8,2	4,1	7,1	11,3	65,1
	Budget	1893-94	2,9	5,4	4,8	20,1	4,6	7,5	8,1	4,0	8,0	16,0	81,4
	Revised	1893-94	3,0	6,0	3,7	20,4	3,8	7,7	8,4	4,1	7,0	19,2	83,3
	Accounts	1893-94	6,7	56,5	3,8	17,5	14,9	8,1	335,7	148,4	160,1	192,9	944,6
Management of Government Estates.	Accounts.	1892-93	...	4	...	...	2	35,4	16,4	...	...	...	52,4
	Budget	1893-94	...	1	...	...	2	40,1	17,4	...	...	...	57,8
	Revised	1893-94	...	2	...	...	5	38,9	17,4	...	...	...	57,0
	Accounts.	1893-94	...	2	...	...	4	40,3	17,4	...	...	...	58,3
Commission on Collection.	Accounts.	1892-93	1,8	1	58,1	84,3	14,2	...	5	...	3	2	159,5
	Budget	1893-94	4,7	4	56,7	96,4	19,7	...	5	...	6	3	179,3
	Revised	1893-94	2,0	5	62,2	89,5	16,2	...	6	...	2	1	171,3
	Accounts.	1893-94	2,6	1	63,4	73,8	15,5	...	6	...	3	...	156,3
Allowances to District and Village Officers.	Accounts.	1892-93	...	...	...	...	...	...	2	123,6	417,7	308,1	849,6
	Budget	1893-94	...	...	...	...	...	...	8,9	129,5	462,4	314,7	915,5
	Revised	1893-94	...	...	...	...	...	...	2	129,2	442,0	296,7	868,1
	Accounts.	1893-94	...	...	...	...	...	...	1	7,5	315,5	131,5	454,6
Other Charges	Accounts.	1892-93	...	...	...	...	...	...	1	...	1,5	...	1,6
	Budget	1893-94	...	..	...	...	...	...	2	...	1,6	...	1,8
	Revised	1893-94	...	...	...	...	...	...	1	...	1,4	...	1,5
	Accounts.	1893-94	...	...	...	...	...	...	1	...	1,4	...	1,5
Total	Accounts.	1892-93	51,0	163,5	439,9		93,2	456,8	749,2	374,3	925,3	682,2	3,935,4
	Budget	1893-94	51,9	173,2	467,0		115,2	464,6	803,7	383,2	959,1	693,4	4,111,3
	Revised	1893-94	50,0	173,0	464,1		103,0	470,3	780,0	383,5	954,7	675,0	4,053,6
	Accounts.	1893-94	51,1	169,3	439,5		100,6	472,5	777,7	382,2	959,5	669,1	4,021,5

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

3.—Land Revenue—*continued.*

			Sterling.	Exchange.	Total.				
England	Accounts.	1892-93	6	4	1,0	Total, including England.	Accounts.	1892-93	3,936,4
	Budget	1893-94	6	4	1,0		Budget	1893-94	4,112,3
	Revised	1893-94	1	1	2		Revised	1893-94	4,053,8
	Accounts.	1893-94	1	..	1		Accounts.	1893-94	4,021,6

74. The Indian expenditure is less than the Budget Estimate by 89,8, and is more than that of the previous year by 86,1. Variations have occurred in almost all the provinces. Bengal alone shows an appreciable excess over the Budget Estimate, and Bombay alone shows a considerable decrease as compared with the charges of the previous year.

75. The comparison of the transactions by minor heads is vitiated by a change in classification made during the year, under which Kanungo and Patwari charges, formerly shown under *Charges of District Administration* and *Allowances to District and Village Officers*, have been now shown under *Land Records and Agriculture.* If the change had not been made, the comparison of the three minor heads affected would have stood as follows:—

	India.	Central Provinces	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	North-Western Provinces.	Punjab.	Madras.	Bombay.	Total.
Charges of District Administration.	31,6	117,9	82,5	77,8	60,0	294,8	683,6	199,0	407,7	292,0	2,246,9
	31,0	125,0	83,6	79,6	72,3	294,3	693,6	201,1	391,8	299,0	2,271,9
	32,0	124,3	84,2	80,1	66,5	302,2	691,4	205,6	400,9	300,0	2,287,2
	32,4	121,3	81,6	82,0	66,0	304,6	690,0	207,8	399,8*	300,9	2,286,4
Land Records and Agriculture.	2,6	4,5	1,1	15,8	3,0	7,4	8,2	4,1	7,1	11,3	65,1
	2,9	5,4	4,8	20,1	4,6	7,5	8,1	4,0	8,0	16,0	81,4
	3,0	6,0	3,7	20,4	3,8	7,7	8,4	4,1	7,0	19,2	83,3
	3,1	6,0	3,8	17,5	3,8	8,1	8,5	3,9	6,9	17,5	79,1
Allowances to District and Village Officers.	...	...	...	...	...	...	2	123,6	417,7	308,1	849,6
	...	...	...	...	...	...	8,9	129,5	462,4	314,7	915,5
	...	...	...	...	...	...	2	129,2	442,0	296,7	868,1
	...	...	...	...	...	...	1	131,2	442,9	292,4	866,6

* Does not include ⅓th of the charges for Revenue Inspectors which but for the change would have been shown under "19A.—Law and Justice, Criminal Courts."

76. *Charges of District Administration* would have then exceeded the Budget Estimate by 14,5, the excess occurring in India, Lower Burma, Bengal, Punjab, Madras, and Bombay, counterbalanced to a small extent by savings in Assam under Contingencies, and Purchase of lands otherwise than under Act X of 1870, etc, in the Central Provinces, under Salaries of Officers, etc., and in the charges of the Patwari Fund, which were over-estimated, and in the North-Western Provinces by a recovery of 5,6 from the Court of Wards on account of supervision exercised by District Officers.

77. Generally speaking, Exchange Compensation Allowance is largely responsible for the excesses in every province. Taking Upper and Lower Burma together the Budget Estimate appears to have been very nearly realised; the district of Pyinmana was abolished in Upper Burma, while a new district was created in Myaung Mya in Lower Burma. Compensation for land taken up for public purposes showed a saving in Upper, but an increase in Lower Burma, and lastly there were vacancies in both provinces in many of the appointments owing to absences on leave and to want of qualified officers, and to Myooks having in many cases occupied the place of Extra Assistant Commissioners. In Bengal, Punjab, and Bombay the payments on account of salaries were larger than estimated for, and in Madras travelling allowance and sub-divisional establishment charges proved very high. A considerable portion of these excesses was, however, counterbalanced by the savings mentioned in the preceding para. by the provision for the reorganisation of the Sind Collectorates not having been utilised, and by savings in supplies and services and contingencies in Bombay.

78. Under *Land Records and Agriculture* the additional expenditure in the Central Provinces, due to absences on privilege leave and to Exchange Compensation Allowance, was nearly met by a decrease in the Patwari Fund charges. In Burma, the savings in the pay of establishments, in travelling allowances and in contingencies, more than covered the extra expenditure on account of Exchange Compensation Allowance, and the appointment of an Assistant Director of Land Records in Lower Burma. The saving in Assam is due to the second Superintendent of Land Records and his establishment not having been entertained, while the excess in Bombay is accounted for by the establishment of a Land Records Department in place of the Sind Revenue Survey.

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

3.—Land Revenue—*continued.*

79. Under *Allowances to District and Village Officers* the North-Western Provinces Budget Estimate provided for allowances to certain Rajahs which have been taken in the accounts under 2—Assignments and Compensations as noticed under that head, while additional establishments paid from the Patwari Fund enhanced the charges in the Punjab. The saving in Madras is due to a provision, made in the Budget Estimate, for the introduction of a revised scale of village establishments in some districts, not having been fully required, and that in Bombay partly to the Budget Estimate having been placed too high, in view of an increase anticipated from revised settlements, and partly to some of the allowances not having been claimed within the year.

80. Under *Survey and Settlement* there was a saving of 35,5 contributed by almost all the provinces—Madras alone showing an appreciable excess. The savings are due chiefly to over-estimates in Burma, Assam, and North-Western Provinces, to a gradual completion of settlement operations in some districts of the Punjab, and to a department of Land Records having taken the place of the Sind Revenue Survey in Bombay, with effect from 1st November 1893. The excess in Madras was caused by the supply of instruments to village accountants, and by additional temporary establishments for *Survey* as well as for *Settlement*, that for the latter having been necessitated by the introduction of new settlement rates in the Tanjore District.

81. Under *Management of Government Estates* the increase over the actuals of the previous year in Bengal was due to larger outlay on improvements.

82. Under *Commission on Collection* there were savings chiefly in India, Burma, and Assam, that in India being nominal, and due to the showing of charges under this head instead of by deduction from the receipts, not having been fully followed in Baluchistan. An increase in the revenue in Upper Burma was followed by an increase in the charges, but the excess was more than made up in Lower Burma, partly by reduced collections of revenue and partly by the payment of a lower rate of commission on capitation tax than was estimated for. In Assam the Budget was framed too high.

83. In England the decrease was partly in the *Law Charges of Appeals from cases in India*, and partly under *Stores*, the demand for which was much less than estimated for.

4.—Opium.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	Bengal—			
84,1	Behar Agency, Superintendence	6,0	6,0	5,3
	,, Opium Factory	50,0	36,0	33,4
	,, District Staff	41,3	39,8	42,2
646,1	,, Payments to Cultivators	953,9	815,1	813,0
	Benares Agency, Superintendence	6,8	6,8	7,3
104,1	,, Opium Factory	49,3	37,4	36,4
	,, District Staff	66,9	68,0	63,9
760,8	,, Payments to Cultivators	1,072,6	867,3	866,8
2,5	Other Charges	3,2	2,8	2,3
1,2	India	1,3	1,3	1,3
2,6	Bombay	2,6	2,6	2,6
1,601,4	TOTAL	2,253,9	1,883,1	1,874,5
7	England	7	11	1,3
4	Exchange	4	7	8
1,602,5	GRAND TOTAL	2,255,0	1,884,9	1,876,6

84. The Indian expenditure shows a saving of 379,4 as compared with the Budget Estimate, and an increase of 273,1 as compared with the actuals of the previous year. As usual these variations were the result mainly of variations in the outturn of the crop, which in the year under review amounted to 83,308 maunds against 100,000 maunds estimated in the Budget and 70,424 maunds, the actual production of the previous year.

85. The *Payments to Cultivators* form the bulk of the expenditure, and their details are shown below :—

	Advances to Cultivators.	Final payments on delivery of the Crude drug.	Miscellaneous.	TOTAL.
1892-93.				
Behar	282,7	355,1	8,3	646,1
Benares	193,5	557,3	10,0	760,8
TOTAL	476,2	912,4	18,3	1,406,9
1893-94.				
Behar	277,4	521,9	13,7	813,0
Benares	195,5	662,3	9,0	866,8
TOTAL	472,9	1,184,2	22,7	1,079,8

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

4.—Opium—*continued.*

Miscellaneous Charges in the above table include payments for leaves and trash and for purchase of opium. Under *Opium Factory* there were considerable savings in both the agencies, due to a smaller outturn of opium having required a smaller outlay on freight and manufacturing charges in both the agencies and smaller payments for timber in the Behar Agency.

86. Under *Superintendence* there was a small excess in the Benares Agency due to Exchange Compensation Allowance and to increased travelling allowance and contingencies, but this was more than counterbalanced by savings in the Behar Agency on the latter account. Under *District Staff* Exchange Compensation Allowance brought about a small excess in the Behar Agency, but in the Benares Agency there were large savings in the salaries of Sub-Deputy Opium Agents; the Revised was an under-estimate in Behar and an over-estimate in Benares. Under *Other Charges*, charges for storing opium at Calcutta were lower than anticipated.

87. The increase in England is due to demands for stores having been larger than estimated for.

5.—Salt.

			India.	BURMA. Upper.	BURMA. Lower.	Bengal.	Madras.	Bombay.	TOTAL.
Salaries, Establishment, and Contingencies.	Accounts	1892-93	86,7	1	6	12,4	218,5	114,3	432,6
	Budget	1893-94	87,3	1	6	4,1	232,9	126,1	451,1
	Revised	1893-94	87,3	1	6	3,5	235,5	121,2	448,2
	Accounts	1893-94	87,1	1	6	2,7	237,7	122,1	450,3
Manufacture and Excavation.	Accounts	1892-93	13,6	...	...	...	...	...	13,6
	Budget	1893-94	33,5	...	...	...	...	...	33,5
	Revised	1893-94	22,7	...	...	...	...	...	22,7
	Accounts	1893-94	24,9	...	...	...	...	...	24,9
Purchase and Freight.	**Accounts**	**1892-93**	...	...	...	...	30,7	38,1	68,8
	Budget	**1893-94**	...	...	...	...	56,1	35,0	91,1
	Revised	**1893-94**	...	...	...	...	25,2	34,8	60,0
	Accounts	**1893-94**	...	...	...	...	22,3	35,4	57,7
Deduct amount chargeable to 7 Excise.	Accounts	1892-93	...	...	...	...	57,4	...	57,4
	Budget	1893-94	...	...	...	...	65,9	...	65,9
	Revised	1893-94	...	...	...	...	59,7	...	59,7
	Accounts	1893-94	...	...	...	...	60,4	...	60,4
Total India	Accounts	1892-93	100,3	7		12,4	191,8	152,4	457,6
	Budget	1893-94	120,8	7		4,1	223,1	161,1	509,8
	Revised	1893-94	110,0	7		3,5	201,0	156,0	471,2
	Accounts	1893-94	112,0	7		2,7	199,6	157,5	472,5

			Sterling.	Exchange.	TOTAL.				
England	Accounts	1892-93	7	4	1,1	Grand Total, including England.	Accounts	1892-93	458,7
	Budget	1893-94	6	4	1,0		Budget	1893-94	510,8
	Revised	1893-94	1,3	8	2,1		Revised	1893-94	473,3
	Accounts	1893-94	1,1	8	1,9		Accounts	1893-94	474,4

88. The Indian charges show a saving of 37,3 on the Budget Estimate and an excess of 14,9 over the actuals of 1892-93. In India, the saving on the Budget occurs chiefly under *Manufactures and Excavation*, and is due to a failure of manufacture in the Sambhar Lake in the early months of the year; the charges were lower in 1892-93 owing to the unfavourable season having been more protracted. Under *Salaries, etc.*, in India, savings under Medical and temporary establishments, travelling allowance and contingencies, due to contraction of operations, were absorbed by increased expenditure due to Exchange Compensation Allowance and higher through traffic charges at Pachbudra. In Bengal, the accounts for 1892-93 included a special payment of 7,5 to Mr. Kilby for his patent scales and there was some special expenditure on improvements in the Sulkea Salt Golahs, while in 1893-94 the Budget Estimate contemplated some improvements at Sulkea, Chittagong, and Naraingunj which were not carried out. In Madras, there was a small increase under *Salaries, etc*, over the Budget Estimate, due partly to Exchange Compensation Allowance (1,8), and partly to higher expenditure on rewards and petty construction and repairs, but *Purchase and Freight* showed large savings, due to a smaller outturn of salt at the Government factories in consequence of the unfavourable character of the season. In Bombay, the

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

5.—Salt—*continued.*

saving on the Budget Estimate is due chiefly to anticipated re-organisation of the Portuguese Indian Frontier establishments having been carried out only gradually during the year; the increase compared with the previous year occurred in the clothing charges owing to the supply of great coats in the year.

89. The increase in the expenditure in England is on account of stores, the demand for which was greater than estimated for.

6.—Stamps.

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras	Bombay.	Total.
Superintendence, Establishment and Contingencies.	Accounts.	1892-93	...	...	...	...	...	7,1	...	...	2,3	4,0	13,4
	Budget.	1893-94	...	...	...	...	...	7,2	...	...	2,2	4,1	13,5
	Revised.	1893-94	...	...	...	...	...	7,5	...	...	2,4	4,0	13,9
	Accounts.	1893-94	...	...	...	...	...	7,5	...	...	2,3	4,0	13,8
Charges on Sale of Stamps, including discount.	Accounts.	1892-93	1,5	2,0	6	2,3	1,6	23,5	6,4	11,9	16,6	11,4	77,8
	Budget.	1893-94	1,6	2,0	7	2,5	1,6	23,6	6,4	12,0	15,3	11,4	77,1
	Revised.	1893-94	1,6	2,0	7	2,2	1,7	24,5	6,7	11,9	17,3	11,8	80,4
	Accounts.	1893-94	1,6	2,0	6	2,3	1,7	24,2	6,6	11,6	16,5	11,5	78,6
Stamps supplied from Central Stores.	Accounts.	1892-93	—72,5	4,1	2	8	2,0	29,0	7,4	7,7	12,9	8,4	...
	Budget.	1893-94	—70,5	3,3	3	1,0	1,9	30,6	7,3	8,6	8,5	9,0	...
	Revised.	1893-94	—83,4	4,1	4	1,0	2,3	34,3	10,2	7,1	15,0	9,0	...
	Accounts.	1893-94	—80,4	5,5	4	1,2	1,9	31,5	9,9	7,5	13,7	8,8	...
Total	Accounts.	1892-93	—71,0	6,1	3,9		3,6	59,6	13,8	19,6	31,8	23,8	91,2
	Budget.	1893-94	—68,9	5,3	4,5		3,5	61,4	13,7	20,6	26,0	24,5	90,6
	Revised.	1893-94	—81,8	6,1	4,3		4,0	66,3	16,9	19,0	34,7	24,8	94,3
	Accounts.	1893-94	—78,8	7,5	4,5		3,6	63,2	16,5	19,1	32,5	24,3	92,4

			Sterling.	Exchange.	Total.			
England	Accounts.	1892-93	31,3	18,8	50,1	Total, including England.	Accounts. 1892-93	141,3
	Budget.	1893-94	39,4	24,7	64,1		Budget. 1893-94	154,7
	Revised.	1893-94	39,4	25,3	64,7		Revised. 1893-94	159,0
	Accounts.	1893-94	38,9	25,3	64,2		Accounts. 1893-94	156,6

90. The only noticeable point regarding *Charges on Sale of Stamps, including Discount*, is that the Estimates in Madras did not turn out correct; the Budget was too low, while the Revised was a little too high. *Stamps supplied from Central Stores* were greater than in the previous year by 7,9, chiefly in Central Provinces, Bengal, and North-Western Provinces, due to larger issues and to a fall in the rate of exchange having enhanced the rupee price of the stamps. The Budget Estimate in Madras, where the recovery was made for the first time in 1892-93, was based on imperfect data and has not therefore been borne out by the actuals.

91. In England the sterling charges practically agree with the Estimates.

7.—Excise.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	Charges of Collection—			
3,9	India	2,7	2,6	2,6
4,2	Central Provinces	5,1	4,6	4,6
2,3	Burma Upper	2,5	2,9	2,9
3,8	Burma Lower	4,0	7,7	7,5
1,3	Assam	1,1	1,3	1,1
65,6	Bengal	71,6	65,0	64,8
15,8	N.-W. Provinces and Oudh	14,7	9,8	9,2
5,1	Punjab	5,4	5,3	5,2
57,4	Madras	65,9	59,7	60,5
33,6	Bombay	35,8	35,0	34,9
193,0	Total	208,8	193,9	193,3
...	England	...	1	1
...	Exchange	...	1	...
193,0	Total	208,8	194,1	193,4

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

7.—Excise—*continued.*

92. The charges are less than the Budget Estimate by 15,4, the savings occurring chiefly in *Madras*, *North-Western Provinces and Bengal*, partly counterbalanced by an excess in *Burma*. The actuals agree closely with those of the previous year.

93. In *India* the charges were enhanced in 1892-93 in consequence of the entertainment of additional establishment in Bangalore. In *Burma* the excess over the Budget Estimate and the actuals for 1892-93 is due to rewards paid out of fines in excise and opium cases being debited to this head instead of to 19A—Law and Justice, Courts of Law—Refunds, while the saving on the Budget Estimate in *Bengal*, has resulted from a smaller expenditure on contract contingencies, and on the construction of distillery buildings. In the *North-Western Provinces* the variations are due to the discontinuance of the payment of discount on the sale of opium and to savings under Salary of Tahsildars, Rewards and Purchase of Distillery Apparatus. There were also savings in *Madras*, where one-fourth of the combined Department of Salt and Excise, less the charges for Orissa Salt and for petty construction and repairs of Licensees' works, is debited to this head; and in *Bombay*, where the grants for petty construction and for rewards to informers were not fully utilised, and the charges for petty supplies were lower than anticipated.

8.—Provincial Rates.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	Establishment and other Charges—			
4,7	Burma, Lower	6,0	5,7	3,0
2	Assam	3	3	3
44,3	Bengal	40,6	43,4	43,5
6	N.-W. Provinces and Oudh	7	7	7
5	Punjab	7	6	4
5,3	Bombay	5,2	6,0	5,9
55,6	Total	53,5	56,7	53,8

94. In *Burma* the charges consist almost wholly of commission paid to Thugyis; and a falling-off in the collections diminished the commission payable, a part of which was also not paid within the year. In *Bengal* the Budget was fixed low owing to the approaching completion of the re-valuation work, but the actuals show an increase due to larger outlay on account of process-serving charges. In the *Punjab* charges on account of Patwari's share of mutation fees were estimated too high. In *Bombay* there were some arrear payments.

9.—Customs.

			Burma, Lower.	Bengal.	Madras.	Bombay.	Total.
Charges at the principal Ports of Rangoon, Calcutta, Madras, Bombay.	Accounts.	1892-93	11,2	50,4	6,3	33,5	101,4
	Budget.	1893-94	13,0	51,2	6,3	32,6	103,1
	Revised.	1893-94	12,0	51,4	7,5	34,0	104,9
	Accounts.	1893-94	12,0	50,1	7,3	33,9	103,3
Charges at other Ports.	Accounts.	1892-93	6,0	3,6	10,4	19,2	39,2
	Budget.	1893-94	6,1	4,0	10,9	20,4	41,4
	Revised.	1893-94	6,0	4,2	10,5	19,4	40,1
	Accounts.	1893-94	6,0	4,1	10,3	19,8	40,2
Total	Accounts.	1892-93	17,2	54,0	16,7	52,7	140,6
	Budget.	1893-94	19,1	55,2	17,2	53,0	144,5
	Revised.	1893-94	18,0	55,6	18,0	53,4	145,0
	Accounts.	1893-94	18,0	54,2	17,6	53,7	143,5

			Sterling.	Exchange.	Total.			
England	Accounts.	1892-93	...	...	...	Total, including England.	Accounts. 1892-93	140,6
	Budget.	1893-94	2	1	3		Budget. 1893-94	144,8
	Revised.	1893-94	2	1	3		Revised. 1893-94	145,3
	Accounts.	1893-94	1	1	2		Accounts. 1893-94	143,7

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

9.—Customs—*continued.*

95. The Indian charges are less than the Budget by 1,0 and more than the actuals of 1892-93 by 2,9, the differences being the net results of a number of small variations including those due to Exchange Compensation Allowance.. The only points which require special notice are, that in *Burma* the Chief Collector, Rangoon, was absent on long leave, and that the provision for additional preventive establishment and for salt scales and a still and accessories was not fully required, while in *Bengal* the Municipal tax on the Customs Buildings at Calcutta was not paid withia the year. In Madras the expenditure was enhanced by an increase to the establishment at the Madras port, and by the absence on privilege leave of the Collector.

96. The expenditure in England does not call for any remarks.

10.—Assessed Taxes.

1892-93. Accounts.		1893-94. Budget.	1893-94. Revised.	1893-94. Accounts.
1	India	4	4	4
1	Central Provinces	1	1	...
1,7	Burma, Lower	2,2	2,3	2,1
1	Assam	2	1	1
18,4	Bengal	19,3	18,3	17,9
1,9	N.-W. Provinces and Oudh	1,8	2,0	2,1
1,1	Punjab	1,2	1,1	1,1
1,7	Madras	2,0	2,0	2,1
5,1	Bombay	5,2	5,2	5,3
30,2	TOTAL	32,4	31,5	31,1

97. The Accounts show a saving of 1,3 on the Budget Estimate, chiefly in Bengal, under Establishment and Allowances. In Madras the increase over the actuals of 1892-93 is due to the re-organisation of the Income Tax Establishment in the Madras Town Deputy Collector's Office.

11.—Forest.

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
General Direction	Accounts.	1892-93	7,8	...	...	...	...	...	...	...	...	...	7,8
	Budget.	1893-94	6,9	...	...	...	...	...	...	...	...	...	6,9
	Revised.	1893-94	7,7	...	...	...	...	...	...	...	...	...	7,7
	Accounts.	1893-94	7,9	...	...	...	...	...	...	...	...	...	7,9
Conservancy and Works—													
Timber and other produce removed from the Forests by Government agency.	Accounts.	1892-93	16,5	2,5	6	67,4	7	1,0	27,7	21,6	15,2	65,2	218,4
	Budget.	1893-94	17,3	5,4	5,9	68,6	1,8	1,1	30,9	25,1	23,5	88,6	268,2
	Revised.	1893-94	19,4	5,8	2,1	66,7	1,0	7	26,2	21,0	10,9	75,0	234,8
	Accounts.	1893-94	18,1	5,7	2,9	61,7	9	7	24,7	22,3	17,1	78,8	232,9
Timber and other produce removed from the Forests by consumers or purchasers.	Accounts.	1892-93	...	14,1	7	1,7	1,4	4,7	3,8	2	7,3	4,0	37,9
	Budget.	1893-94	...	15,0	1,0	1,3	1,2	5,9	4,0	3	7,5	4,0	40,8
	Revised.	1893-94	...	13,9	7	2,4	1,8	5,5	4,5	2	8,7	4,5	42,2
	Accounts.	1893-94	...	14,1	7	2,3	1,7	5,5	4,3	2	7,7	4,2	40,7
Other Charges	Accounts.	1892-93	13,1	22,9	11,8	31,7	9,6	7,6	26,1	14,0	44,6	31,8	213,2
	Budget.	1893-94	14,0	28,5	15,1	32,9	9,0	11,9	27,5	12,0	54,0	42,0	246,9
	Revised.	1893-94	15,0	25,8	12,7	33,7	9,1	9,0	29,7	13,9	41,8	37,1	227,8
	Accounts.	1893-94	14,7	24,5	12,8	32,9	8,6	8,9	29,5	11,8	43,3	30,3	217,3
Establishment	Accounts.	1892-93	15,2	45,6	31,0	35,4	14,7	24,9	34,6	29,7	65,2	88,8	385,1
	Budget.	1893-94	17,5	51,1	36,3	37,2	19,4	29,2	37,8	30,0	77,4	90,0	425,9
	Revised.	1893-94	17,5	48,5	34,5	36,7	15,5	25,9	37,6	20,9	67,0	93,4	406,5
	Accounts.	1893-94	17,8	47,5	35,3	36,8	15,5	25,3	37,6	29,3	67,4	93,0	405,5
TOTAL	Accounts.	1892-93	52,6	85,1	180,3		26,4	38,2	92,2	65,5	132,3	189,8	862,4
	Budget.	1893-94	55,7	100,0	198,3		31,4	48,1	100,2	67,4	162,4	225,2	988,7
	Revised.	1893-94	59,6	94,0	189,5		27,4	41,1	98,0	65,0	134,4	210,0	919,0
	Accounts.	1893-94	58,5	91,8	185,4		26,7	40,4	96,1	63,6	135,5	206,3	904,3

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

11.—Forest—*continued.*

			Sterling.	Exchange.	TOTAL.				
England	Accounts.	1892-93	1,8	1,0	2,8	Total, including England.	Accounts.	1892-93	865,2
	Budget.	1893-94	9	6	1,5		Budget.	1893-94	990,2
	Revised.	1893-94	1,2	8	2,0		Revised.	1893-94	921,0
	Accounts.	1893-94	1,3	8	2,1		Accounts.	1893-94	906,4

98. The charges in India show a saving of 84,4 on the Budget Estimate and an excess of 41,9 over the actuals of the previous year, but this excess has been more than counterbalanced by an excess in the revenue.

99. Under *General Direction* there is a small excess, partly due to Exchange Compensation Allowance.. Under *Timber, etc. removed by Government Agency* there is a saving of 35,3 on the Budget Estimate contributed by almost all the provinces. India and Central Provinces alone show slight excesses, the former being chiefly on account of the charges incurred for the despatch of cargoes of Andaman timber for sale in the London market, and also on account of the purchase of a steam launch; while in the Central Provinces timber operations were carried out on a somewhat larger scale than provided for in the Estimate, in anticipation of the demand being stimulated by a reduction in rates. In Upper Burma, Assam, and Bengal the decrease in expenditure has followed a decrease in revenue.; in Lower Burma a smaller outturn reduced the expenditure in the Pegu circle, but the decrease was, to some extent, counterbalanced by an increase in the Tenasserim circle due to higher rates paid to contractors owing to the realization of better prices for teak timber; in the North-Western Provinces and the Punjab there was a contraction of departmental operations, while in the latter there were also less charges for the launching of logs, and the dues of the sweeping contractors were not paid during the year; in Madras the saving on the Budget was due to a falling off in the receipts, to diminished fellings of timber in North Malabar, to the cheaper rate at which sandal wood was collected in North Coimbatore, and to the non-payment within the year, of the remuneration to the catechu contractor in South Canara; in Bombay the decrease is chiefly due to a falling off in the revenue from firewood and charcoal.

100. Under *Timber, etc., removed by consumers or purchasers* the variations are small and do not call for any special explanations.

101. *Other Charges* show a saving of 29,6 on the Budget Estimate due generally to short expenditure on demarcation, construction of buildings, repairs of roads and bridges, protection from fires, and similar operations. In Bombay there were also savings under feed and keep of cattle, due to Government cattle having been sold out and no new cattle having been purchased during the year. In India two miles of tramway were purchased; there was also increased expenditure on buildings and plantations in this province as well as in the North-Western Provinces.

102. There were large savings in *Establishment Charges*, in all the provinces except India and Bombay, due partly to establishments having been under sanctioned strength in most provinces, and partly to the scheme of re-organisation of the subordinate staff having been postponed. These savings were partly counterbalanced by the charges on account of Exchange Compensation Allowance which are also responsible for the excesses in India and Bombay. In the latter province the number of officers present on duty was also larger than usual.

103. The increase in England was chiefly in the expenses of Forest Officers visiting continental forests while on leave out of India.

12.—Registration.

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Superintendence	Accounts	1892-93	...	7	...	...	...	5,9	1	...	3,4	8	10,9
	Budget.	1893-94	...	1,0	...	...	...	6,0	1	...	3,3	8	11,2
	Revised.	1893-94	...	1,1	...	...	...	6,0	1	...	3,2	8	11,2
	Accounts	1893-94	...	9	...	...	...	6,0	1	...	3,1	8	10,9
District Charges	Accounts	1892-93	7	3,3	4	2,2	2,4	66,7	20,0	9,0	70,5	27,0	202,2
	Budget.	1893-94	8	3,4	5	2,7	2,7	67,4	20,1	8,1	77,7	27,4	210,8
	Revised.	1893-94	7	3,5	4	2,3	2,7	71,5	20,5	9,5	71,8	28,4	211,3
	Accounts	1893-94	7	3,4	3	2,4	2,6	72,5	20,5	9,5	73,0	27,9	212,8
TOTAL.	Accounts	1892-93	7	4,0	2,6		2,4	72,6	20,1	9,0	73,9	27,8	213,1
	Budget.	1893-94	8	4,4	3,2		2,7	73,4	20,2	8,1	81,0	28,2	222,0
	Revised.	1893-94	7	4,6	2,7		2,7	77,5	20,6	9,5	75,0	29,2	222,5
	Accounts	1893-94	7	4,3	2,7		2,6	78,5	20,6	9,5	76,1	28,7	223,7

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

12.—Registration—*concluded.*

104. The charges exceeded the actuals for the year 1892-93 by 10,6 and the Budget Estimate by 1,7. The excess over the previous year occurred wholly under *District Charges*, and was contributed more or less by all the provinces except India, the largest increases having occurred, in Bengal and Madras owing generally to the gradual growth of business and in the Punjab, to increased charges on account of commission, owing to the substitution of non-official for official Sub-Registrars. As compared with the Budget Estimate, the only noticeable variation is a saving in Madras, due to the scheme for the re-grading of Registrars and Sub-Registrars and for the revision of the clerical staff not having been carried out during the year, and also to the provision for the opening of new Sub-Registry offices not having been fully utilised.

Section B.—INTEREST.

1892-93. Accounts.		1893-94. Budget.	1893-94. Revised.	Accounts.
869,7	RECEIPTS	893,6	874,6	875,5

105. The receipts in this section show a falling off of 18,1 as compared with the Budget Estimate, and an excess of 5,8 over the actuals of the previous year. The falling off occurs chiefly in England, where, owing to the inability of the Secretary of State to sell Council Bills for a part of the year, there was a considerable diminution in his cash balance, and consequently in the amount available for investment at interest. The falling off, compared with the actuals of the previous year due to this, was however more than balanced by increased receipts in India from larger loans to Municipalities and other Public Corporations in the North-Western-Provinces, and from larger Advances to Cultivators in Madras. But these were fully provided for in the Budget Estimate.

XII.—Interest.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
On Loans to Native States.	Accounts 1892-93	...	...	...	...	...	6	...	...	...	2	8
	Budget 1893-94	...	...	...	...	...	1,5	...	...	...	...	1,5
	Revised 1893-94	...	...	...	...	...	1,4	...	...	...	...	1,4
	Accounts 1893-94	...	...	...	...	...	1,4	...	...	...	...	1,4
To Presidency Corporations.	Accounts 1892-93	...	...	...	...	...	153,3	...	...	24,4	185,8	363,5
	Budget 1893-94	...	...	...	...	...	161,1	...	...	27,6	185,5	374,2
	Revised 1893-94	...	...	...	...	...	160,9	...	...	27,6	175,9	364,4
	Accounts 1893-94	...	...	...	...	...	160,9	...	...	27,6	175,7	364,2
To Municipal and other Public Corporations.	Accounts 1892-93	2,0	2,0	6	1,2	...	2,9	12,5	13,4	1,1	14,1	49,8
	Budget 1893-94	2,6	2,3	7	1,5	...	6,7	20,5	14,2	2,0	13,2	63,7
	Revised 1893-94	3,1	2,4	7	1,3	...	2,2	24,1	14,4	1,8	14,7	64,7
	Accounts 1893-94	2,9	2,4	6	1,3	...	2,5	24,3	15,4	2,2	14,7	66,3
To Landholders and other Notabilities.	Accounts 1892-93	4	2	...	1	...	1,8	3	1,3	3	8	5,2
	Budget 1893-94	5	1	...	4	...	4,8	2	9	6	5	8,0
	Revised 1893-94	1,1	...	...	2	...	4,0	2	8	5	5	7,3
	Accounts 1893-94	1,0	1	...	2	...	5,1	2	8	5	5	8,4
On Advances to Cultivators and Advances under Special Laws.	Accounts 1892-93	1,8	1,6	3,1	2	...	3,1	6,6	11,9	6,9	5,6	40,8
	Budget 1893-94	5	1,7	2,3	2	...	3,5	6,7	12,6	13,1	7,4	48,0
	Revised 1893-94	3,1	2,0	2,3	2	...	4,0	6,2	13,2	13,5	8,5	53,0
	Accounts 1893-94	2,4	2,0	2,1	1	...	3,3	6,3	13,3	15,0	8,0	52,5
On Currency Investment.	Accounts 1892-93	326,4	...	...	...	...	...	...	...	...	...	326,4
	Budget 1893-94	326,4	...	...	...	...	...	...	...	...	...	326,4
	Revised 1893-94	326,4	...	...	...	...	...	...	...	...	...	326,4
	Accounts 1893-94	326,4	...	...	...	...	...	...	...	...	...	326,4
On Securities of Provincial Funds.	Accounts 1892-93	...	5	...	...	1	1,4	2,4	8	10,0	6,2	21,4
	Budget 1893-94	...	4	...	...	1	1,6	2,5	9	8,5	5,9	19,9
	Revised 1893-94	...	4	...	...	1	1,4	2,4	1	9,6	6,1	20,1
	Accounts 1893-94	...	4	...	...	1	1,4	2,5	1	9,3	6,0	19,8
On Overdrawn Capital of Railway Companies in India.	Accounts 1892-93	3,9	...	...	...	...	...	...	...	...	...	3,9
	Budget 1893-94	4,8	...	...	...	...	...	...	...	...	...	4,8
	Revised 1893-94	4,8	...	...	...	...	...	...	...	...	...	4,8
	Accounts 1893-94	4,9	...	...	...	...	...	...	...	...	...	4,9
Other Items	Accounts 1892-93	1,3	...	...	4	1	10,0	1	...	6,2	5	18,6
	Budget 1893-94	6	...	...	1	1	9,5	1	...	3,6	6	14,6
	Revised 1893-94	7	...	...	...	1	10,0	1	...	5,3	5	16,7
	Accounts 1893-94	7	...	...	...	1	8,8	...	...	5,0	4	15,0
Total	Accounts 1892-93	335,8	4,3	5,6		2	173,1	21,0	27,4	48,9	213,2	830,4
	Budget 1893-94	335,4	4,5	5,2		2	188 7	30,0	28,6	55,4	213,1	861,1
	Revised 1893-94	339,2	4,8	4,7		2	183,9	33,0	28,5	58,3	206,2	858,8
	Accounts 1893-94	338,3	4,9	4,3		2	183,4	33,3	29,6	59,6	205,3	858,9

		Sterling.	Exchange.	Total.		
England—Investment of Cash Balances, etc.	Accounts 1892-93	24,5	14,8	39,3	Total, including England	869,7
	Budget 1893-94	20,0	12,5	32,5		893,6
	Revised 1893-94	9,6	6,2	15,8		874,6
	Accounts 1893-94	10,1	6,5	16,6		875,5

Section B.—INTEREST—*continued.*

XII.—Interest—*continued.*

106. As explained in previous reports, the receipts under this head in India arise chiefly from the Paper Currency Investment and from loans granted by Government to Municipalities and other public bodies, Native States, and cultivators. No alteration has been made in the amount of the first since 1891-92, and the interest thereon consequently exhibits no variations.

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

	31st March 1890.	31st March 1891.	31st March 1892.	31st March 1893.	31st March 1894.
IMPERIAL ADVANCES AND LOAN ACCOUNT.					
Native States	15,2	17,5	17,9	40,1	51,4
Presidency Corporations, including Port Trusts	7,829,3	8,277,1	8,674,1	8,917,8	7,855,4
Mofussil Municipalities	15,3	21,2	35,6	45,3	43,6
Landholders and others	6,7	6,0	7,8	81,9	87,1
District and Local Fund Committees	25,7	24,7	24,7	31,5	67,6
Advances to Cultivators	10,3	21,6	96,8	96,5	86,5
TOTAL	7,902,5	8,368,1	8,856,9	9,213,1	8,191,6
PROVINCIAL ADVANCES AND LOAN ACCOUNT.					
Mofussil Municipalities	472,9	660,7	899,4	1,106,1	1,350,0
Port Funds	182,4	230,4	238,4	240,7	233,1
District and Local Fund Committees	40,7	48,2	56,6	69,6	67,1
Landholders and others	104,8	81,5	100,3	85,0	85,2
Advances under Special Laws	243,2	228,7	209,6	204,3	221,4
Advances to Cultivators	370,5	431,4	642,1	934,0	878,7
TOTAL	1,414,5	1,680,9	2,146,4	2,639,7	2,835,5
GRAND TOTAL	9,317,0	10,049,0	11,003,3	11,852,8	11,027,1
Interest received	375,7	405,2	436,2	460,1	492,8
Percentage reckoned on balance at end of year	4·032	4·032	3·964	3·882	4·469

108. The interest paid in 1893-94 by the Local Governments to the Government of India on account of the loans held on the Provincial Account amounted to 109,5, while the actual sum realised by them and credited to Provincial Revenues amounted in the aggregate to 114,9. The fluctuations under the different heads are explained in detail below.

109. Under *Loans to Native States* the receipts in Bengal are on account of the loan granted to the Cooch Behar State for the construction of the Cooch Behar Railway; and there were no receipts in Bombay as the Cambay State loan was repaid in 1892-93. Under *Loans to Presidency Corporations* the increase over the previous year in Bengal is on account of new loans granted to the Calcutta Port Fund for the Kidderpore Docks, while that in Madras is on account of the yearly advances made to the Harbour Trust for the construction of the harbour; the decrease in Bombay is due to the new consolidated loan of the Bombay Municipality having been fully repaid on 1st July 1893.

110. Under *Loans to Municipalities and Public Corporations* the increase in India is due to the realisation of arrears of interest on the new loan of 21,8 to the Ajmere Municipality for water-works. In the Central Provinces a new loan of 10,0 was granted to the Raipur Municipality, and this was taken up on the 27th January 1893 instead of on the 31st March 1893 as in the Budget. In Bengal 6,7 was provided for in the Budget, calculated on further advances being made during the year to the extent of 128,6, but only 48,6 was actually sanctioned by the Government of India. The Durbhanga District Board and the Patna Municipality did not pay the interest, which became due by them during the year, and the Chittagong Port Trust paid the interest for one quarter only, in consequence of the date of annual payment having been changed from March to July. The excess in the North-Western Provinces is due to the original allotment for loans to Municipalities having been increased by 60,0 during the course of the year, to the advances having been made earlier than expected, and to the realisation, with effect from August 1893, of interest on a loan of 23,0 to the Naini Tal Municipality, on which interest was not charged before. The recovery of some arrears due from the Simla Municipality swelled the receipts in the Punjab. The Budget Estimate in Madras proved too low owing to recovery of interest on loans sanctioned during the year, while the increase over the previous year is due also to the large amount of loan granted in 1892-93.

Section B.—INTEREST—*continued.*

XII.—Interest—*continued.*

In Bombay there was an increase of 2,0 in the recoveries from the Ahmedabad Municipality, in consequence of one annual payment on 1st April having been changed into two half-yearly payments on 30th September and 31st March each year; this was partly counterbalanced by a loan to the Satara Municipality not having been taken up, and by the loan to the Dhulia Municipality having been taken up later than anticipated.

111. Under *Interest on Loans to Landholders and other Notabilities*, the increase in India is due to recovery of arrears in Ajmere; in Lower Burma the whole of the balance of the loan of 10,0 sanctioned for the construction of the Rangoon Cathedral, was not taken up, and the Budget Estimate of interest receipts was not accordingly realised; in Bengal the increase over the previous year is on account of a loan of 7¼ lakhs to Prince Ferok Shah which was allowed for in the Budget Estimate, but in the Revised a recovery of 1,0 from the Deo State in Gya was not anticipated. In Punjab and Bombay no new loans were granted either in 1892-93 or in 1893-94, but re-payments were made which led to a diminution in the receipts from interest. In Madras the low figure in the preceding year was due to remission of interest due from the Nawab of Banganapalli for that year.

112. The receipts from *Interest on Advances to Cultivators* fluctuate mainly with the balance of the advances outstanding at the beginning of the year. This balance was exceptionally large in Madras, owing to the heavy advances granted in 1892-93 under the Land Improvement and Agriculturists' Loans Acts, and there was also a greater promptitude in the realisation of interest; in India recoveries of interest on the heavy advances made in Ajmere during the scarcity of 1891-92 were not fully made until 1893-94; and in the Punjab the effect of new loans granted during 1892-93 was not fully allowed for in the Budget Estimate. In Upper Burma, interest on the heavy advances made during the scarcity of 1892-93 swelled the receipts in that year.

113. Under *Securities of Provincial Funds*, the Budget in Madras calculated on the sale of a large amount of Government Securities in connection with the Railway Guarantee Fund, Tanjore, but the sale was not made. *Interest on Overdrawn Capital* represents the interest on the drawings of the Railway Companies in excess of the balances at their credit; the amounts realised in 1893-94 were on account of the Lucknow-Bareilli Railway. Under *Other Items* the receipts in India in 1892-93 included the interest on some special advances to the Bank of Bengal.

114. In England there was a large decrease, as, in consequence of the failure for a time to sell Council Bills, there were no sums to invest during the greater part of the year.

Section B.—INTEREST.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
4,374,3	EXPENDITURE	4,065,9	4,432,2	4,446,4

115. The total expenditure in this section exceeded the Budget Estimate and the actuals of the previous year by 380,5 and 72,1 respectively. There were excesses of 111,1 and 71,8 in the sterling expenditure in England and of 126,6 and 164,0 in the charges for exchange due partly to the increase in the sterling expenditure and partly to a fall in the rate of exchange. The Indian expenditure also exceeded the Budget Estimate by 142,8, but fell short of the actuals of the previous year by 163,7. The excess over the Budget in England is due to the discount on the 3 per cent. stock issued during the year, and to the interest paid on the India bills and debentures issued in consequence of the failure to sell Council Bills for a part of the year. The excess over the previous year is slightly smaller, as the actuals of that year included £44,000 on account of discount on stock against £18,600 in 1893-94. The charges in India exceeded the Budget Estimate, mainly in consequence of the discount and interest on the 3½ per cent. loan raised during the year. The excess over the previous year due to these causes, was more than counterbalanced by the transfer of a much larger portion of the charges to the Railway Revenue account in consequence of additional capital expenditure on Railways and Irrigation Works.

13.—Interest on Ordinary Debt.

116. Before proceeding to examine the interest charges in detail, it is usual to ascertain first the amount of Loans raised or discharged during the year, and the following figures supply the necessary particulars for 1892-93 and 1893-94 :—

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	INDIA—			
250,0	Debt incurred	3,220,0	3,719,1	3,719,1
4,8	Debt discharged	5,0	1,101,0	1,110,6
+245,2	NET IN INDIA .	+3,215,0	+2,618,1	+2,608,5
	ENGLAND—			
	Debt incurred—			
1,300,0	At 3 per cent.	1,300,0	1,300,0	1,300,0
...	At 3½ per cent. Debentures	...	1,386,0	1,386,0
1,300,0	TOTAL INCURRED .	1,300,0	2,686,0	2,686,0
	Debt discharged—			
4	At 5 per cent.	...	1	1
9	At 4 per cent.	...	2,0	1,9
...	At 3½ per cent.	...	...	...
1,770,3	Oudh and Rohilkhand Railway Debentures .	729,0	729,0	729,0
150,0	South Indian Railway Debentures . . .	520,2	520,2	520,2
1,921,6	TOTAL DISCHARGED .	1,249,2	1,251,3	1,251,2
−621,6	NET IN ENGLAND .	+50,8	+1,434,7	+1,434,8*
−376,4	NET IN INDIA AND ENGLAND .	+3,265,8	+4,052,8	+4,043,3
	ENGLAND—			
	Temporary Loans Incurred	...	10,750,0	10,750,0
	Temporary Loans Discharged . . .	...	4,750,0	4,750,0
		...	6,000,0	6,000,0

* The above amounts are exclusive of 100,8 cancelled, comprising 90,5 charged to Railways on account of Sinking Funds of the East Indian, Eastern Bengal, and Sind, Punjab and Delhi Railways, and 10,3 to Discount Sinking Fund.

117. The Budget in India provided for a public loan of 3,000,0 and for 220,0 to be taken from the Nawab of Rampur. The public loan was, however, subsequently raised to 3,500,0, of which 9 was not issued owing to a tenderer having failed to take up the amount. During the year the 4½ per cent. Loans of 1878 and 1879 were ordered for discharge under Finance Department Notification No. 2985, dated 14th July 1893, and the provision made on this account in the Revised Estimate proved a little too low. In *England*, provision was made in the Budget only for the issue of 3 per cent. Stock for 1,300,0 for advances to Railway Companies and for the discharge of debentures of the Oudh and Rohilkhund and South Indian Railways, but, owing to failure for a time to sell Council Bills, temporary loans to the extent of a net sum of £6,000,000 and India 3½ per cent. debentures for £1,386,000 were issued during the year.

Section B.—INTEREST—*continued.*

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

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

1892-93. Accounts.	Rate. DEBT IN INDIA ON 31ST MARCH 1893.	Principal.	Interest due.	Budget.	1893-94. Revised.	Accounts.
490,0	4½	2,377,1	107,1	106,1	109,9	99,9
3,760,1	4	100,384,4	4,015,4	4,016,0	4,004,2	3,983,2
1,4	3½	52,2	1,8	1,8	38,7	41,4
4,5	Provincial . . .	86,0	3,4	3,5	3,4	4,0
1	Stock Notes . . .	1,1	1	...	...	...
4,256,1	TOTAL .	102,900,8	4,127,8	4,127,4	4,156,2	4,128,5
9	Interest on Loans in course of discharge . .			1,6	8	12,9
10,8	Discount on Loans and Miscellaneous . . .			...	133,0	132,4
4,267,8	TOTAL INTEREST PAID IN INDIA .			4,129,0	4,290,0	4,273,8
3,655,7	England			3,609,2	3,712,7	3,719,7
2,199,4	Exchange			2,263,4	2,390,3	2,417,3
5,855,1	TOTAL INTEREST PAID IN ENGLAND .			5,872,6	6,103,0	6,137,0
10,122,9	GRAND TOTAL .			10,001,6	10,393,0	10,410,8

Divided into—

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	Interest on Ordinary Debt—			
−40,1	India	−380,0	−223,0	−238,3
2,433,5	England	2,394,2	2,498,3	2,505,3
1,464,1	Exchange	1,501,5	1,608,5	1,628,1
3,857,5		3,515,7	3,883,8	3,895,1
	Interest on Debt for Railways and Irrigation Works—			
4,307,9	India	4,509,0	4,513,0	4,512,1
1,222,2	England	1,215,0	1,214,4	1,214,4
735,3	Exchange	761,9	781,8	789,2
6,265,4		6,485,9	6,509,2	6,515,7
10,122,9		10,001,6	10,393,0	10,410,8

119. A considerable portion of the 4½ per cent. Loans of 1878 and 1879 were converted into 4 per cent. in 1892-93, and the payments of interest on the 4½ per cent. Loans were consequently smaller, while those on the 4 per cent. Loans were considerably larger in 1893-94 compared with the previous year. The amounts shown under the 4½ per cent. were further reduced in consequence of the interest on the 4½ per cent. Loans of 1878 and 1879 having been compiled under *Loans in course of discharge* with effect from the date of their discharge. Taking the two heads together, there is a slight excess over the Budget, due to the stoppage of interest having brought out arrear claims. Under 4 per cent. the Budget Estimate provided for the full amount due in the year, but 32,2 does not appear to have been claimed. The saving due to this was, however, more than counterbalanced by the payments on account of interest on the new 3½ per cent. Loan raised during the year. The figure under *Discount on Loans and Miscellaneous* is on account of discount on the new 3½ per cent. Loan.

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

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
2,433,5	Interest not charged to Railways . . .	2,394,2	2,498,3	2,505,3
1,464,1	Exchange	1,501,5	1,608,5	1,628,1
1,017,1	Interest charged to State Railways . . .	998,1	997,5	997,5
611,9	Exchange	625,9	642,2	648,2
205,1	Interest charged against Companies on advances .	216,9	216,9	216,9
123,4	Exchange	136,0	139,6	141,0
5,855,1	TOTAL AS ABOVE .	5,872,6	6,103,0	6,137,0

121. Under *Interest not charged to Railways*, the excess over the Budget Estimate consists of 77,6 on account of interest on India Bills, 17,3 on India Debentures and 5,6 on temporary loans from the Bank of England, of 18,6 on account of discount on the issue of India 3 per cent. Stock, which it was not considered expedient to provide in the Budget and of 9 for commission on the sale of India Debentures not anticipated in the Budget Estimate. These excesses were partly counterbalanced by a decrease of 9,3

Section B.—INTEREST—*continued.*

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

in the interest on 3 per cent. India Stock, mainly owing to the loan of 1,300,0 not having been raised as early as had been anticipated. The Revised Estimate under-estimated the interest on temporary loans.

14.—Interest on other Obligations.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
On Special Loans	Accounts 1892-93	5,8	...	...	...	...	...	71,6	1	...	4,5	82,0
	Budget 1893-94	5,4	...	...	...	...	...	70,8	1	...	4,5	80,8
	Revised 1893-94	5,4	...	...	...	...	...	70,8	2	...	4,5	80,9
	Accounts 1893-94	6,3	...	...	...	...	...	71,0	1	...	4,5	81,9
Treasury Notes and Service Funds	Accounts 1892-93	71,6	...	...	...	...	...	...	...	5	7,9	80,0
	Budget 1893-94	72,9	...	...	...	...	...	...	...	5	8,2	81,6
	Revised 1893-94	73,1	...	...	...	...	...	...	...	5	8,2	81,8
	Accounts 1893-94	74,0	...	...	...	...	...	...	...	5	8,2	82,7
Savings Bank Deposits	Accounts 1892-93	289,7	1	1	8	...	11,9	2,0	7,6	2,0	31,3	345,5
	Budget 1893-94	319,2	3	2	7	...	12,4	2,2	8,4	1,9	32,9	378,2
	Revised 1893-94	313,9	1	2	9	...	12,8	2,3	8,3	1,9	32,2	372,6
	Accounts 1893-94	315,3	2	2	9	...	13,0	2,2	8,2	1,8	32,3	374,1
Miscellaneous	Accounts 1892-93	5,5	...	1	...	...	1,1	2	...	8	1,3	9,0
	Budget 1893-94	5,6	...	1	...	...	1,2	...	...	8	1,0	9,3
	Revised 1893-94	5,7	...	1	...	...	1,5	...	...	3,4	2,1	12,8
	Accounts 1893-94	5,8	...	1	...	...	1,5	...	...	3,1	1,8	12,3
Total	Accounts 1892-93	372,6	1	1,0		...	13,0	73,8	7,7	3,3	45,0	516,5
	Budget 1893-94	403,1	3	1,0		...	13,6	73,0	8,5	3,2	47,2	549,9
	Revised 1893-94	398,1	1	1,2		...	14,3	73,1	8,5	5,8	47,0	548,1
	Accounts 1893-94	401,4	2	1,2		...	14,5	73,2	8,3	5,4	46,8	551,0

			Sterling.	Exchange.	Total.		
England	Accounts 1892-93		2	1	3	Total, including England	516,8
	Budget 1893-94		2	1	3		550,2
	Revised 1893-94		2	1	3		548,4
	Accounts 1893-94		2	1	3		551,3

122. The accounts show an excess of 34,5 over the actuals of the previous year, of which 28,6 occurred under *Savings Bank Deposits*. Under *Interest on Special Loans*, the increase over the Budget is due to payment of arrears of interest on the 8 per cent. Madras Perpetual Loan. The usual details of the interest on *Treasury Notes and Service Funds* and *Savings Bank Deposits* are noted below. The growth of the Post Office and the Presidency Savings Banks received a check towards the close of the year owing to the then impending reduction of the rate of interest.

123. Under *Miscellaneous* there was a special payment of 2,6 to the purchasers of the Sandamangalam mitta in the Salem District.

Interest on Treasury Notes and Service Funds.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
68,8	Bengal Uncovenanted Fund	70,8	71,0	71,6
7,9	Bombay " "	8,2	8,2	8,2
3,3	Other Funds	2,6	2,6	2,9
80,0	Total	81,6	81,8	82,7

Interest on Savings Bank Deposits.

269,3	Post Office Savings Banks	298,0	292,0	293,3
39,7	Presidency Savings Banks	41,9	41,1	40,5
17,2	State Railway Provident Institutions	19,5	19,1	19,6
8,4	Civil Engineers' Provident Fund	8,7	9,2	9,5
4,8	Regimental Savings Banks	4,1	5,4	5,0
6,1	Other Accounts	6,0	5,8	6,2
345,5	Total	378,2	372,6	374,1

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

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
2,736,9	Receipts	2,720,8	2,738,2	2,747,7
2,505,6	Expenditure	2,609,3	2,557,8	2,550,7
+231,3	Net	+111,5	+180,4	+197,0
−29,6	Post Office (Net)	−49,5	−10,5	+3,8
+62,6	Telegraph (Net)	+34,7	+45,9	+57,0
+198,3	Mint (Net)	+126,3	+145,0	+136,2

124. The net result of the transactions of the Postal Department has been as follows during the last few years:—

	Net Expenditure.	Net Revenue.
1889-90	75,4	...
1890-91	...	5,8
1891-92	47,0	...
1892-93	29,6	...
1893-94	...	3,8

125. The operations of the Department yielded a net revenue for the first time in 1890-91. In the following year there was again a large net expenditure owing to the Department being charged for the first time from that year with the cost of stationery supplied to it and of printing work done for it at Government presses which were formerly charged as ordinary Stationery and Printing charges and also to a heavy reduction in the rates for letter postage to the United Kingdom and Aden from 1st January 1891. Since this date there has been a steady improvement in the net receipts, and the operations of the Department have again yielded a small net revenue in 1893-94. The Budget Estimate of the year anticipated a heavy net expenditure as it did not provide sufficiently for the normal growth of the revenue of the Department and over-estimated the charges on account of Stationery and Printing and the conveyance of mails.

126. The improvement in the net earnings of the Telegraph Department over the Budget Estimate is due to sufficient allowance not having been made in the latter for the normal development of message traffic. The slightly unfavourable result, as compared with 1892-93, is due partly to the grant of Exchange Compensation Allowance, partly to the fall in exchange, and partly to a higher capital expenditure incurred in the construction of a larger number of new lines.

127. As explained in last year's report the Mint receipts were unusually large in 1892-93 owing to the exceptionally heavy silver coinage of that year caused by the large importations of the metal in expectation of the closing of the Mints to the free coinage of silver. In 1893-94 the closure of the Mints early in the year would have noticeably affected the net Mint receipts but for the fact that a large quantity of silver which had been shipped by the Exchange Banks prior to the closure, was purchased from them and coined at the Mints, the operation yielding a net profit of 71,1 in addition to the ordinary seigniorage duty which would have been charged on the bullion taken over.

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

XIII.—Post Office.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
150,8	Parcel and other Postage collected in cash	152,0	150,0	147,4
	SALE OF POSTAGE STAMPS—			
866,1	Ordinary	890,0	913,0	923,3
225,0	Service	234,0	235,0	232,3
1,091,7		1,124,0	1,148,0	1,155,6
16,2	*Deduct*—Payments to English, Colonial, and other Foreign Post Offices	*21,0*	*23,0*	*18,0*
1,075,5		1,103,0	1,125,0	1,137,6
15,9	MAIL CART AND PARCEL VAN PASSENGER SERVICE	17,2	16,6	16,9
221,4	MONEY ORDER RECEIPTS	240,0	233,0	235,8
9,6	BULLOCK TRAIN COLLECTIONS	9,0	9,5	7,4
8,1	OTHER RECEIPTS	10,2	7,7	9,4
1,481,3	TOTAL	1,531,4	1,541,8	1,553,7
	DISTRICT POST COLLECTIONS—			
8	Central Provinces	8	1,2	9
1,7	Bengal	1,5	1,4	1,1
5,0	Punjab	5,1	5,3	5,6
1	Madras	...	...	...
7,6	TOTAL	7,4	7,9	7,6
1,488,9	GRAND TOTAL	1,538,8	1,549,7	1,561,3

128. The total revenue exceeded the Budget Estimate by 22,5 and the actuals of the preceding year by 72,4. The bulk of these improvements occurred as usual in the *Sale of Ordinary Postage Stamps*, due to the normal expansion of the operations of the Department.

129. The revenue from *Parcel and other postage collected in cash* has been falling off steadily during the past four years owing to a decrease in the number of unpaid letters. The total receipts under this head have been as follows:—

1890-91	155,2
1891-92	154,1
1892-93	150,8
1893-94	147,4

130. The receipts from the *Sale of Ordinary Stamps* have been steadily increasing, but the rise in the year under review was unprecedentedly large, having been nearly double of what was anticipated in the Budget Estimate. The *Sale of Service Stamps* also had its normal growth, but the estimates were a little too sanguine. Under *Payments to English, Colonial, and Foreign Post Offices* no payment was made during the year to the London Post Office for open and closed mail transit for which the Budget provided 4,7 and for which 3,8 was paid in the previous year. The payments to the London and Foreign Governments for letter and parcel postage however exceeded the Budget Estimate and the actuals of the previous year by 1,7 and 5,6 on account of arrear adjustments. The excesses would have been much larger if the amounts due to certain Colonial and Foreign Governments had not been left in arrears owing to the non-settlement of the accounts during the year. The provision of these in the Revised accounts for its excess over the actuals. Under *Mail Cart and Parcel Van Passenger Service* there was an increased traffic on the Simla-Kalka line compared with the previous year, but this was fully provided for in the Budget Estimate. The *Money Order Receipts* show a steady increase from year to year, but the improvement during the year under review was smaller than usual, as also the anticipations in the Budget Estimate by 5,0, owing to the gain by exchange from Foreign Money Order transactions having been very small. This was due to the sudden rise in exchange in July 1893, followed by the closing of the Mints to the free coinage of silver, having converted into a loss an anticipated gain in the adjustment of the sterling money order balances of 1892-93 with the Foreign countries and colonies with which India has direct exchanges. The falling off in the *Bullock Train Collections*

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

XIII.—Post Office—*continued.*

occurred during the latter part of the year, and is probably accounted for by the competition of Messrs. Burn & Co., the out agents of the East Indian Railway Company on the Simla-Kalka line. The difference between the actuals and the Budget Estimate under *Other Receipts* is due to the provision in the latter of a large amount for recoveries of service payments of previous years which have, in the accounts, been adjusted by deduction from the charges instead of being credited as revenue. The deficiency of the actuals would have been larger, but for an unanticipated credit of 1,2 on account of commission on Native Military Pension payments which accounts for the increase over the actuals of the previous year.

XIV.—Telegraph.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	INDIAN TELEGRAPH—			
	Message Revenue—			
366,1	Sale of Stamps, deducting Refunds, etc.	392,0	377,7	373,1
30,5	Receipts from other Administrations	23,0	39,0	43,8
182,3	Other Receipts by Cash, Postage Stamps and Book Transfer	175,0	187,5	189,1
578,9		590,0	604,2	606,0
	Other Revenue—			
155,1	Rent of Wires and Instruments leased to Railways and Canals	158,0	158,0	159,6
15,1	Rent of Local and Private Lines	15,0	14,8	14,5
1,3	Royalty from Telephone Companies	1,3	1,3	1,2
4,1	Recoveries from Guarantors	5,5	4,0	4,1
2,8	Miscellaneous Revenue	2,7	2,7	2,9
178,4		182,5	180,8	182,3
757,3	TOTAL INDIAN TELEGRAPH	772,5	785,0	788,3
165,2	INDO-EUROPEAN TELEGRAPH	170,0	172,0	167,4
922,5	TOTAL INDIA	942,5	957,0	955,7
9,5	ENGLAND	5,5	2,1	2,1
5,7	EXCHANGE	3,5	1,3	1,3
937,7	GRAND TOTAL	951,5	960,4	959,1

Indian Telegraph.

131. The receipts during 1893-94 were better than those of the previous year by 31,0. The increase was due chiefly to a development of private traffic and partly to the extension of railway telegraph lines. It would have been larger had it not been for a falling off of 10,9 in State traffic, owing to the closing of temporary lines erected for military expeditions. The increase of 15,8 over the Budget Estimate is attributed to the development of private traffic being greater than was anticipated. Compared with the Revised Estimate the actual receipts show an increase of 3,3, which was mainly due to an improvement in message revenue and rent of wires and instruments leased to railways.

Indo-European Telegraph.

132. The total receipts during 1893-94 were 9,6 less than those of 1892-93. The falling off was the net result of a decrease of 11,8 under England and Exchange, and of an increase of 2,2 in the receipts in India due to larger collections of message revenue. The decrease in England was due chiefly to the receipts in 1892-93 having been swelled by the recovery from the Imperial Ottoman Telegraph Administration of the traffic balances for the previous two years, and partly owing to the Turkish Government not having paid during the year under review the traffic balance in their hands.

133. Compared with the Budget Estimate the actuals show a decrease of 8,2, which was chiefly due to a falling off in the receipts in England, and partly to the *Message Revenue* in India having been overestimated. The Revised Estimate also was placed too high.

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

XV.—Mint.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
256,1	Seignorage on Silver	146,0	56,7	94,9
1	Ditto on Gold	2	1	...
37,9	Gain on Copper Coinage	70,0	52,0	50,8
	Other Receipts—			
6,7	Calcutta	6,1	9,6	8,5
9,4	Bombay	8,2	109,7	73,1
310,2	TOTAL INDIA	230,5	228,1	227,3
1	England	...	...	...
...	Exchange	...	...	...
310,3	GRAND TOTAL	230,5	228,1	227,3

134. The closing of Mints to free coinage of Silver in June 1893, accounts for the large decrease under *Seignorage on Silver*. The following table shows the importations of silver and the silver coinage at the Mint in recent years :—

	Net Importation.	Silver Coinage.	Seignorage.
1886-87	7,155,7	4,616,5	93,1
1887-88	9,228,8	10,788,4	149,8
1888-89	9,246,7	7,282,3	138,9
1889-90	10,937,9	8,541,2	168,8
1890-91	14,175,1	13,193,5	264,9
1891-92	9,022,2	5,554,0	116,1
1892-93	12,863,6	12,611,5	256,1
1893-94	13,719,8	4,902,5	94,9

135. The Revised Estimate provided for the whole of the gain arising from the Coinage of 191,87,249 tolahs of silver taken over from the Exchange Banks after the closure of the Mints, under the head *Other Receipts*, but in the actuals, an amount equal to the Seignorage duty has been credited under the head *Seignorage on Silver* and the actual net gain under the head *Other Receipts*. This accounts for the variations of the actuals under these heads from the Revised Estimates, and also fort he large excess of the actuals over the Budget Estimate under *Other Receipts*.

136. The *Gain on Copper Coinage* varies with the absorption of copper coin which was less than was anticipated in the Budget Estimate, but was greater than that of 1892-93.

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

15.—Post Office.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
59,0	CHIEF OFFICE, CALCUTTA	63,9	64,0	63,9
797,4	PRESIDENCY AND DISTRICT OFFICES	820,5	817,0	816,7
	CONVEYANCE OF MAILS—			
103,7	Road Establishment and Contingencies	109,0	106,2	105,9
105,4	Railway Charges	109,1	100,2	97,8
53,4	Bullock Train and Mail Cart Establishment and Charges	53,0	52,6	50,6
5,3	Other Charges	4,6	5,1	4,7
267,8		275,7	264,1	259,0
13,6	DISCOUNT ON SALE OF POSTAGE STAMPS	14,0	14,3	14,2
66,6	SUBSIDIES	65,6	65,3	62,8
38,2	STATIONERY AND PRINTING	61,6	41,6	44,3
5,2	MISCELLANEOUS	2,7	3,4	3,2
1,247,8	TOTAL	1,304,0	1,269,7	1,264,1
	DISTRICT POST CHARGES—			
3,3	India	3,5	3,5	3,3
6,2	Central Provinces	6,9	6,4	6,8
12,9	Burma	13,1	13,7	13,6
3,9	Assam	4,2	4,1	4,2
37,3	Bengal	36,9	36,9	37,1
18,4	N.-W. Provinces and Oudh	18,5	18,3	18,3
17,0	Punjab	21,7	20,6	20,0
7,9	Madras	8,0	8,2	8,2
10,6	Bombay	10,6	10,3	10,3
117,5		123,4	122,0	121,8
1,365,3	TOTAL	1,427,4	1,391,7	1,385,9
	ENGLAND—			
59,9	Payments to the English Post Office	59,9	61,5	61,5
35,8	Stores	39,0	41,0	42,5
95,7		98,9	102,5	104,0
57,5	EXCHANGE	62,0	66,0	67,6
1,518,5	GRAND TOTAL	1,588,3	1,560,2	1,557,5

137. The actuals show a saving of 30,8 on the Budget Estimate, due partly to some of the allotments for *Presidency and District Offices* not having been utilised in full, partly to non-payment of certain subsidies and office rents during the year, but chiefly to *Stationery and Printing* and *Railway Charges* having been over-estimated by 24,7. The excess over the actuals of the previous year is due chiefly to the normal development of the operations of the Department, and in a smaller degree to the grant of Exchange Compensation Allowance.

138. The *Presidency and District Offices* show a saving of 3,8 on the Budget Estimate due to the provision for the normal increase in the establishments not having been fully required. The saving would have been much larger, but for the charges on account of Exchange Compensation Allowance and additional local and house rent allowances in Burma and an increase in the charges for travelling allowance, and also those for office rent, owing to the rents of offices at Railway stations having been charged under this head instead of under *Railway Charges* as before. Under *Road Establishment* the Budget provided for a considerable extension of runners, lines in the Punjab and Madras, but the increase was largely counterbalanced by reductions effected in Madras on the opening of the East Coast Railway. The *Railway Charges* show a large decrease, due mainly to more economical management, but partly also to the charges for office rents having been shown in the accounts under *Presidency and District Offices* as explained under that head and to certain payments having been left in arrears. The saving under *Mail Cart and Bullock Train Establishment* occurred principally in the Simla-Kalka Passenger Service and Bullock Train line, owing to certain sums not having been drawn during the year. The decrease under *Subsidies* is accounted for by the non-payment during the year of certain sums due to the Tigris and Euphrates Steam Navigation Company, the Rivers Steam Navigation Company, and the India General

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

15.—Post Office—*continued.*

Steam Navigation Company. The saving under *Stationery and Printing* has already been noticed. The excess under *Miscellaneous* is due chiefly to a payment of 3 from the *pro formâ* account to clear that head.

139. Under *District Post Charges* the only differences which call for any remarks are those in the Punjab, where the actuals exceeded those of the previous year owing to extension of the District Dák service, but fell short of the Budget Estimate as the latter was pitched too high.

140. In England the *Payments to the English Post Office* exceeded the estimate owing to an increase in the annual rate of payment with effect from 1st January 1892. Under *Stores* the demands proved to be greater than expected.

16.—Telegraph.

Indian Telegraph.

Capital Account.

1892-93. Accounts.		Budget.	1893-94 Revised.	Accounts.
80,0	India	96,8	88,9	87,2
79,7	England	83,0	80,0	79,7
	Revenue Account.			
499,8	India	509,5	523,1	515,0
5,9	England	5,5	5,4	5,8
665,4		694,8	697,4	687,7
51,5	Exchange	55,5	55,0	55,5
716,9	TOTAL INDIAN TELEGRAPH	750,3	752,4	743,2

Indo-European Telegraph.

67,4	India	74,7	69,1	70,0
38,7	England	38,4	36,1	33,4

Red Sea and Indian Telegraph Company.

18,0	England	18,0	18,0	18,0

Eastern Telegraph Company.

....	England	...	2,5	2,5
124,1		131,1	125,7	123,9
34,1	Exchange	35,4	36,4	35,0
158,2	TOTAL INDO-EUROPEAN AND RED SEA AND EASTERN TELEGRAPH COMPANIES.	166,5	162,1	158,9
647,2	Total India	681,0	681,1	672,2
142,3	„ England	144,9	142,0	139,4
85,6	„ Exchange	90,9	91,4	90,5
875,1	GRAND TOTAL	916,8	914,5	902,1

Indian Telegraph.

141. The expenditure in 1893-94 was 26,3 more than that of the previous year. The increase was due partly to the construction of a larger number of departmental lines, partly to larger establishments necessitated by the opening of new offices and by the growth of message traffic, and partly to the grant of Exchange Compensation Allowance.

142. The decrease of 7,1, as compared with the Budget Estimate, was due partly to the recovery of 3,4 from the Kashmir State on account of the cost of the telegraph lines chargeable to that State having been adjusted by reduction of the charges, and partly to the amount payable to the Eastern Telegraph Company on account of the Zanzibar-Mauritius cable having been recorded as a separate item in the accounts, although budgetted for as a charge of the Indian Telegraph Department.

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

16.—Telegraph—*continued.*

143. The saving of 9,2 on the Revised Estimate, was due to adjustment of the recovery of 3,4 from the Kashmir State by reduction of expenditure and to an over-estimate of the outlay, chiefly on repairs of lines.

INDO-EUROPEAN TELEGRAPH.

144. The decrease in the expenditure, as compared with the Budget and Revised Estimates, was chiefly due to the out-payments of revenue in England not having been so large as was anticipated.

17.—Mint.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	ESTABLISHMENTS—			
31,2	Calcutta	30,4	32,4	32,6
29,0	Bombay	31,9	26,9	26,1
	LOSS OF WEIGHT IN COINAGE—			
7,2	Calcutta	6,5	2,1	3,5
15,3	Bombay	10,0	6,5	14,5
	OTHER CHARGES—			
5,2	Calcutta	6,2	6,0	5,2
7,7	Bombay	8,0	2,0	1,7
43,6	TOTAL Calcutta	43,1	40,5	41,3
52,0	„ Bombay	49,9	35,4	42,3
95,6	„ India	93,0	75,9	83,6
10,2	„ England	6,9	4,4	4,5
6,2	„ Exchange	4,3	2,8	3,0
112,0	GRAND TOTAL	104,2	83,1	91,1

145. The actuals under *Establishments* in Calcutta have exceeded the Budget Estimate by 2,2. The excess consists of 9 on account of Exchange Compensation Allowance, 7 on account of acting allowance drawn by the Mint Master, Calcutta, as the senior Mint Master, in consequence of the departure on furlough of the Mint Master, Bombay, 4 on account of the absence on privilege leave of the Assay Master, and 2 on account of extra-operative establishment. In Bombay, on the other hand, there was a saving of 5,8 due to the absence on leave of the permanent Mint Master, to several appointments having been left vacant, and to the discontinuance of the coinage of silver for the public, partly counterbalanced by an increase of 1,0 on account of Exchange Compensation Allowance.

146. Under *Loss of weight in Coinage* the saving in Calcutta is attributed to the recoinage of a smaller quantity of uncurrent coin, while in Bombay the actual charges have been swollen by the loss arising from the issue to the Bikanir Durbar of ₹4,10,000 new Bikanir rupees at their metallic value.

147. Under *Other Charges* the Budget for the Calcutta Mint was an over-estimate, while the saving in the Bombay Mint was due to a smaller consumption of coal and other stores in consequence of the discontinuance of coinage for the public.

Section D.—RECEIPTS BY CIVIL DEPARTMENTS.

1892-93. Accounts.		1893-94. Budget.	Revised.	Accounts.
1,607,9	RECEIPTS	1,635,5	1,636,1	1,631,3

148. The total receipts in this section fell short of the Budget Estimate by 4,2 but exceeded the actuals of the previous year by 23,4. There was a heavy falling off compared with the Budget Estimate in the Marine receipts, due to recoveries from Other Departments and Local Governments, which were provided for in the Estimate under receipts, having, in the accounts, been adjusted by deduction from expenditure, but the falling off due to this was nearly counterbalanced by increases under other heads, chiefly Police, which also accounts for the increase over the previous year.

XVIA.—Law and Justice—Courts of Law.

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Sale-proceeds of Unclaimed and Escheated Property.	Accounts .	1892-93	6,1	1,7	1,5	1,2	7	2,8	2,1	1,6	1,3	5,4	24,4
	Budget .	1893-94	2,5	1,7	1,0	1,1	8	3,0	1,9	1,3	1,8	2,8	17,9
	Revised .	1893-94	2,3	1,6	1,7	1,2	8	3,0	2,3	1,3	1,5	3,1	18,8
	Accounts .	1893-94	1,9	1,6	1,5	1,2	7	2,9	2,1	1,4	1,5	2,9	17,7
Court-fees realised in cash.	Accounts .	1892-93	1	1,2	...	1	2	3,6	22,8	6	1,9	9	31,4
	Budget .	1893-94	1	1,1	...	...	2	3,0	23,1	7	2,5	1,2	31,9
	Revised .	1893-94	1	1,5	...	...	2	3,8	23,2	7	2,0	1,6	33,1
	Accounts .	1893-94	1	1,6	...	...	2	3,7	23,0	6	1,8	1,7	32,7
General Fees, Fines, and Forfeitures.	Accounts .	1892-93	4,7	10,6	13,0	33,0	8,7	76,5	27,9	38,4	50,4	32,1	304,3
	Budget .	1893-94	5,0	10,3	14,6	32,8	7,5	78,0	28,0	40,5	62,0	32,0	310,7
	Revised .	1893-94	5,0	10,3	10,8	26,1	8,5	70,2	31,7	37,4	65,0	33,3	307,3
	Accounts .	1893-94	5,2	10,6	10,6	25,2	8,5	79,2	32,1	37,7	63,0	32,0	304,7
Other Receipts	Accounts .	1892-93	...	5	8	7	2	3,9	1,1	1,7	3,7	4,7	17,3
	Budget .	1893-94	...	5	6	5	2	3,0	1,5	1,9	3,2	4,7	16,7
	Revised .	1893-94	...	4	8	7	3	4,0	1,0	1,6	3,5	5,0	17,9
	Accounts .	1893-94	...	5	7	6	3	3,8	1,6	1,6	3,4	4,8	17,3
TOTAL	Accounts .	1892-93	10,9	14,0	50,3		9,8	86,8	53,9	42,3	66,3	43,1	377,4
	Budget .	1893-94	7,6	13,6	50,6		8,7	87,6	54,5	44,4	69,5	40,7	377,2
	Revised .	1893-94	7,4	13,8	41,3		9,8	90,0	58,8	41,0	72,0	43,0	377,1
	Accounts .	1893-94	7,2	14,3	39,8		9,7	89,6	58,8	41,3	69,7	42,0	372,4

149. For the first time since 1887-88, the receipts under this head showed a falling off in the year under review as compared with the previous year. It also fell short of the Budget Estimate by 4,8. The falling off, compared with the previous year, occurred chiefly in the receipts from *Sale-proceeds of Unclaimed and Escheated Property*, which are necessarily fluctuating, and which included some special items in the previous year. The deficiency compared with the Budget occurred chiefly in Burma under *General Fees, Fines, and Forfeitures.*

150. The receipts under *Sale-proceeds of Unclaimed and Escheated Property* show a falling off, compared with the actuals of the previous year, as the latter included some special credits in India and Bombay.

151. Under *Court-fees realised in cash*, the actual revenue shows a slight improvement over both the actuals of the previous year and the Budget Estimate, contributed mainly by Bombay, where there were large recoveries in pauper suits, and by Central Provinces, where large Process-servers' (Dastak) fees were realised.

152. *General Fees, Fines, and Forfeitures* show a more or less satisfactory improvement in most of the provinces, except in Assam, where the receipts have been practically stationary, in the Punjab, where the Budget Estimate did not make sufficient allowance for the decline under this head which has been steady since 1890-91, and in Upper and Lower Burma, where there was an unexpected falling off in the receipts from magisterial fines.

153. The variations under *Other Receipts* do not call for any remarks.

Section D.—RECEIPTS BY CIVIL DEPARTMENTS—*continued.*

XVIB.—Law and Justice—Jails.

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras	Bombay	TOTAL.
Sale-proceeds of Jail Manufactures.	Accounts .	1892-93	1,9	26,4	11,4	26,8	1,2	90,9	39,3	13,8	32,9	10,5	255,1
	Budget .	1893-94	1,8	26,9	11,1	24,3	1,5	95,0	37,5	17,7	28,8	9,5	254,1
	Revised .	1893-94	1,9	27,1	10,8	24,2	1,1	90,4	41,0	15,2	33,4	10,6	259,3
	Accounts .	1893-94	1,7	26,7	9,5	22,2	1,0	80,3	45,0	15,8	34,6	11,0	247,8
Other Receipts	Accounts .	1892-93	8	3	7	1,5	4,3	4	7	5,9	3,1	9,8	27,5
	Budget .	1893-94	1,9	3	4	5	4,1	9	5	8,0	1,2	10,3	28,1
	Revised .	1893-94	2,2	2	5	6	3,4	6	9	6,8	1,6	11,4	28,2
	Accounts .	1893-94	2,6	2	2	2,5	3,8	5	1,0	6,9	2,0	10,4	30,1
Convict Receipts at Port Blair and Nicobars.	Accounts .	1892-93	26,6	...	...	...	...	...	...	...	...	...	26,6
	Budget .	1893-94	30,1	...	...	...	...	...	...	...	...	...	30,1
	Revised .	1893-94	29,2	...	...	...	...	...	...	...	...	...	29,2
	Accounts	1893-94	28,3	...	...	...	...	...	...	...	...	...	28,3
TOTAL	Accounts .	1892-93	29,3	26,7	40,4		5,5	91,3	40,0	19,7	36,0	20,3	309,2
	Budget .	1893-94	33,8	27,2	36,3		5,6	95,9	38,0	25,7	30,0	19,8	312,3
	Revised .	1893-94	33,3	27,3	36,1		4,5	91,0	42,5	22,0	35,0	22,0	313,7
	Accounts .	1893-94	32,6	20,9	34,4		4,8	80,8	46,0	22,7	36,6	21,4	306,2

154. The total receipts showed a falling off of 6,1 as compared with the Budget Estimate and of 3,0 as compared with the actuals of the previous year, but there were considerable differences in the several provinces.

155. Under *Sale-proceeds of Jail Manufactures* there was a considerable falling off in Bengal and Burma, but this was largely counterbalanced by improvements in the North-Western Provinces, Madras and Bombay. In Bengal the Budget anticipated an improvement over the receipts of the previous year in view of the orders of the Secretary of State, that the requirements of the public consuming Departments should, as far as possible, be obtained from the Jail Department, but the anticipation was not realised, and there was a falling off in the supplies to the Military and the Opium Departments. In Lower Burma, the Estimate was not realised on account of prisoners being more extensively employed on public works, the receipts from which are shown under *Other Receipts*. The Upper Burma Budget was pitched too high. In the North-Western Provinces and Madras, there was a steady development of manufacturing operations; in the former, there were also larger recoveries of transportation and Jail charges from Native States, and larger receipts from hire of convicts. In the Punjab the actuals were unusually low in the preceding year, owing to the prevalence of cholera; in the year under review the Budget Estimate was not realised, owing chiefly to the cessation of brick-making at the Montgomery Jail. The net receipts under this head, after deducting the corresponding charges under 19B, are given below.

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Net Receipts from Jail Manufactures.	Accounts .	1892-93	7	4,3	6,8	13,7	5	20,3	13,9	—2	8,9	2,1	71,0
	Budget .	1893-94	6	1,1	4,9	7,2	4	15,5	13,9	2,1	6,5	—1	52,1
	Revised .	1893-94	8	2,1	5,2	8,1	3	27,4	15,6	—6	3,9	1,2	64,0
	Accounts .	1893-94	7	1,5	3,7	8,1	2	18,3	15,4	1,6	2,5	1,2	53,2

156. It will be noticed that although the gross *Sale-proceeds of Jail Manufactures* fell short of the Budget Estimate in Bengal, the net receipts were better than anticipated. The reverse is the case with Madras. On the whole, the actual net receipts approximated closely to the Budget Estimate, the Revised Estimate proving too high especially in Bengal.

157. Under *Other Receipts* there has been an improvement of 2,0 over the Budget Estimate and of 2,6 over the accounts of the previous year. The excess over the previous year was contributed mainly by India, Burma, and the Punjab. The increase in India was due to increased receipts from Native States on account of the cost of maintenance of their convicts in Government Jails, and that in Burma to the more extensive employment of convicts on public works, as mentioned under *Sale-proceeds of Jail Manufactures*. The actuals in the Punjab exceeded those of the preceding year by 1,0, but fell short of the Budget Estimate by 1,1 on account of the cessation of extra-mural work in the Montgomery Jail, on the completion of the Central Jail building at that station.

Section D.—RECEIPTS BY CIVIL DEPARTMENTS—*continued.*

XVIB.—Law and Justice—Jails—*continued.*

158. The falling off of 1,8, as compared with the Budget Estimate under *Convict Receipts at Port Blair*, occurred partly in Tea Garden receipts owing to an unfavourable season, and partly in the sale-proceeds of Jail Manufacture and stores.

XVII.—Police.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Police supplied to Municipal, Cantonment, and Town Funds.	Accounts . 1892-93	...	6	12,2	...	...	6	6,1	55,3	...	5,7	80,5
	Budget .	...	6	12,0	...	...	6	6,4	55,1	...	5,8	80,5
	Revised . 1893-94	...	6	12,2	...	...	6	6,8	55,3	...	5,6	81,1
	Accounts .	...	5	12,2	...	...	1,1	6,9	55,4	...	5,0	81,7
Police supplied to Public Departments, Private Companies, and Persons.	Accounts . 1892-93	...	1,8	2	5	5	2,5	1,9	1,3	4,4	15,9	29,0
	Budget .	...	8	2	5	3	2,0	2,2	1,0	2,5	16,1	25,6
	Revised . 1893-94	...	1,4	2	3,5	2,8	3,1	8,0	1,1	4,0	16,0	40,7
	Accounts	...	8	2	3,5	2,1	3,8	10,9	1,0	3,0	15,8	41,1
Presidency Police .	Accounts . 1892-93	...	...	...	...	...	10,2	...	...	3,1	17,1	30,4
	Budget .	...	...	...	...	...	9,0	...	...	2,9	12,5	25,0
	Revised . 1893-94	...	...	...	...	...	8,7	...	...	3,0	12,8	24,5
	Accounts	...	...	...	...	...	7,9	...	...	2,9	13,0	23,8
Fees, Fines and Forfeitures (chiefly Cattle Pound Fees)	Accounts . 1892-93	8	17,6	4,0	6,3	8,2	51,9	20,0	11,7	33,4	35,7	198,6
	Budget .	9	16,4	2,5	5,1	8,8	49,3	20,5	11,5	34,7	30,6	192,3
	Revised . 1893-94	1,0	16,7	3,6	6,2	8,6	52,5	28,7	11,8	37,0	37,2	203,9
	Accounts .	1,1	18,6	3,0	6,3	8,6	53,3	28,6	12,1	37,3	37,0	200,5
Other Receipts .	Accounts . 1892-93	7	8	1,3	8	3,4	27,5	3,8	1,7	5,5	12,0	57,5
	Budget .	8	7	2,0	8	3,0	27,8	2,9	1,2	3,7	4,5	47,4
	Revised . 1893-94	6	7	5	3	2,0	28,2	5,0	6,3	5,9	7,1	57,5
	Accounts .	6	7	5	3	4,6	28,2	4,3	10,8	6,4	8,0	64,4
Total .	Accounts . 1892-93	1,5	20,8	25,3		12,1	92,7	40,8	70,0	46,4	80,4	390,0
	Budget .	1,7	18,5	23,1		12,1	89,3	38,0	68,8	43,8	75,5	370,8
	Revised . 1893-94	1,6	19,4	20,5		14,3	93,1	49,1	74,5	50,5	78,7	401,7
	Accounts .	1,7	20,0	20,0		15,3	94,3	50,7	79,3	40,0	70,4	417,5

159. The receipts under this head show an improvement of 46,7 over the Budget Estimate, and of 21,5 over the actuals of the previous year, due mainly to larger recoveries counterbalanced partly by larger expenditure on account of Punitive Police employed in Burma, Assam, Bengal, and North-Western Provinces, to a large credit in the Punjab on account of ordnance stores returned to arsenals, and to an improvement in Cattle Pound receipts in most of the provinces.

160. Under *Police supplied to Municipal, Cantonment, and Town Funds*, the variations are small and call for no special remark except that the improvement in Bengal was due to recoveries on account of Police supplied to the Dinapore cantonment.

161. Under *Police supplied to Public Departments, Private Companies and Persons*, the actuals exceeded both the Budget Estimate, and the actuals of the previous year in Lower Burma, Assam, Bengal, and the North-Western Provinces owing to larger recoveries on account of Punitive Police. In Madras the actuals of 1892-93 included 3,2 on account of recovery of seven-tenths of the cost of the police employed on the South Indian Railway, for which no provision was made in the Budget, but which was recovered during the year for six months' charges.

162. The head *Fees, Fines, and Forfeitures*, which consists chiefly of Cattle Pound receipts, showed an improvement in most of the provinces. In Bengal fines levied under the Village Chowkidari Act of 1892, and in Burma fines under the Gambling Act, and Slaughter-house licenses, which were not provided for in the Budget, also contributed to the increase. In Bombay the improvement would have been larger, but for a falling off in Steam Boiler Inspection fees, and the transfer of receipts under the Public Conveyance Act to Personal Ledger Accounts.

163. Under *Presidency Police* recoveries from the Frontier Police for supplies made, and a special credit on account of surplus receipts of the Hackney Carriage Fund, augmented the receipts of the previous year in Bengal. In 1893-94 there was a further falling off as compared with the Budget, due to a decline in the miscellaneous receipts. In Bombay the receipts in 1892-93 were swelled by the recovery from the Bombay Port Trust of the arrears of its contribution towards the Harbour Police since 1888-89.

164. *Other Receipts* also show an improvement chiefly in Assam, Punjab and Madras. Recoveries on account of clothing and rations supplied in the Lushai Hills account for the increase in Assam, and credits for value of muskets returned to the Ordnance Department in connection with the re-arming of

Section D.—RECEIPTS BY CIVIL DEPARTMENTS—*continued.*

XVII.—Police—*continued.*

the Mofussil and Agency Police, account for the increase in Madras and the Punjab. Such credits in Bombay also caused an excess over the Budget Estimate, but the corresponding credits in the previous year were much larger. In Burma there was a falling off, due to cash recoveries of service payments in previous years having been adjusted by reduction of the charges, and also to smaller miscellaneous receipts.

XVIII.—Marine.

		India.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	Madras.	Bombay.	Total.
Pilotage Receipts .	Accounts . 1892-93	...	...	...	...	84,1	...	3	84,4
	Budget .	...	...	...	...	84,0	...	5	84,5
	Revised . 1893-94	...	...	...	...	83,0	...	4	83,4
	Accounts .	...	...	...	...	85,1	...	4	85,5
Dockyard Services, etc.	Accounts . 1892-93	5,7	...	...	...	...	...	...	5,7
	Budget .	76,5	...	...	...	...	...	...	76,5
	Revised . 1893-94	22,3	...	...	...	...	...	...	22,3
	Accounts .	17,4	...		...	...	...	...	17,4
Sale-proceeds of Vessels and Stores.	Accounts . 1892-93	16,6	...	1,9	...	1	...	...	18,6
	Budget .	1,5	...	1	...	2	...	...	1,8
	Revised . 1893-94	1,3	2	3	...	2	...	...	2,0
	Accounts .	1,5	1	4	...	2	...	...	2,2
Registration and other Fees.	Accounts . 1892-93	...	1	2	...	3,5	...	6,2	10,0
	Budget .	...	1	2	...	3,0	...	6,5	9,8
	Revised . 1893-94	...	1	2	...	3,5	...	6,0	9,8
	Accounts .	...	1	2	...	3,6	...	5,8	9,7
Coast Light Dues .	Accounts . 1892-93	...	...	25,9	...	...	...	...	25,9
	Budget .	...	...	26,3	...	...	...	...	26,3
	Revised . 1893-94	...	...	27,0	...	...	...	...	27,0
	Accounts .	...	...	25,4	...	...	...	...	25,4
Other Receipts .	Accounts . 1892-93	6,1	5	1,2	1	4,3	...	1	12,3
	Budget .	7,0	9	1,7	...	4,0	1	...	13,7
	Revised . 1893-94	7,0	6	1,3	...	4,5	...	...	13,4
	Accounts .	6,5	3	9	...	4,5	...	...	12,2
Total .	Accounts . 1892-93	28,4	29,8		1	92,0	...	6,6	156,9
	Budget .	85,0	29,3		...	91,2	1	7,0	212,6
	Revised . 1893-94	30,6	29,7		...	91,2	...	6,4	157,9
	Accounts .	25,4	27,4		...	93,4	...	6,2	152,4

165. The apparently large falling off in the actual receipts under this head, as compared with the Budget Estimate, is due to the introduction, after the Estimates were framed, of the system of adjusting recoveries from other departments and Local Governments, by deduction from expenditure instead of taking them as receipts under *Dockyard Services, etc.* If allowance be made for this charge, the revenue under the head would show an improvement, due to larger realisations from "Hire of Vessels."

166. *Pilotage Receipts* vary with the amount of shipping visiting the port. The small improvement in Bengal occurred in the last month of the year, and was not provided for in the Revised.

167. Under *Dockyard Services, etc.*, the falling off, as compared with the Estimate, is due to the change in the method of adjustment mentioned above. The discrepancy between the Revised Estimate and the actuals is due to the write-back of the amount debited to Her Majesty's Imperial Government by credit under this head, in connection with the employment of the *Clive* on trooping duties between India and Natal in 1892. The actuals include 13,3 on account of the amount realized from the lease of the *Sladen* and her flats to the Mu Valley Railway, and from the employment of the *Clive* and the *Canning* in conveying troops to Suez. Nothing was provided in the Budget on this account and the actuals of the previous year included similar receipts of 2,4 only.

168. Under *Sale-proceeds of Vessels and Stores*, the actuals of 1892-93 included the sale-proceeds of the Hydraulic Lift at Hog Island, in Bombay, and of the light vessel *Colombo* in Burma.

169. The general depression of trade, and the small demand for rice in Europe, kept shipping away from the Burmese ports and diminished the receipts under *Coast Light Dues*. The falling off occurred in the closing months of the year, and was not foreseen when the Revised Estimate was framed.

170. Under *Other Receipts* there was a falling off in Burma, due partly to recoveries of service payments in previous years having been adjusted by deduction from charges, partly to smaller earnings of steam launches; and lastly, to the non-payment of the monthly contribution towards the maintenance of the light vessel *Colombo* by the Rangoon Port Trust, owing to a vessel belonging to the Port Fund having taken the place of that vessel, and to fewer miscellaneous receipts.

Section D.—RECEIPTS BY CIVIL DEPARTMENTS—*continued.*

XIX.—Education.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Fees and Fines	Accounts 1892-93	1,0	2,2	1	1 0	3,0	55,0	19,3	8,1	30,0	38,8	160,6
	Budget } 1893-94	1,1	2,5	1	1,0	4,1	56,1	19,2	8,5	32,2	38,0	163,4
	Revised } 1893-94	1,0	2,2	1	1,2	4,2	50,5	19,7	8,5	33,2	40,5	167,1
	Accounts } 1893-94	1,1	1,8	1	1,2	4,3	50,8	20,7	9,3	34,4	40,1	169,8
Contributions	Accounts. 1892-93	1	2,8	...	8	...	4,0	2,5	5	1,8	2,3	14,8
	Budget } 1893-94	1	2,4	1	8	...	3,0	2,6	5	8	1,3	12,2
	Revised } 1893-94	1	2,0	1	9	...	2,7	2,6	5	8	2,0	11,7
	Accounts } 1893-94	1	2,0	...	9	...	1,9	2,7	7	6	7	9,6
Other Receipts	Accounts. 1892-93	1	3,0	1	2	2	3,3	4,5	2	3,9	10,4	34,9
	Budget } 1893-94	2	4,4	1	1	2	2,8	4,1	5	5,0	18,7	30,1
	Revised } 1893-94	2	5,8	1	2	2	2,7	4,7	1,1	4,3	19,0	38,3
	Accounts } 1893-94	1	4,8	...	2	2	2,8	4,7	1,4	5,2	17,4	30,8
Total	Accounts. 1892-93	1,2	8,0	2,2		4,1	62,9	26,3	8,8	36,3	60,5	210,3
	Budget } 1893-94	1,4	9,3	2,2		4,3	62,5	25,9	9,5	38,0	58,6	211,7
	Revised } 1893-94	1,3	10,0	2,6		4,4	61,9	27,0	10,1	38,3	61,5	217,1
	Accounts } 1893-94	1,3	8,6	2,4		4,5	61,5	28,1	11,4	40,2	58,2	216,2

171. The receipts under this head exceeded the Budget Estimate and the actuals of the previous year by 4,5 and 5,9 respectively. The improvements occurred chiefly in the North-Western Provinces, the Punjab and Madras.

172. Under *Fees and Fines* the decrease in Central Provinces is accounted for by the transfer of certain schools to the control of Municipalities. There was a general improvement in all the other provinces, due, in Madras, chiefly to the opening of additional schools, and, in the others, partly to improved attendance, and partly to increases in the rates of fees. In Bombay the Budget was framed low, as it was anticipated that the Revised L. L. B. Regulations of the Bombay University would affect the attendance at the Law Schools, but the anticipation was not realized.

173. The receipts under *Contributions* were unusually low. The decrease in Bombay is due to private contributions for school buildings, hitherto credited under this head, having been transferred to XXXII Civil Buildings; that in the Central Provinces is due to the same cause as the decrease in *Fees and Fines*, while in Madras the actuals of 1892-93 included some special receipts. The falling off in Bengal is said to have been unusual. Under *Other Receipts* the increase in Central Provinces is consequent on the sale-proceeds of books of the Government Book Depôt at Nagpur, on its transfer to a private firm, having been credited to this head, while that in the Punjab is due to recoveries of over-payments of grants-in-aid to certain Municipalities for District and Primary Schools.

XX.—Medical.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Medical College and School Fees.	Accounts . 1892-93	...	...	...	...	...	3,3	...	3	1,9	2,2	7,7
	Budget } 1893-94	...	...	...	...	...	2,0	...	3	1,8	2,1	7,1
	Revised } 1893-94	...	...	...	...	...	3,8	...	3	1,5	2,0	8,2
	Accounts } 1893-94	...	...	...	...	...	4,2	...	5	1,4	2,4	8,5
Hospital Receipts	Accounts . 1892-93	...	...	...	...	...	8,0	1	7	1,7	3,9	14,4
	Budget } 1893-94	...	...	...	...	...	6,1	1	6	1,4	3,0	11,2
	Revised } 1893-94	...	...	...	...	...	8,5	1	6	2,0	4,1	15,3
	Accounts } 1893-94	...	...	...	...	...	8,6	1	4	1,9	4,1	15,1
Lunatic Asylum Receipts.	Accounts . 1892-93	...	2	...	1,5	...	2,4	5	1	9	1,6	7,2
	Budget } 1893-94	...	3	...	1,6	...	2,4	5	2	8	1,5	7,3
	Revised } 1893-94	...	2	...	1,5	...	2,4	6	1	9	1,6	7,3
	Accounts } 1893-94	...	2	...	1,6	...	2,9	7	1	9	1,6	8,0
Contributions	Accounts . 1892-93	8	8	1	1	...	4,8	13,8	3,3	5,3	4,1	33,1
	Budget } 1893-94	7	7	2	2	...	4,3	13,6	3,4	5,3	5,1	33,5
	Revised } 1893-94	8	9	...	2	1	4,5	13,4	3,3	5,1	4,2	32,5
	Accounts } 1893-94	1,0	1,4	...	1	...	4,6	14,0	3,4	5,2	3,3	33,5

Section D.—RECEIPTS BY CIVIL DEPARTMENTS—*continued.*

XX.—Medical—*continued.*

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Other Receipts	Accounts . 1892-93	...	...	...	1	1	2	1,6	5	1,5	5	4,5
	Budget } 1893-94	...	1	1	1	1	8	8	5	1,0	4	3,9
	Revised } 1893-94	...	...	3	1	...	2	2,5	4	1,7	5	5,7
	Accounts } 1893-94	...	1	1	...	...	2	1,8	4	1,9	2,3	6,8
Total	Accounts . 1892-93	8	1,0	1,8		1	18,7	16,0	4,9	11,3	12,3	66,9
	Budget } 1893-94	7	1,1	2,2		1	16,5	15,0	5,0	10,3	12,1	63,0
	Revised } 1893-94	8	1,1	2,1		1	19,4	16,6	4,7	11,2	13,0	69,0
	Accounts } 1893-94	1,0	1,7	1,8		...	20,5	16,0	4,8	11,3	14,2	71,9

		Sterling.	Exchange.	Total.			
England	Accounts . 1892-93	3,1	1,9	5,0	Total, including England.	Accounts 1892-93	71,9
	Budget } 1893-94	2,0	1,3	3,3		Budget } 1893-94	66,3
	Revised } 1893-94	1,7	1,1	2,8		Revised } 1893-94	71,8
	Accounts } 1893-94	1,9	1,3	3,2		Accounts } 1893-94	75,1

174. The receipts in India show an increase of 8,9 over the Budget Estimate, and of 5,0 over the actuals of the previous year. The increase was partly anticipated in the Revised Estimate, and has been contributed chiefly by improved receipts under *Medical College and School Fees* and *Hospital Receipts* in Bengal, and by certain special credits in Central Provinces, North-Western Provinces, Madras and Bombay.

175. Under *Medical College and School Fees* the receipts in Bengal have been steadily increasing during the last few years, but in spite of this the Budget Estimate was framed lower than the actuals of the previous year. The variations in the other provinces do not call for any special remarks.

176. The Budget Estimate of *Hospital Receipts* was placed too low in most of the provinces. The enhancement, with effect from January 1893, of the rate of recovery from the Hospital Port Dues Fund for charges incurred on account of seamen sent to hospital, and larger receipts from paying patients also contributed to the increase in Bengal.

177. Under *Contributions* a receipt of 5 for village sanitation in Central Provinces was not anticipated in the Budget Estimate. The falling off in Bombay, as compared with the Budget Estimate, is due partly to the discontinuance by the Baroda Durbar of its contribution towards the salary of the additional professor of Clinical Medicine and Pharmacology in the Grant Medical College, and partly to the estimate for "other contributions" having been fixed too high.

178. Under *Other Receipts* the actuals include special credits on account of the sale-proceeds of Government Promissory Notes, belonging to certain dispensaries in the North Western Provinces and Madras, of the transfer from the Savings Bank Deposits of the cash balance of dispensaries in the Bulandshahr district in the North-Western Provinces, and also on account of the transfer of the balances of certain Excluded Dispensary Funds to District Local Boards in Bombay.

179. The receipts in England in 1892-93 included a special credit, on account of the sale-proceeds of the furniture and effects of the Ealing Asylum when it was closed.

XXI.—Scientific and other Minor Departments.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab	Madras.	Bombay.	Total.
Receipts on account of Experimental Cultivation.	Accounts 1892-93	...	2	1	...	...	3	2,7	8	1	1,2	5,4
	Budget } 1893-94	...	2	1	...	...	3	1.8	9	...	6	3,9
	Revised } 1893-94	...	2	1	...	...	4	3,0	1,5	...	1,0	6,2
	Accounts } 1893-94	...	2	1	...	...	3	2,5	1,2	...	1,1	5,4
Botanical and other Public Garden Receipts.	Accounts 1892-93	1	1,0	...	...	...	5	3,4	4,8	5	1	10,4
	Budget } 1893-94	1	1,1	...	...	...	4	3,5	4,9	6	1	10,7
	Revised } 1893-94	1	1,1	...	...	...	5	4,0	5,1	6	1	11,5
	Accounts } 1893-94	1	1,1	...	...	...	5	4,3	4,7	6	1	11,4
Cinchona Plantations.	Accounts 1892-93	...	...	...	...	...	11,8	...	...	7,3	...	19,1
	Budget } 1893-94	...	...	...	...	...	10,9	...	...	9,0	...	19,9
	Revised } 1893-94	...	...	...	...	...	13,5	...	...	7,0	...	20,5
	Accounts } 1893-94	...	...	...	...	...	13,8	...	...	6,9	...	20,7

Section D.—RECEIPTS BY CIVIL DEPARTMENTS—*continued.*

XXI.—Scientific and other Minor Departments—*continued.*

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Receipts on account of Public Exhibitions and Fairs.	Accounts	1892-93	1	4	...	...	...	4	4,2	5,3	...	2	10,6
	Budget	1893-94	1	3	...	...	...	3	6,0	6,8	...	2	13,7
	Revised	1893-94	1	4	...	...	...	3	6,7	6,8	...	2	14,5
	Accounts	1893-94	1	3	...	...	...	5	9,2	5,1	...	3	15,5
Veterinary and Stallion Receipts.	Accounts	1892-93	1,3	...	...	...	...	2,5	...	4	...	6	4,8
	Budget	1893-94	1,0	...	...	...	...	...	...	4	...	4	1,8
	Revised	1893-94	9	...	...	1	...	...	1	5	...	7	2,3
	Accounts	1893-94	8	1	...	1	...	...	1	5	...	8	2,4
Labour and Emigration.	Accounts	1892-93	...	...	...	...	6,4	4,9	1	...	1,0	...	12,4
	Budget	1893-94	...	...	...	...	0,5	5,5	...	...	2,0	...	14,0
	Revised	1893-94	...	...	...	...	7,1	4,2	1	...	0	...	12,0
	Accounts	1893-94	...	...	...	...	7,5	4,8	...	...	5	...	12,8
Sale of Maps, Instruments, etc., by the Survey and Mathematical Instrument Department.	Accounts	1892-93	8,3	...	...	...	...	...	...	...	...	...	8,3
	Budget	1893-94	5,4	...	...	...	...	...	...	...	...	...	5,4
	Revised	1893-94	9,0	...	...	...	...	...	...	...	...	...	9,0
	Accounts	1893-94	8,9	...	...	...	...	...	...	...	...	...	8,9
Other Receipts	Accounts	1892-93	1,0	1	1	...	...	4	2	1,2	10,0	1,4	14,4
	Budget	1893-94	1,1	1	1	2	...	6	3	8	10,2	1,3	14,7
	Revised	1893-94	9	...	...	...	...	4	3	1,4	9,8	1,3	14,1
	Accounts	1893-94	1,3	...	...	...	...	3	2	1,0	9,2	1,4	13,4
Total	Accounts	1892-93	10,8	1,7	2		6,4	20,8	10,6	12,5	18,9	3,5	85,4
	Budget	1893-94	7,7	1,7	4		6,5	18,0	11,6	13,8	21,8	2,6	84,1
	Revised	1893-94	11,0	1,7	2		7,1	19,3	14,2	15,3	18,0	3,3	90,1
	Accounts	1893-94	11,2	1,7	2		7,5	20,2	10,3	12,5	17,2	3,7	90,5

			Sterling.	Exchange.	Total.			
England	Accounts	1892-93	5	3	8	Total, including England.	Accounts 1892-93	86,2
	Budget	1893-94	3	2	5		Budget 1893-94	84,6
	Revised	1893-94	4	3	7		Revised 1893-94	90,8
	Accounts	1893-94	6	4	10		Accounts 1893-94	91,5

180. The receipts in India are better than those of the previous year by 5,1, and the Budget Estimate by 6,4. The improvement has occurred chiefly in the North-Western Provinces owing to the large receipts on account of the Kumbh Mela at Allahabad.

181. Under *Receipts on account of Experimental Cultivation* the improvement over the Budget Estimate was obtained in the North-Western Provinces from reclamation of waste lands, in the Punjab from the Bruceabad Farms in the Dera Ghazi Khan District, in consequence of good crops, and the realisation of outstanding balances, and in Bombay from the Bhadgaon Farm.

182. Under *Botanical and other Public Garden Receipts* there was an improvement in the receipts from the Saharanpur and Dehra Dun Botanical Gardens, and the Taj Gardens at Agra.

183. Large supplies of Sulphate of Quinine by Bengal to the Medical Store Department, Mean Meer brought in a large receipt. The Budget Estimate under *Cinchona Plantations* in Madras was framed too high.

184. *Receipts on account of public Exhibitions and Fairs* were swelled by the unusually high receipts from the Magh (Kumbh) Mela which is held at Allahabad every twelfth year. The increase was partly counterbalanced by a small falling off in the Punjab, due to expected credits from sales, commission, and gate money in the Punjab Exhibition in December 1893, not having been credited in the year, and to an over-estimate of some local receipts.

185. Under *Veterinary and Stallion Receipts*, the actuals for 1892-93 in Bengal represent the amount contributed by Sir Dinshaw Manockjee Petit towards the Veterinary school and hospital at Belgachia. The favourable character of the season diminished the receipts under *Labour and Emigration* in Madras, while fees for use of debarkation depôts, and increased immigration brought in a larger revenue in Assam. *Sale of maps, instruments, etc., by the Survey and Mathemetical Instrument Departments* appears to have been under-estimated, and smaller receipts from *Examination fees* led to a decrease under *Other Receipts*.

186. The receipts in England consist of sale-proceeds of books, maps, etc., and have turned out better than anticipated.

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS.

1892-93. Accounts.		1893-94. Budget.	1893-94. Revised.	1893-94. Accounts.
14,259,9	EXPENDITURE	14,472,0	14,559,6	14,637,8

187. The total expenditure exceeded the Budget Estimate and the actuals of the previous year by 165,8 and 377,9 respectively. The excess over the Budget Estimate would have been much larger but for considerable, though nominal, savings under "Marine" due to the introduction of the system of adjusting recoveries by deduction from expenditure instead of by credit to revenue.

188. The greater part of the actual excess is explained by the payment of Exchange Compensation Allowance amounting to 209,7. The only other noticeable points are the increase of the Amir's subsidy by 60,0 a year, the payment of arrears of his subsidy to the extent of 31,1, the appointment of the Kabul Mission, and the further fall in the rate of exchange, which added substantially to the charges in this section.

189. The increase over the Revised Estimate is due partly to the arrear payment of the increased subsidy to the Amir and partly to the Police charges having been under estimated.

18.—General Administration.

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Salaries of Governor General, Governors, Lieutenant-Governors, and Chief Commissioners, including Commissioner in Sind and his establishment.	Accounts	1892-93	25,1	4,8	...	6,8	4,8	9,6	9,6	9,5	12,0	23,3	105,5
	Budget	1893-94	25,1	4,8	...	7,7	4,8	9,6	9,6	9,6	12,0	24,1	107,3
	Revised	1893-94	25,3	4,5	...	6,4	5,0	11,0	9,8	9,8	12,2	23,1	107,1
	Accounts	1893-94	25,3	4,6	...	6,4	5,1	11,6	9,8	9,8	12,3	23,3	108,2
Staff and Household	Accounts	1892-93	24,0	6	...	2,0	5	2,3	3,9	2,0	14,4	18,8	68,5
	Budget	1893-94	25,2	6	...	2,1	1,2	2,4	3,7	2,2	12,3	18,5	68,2
	Revised	1893-94	26,6	6	...	2,0	1,4	2,3	4,2	2,2	12,6	18,9	70,8
	Accounts	1893-94	24,0	5	...	2,0	1,3	2,8	4,5	2,2	12,8	18,4	68,5
Durbar Fund	Accounts	1892-93	14,5	...	...	...	...	...	...	...	...	...	14,5
	Budget	1893-94	16,5	...	...	...	...	...	...	...	...	...	16,5
	Revised	1893-94	16,5	...	...	...	...	...	...	...	...	...	16,5
	Accounts	1893-94	20,0	...	...	...	...	...	...	...	...	...	20,0
Executive Council	Accounts	1892-93	30,5	...	...	...	...	...	...	...	12,7	12,1	64,3
	Budget	1893-94	38,9	...	...	...	...	...	...	...	12,8	12,5	64,2
	Revised	1893-94	39,5	...	...	...	...	...	...	...	13,2	12,9	65,6
	Accounts	1893-94	40,0	...	...	...	...	...	...	...	13,3	12,8	66,1
Legislative Council	Accounts	1892-93	16,7	...	...	...	...	2,2	2	...	1,5	6	21,2
	Budget	1893-94	19,9	...	...	...	...	2,3	3	...	1,2	6	24,3
	Revised	1893-94	22,1	...	...	...	...	2,3	3	...	1,5	2	26,4
	Accounts	1893-94	20,3	...	...	...	...	2,4	3	...	1,5	...	24,5
Secretariat	Accounts	1892-93	200,9	11,7	1		25,8	8,9	53,6	29,4	24,1	37,4	45,3	437,2
	Budget	1893-94	194,5	12,7	1		25,2	9,8	52,1	30,1	22,6	34,1	47,6	428,8
	Revised	1893-94	205,9	13,5	1		26,7	9,4	54,5	31,1	24,5	37,1	40,6	449,4
	Accounts	1893-94	209,0	13,2	...		26,8	10,0	55,5	31,1	23,4	37,7	46,7	453,4
Tour Charges	Accounts	1892-93	12,1	1,5	...		6	6	4,0	5,7	6,0	5	3	31,3
	Budget	1893-94	16,0	2,0	...		8	7	3,4	5,5	5,9	3	6	35,2
	Revised	1893-94	13,2	2,0	...		7	7	5,0	5,5	6,3	3	6	34,3
	Accounts	1893-94	8,7	3,0	...		7	6	3,5	5,3	7,1	4	5	29,8
Board of Revenue and Financial Commissioner.	Accounts	1892-93	...	...	...		8,6	...	29,4	26,9	19,8	17,7	...	102,4
	Budget	1893-94	...	...	...		9,3	...	27,6	26,4	16,7	18,0	...	101,0
	Revised	1893-94	...	...	...		9,0	...	29,0	28,1	20,8	18,7	...	105,6
	Accounts	1893-94	...	...	...		8,8	...	29,2	27,0	20,1	18,1	...	103,2
Commissioners	Accounts	1892-93	1	19,9	19,5		20,6	5,0	55,4	48,4	33,0	...	23,3	225,2
	Budget	1893-94	1	19,3	19,2		20,1	5,4	54,3	49,9	34,1	...	22,8	225,2
	Revised	1893-94	2	19,2	22,1		20,6	6,3	58,0	50,9	34,9	...	23,0	235,2
	Accounts	1893-94	1	20,3	21,9		20,8	6,5	58,3	50,6	35,1	...	23,3	236,9

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

18.—General Administration—*continued.*

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Inspector General of Stamps, Registration, Excise, Jails and Police.	Accounts 1892-93	...	2,5	...	...	4,7	...	4,8	4,3	...	5,8	22,1
	Budget 1893-94	...	2,6	...	..	5,4	...	4,9	4,4	...	5,4	22,7
	Revised 1893-94	...	2,6	...	...	5,1	...	5,1	4,7	...	5,5	23,0
	Accounts 1893-94	...	2,0	...	...	5,5	...	5,1	4,7	...	5,5	23,4
Account Offices	Accounts 1892-93	62,2	8,1	2	21,1	5,1	34,0	22,2	18,1	24,9	26,0	221,9
	Budget 1893-94	64,5	9,0	2	22,0	5,0	34,7	21,7	17,5	25,5	27,7	227,8
	Revised 1893-94	65,9	8,5	2	23,1	5,3	35,5	22,3	17,2	27,2	28,4	233,6
	Accounts 1893-94	65,8	8,7	2	23,1	5,3	35,4	22,4	16,7	27,1	28,2	232,9
Paper Currency Office.	Accounts 1892-93	10,5	...	...	2,3	...	...	1,3	1,2	2,0	8,6	26,5
	Budget 1893-94	11,0	...	...	2,7	...	...	1,3	1,2	2,7	8,6	27,5
	Revised 1893-94	10,8	...	...	2,8	...	...	1,2	1,2	2,0	8,8	27,4
	Accounts 1893-94	10,8	...	...	2,7	...	...	1,3	1,2	2,7	8,9	27,6
Allowance to Presidency Banks.	Accounts 1892-93	16,4	...	...	...	...	1,4	...	...	3,2	7,8	28,8
	Budget 1893-94	17,1	...	...	...	...	1,4	...	...	3,2	8,1	29,8
	Revised 1893-94	16,8	...	...	...	...	1,4	...	...	3,2	7,7	29,1
	Accounts 1893-94	16,8	...	...	...	...	1,4	...	...	3,1	7,7	29,0
General Establishment of Local Fund Offices.	Accounts 1892-93	1	2,8	2	1,1	3	30,8	5,4	12,9	28,5	10,5	92,6
	Budget 1893-94	2	3,0	3	1,1	3	32,0	5,9	13,5	31,5	11,5	99,3
	Revised 1893-94	2	2,8	3	1,1	3	31,0	5,5	13,0	30,0	10,8	95,0
	Accounts 1893-94	2	2,8	3	1,0	3	30,9	5,4	13,2	30,2	10,5	94,8
Reserve Treasuries.	Accounts 1892-93	4	...	...	...	...	...	...	...	1	...	5
	Budget 1893-94	5	...	...	...	...	...	...	...	3	...	8
	Revised 1893-94	5	...	...	...	...	...	...	...	1	...	6
	Accounts 1893-94	5	...	...	...	...	...	..	...	3	...	8
Total India	Accounts 1892-93	422,5	51,9	108,9		29,9	222,7	157,8	130,9	155,5	182,4	1,462,5
	Budget 1893-94	429,5	54,0	110,8		32,6	219,8	159,3	130,7	153,9	188,0	1,478,6
	Revised 1893-94	443,5	53,7	115,1		33,5	230,0	164,0	134,6	158,7	180,5	1,519,6
	Accounts 1893-94	441,5	55,7	114,7		34,6	231,0	162,8	133,5	159,5	185,8	1,519,1

		Sterling.	Exchange	Total.			
England	Accounts 1892-93	255,6	153,7	409,3	Total including England.	Accounts 1892-93	1,871,8
	Budget 1893-94	248,3	155,7	404,0		Budget 1893-94	1,882,6
	Revised 1893-94	267,6	172,3	439,9		Revised 1893-94	1,959,5
	Accounts 1893-94	265,8	172,8	438,6		Accounts 1893-94	1,957,7

190. The Indian expenditure exceeded the Budget Estimate by 40,5, and the actuals of the previous year by 56,6, but agreed closely with the Revised Estimate. The increase was pretty general, but largest under *Secretariat*, *Commissioners*, and *Account Offices*, being due to a large extent to the grant of Exchange Compensation Allowance, which amounted, in the aggregate, to 38,9, under this head.

191. Charges on account of Exchange Compensation Allowance caused an excess under the first head in all the Provinces, but this was more than counterbalanced in the Central Provinces and Burma by the Chief Commissioners having been acting officers for parts of the year, and in Bombay by the absence on leave of the Commissioner in Sind. The expenditure in Bengal was further augmented by the payment at the Presidency of a part of the salary of the Chief Commissioner, Central Provinces, and of the leave allowances of the Chief Commissioner, Burma, and the Lieutenant-Governor, Bengal.

192. Under *Staff and Household* there was a saving in India, chiefly under Hill journey charges, but this was nearly counterbalanced by an excess in the charges for telegrams. The payments on account of Exchange Compensation Allowance caused an excess in most of the other provinces. In Bengal the payments on account of furniture and sumptuary allowance of the Lieutenant-Governor in Bengal were also larger than provided for, while in the North-Western Provinces and Oudh no provision had been made for the payment of water-rate for the Allahabad Government House. In Assam a sumptuary allowance was granted to the Chief Commissioner for the first time in 1893-94. The high figure in Madras for the previous year is explained by the payment in advance of 1,0 on account of the contract allowance of the Governor. Under *Durbar Fund*, 2,0 out of the excess of 3,5 is for payment in arrears of the household expenses of the Viceroy for two months of 1892-93, and 1,5 is for the payment made in advance in March 1894 of the furniture grant for 1894-95. Exchange Compensation is almost wholly responsible for the excess under *Executive Council*, but the excess was nearly balanced in the case of *Legislative Council* by savings under other detailed heads, as also by the transfer of a portion of the grant in Bombay to the Public Works Department for furniture required for the Council Hall at Bombay and Poona.

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

18.—General Administration—*continued.*

193. Under *Secretariat* there was an excess of 24,6 over the Budget Estimate, contributed by all the Provinces except Bombay, where there was a saving, being the net result of several minor fluctuations one of which was caused by the grant of Exchange Compensation Allowance. The excess in India is the largest. The details are shown in the following table, in which the last column shows the portion of the charges for 1893-94 incurred on account of Exchange Compensation Allowance :—

1892-93. Accounts.		1893-94. Budget.	1893-94. Revised.	1893-94. Accounts.	Exchange Compensation.
	Secretariat (India).				
35,3	Financial Department	33,8	35,3	36,1	9
24,2	Home Department	23,5	25,2	25,7	1,1
44,4	Foreign Department	37,4	42,4	44,9	1,1
19,2	Revenue and Agriculture	20,3	20,8	21,6	6
8	Translator's Department	7	7	7	...
28,9	Public Works Department	31,0	30,4	31,4	1,6
3,7	Government Record Department	3,3	3,7	3,5	3
44,4	Military Department	44,5	47,4	45,1	1,1
209,9	Total	194,5	205,9	209,0	6,7

194. Even if the charges on account of Exchange Compensation Allowance be left out of account, the charges of the first four secretariats would show an excess, due mainly to the deputation of officers on special duty in all of them, and in the case of the Foreign and Finance Departments to heavy telegram charges, and also to the payment in advance of the Financial Secretary's pay for March when proceeding on leave out of India. Savings under other heads compensated for the excess due to Exchange Compensation Allowances in the other Departments. As regards the other provinces the payment of this allowance has led to an excess more or less in all of them, and the only other points worth special mention are that a revision of the Establishment added to the increase in Assam, while in Burma and Bengal there was a further excess due to the deputation of officers on special duty, and in Madras, to the absence on privilege leave of the Revenue Secretary.

195. The decrease under *Tour Charges* has occurred mainly in India in those of the Staff and Household of the Governor General, slightly counterbalanced by an increase in the Central Provinces, due to the purchase of tents and tent gear, and in the Punjab due to the tour of the Lieutenant-Governor having been more extended than usual. In Bengal the charges were higher during the first eight months, but fell off towards the close of the year.

196. The slight increase under *Board of Revenue and Financial Commissioner* has been contributed by Bengal, North-Western Provinces and the Punjab, chiefly on account of Exchange Compensation Allowance and the extra expenditure on account of privilege leave, partly counterbalanced in the case of the North-Western Provinces by recoveries from the Court of Wards on account of supervision exercised by the Board over private estates under management. The expenditure on account of *Commissioners* show an increase of 11,7 over the Budget Estimate which has been contributed by all the provinces except India, and is due, in addition to Exchange Compensation Allowance in all the Provinces, to privilege leave arrangements in Burma, Assam, Bengal, and Bombay. The excess would have been larger but for some minor savings in Burma and Bombay, and for recoveries from the Court of Wards on account of supervision exercised by Commissioners in the North-Western Provinces.

197. The total charge for *Account and Currency Offices* is shown below :—

	Civil Account and Currency Offices.	Office of A. G., P. W. D.	Total.
Accounts 1892-93	223,6	24,8	248,4
Budget 1893-94	231,0	24,3	255,3
Revised 1893-94	236,2	24,8	261,0
Accounts 1893-94	235,9	24,6	260,5

There is an excess of 4,9 in the Civil Account and Currency offices chiefly due to privilege leave of officers and the payment of Exchange Compensation Allowance. In Burma a special compensation of 7 was paid to the Comptroller.

198. The small saving under *Allowances to Presidency Banks* was chiefly in the payment for Savings Bank duties to the Bank of Bombay, and in the allowances to the Bank of Bengal for the management of the public debt.

199. The Budget Estimate under *General Establishment of Local Fund Offices* was pitched high, and there was a saving on it of 4,5, but compared with the actuals of the previous year there was an excess of 2,2 due mainly to the establishment of additional Union Panchayats in Madras.

200. Of the excess under England, 10,0 is due to the supply of currency notes being larger than anticipated, 3·5 is for the passage and outfit allowances of the Governor General in India, 2,5 is for heavy telegram charges, and 1,1 is for repairs to the India Office.

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

19A.—Law and Justice—Courts of Law.

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
High Court, Chief Courts, Recorder's Court, and Judicial Commissioner.	Accounts.	1892-93	5	5,9	5,1	13,5	...	112,5	49,9	31,9	53,3	65,1	337,7
	Budget.	1893-94	6	6,2	5,4	13,3	...	114,0	51,8	32,0	54,3	69,9	347,5
	Revised.	1893-94	6	6,0	5,5	13,0	...	115,0	58,0	32,8	51,8	67,8	351,1
	Accounts.	1893-94	6	5,9	5,5	13,5	...	114,8	58,2	32,9	53,2	68,1	352,7
Law Officers.	Accounts.	1892-93	4	3	6	4,9	6	27,9	12,2	6,7	15,4	16,7	85,7
	Budget.	1893-94	3	3	6	5,2	1,1	29,0	9,8	6,7	13,2	17,9	84,1
	Revised.	1893-94	3	3	7	5,0	9	27,9	19,3	7,9	13,8	18,2	94,3
	Accounts.	1893-94	3	3	8	4,8	7	30,1	20,3	7,5	13,8	18,2	90,8
Civil and Sessions Courts.	Accounts.	1892-93	7,5	9,0	1,8	7,1	18,5	447,6	233,5	117,3	246,4	190,3	1,270,0
	Budget.	1893-94	7,6	8,9	1,8	8,1	19,1	445,0	230,3	110,9	242,9	193,7	1,274,3
	Revised.	1893-94	7,9	9,4	1,8	8,6	19,3	460,0	240,3	123,3	247,8	192,1	1,310,5
	Accounts.	1893-94	7,8	8,5	1,7	8,4	19,4	462,8	240,7	123,7	249,1	192,3	1,314,4
Courts of Small Causes.	Accounts.	1892-93	4	3,2	...	3,4	...	18,0	6,7	4,0	9,1	23,9	68,7
	Budget.	1893-94	4	3,5	...	3,9	...	17,8	6,5	4,0	8,9	24,6	69,6
	Revised.	1893-94	4	3,4	...	4,1	...	17,0	6,5	3,8	8,6	24,9	68,7
	Accounts.	1893-94	4	3,4	...	4,1	...	16,8	6,4	3,6	8,6	24,9	68,2
Criminal Courts	Accounts.	1892-93	18,5	61,3	74,2	85,3	34,5	224,6	154,9	135,5	110,3	127,9	1,027,0
	Budget.	1893-94	17,8	65,0	76,5	88,6	39,2	225,6	155,9	135,8	116,5	126,6	1,047,5
	Revised.	1893-94	18,1	65,0	74,2	89,3	37,6	233,7	164,9	145,5	118,6	133,3	1,080,2
	Accounts.	1893-94	18,4	65,2	74,3	90,1	37,3	234,9	165,8	146,3	113,2	133,7	1,079,2
Other Courts of Justice.	Accounts.	1892-93	...	...	...	...	...	7,6	...	...	5,1	9,6	22,3
	Budget.	1893-94	...	...	...	...	...	7,6	...	...	5,0	9,7	22,3
	Revised.	1893-94	...	...	...	...	...	7,6	...	...	5,2	10,5	23,3
	Accounts.	1893-94	...	...	...	...	...	7,6	...	...	5,1	10,5	23,2
Other Charges (Pleadership Examinations).	Accounts.	1892-93	...	...	...	...	...	8	7	...	1,0	...	2,5
	Budget.	1893-94	...	...	...	...	...	8	6	...	2,2	...	3,6
	Revised.	1893-94	...	...	...	...	...	8	1,3	...	1,6	...	3,7
	Accounts.	1893-94	...	...	...	...	...	8	1,3	...	1,7	...	3,8
Refunds	Accounts.	1892-93	3	1,6	5,5	9,8	8	13,2	4,2	5,8	8,2	3,8	53,2
	Budget.	1893-94	1,2	1,3	5,9	10,2	4	13,0	3,7	4,9	7,0	4,0	51,6
	Revised.	1893-94	10,3	1,3	3,8	7,0	7	14,0	5,2	5,2	7,6	3,2	58,3
	Accounts.	1893-94	9,9	1,5	3,8	6,2	6	14,1	5,1	5,4	8,0	3,2	57,8
Total	Accounts.	1892-93	27,6	81,3	211,2		54,4	852,2	462,1	301,2	448,8	437,3	2,876,1
	Budget.	1893-94	27,9	85,2	219,5		59,8	852,8	458,6	300,3	450,0	440,4	2,900,5
	Revised.	1893-94	37,6	85,4	213,6		58,5	876,0	495,5	318,5	455,0	450,0	2,990,1
	Accounts.	1893-94	37,4	84,8	213,2		58,0	881,9	497,8	319,4	452,7	450,9	2,996,1

			Sterling.	Exchange.	Total.
England	Accounts.	1892-93	2	1	3
	Budget.	1893-94	1,1	7	1,8
	Revised.	1893-94	2	1	3
	Accounts.	1893-94	2	1	3

Total, including England.

Accounts.	1892-93	2,876,4
Budget.	1893-94	2,902,3
Revised.	1893-94	2,990,4
Accounts.	1893-94	2,996,4

201. The Indian accounts show an increase of 95,6 over the Estimate and of 120,0 over the actuals of the previous year, 69,9 out of these being due to Exchange Compensation Allowance. With the exception of Central Provinces, Burma, and Assam, which show small savings, there is an excess everywhere, the most marked being in Bengal, the North-Western Provinces and the Punjab. The charges in connection with the Himalaya Bank case forms a special feature of the North-Western Provinces excess—Exchange Compensation Allowance being a general reason, the effect of which however has, in many cases, been greatly modified by unexpected savings.

202. Under *High Court, Chief Courts, Recorder's Court, and Judicial Commissioner*, there is an excess of 5,2 over the Estimate, chiefly in North-Western Provinces, partly counterbalanced by savings in Madras and Bombay. The large excess in North-Western Provinces is due, in addition to Exchange Compensation Allowance, to the continued entertainment of a 5th Judge in the Allahabad High Court, high charges on account of allowances to witnesses and jurors in the Himalaya Bank case, the absence of the Judicial Commissioner on privilege leave, and the payment of arrear pay and furlough allowances to the Hon'ble Justice Mahmud. In Madras the Estimate provided for the retention of an additional temporary Judge, but as this was not sanctioned by the Secretary of State a saving was effected, which was, however, almost absorbed by the increased expenditure, under Translation and Printing executed by the High Court, arrear payment of the assessment of the new High Court building, and Exchange Compensation Allowance. In Bombay the saving was caused chiefly by a temporary vacancy on the Bench, due to the death of the

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

19A.—Law and Justice—Courts of Law—*continued.*

Hon'ble Mr. Telang, and by the absence of a large number of officers on long leave; the difference between the actuals of the two years being due chiefly to Exchange Compensation Allowance. Under *Law Officers*, the increase is mostly in North-Western Provinces, due to the payment of arrear privilege leave allowances of the Legal Remembrancer, and to the high charges in connection with the Himalaya Bank case. Under *Civil and Sessions Court* the increase is chiefly in Bengal and North-Western Provinces. In Bengal this head shows a progressive annual increase since 1888-89; the increase in the year under review is chiefly on account of additional Munsiffs and their establishments. Privilege leave absences, larger outlay on remuneration to copyists, and smaller savings under Process-serving establishments also contribute to the excess. In North-Western Provinces the chief causes are, the creation of temporary additional Judicial appointments, high charges on account of diet allowance to complainants and witnesses, and on account of process-serving establishments. Under *Courts of Small Causes*, the small saving which occurs in Bengal is due partly to revision of establishment, and partly to the appointment of lower paid officers, in place of senior incumbents. Under *Criminal Courts* the chief excesses are 9,3 in Bengal, 9,9 in North-Western Provinces, 10,5 in Punjab, and 7,1 in Bombay. Apart from Exchange Compensation Allowances, the causes of the excesses are, in Bengal, privilege leave absences, and increased remuneration to copyists; in North-Western Provinces, smaller savings under salaries than were anticipated, and high charges for purchase of tents; in the Punjab increased expenditure on account of extra Assistant Commissioners, entertainment of additional temporary establishment, and higher charges for diet and road money to witnesses, postage and travelling allowance, and lastly in Bombay a larger number of officers than was anticipated being on duty, a revised scale of salaries for Cantonment Magistrates, and increased payments to officers of other provinces. In Madras, the saving is nominal, as the Budget and Revised Estimates include provisions of 5,6 for one-fifth of the charges for Village Officers subordinate to *Charges of District Administration* under "3.—Land Revenue." These charges being now classified as *Land Records and Agriculture*, no debit of one-fifth was passed on to *Criminal Courts*.

203. The excess in Bombay under *Other Courts of Justice* is due to the payment of privilege leave allowances, to some special charges for furniture, and to Exchange Compensation Allowance. The expenditure under *Other charges* (*Pleadership Examination*) in North-Western Provinces is comparatively high, but is met by a saving in Madras.

204. Under *Refunds* there is an excess of 6,2 contributed generally by all the provinces excepting Burma and Bombay, but chiefly by India, on account of refund of escheated estates at Calcutta, and in North-Western Provinces, on account of large refunds of Magisterial fines. The saving in Burma is due partly to fewer refunds owing to a falling off in receipts from Magisterial fines, and partly to rewards paid out of fines in excise and opium cases having been debited to "7—Excise," instead of to this head.

205. The excess provision in *England* was for the outfit allowances of three Judges, but no Judge was sent out during the year.

19B.—Law and Justice—Jails.

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Jail Manufactures	Accounts.	1892-93	1,2	22,1	4,6	13,1	7	70,6	25,4	14,0	24,0	8,4	184,1
	Budget.	1893-94	1,2	25,8	6,2	17,1	1,1	79,5	23,6	15,6	22,3	9,6	202,0
	Revised.	1893-94	1,1	25,0	5,6	16,1	8	63,0	26,0	15,8	29,5	9,4	192,3
	Accounts.	1893-94	1,0	25,2	5,8	14,1	7	62,0	29,6	13,5	32,1	9,8	193,8
Other Jail Charges	Accounts.	1892-93	6,0	32,4	29,9	63,0	7,8	140,8	113,9	82,8	79,0	56,3	611,9
	Budget.	1893-94	6,5	32,0	29,0	68,0	8,6	138,4	116,4	84,4	71,2	58,9	613,4
	Revised.	1893-94	6,0	30,4	25,4	66,4	7,2	140,0	113,0	81,1	73,6	57,1	600,2
	Accounts.	1893-94	5,4	27,9	25,5	68,4	7,2	145,5	114,0	78,7	73,6	56,4	602,6
Convict Charges at Port Blair, Nicobars and Straits Settlements.	Accounts.	1892-93	122,1	...	...	...	...	...	...	...	...	...	122,1
	Budget.	1893-94	118,2	...	...	...	...	...	...	...	...	...	118,2
	Revised.	1893-94	125,3	...	...	...	...	...	...	...	...	...	125,3
	Accounts.	1893-94	127,7	...	...	...	...	...	...	...	...	...	127,7
Total	Accounts.	1892-93	129,3	54,5	110,6		8,5	211,4	139,3	96,8	103,0	64,7	918,1
	Budget.	1893-94	125,9	57,8	120,3		9,7	217,9	140,0	100,0	93,5	68,5	933,6
	Revised.	1893-94	132,4	55,4	113,5		8,0	203,0	139,0	96,9	103,1	66,5	917,8
	Accounts.	1893-94	134,1	53,1	113,8		7,9	207,5	143,6	92,2	105,7	66,2	924,1

			Sterling.	Exchange.	Total.
England	Accounts.	1892-39.	4	3	7
	Budget.	1893-94	2	1	3
	Revised.	1893-94	1	1	2
	Accounts.	1893-94	...	...	...

Total, including England.

Accounts	1892-93	918,8
Budget.	1893-94	933,9
Revised.	1893-94	918,0
Accounts	1893-94	924,1

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

19B.—Law and Justice—Jails—*continued.*

206. In the expenditure under this head, India, North-Western Provinces and Madras show excesses over the Estimate, but these are more than covered by savings in the other provinces. *Jail Manufactures* and *Other Jail Charges* show savings reduced by excess under *Convict Charges at Port Blair, etc.*

207. The saving under *Jail Manufactures*, which occurs chiefly in Bengal, is in that Province consequent on supplies to public departments having been over-estimated, and in Burma owing to prisoners having been largely employed on Public Works. The savings are partly counterbalanced by excesses in North-Western Provinces and Madras, due to the development of jail industries and to the establishment of a Dairy Farm at the Lucknow Jail. The increase over the previous year is due to the development of jail industries.

208. Under *Other Charges*, Bengal and Madras show some excess, due in the former case to higher prices of food-grains, and in the latter to under-estimate for rations and diet for under-trial prisoners. These excesses are more than covered by savings in the other provinces, due, in the Central Provinces, to the daily average number of prisoners being lower than was expected; in Burma less allowances drawn by Jail Superintendents, owing to decrease in the number of prisoners, and to savings in pay of establishment, and less outlay on rations, clothing and bedding, etc., in consequence of the Pyinmana Jail being closed; in the North-Western Provinces, to low prices of food-grains; in Punjab to permanent guards not having been entertained to the extent anticipated, to the provision for re-organization of District Jails not having been utilized, and the low prices of food-grains; and in Bombay, to the provisions for improving the pay of warders, and for temporary establishment not being fully utilized. *Convict Charges at Port Blair* show an excess, due partly to Exchange Compensation Allowance, but chiefly to large supplies of timber due to increased demands for works, and to store supplied to the Military and Marine Departments—the value of which is deducted from *Convict Charges*—having been less than were anticipated.

20.—Police.

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Presidency Police	Accounts	1892-93	...	...	...	...	...	(a)75,6	...	...	26,4	22,9	124,9
	Budget	1893-94	...	...	...	...	...	72,0	...	...	25,4	28,8	126,2
	Revised	1893-94	...	...	...	...	...	72,0	...	...	26,8	28,2	127,0
	Accounts	1893-94	...	...	...	...	...	73,7	...	...	26,1	30,8	130,6
Superintendence	Accounts	1892-93	...	5,2	...	12,0	...	13,8	14,5	12,4	13,2	6,0	77,1
	Budget	1893-94	...	4,6	...	11,4	...	13,0	13,8	12,4	13,4	6,2	74,8
	Revised	1893-94	...	4,9	...	13,4	...	14,6	15,7	12,3	15,5	6,4	82,8
	Accounts	1893-94	...	4,7	...	13 5	...	15,2	15,8	12,3	15,8	6,5	83,8
District Executive Force	Accounts	1892-93	41,6	131,3	179,6	176,6	42,3	402,4	380,9	272,6	354,2	316,0	2,297,5
	Budget	1893-94	43,0	138,5	189,6	183,3	45,5	413,0	401,2	266,8	363,4	348,0	2,392,3
	Revised	1893-94	41,4	136,3	182,0	178,7	45,1	402,5	394,0	267,6	358,9	319,1	2,325,6
	Accounts	1893-94	42,2	136,5	178,2	178,8	44,9	407,9	398,0	271,1	367,0	319,1	2,343,7
Municipal and Cantonment Police.	Accounts	1892-93	...	...	10,9	...	...	(b)...	...	55,1	...	3,9	60,9
	Budget	1893-94	...	...	12,4	...	...	3,7	...	55,8	...	4,1	76,0
	Revised	1893-94	...	...	11,4	...	...	3,7	...	55,3	...	3,9	74,3
	Accounts	1893-94	...	...	10,9	...	...	3,6	...	55,4	...	3,9	73,8
Government Railway Police.	Accounts	1892-93	3,3	2,0	2,2	4,0	1	10,3	9,9	13,1	1,6	12,1	58,6
	Budget	1893-94	3,1	1,8	2,1	4,5	1	10,9	10,2	13,9	4,2	12,6	63,4
	Revised	1893-94	3,7	1,8	2,2	4,4	1	10,3	10,6	12,2	1,0	11,1	57,4
	Accounts	1893-94	4,0	2,0	2,2	4,1	1	10,1	11,3	12,7	8	9,6	56,9
Village Police	Accounts	1892-93	...	...	...	7,5	1	23,5	257,2	...	7	92,0	381,9
	Budget	1893-94	...	...	...	8,1	2	23,0	259,2	...	1,1	90,9	382,5
	Revised	1893-94	...	...	...	5,5	1	22,0	258,3	...	6	89,0	375,5
	Accounts	1893-94	...	...	...	4,6	1	23,8	263,6	...	6	88,9	381,6
Special Police	Accounts	1892-93	...	3	461,2	77,2	71,6	79,5	4	29,3	8	60,0	780,3
	Budget	1893-94	...	5	455,2	82,2	75,9	49,8	4	31,8	9	61,5	758,2
	Revised	1893-94	...	3	446,8	80,9	76,6	49,3	4	31,4	9	59,2	745,8
	Accounts	1893-94	...	3	456,3	83,6	85,4	45,7	4	31,1	1,0	59,5	763,3
Cattle Pounds	Accounts	1892-93	1	5,8	1	4	2,4	4,0	9,5	3,2	25,2	12,6	63,3
	Budget	1893-94	4	6,6	2	4	2,9	3,9	9,2	3,4	27,5	12,2	66,7
	Revised	1893-94	4	6,0	1	5	2,5	3,7	10,0	3,2	26,1	13,3	65,8
	Accounts	1893-94	3	5,8	1	4	2,6	3,2	10,1	3,2	25,8	12,8	64,3

(*a*) Includes 3,5 on account of Municipal Police (Howrah Police).
(*b*) See Note (*a*).

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

20.—Police—*continued.*

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Other Charges	Accounts	1892-93	11,8	1	4	1,1	1	2,4	4	5	...	3,4	20,2
	Budget	1893-94	10,8	1	5	1,0	1	3,1	4	4	...	3,0	19,4
	Revised	1893-94	1.,0	1	5	2,0	1	2,4	1	5	...	3,6	21,3
	Accounts	1893-94	11,9	1	5	1,3	1	2,0	1	5	...	3,6	20,7
Total	Accounts	1892-93	56,8	144,7	933,2		116,6	611,5	672,8	386,2	422,1	529,8	3,873,7
	Budget	1893-94	57,3	152,1	950,9		124,7	592,4	694,4	384,5	435,9	567,3	3,959,5
	Revised	1893-94	57,5	149,4	928,4		124,5	580,5	689,1	382,5	429,8	533,8	3,875,5
	Accounts	1893-94	58,4	149,4	934,5		133,2	585,8	699,3	386,3	437,1	534,7	3,918,7

			Sterling	Exchange.	Total.			
England	Accounts	1892-93	...	...	...	Total, including England.	Accounts 1892-93	3,873,7
	Budget	1893-94	6	4	10		Budget 1893-94	3,960,5
	Revised	1893-94	6	4	10		Revised 1893-94	3,876,5
	Accounts	1893-94	7	4	1,1		Accounts 1893-94	3,919,8

209. The accounts show a saving of 40,7 on the Estimate, contributed chiefly by Bombay and Burma under *District Executive Force*, due to expected increase of police forces not having been carried out during the year. The excess expenditure on Punitive Police, grant of Exchange Compensation Allowance, and Abor expedition, none of which had been foreseen in the Budget Estimates, was more than counterbalanced by unexpected savings.

210. Under *Presidency Police* the excess in Bombay is due chiefly to an increase in the strength of the Police force from 1st September 1893, and to the refund of Municipal contribution, (3,3) overpaid in 1892-93, partly counterbalanced by an enhancement in the rate of the contribution. That in Bengal is due chiefly to Exchange Compensation Allowance, but partly also to increased hospital charges, and arrear payments of contribution to the Port Commissioners for the River Police. In Madras savings, anticipated in the Budget, did not occur.

211. Under *Superintendence* the excess is contributed mainly by Burma, Bengal, North-Western Provinces and Madras, due partly to the payment of Exchange Compensation Allowance and privilege leave allowances, and in Burma, partly to arrears of pay drawn by a Deputy Inspector General, and the appointment of officers on higher pay as Personal Assistants; in Bengal, to increased charges consequent on the opening of a branch office in Bankipur, and the appointment of an additional officer; in the North-Western Provinces, to extra expenditure on account of the removal of the Inspector General's Office from Lucknow to Allahabad.

212. Under *District Executive Force* there is a saving of 48,6, chiefly in Bombay (28,9) and Burma (15,9). The saving in Bombay is due to a special provision of 20,0, for improving the District force, not having been utilised, and, in a smaller degree, to savings under establishments, petty construction, and ammunition, counterbalanced by payments of grain compensation in the Kanara district and Exchange Compensation Allowance. The saving in Burma is due chiefly to the force having been under the sanctioned strength, and to the abolition of the Pyinmana district, and to a smaller extent to less expenditure on arms and accoutrements, cost of escorts, and petty construction and repairs, but the payment of Exchange Compensation Allowance and quartering of Punitive Police at Rangoon have reduced these savings. The saving in North-Western Provinces is due to decrease under Salaries and Police Force, and to adjustments on account of Ordnance Stores returned by District Superintendents of Police, to the Military Department, by deduction from charge; in Bengal the saving is due to the re-organization of the Bengal Military Police, the charges for which are adjusted under the head *Special Police*, and to the provision for the purchase of elephants not having been utilized. Punjab and Madras are the only provinces which show slight excesses due to Exchange Compensation Allowance, and in Punjab to increases under "Allowances," "Supplies and Services" and "Contingencies," partly counterbalanced by savings under "Salaries" and "Police Force," and in Madras to the supply of arms, and the cost of stores supplied from England, being much larger than anticipated in the Estimate. To this last-mentioned cause, to the payment of Exchange Compensation Allowance, and to the charges in connection with the Punitive Police, may be ascribed the excess of the actuals for 1893-94 over those for 1892-93.

213. Under *Municipal and Cantonment Police* the under-strength of the force and smaller outlay on clothing, arms, and accoutrements in Burma account for the saving under this head. The transfer of the Howrah Police to this head accounts for the difference between the actuals of 1893-94 and of 1892-93.

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

20.—Police—*continued.*

214. Under *Government Railway Police* the savings occur chiefly in Madras due to over-estimate, and in Punjab and Bombay, to the transfer of the Sind Section, of the North-Western Railway Police, to the control of the Punjab Government from 1st September 1893, provision for the whole year having been made in both the provinces. The extra expenditure in India is on account of the Godhra-Rutlam Railway Police, and in North-Western Provinces is due to share of cost recoverable from East Indian Railway not having been recovered in full during the year.

215. Under *Village Police* the excess in North-Western Provinces is due to a further extension of the village watch system in Oudh, and payment of arrear pay of village chaukidars in some districts in Oudh, the saving in Burma, which almost covers the excess in the North-Western Provinces is accounted for by the gradual introduction of the Village Act.

216. Under *Special Police*, the excess expenditure has been almost wholly on account of the Abor expedition in Assam, counterbalanced by savings in Bengal and Bombay. In Bengal a special provision of 7,5 for unforeseen charges of the Lushai Hill Police was made in the Estimate, but only utilized to the extent of 1,8; this saving, however, was reduced by the charges of the Bengal Military Police, which were not provided for in the Budget. The saving in Bombay is chiefly under Mahi Kantha Agency Police, and Mewasis and Bhils. The difference between the actuals of the year 1892-93 and of the year 1893-94 is chiefly due to high expenditure on account of the Lushai Hill Police in the previous year, partly counterbalanced by the high charges on account of the Abor expedition in the year under review.

217. The variation under *Cattle Pounds* is due chiefly to an over-estimate in the case of Madras. The increase under *Other Charges* occurs mainly in India under Thuggee and Dacoity, due to the payment of Exchange Compensation Allowance, to the privilege leave of the General Superintendent, and to the appointment of two additional officers on a re-organisation of the department.

21.—Marine.

			India.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	Madras.	Bombay.	Total.
General Supervision and Accounts.	Accounts	1892-93	14,3	...	..	...	...	...	...	14,3
	Budget	1893-94	15,5	...	...	...	...	...	...	15,5
	Revised	1893-94	16,2	...	...	...	...	...	...	16,2
	Accounts	1893-94	16,3	...	...	...	...	...	...	16,3
Marine Survey and Establishment.	Accounts	1892-93	7,1	...	4,2	...	7,4	7	1,9	21,3
	Budget	1893-94	9,0	...	4,4	...	7,8	7	2,0	23,9
	Revised	1893-94	8,8	...	4,5	...	8,2	7	2,0	24,2
	Accounts	1893-94	8,6	...	4,5	...	8,2	7	1,8	23,8
Dockyards	Accounts	1892-93	54,4	...	...	...	...	...	...	54,4
	Budget	1893-94	73,6	...	...	...	...	...	...	73,6
	Revised	1893-94	56,3	...	...	...	...	...	...	56,3
	Accounts	1893-94	51,0	...	...	...	...	...	...	51,0
Salaries and Allowances of Officers and men afloat.	Accounts	1892-93	77,2	8,4	4,8	2,4	7,2	1	9	101,0
	Budget	1893-94	90,5	14,2	6,0	2,6	7,9	3,3	9	125,4
	Revised	1893-94	80,6	12,7	4,5	2,4	7,4	1	9	108,6
	Accounts	1893-94	81,4	13,0	4,8	2,0	7,7	4	1,0	110,3
Marine Stores and Coal for Building and Repairs of Ships.	Accounts	1892-93	-17,1	12,1	2,9	2,3	7,5	...	5	8,2
	Budget	1893-94	45,0	16,8	4,1	2,5	7,4	...	8	76,6
	Revised	1893-94	-15,0	13,0	4,1	1,8	8,0	...	1,1	13,0
	Accounts	1893-94	-29,4	15,6	3,2	8	8,0	...	7	—1,1
Pilotage, Pilot Establishment, and Vessels.	Accounts	1892-93	...	...	...	2	54,6	...	3	55,1
	Budget	1893-94	...	...	...	2	58,9	...	3	59,4
	Revised	1893-94	...	...	...	2	53,8	...	3	54,3
	Accounts	1893-94	...	...	...	2	52,1	...	4	52,7
Other Charges	Accounts	1892-93	59,3	22,2	23,0	5,0	17,7	10,2	2	137,6
	Budget	1893-94	23,4	21,4	41,7	4,1	21,7	1,0	2	113,5
	Revised	1893-94	22,3	16,4	35,5	3,1	14,1	10,7	2	102,3
	Accounts	1893-94	18,0	16,2	29,2	2,9	18,1	11,3	6	96,3
Total	Accounts	1892-93	195,2	77,6		9,9	94,4	11,0	3,8	391,9
	Budget	1893-94	257,0	108,6		9,4	103,7	5,0	4,2	487,9
	Revised	1893-94	169,2	90,7		7,5	91,5	11,5	4,5	374,9
	Accounts	1893-94	145,9	86,5		5,9	94,1	12,4	4,5	349,3

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

21.—Marine—*continued.*

			Sterling.	Exchange.	Total.				
England	Accounts	1892-93	290,5	174,7	465,2	Total, including England. Accounts	1892-93	857,1
	Budget	1893-94	217,4	136,3	353,7	Budget	1893-94	841,6
	Revised	1893-94	244,7	157,5	402,2	Revised	1893-94	777,1
	Accounts	1893-94	245,4	159,5	404,9	Accounts	1893-94	754,2

218. The small excess under *General Supervision and Accounts* is due to Exchange Compensation Allowance. The small difference under *Marine Survey and Establishment* does not call for remarks. The saving under *Dockyards* is due to the introduction, after the framing of the Estimate, of the system of adjusting recoveries, for work done for other departments and Local Governments, by deduction from charges, instead of by addition to receipts. The decrease under receipts, due to the same cause has been noticed under XVIII—Marine. The decrease under *Salaries and Allowances of Officers and men afloat*, as compared with the Estimate, occurs chiefly in India, where it is due to the establishment being under the sanctioned strength, and to the late arrival of the steamer *Minto*. The saving in Burma is due to some launches having been lent to other departments, and the late arrival of steamers constructed for the Burma Administration; in Madras a provision of 2,6 to supplement, in cases of necessity, the expenditure incurred by the Port Funds for the maintenance of the dredger *Wenlock* was not required. Under *Marine Stores and Coal for Building and Repairs of Ships*, the minus entries are the result of the system of adjusting recoveries by deduction from charges, the charges also were lower under this head on account of the late arrival of steamers, and loan of launches to other departments as mentioned above; in Assam the Estimate proved too high. Recoveries for work done having been larger than anticipated, chiefly account for the difference between the actuals and the Revised. The variation in Bombay is due to the transfer to *Other Charges* in March 1894 of a charge, provided for under this head in the Revised. The charges under *Pilotage*, *Pilot Establishment*, *and Vessels* are liable to large fluctuations, as they depend on the tonnage of shipping visiting the port. For purposes of comparison the following table is added showing both receipts and expenditure for the seven years commencing from 1887-88:—

	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Receipts	88,4	85,2	80,8	84,5	88,9	84,4	85,5
Expenditure	60,2	58,9	55,3	58,3	59,2	55,1	52,7

219. Under *Other Charges* there is a decrease, which was partly anticipated in the Revised Estimates. An under-estimate for construction of new vessels and special payments of 7,0 to the Madura port for repayment of a loan on account of purchase of the Pamban dredger, and of 1,4 to the Ganjam ports, account for the increase in Madras. The excess in Bombay has been referred to under *Marine Stores, etc.* The decrease in India is due chiefly to the appointment of interpreters for vessels in the Persian Gulf having been vacant, to savings in the Perim Light House and the Coal Depôts, and to the provision for the hire of a vessel for the annual tour of the Lieutenant-Governor not having been required; many of the charges under this head are liable to fluctuations for which no particular reasons can be ascribed. The decrease in Burma is due chiefly to the non-construction of the port light tender, to the provision for ration allowances and for construction of vessels not having been fully expended, to the reduction of the subsidy for the Attaran-Natmaw and Kyondo line, and to the discontinuance of the contribution paid to the Akyab Port Trust from June; the decrease in Assam is due to a Ferry steamer not having been taken over from the Gauhati Municipality; in Bengal the saving is due chiefly to part payment of the cost of construction of the vessel to replace the *Coleroon*, having been made in 1892-93, though provided for in the year under review, partly counterbalanced by further payments sanctioned by Government.

220. The excess in England is mainly due to the postponement to this year of payments on account of the Indian troop ship *Warren Hastings* which, when the Budget was framed, was expected to be made in 1892-93, to the increase in the pay and passage of Marine officers on appointment, and to adjustment of arrears for the years 1891-92 and 1892-93 on account of subsidy to the Admiralty.

22.—Education.

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Direction	Accounts	1892-93	...	2,7	...	2,8	1,8	6,1	3,9	4,3	5,2	5,1	31,9
	Budget	1893-94	...	2,8	...	3,0	2,2	6,3	4,2	4,5	5,3	4,6	32,9
	Revised	1893-94	...	2,8	...	3,2	2,4	6,4	4,4	4,7	5,1	4,5	33,5
	Accounts	1893-94	...	2,6	...	3,1	2,5	6,5	4,4	4,7	5,3	4,4	33,5

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

22.—Education—*continued.*

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Inspection	Accounts 1892-93	8	7,3	3,9	7,2	3,8	59,1	25,3	16,6	36,2	22,8	183,0
	Budget	9	10,4	4,1	8,6	3,8	60,0	27,3	10,2	35,0	23,0	190,8
	Revised 1893-94	8	7,5	4,0	8,1	4,0	58,8	25,9	10,8	30,7	23,4	180,0
	Accounts	8	7,6	4,0	7,9	4,0	58,8	25,9	16,7	30,0	23,8	180,1
University	Accounts 1892-93	...	...	...	...	...	...	...	3,8	...	1,0	4,8
	Budget	...	...	...	...	...	...	...	3,8	...	1,0	4,8
	Revised 1893-94	...	...	...	...	...	...	...	3,8	...	5	4,3
	Accounts	...	...	...	...	...	...	...	3,8	...	5	4,3
Government Colleges.	Accounts 1892-93	3,4	1,8	...	...	...	61,0	11,8	5,5	34,2	26,1	143,8
	Budget	3,7	1,9	...	...	...	64,1	12,8	5,7	30,0	20,5	150,7
	Revised 1893-94	3,8	1,8	...	...	...	62,4	14,3	6,0	30,6	25,0	149,9
	Accounts	3,8	1,7	...	...	...	64,0	14,3	5,9	36,9	24,7	151,3
Government Schools	Accounts 1892-93	3,9	32,3	6	8,8	9,6	77,9	105,5	68,9	106,3	197,7	611,5
	Budget	4,0	39,9	7	10,0	10,6	78,3	104,4	71,2	121,6	206,5	647,2
	Revised 1893-94	3,9	29,0	9	11,0	9,8	79,4	100,0	68,3	113,4	204,5	626,2
	Accounts	3,8	30,8	8	10,9	9,7	79,6	105,9	68,1	114,3	205,2	629,1
Grants-in-aid and Payments by Results.	Accounts 1892-93	5,7	10,3	5,0	16,4	16,3	127,4	37,5	29,2	73,6	45,8	367,2
	Budget	6,2	10,8	4,0	22,5	17,6	127,9	35,1	28,8	76,8	51,6	381,3
	Revised 1893-94	6,3	13,7	4,9	18,8	17,3	126,5	34,5	28,4	76,7	40,7	373,8
	Accounts	6,3	14,0	4,5	18,5	17,6	128,2	35,6	28,1	75,1	46,2	374,1
Scholarships	Accounts 1892-93	6	2,7	5	1,1	1,9	21,3	5,2	7,8	2,6	7,6	51,3
	Budget	6	3,7	9	1,3	2,4	21,3	5,5	9,5	2,5	9,6	57,3
	Revised 1893-94	6	2,8	8	1,2	2,0	21,9	5,1	8,0	2,3	8,1	52,8
	Accounts	6	2,6	7	1,2	2,1	21,9	5,2	7,6	2,1	8,0	52,0
Other Charges	Accounts 1892-93	9	1,1	1	8,7	5	6,4	5,0	2,3	2,9	12,8	49,7
	Budget	9	3,8	7	9,3	8	5,4	2,7	2,9	3,4	18,1	48,0
	Revised 1893-94	1,0	8	2	9,7	4	6,1	4,0	1,7	2,0	12,3	39,1
	Accounts	1,1	7	2	9,6	6	6,4	3,7	1,5	2,9	11,9	38,0
Total	Accounts 1892-93	15,3	58,2	55,1		33,9	359,2	194,2	138,4	261,0	318,9	1,434,2
	Budget	16,3	73,3	65,1		37,4	363,3	192,0	142,6	281,5	341,5	1,513,0
	Revised 1893-94	16,4	58,4	62,8		35,9	361,5	194,2	137,7	273,7	325,0	1,465,6
	Accounts	16,4	60,0	61,4		36,5	365,4	195,0	136,4	273,2	324,7	1,469,0

		Sterling.	Exchange.	Total.			
England	Accounts 1892-93	1,7	1,1	2,8	Total, including England.	Accounts 1892-93	1,437,0
	Budget	1,5	9	2,4		Budget 1893-94	1,515,4
	Revised 1893-94	1,7	1,1	2,8		Revised 1893-94	1,468,4
	Accounts	1,6	1,1	2,7		Accounts 1893-94	1,471,7

221. The Indian expenditure shows an increase over the previous year of 34,8, but a decrease of 44,0 compared with the Budget Estimate. The increase is generally due to the normal development of the department and to the grant of Exchange Compensation Allowance amounting to 10,7. The saving on the Budget Estimate has been contributed to by almost all the heads, but is greatest under *Government Schools*. The transfer of certain schools in Central Provinces to Municipalities, the abolition of the Nagpur Book Depôt, the transfer to the Public Works Department and to the adjusting heads of charges for construction of Local Board School Buildings in Bombay and the high estimate under result and salary-grants and grants to technical schools in Burma, Madras and Bombay are some of the causes of the decrease with reference to the Budget Estimates.

222. The payment of Exchange Compensation Allowance has reduced the saving which would otherwise have accrued under *Direction* owing to the appointments of Inspector General of Education in the Central Provinces, and of Directors in Madras and Bombay being held by acting officers. The excess over the previous year's expenditure is chiefly on account of payments of Exchange Compensation Allowance. Under *Inspection*, the saving in Central Provinces is due to anticipated additional appointments not having been fully sanctioned by the Government; in the North-Western Provinces it is nominal, as the charges on account of the Oudh Book Depôt have been transferred from this head to *Other*

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

22.—Education—*continued.*

Charges. The *University* grant in Bombay was reduced by half after the framing of the Budget Estimates. Under *Government Colleges* the excess over the Budget Estimates in North-Western Provinces is due to the appointment of a new Law Professor in the Benares College, smaller savings from Salaries, special charges in connection with a workshop established in the Muir Central College, and the purchase of physical science apparatus; in Madras the increase is almost wholly in the charges of the College of Engineering under which the provision for Salaries and Supplies and Services proved quite insufficient. Under the latter head no provision was made for cost of Europe Store, the charge for which amounted to 1,4. The saving in Bombay which nearly counterbalanced these excesses, is due to absentees and changes in the *personnel* of the staff, and to the lapsing of the provision for the Principal, Law College. Under *Government Schools* there are savings in most of the provinces. The decrease in Central Provinces is due, partly to the expenditure on primary education, for which 5,0 was provided under this head, being debited against *Grants-in-aid* and partly to some schools within Municipal limits having been transferred to the control of Municipalities. In Punjab the saving is due partly to over-estimate, and partly to a vacancy in the appointment of the Principal, Mayo College. In Madras the estimate for primary education, the charges for which are rising annually, consequent on an order of Government requiring local bodies to spend on primary education all funds set free by the transfer to Government of charges for technical education, was pitched too high and resulted in the large saving shown under this head. Under *Grants-in-aid and Payments by Results*, there is a saving of 7,2, chiefly in Burma, Madras, and Bombay, counterbalanced by an excess in the Central Provinces. In the first two provinces the saving is due to payments on account of results-grants, grants to technical schools and salary—grants to certificated teachers not having been as high as anticipated. The saving in Bombay is nominal, as it represents transfers to the Public Works Departments (3,5) and to the adjusting heads Contributions from Provincial to Local (1,8), in connection with school buildings being constructed by Local Boards. The excess in the Central Provinces is due to the transfer to this head of expenditure on primary education as has been explained under *Government Schools*. The saving under *Scholarships* is chiefly due to the transfer of certain schools in the Central Provinces to the control of Municipalities, to over-estimate in Punjab, and to decreased payment on account of secondary and training schools in Bombay. Under *Other charges* the savings in the Central Provinces is due to the abolition of the Government Book Depôt at Nagpur, and in Bombay chiefly in the Purchase and Publication of Books for the Local Book Depôt. The excess in North-Western Provinces has been explained under *Inspection*.

223. The small increase in England is in respect of Indian Government scholars.

23.—Ecclesiastical.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Church of England	Accounts 1892-93	14,7	4,2	4,2	5,7	1,2	14,1	20,1	20,0	31,7	24,6	140,5
	Budget	14,6	4,4	4,7	5,7	1,7	15,6	20,5	20,5	31,6	24,5	143,8
	Revised 1893-94	14,7	4,2	3,2	5,5	1,5	13,9	21,0	21,3	33,7	28,1	147,1
	Accounts	14,8	4,0	3,1	5,3	1,5	14,5	21,1	21,1	33,8	29,3	148,5
Church of Scotland	Accounts 1892-93	8	...	...	...	...	1,7	1,8	3	3,3	4,0	11,9
	Budget	1,0	...	...	...	...	1,7	1,8	6	3,2	4,2	12,5
	Revised 1893-94	5	5	...	...	...	1,8	2,1	5	2,7	4,3	12,4
	Accounts	6	5	...	...	...	1,9	2,1	5	2,8	3,8	12,2
Allowance to other Clergymen.	Accounts 1892-93	7	4	1	5	...	1,0	1,6	2,6	9	2,2	10,0
	Budget	6	2	1	6	...	1,0	1,6	2,2	1,0	2,4	9,7
	Revised 1893-94	8	3	2	6	...	1,0	1,6	2,9	1,0	2,3	10,7
	Accounts	8	3	2	5	...	1,0	1,5	2,8	1,0	2,4	10,5
Payments to Officers of other Provinces.	Accounts 1892-93	...	...	...	...	...	...	...	...	...	2	2
	Budget	...	...	...	...	...	...	...	...	...	...	...
	Revised 1893-94	...	...	...	...	...	...	...	...	...	...	...
	Accounts	...	...	...	...	...	...	...	...	...	2	2
Charges for Cemeteries.	Accounts 1892-93	4	2	2	3	1	6	8	6	9	9	5,0
	Budget	3	2	2	2	1	6	8	6	1,1	9	5,0
	Revised 1893-94	3	2	2	2	1	6	8	6	1,1	9	5,0
	Accounts	3	2	2	3	1	6	8	6	1,1	8	5,0
Total	Accounts 1892-93	16,6	4,8	11,0		1,3	17,4	24,3	23,5	36,8	31,9	167,6
	Budget	16,5	4,8	11,5		1,8	18,9	24,7	23,9	36,9	32,0	171,0
	Revised 1893-94	16,3	5,2	9,9		1,6	17,3	25,5	25,3	38,5	35,6	175,2
	Accounts	16,5	5,0	9,6		1,6	18,0	25,5	25,0	38,7	36,5	176,4

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

23.—Ecclesiastical—*continued.*

			Sterling.	Exchange.	TOTAL.				
England	Accounts	1892-93	3	2	5	Total, including England.	Accounts	1892-93	168,1
	Budget	1893-94	3	2	5		Budget	1893-94	171,5
	Revised		2	1	3		Revised		175,5
	Accounts		1	1	2		Accounts		176,6

224. The variations in the Indian expenditure requiring explanation occurred almo st entirely under the head *Church of England*. The increase of 4,7 over the Budget and of 8,0 over the actuals of the previous year under this head are due chiefly to Exchange Compensation Allowance. In Bombay the charges were further enhanced by the presence on duty of a larger number of Chaplains; on the other hand there were savings in Burma consequent on the abolition of the Toungoo Chaplaincy, and some of the other appointments having remained vacant for a part of the year. The savings in Bengal also were larger than anticipated. *Allowances to Other Clergymen* were under-estimated in the Punjab.

24.—Medical.

			India.	Central Provinces.	BURMA. Upper.	BURMA. Lower.	Assam.	Bengal.	N. W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Medical Establishments.	Accounts	1892-93	11,0	17,8	11,0	14,0	13,0	59,8	44,5	31,1	46,6	31,5	281,2
	Budget	1893-94	10,3	18,9	11,3	15,9	12,5	58,0	44,4	31,5	45,0	32,7	281,1
	Revised		10,8	19,0	13,2	17,2	12,2	61,8	47,7	33,0	48,8	35,6	300,2
	Accounts		10,9	19,1	13,0	17,0	12,2	61,0	46,8	33,7	50,2	35,0	300,1
Vaccine Establishments and Sanitary Commissioner.	Accounts	1892-93	6,9	8,2	7	2,8	2,7	19,8	19,0	11,8	78,5	30,0	180,4
	Budget	1893-94	6,0	11,1	8	4,6	3,0	20,2	18,0	11,9	83,4	31,2	191,1
	Revised		7,6	9,4	8	2,9	2,7	21,7	19,9	11,9	79,2	31,5	187,6
	Accounts		7,8	8,7	8	3,1	2,7	22,0	20,1	11,4	77,5	31,3	185,4
Medical Colleges and Schools.	Accounts	1892-93	...	...	...	3	...	26,6	2,9	13,1	17,1	17,7	77,7
	Budget	1893-94	...	...	...	4	...	26,8	2,9	13,0	15,6	18,0	77,3
	Revised		...	...	...	3	...	29,1	2,9	12,5	19,2	18,4	82,4
	Accounts		...	...	...	2	...	29,1	2,9	12,0	19,8	18,5	82,5
Government Hospitals and Dispensaries.	Accounts	1892-93	5,5	7,7	6,5	3,0	10,8	49,1	46,9	33,7	95,0	67,5	325,7
	Budget	1893-94	6,2	8,3	6,1	3,0	11,7	46,3	43,7	34,2	97,4	68,3	325,2
	Revised		5,7	7,6	5,0	3,2	11,9	52,2	46,8	32,3	94,9	66,1	325,7
	Accounts		6,1	8,2	5,2	3,6	12,1	56,2	45,5	33,6	99,2	66,3	336,0
Lunatic Asylum	Accounts	1892-93	4	1,7	...	3,3	8	11,2	6,7	3,1	9,3	11,2	47,7
	Budget	1893-94	4	1,7	...	3,5	1,1	11,0	6,7	3,1	9,1	11,6	48,2
	Revised		4	1,7	...	3,3	9	11,4	6,8	3,2	9,8	11,2	48,7
	Accounts		7	1,5	...	3,3	8	11,2	6,8	3,0	9,8	11,0	48,1
Grants for Medical Purposes.	Accounts	1892-93	...	3	1	7	3	4	1,1	...	9	7	4,5
	Budget	1893-94	...	4	1	7	6	3	1,0	...	5	6	4,2
	Revised		...	1	7	7	3	2	1,0	...	9	5	4,4
	Accounts		...	1	7	7	4	2	9	...	9	4	4,3
Other Charges	Accounts	1892-93	...	...	...	3	...	3,9	8	1	1,6	2,2	8,9
	Budget	1893-94	...	...	...	4	...	4,3	1,5	2	2,0	2,3	10,7
	Revised		...	...	...	4	...	4,1	2,4	3	2,1	2,3	11,6
	Accounts		...	...	...	5	...	4,1	2,4	3	2,1	2,2	11,0
TOTAL	Accounts	1892-93	23,8	35,7	43,6		27,6	170,8	121,9	92,9	249,0	160,8	926,1
	Budget	1893-94	23,8	40,4	46,8		28,9	167,5	118,2	93,9	253,0	165,3	937,8
	Revised		24,5	38,7	47,7		28,0	180,5	127,5	93,2	254,9	165,6	960,6
	Accounts		25,5	37,6	48,1		28,2	184,4	125,4	94,0	259,5	165,3	968,0

			Sterling.	Exchange.	Total.				
England	Accounts	1892-93	9,7	5,8	15,5	Total, including England.	Accounts	1892-93	941,6
	Budget	1893-94	7,0	4,4	11,4		Budget	1893-94	949,2
	Revised		6,8	4,4	11,2		Revised		971,8
	Accounts		6,7	4,4	11,1		Accounts		979,1

225. The Indian expenditure shows an increase of 30,2 over the Budget Estimate, occurring chiefly in Bengal, North-Western Provinces, and Madras under nearly all the heads and being highest under *Medical Establishment* (19,0) of which the larger portion is on account of Exchange Cmpensation Allowance. Other reasons for excess under this minor head are, in Burma, the creation of the new District of Myaungmya, in the North-Western Provinces, increased expenditure under travelling allowance to Civil

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

24.—Medical—*continued.*

Surgeons touring in their newly-sanctioned capacity of District Superintendents of Vaccination, and in Madras and Bombay, the presence on duty of a larger number of officers than anticipated. Under *Vaccine Establishments and Sanitary Commissioner* the accounts show a saving of 5,7 as compared with the Budget, and an excess of 5,0 over the actuals of the past year. In Central Provinces the provision for sanitary improvements was not fully utilised; in Burma the provision for a Sanitary Engineer was not utilised, as the appointment was not sanctioned during the year; and in Madras, the Budget was an over-estimate. These savings are partly counterbalanced by excesses in India, Bengal, and North-Western Provinces. Payment of Exchange Compensation Allowance, and of allowances to Dr. Haffkine for cholera inoculation experiments, account for the small increase in India; that in Bengal is due to an over-estimate of the probable savings, and the excess in North-Western Provinces is due chiefly to purchase of tents for District Superintendents of Vaccination. In Bombay the charge for Exchange Compensation Allowance absorbed a provision for special vaccination establishments which was not utilised. The excess under *Medical Colleges and Schools*, besides being due to Exchange Compensation Allowance, is accounted for by large payments on account of scholarships and stipends in Bengal and Madras, high contingent expenditure of medical schools in Bengal, and increased charges on account of cost of Europe stores and privilege leave in Madras. The saving in Punjab is due to an over-estimate and that in Bombay to the abolition of the chair of Clinical Medicine in the Grant Medical College. The increase under *Government Hospitals and Dispensaries* occurs chiefly in Bengal, and is due chiefly to adjustment under this head of the salaries of reserve medical subordinates provided for in the original Estimate under "Medical Establishments," and to the charges for diet and clothing of patients having been unusually high; the excess in Assam is attributable to the opening of new dispensaries; that in Madras is owing to revision of Establishment and increased expenditure on dieting, which is increasing with the increase of patients; the high figure in the North-Western Provinces is accounted for by increased charges on account of salaries of Assistant Surgeons and new grants to Female Hospitals and other dispensaries; the saving in Bombay occurs chiefly under supplies and services and contingencies of the Presidency Hospital. The actuals of past year in Bombay include some special charges such as purchase of furniture for St. George's Hospital and expenditure on water-supply to Jamsetji Jijibhoy and Kama Hospitals. Under *Lunatic Asylum* the increase in India is chiefly on account of diet of lunatics in the Mysore Assigned Tracts sanctioned after the Revised Estimates had been framed, and in Madras anticipated savings under salaries were not realized. These excesses are almost counterbalanced by savings in Assam and Bombay under Supplies and Services. Absence of epidemics in the Central Provinces accounts for decrease under *Grants for Medical Purposes*, the increase in Burma is due to transfer of management of certain dispensaries to Municipalities and payment of fixed grants, and the excess in Madras is accounted for by the grant to the Victoria Caste and Gosha Hospital. Under *Other Charges* the excess in North-Western Provinces is due to the appointment of an Assistant Chemical Examiner and to additional grants sanctioned by Government for science apparatus and furniture for the laboratory of the Chemical Examiner.

226. The expenditure in England does not call for explanation.

25.—Political.

			India.	Central Provinces.	BURMA. Upper.	BURMA. Lower.	Assam.	Bengal.	N.-W P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Political Agents	Accounts	1892-93	177,2	2,8	26,9	...	24,8	...	2,7	23,8	9,2	55,5	322,9
	Budget	1893-94	180,1	2,4	23,5	...	15,7	...	2,7	35,1	7,7	56,6	323,8
	Revised		181,2	3,2	27,6	...	15,2	...	2,4	42,0	8,1	57,0	336,7
	Accounts		184,9	3,5	24,8	...	14,7	3	2,4	42,2	7,8	57,5	338,1
Charges on the N.-W. Frontier.	Accounts	1892-93	94,4	...	...	...	...	...	...	30,1	...	...	124,5
	Budget	1893-94	98,1	...	...	...	...	...	...	32,3	...	...	130,4
	Revised		95,9	...	...	...	...	...	...	30,2	...	...	126,1
	Accounts		93,7	...	...	...	...	...	..	30,9	...	...	124,6
Political Subsidies	Accounts	1892-93	154,5	...	...	...	...	...	...	5	...	...	155,0
	Budget	1893-94	138,6	...	...	...	...	...	...	1,5	...	...	140,1
	Revised		198,6	...	...	...	...	...	...	1,6	...	...	200,2
	Accounts		229,7	...	...	...	...	...	...	1,3	...	...	231,0
Entertainment of Envoys and Chiefs.	Accounts	1892-93	11,6	...	1	...	1	2	...	4,6	...	1,8	18,4
	Budget	1893-94	5,2	...	4	...	3	9	...	3,8	...	1,8	12,4
	Revised		6,9	...	9	...	2	3	...	5,2	...	1,8	15,3
	Accounts		5,3	...	6	...	1	2	...	5,8	...	2,0	14,0

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

25.—Political—*continued.*

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Durbar Presents and Allowances to Vakeels.	Accounts. 1892-93	4,0	...	2	3	1	3	...	1,0	...	2,9	8,8
	Budget. 1893-94	5,7	...	4	5	3	1,7	2	1,6	...	4,1	14,5
	Revised. 1893-94	2,9	8	9	5	1	1,0	1	9	...	5,3	12,5
	Accounts 1893-94	3,1	8	1,2	4	1	6	1	1,1	...	0,3	13,7
Refugees and State Prisoners.	Accounts. 1892-93	4,9	...	3	7	...	4	11,5	46,6	1	18,9	83,4
	Budget. 1893-94	5,0	...	4	8	...	...	11,5	46,5	1	18,6	82,9
	Revised. 1893-94	5,0	...	1	8	...	...	11,4	46,1	1	18,4	81,9
	Accounts. 1893-94	5,0	...	1	7	...	...	11,4	46,4	1	18,4	81,9
Other Charges	Accounts. 1892-93	43,0	1	6,3	2	2	6,4	2	20,8	1	16,1	93,4
	Budget. 1893-94	41,4	1	6,2	4	6	3,0	2	27,7	1	16,3	96,0
	Revised. 1893-94	61,9	1	11,1	2	5	5,9	5	29,5	1	15,1	124,9
	Accounts. 1893-94	63,7	1	11,8	5	3	5,7	5	28,3	1	15,3	126,3
Total	Accounts. 1892-93	489,6	2,9	35,0		25,2	7,3	14,4	127,4	9,4	95,2	806,4
	Budget. 1893-94	474,1	2,5	32,6		16,9	5,6	14,6	148,5	7,9	97,4	800,1
	Revised. 1893-94	552,4	4,1	42,1		16,0	7,2	14,4	155,5	8,3	97,6	897,6
	Accounts. 1893-94	585,4	4,4	40,1		15,2	6,8	14,4	155,8	8,0	99,5	929,6

		Sterling.	Exchange.	Total.			
England.							
Mission to the Court of Persia.	Accounts. 1892-93	7,0	4,2	11,2			
	Budget. 1893-94	7,0	4,4	11,4			
	Revised. 1893-94	7,0	4,5	11,5			
	Accounts. 1893-94	7,0	4,6	11,6			
Her Majesty's Establishment in China.	Accounts. 1892-93	12,5	7,5	20 0	Total, including England.	Accounts. 1892-93	842,1
	Budget. 1893-94	12,5	7,8	20,3		Budget. 1893-94	835,7
	Revised. 1893-94	12,5	8,1	20,6		Revised. 1893-94	933,8
	Accounts. 1893-94	12,5	8,1	20,6		Accounts. 1893-94	965,9
Other Charges	Accounts. 1892-93	2,8	1,7	4,5			
	Budget. 1893-94	2,4	1,5	3,9			
	Revised. 1893-94	2,5	1,0	4,1			
	Accounts. 1893-94	2,5	1,6	4,1			
Total England	Accounts. 1892-93	22,3	13,4	35,7			
	Budget. 1893-94	21,9	13,7	35,6			
	Revised. 1893-94	22,0	14,2	36,2			
	Accounts. 1893-94	22,0	14,3	36,3			

227. The charges in India show an excess of 129,5 over the Budget Estimates, and of 123,2 over the actuals of the previous year. The excess over the Budget Estimate is almost wholly in *India*, chiefly under *Political Subsidies*, 91,1 on account of increased payment to His Highness the Amir of Afghanistan under the new agreement and for arrears due, and under *Other Charges* for special political missions of Herat and Kabul, exploration of the Borkhampti country and Afghan Border Demarcation charges, amounting in all to 22,4. There is also an excess of 15,8 chiefly in the first minor head on account of Exchange Compensation Allowance.

228. Under *Political Agents* the increase is due, apart from Exchange Compensation Allowance, in India chiefly to increased travelling expenses in Baluchistan, counterbalanced by savings under salaries due, to the appointment of junior officers on lower pay in place of officers on leave, and in Punjab to want of provision for increase of salary to the Resident in Kashmir, to arrear payment of salaries of officers attached to the Gilgit Political Agency, and to adjustment of salary and other charges of the Special Assistant in Kashmir for Chinese affairs, for which provision was made under *Other Charges*. The saving in Assam is due to short expenditure under "Transport and Commissariat Establishment." The high figures of 1892-93 in this province are accounted for by the quasi-military operations in the North Lushai Agency and those in Madras by the charges incidental to His Excellency the Viceroy's visit. The excess over the actuals of the previous year in Punjab is due to Exchange Compensation Allowance and to charges for the Gilgit Political Agency as explained above.

229. There are savings both in India and Punjab under *Charges on the North-Western Frontier.* Those in India are 8 in Zhob Levy Corps, 6 in Kelat, 2 in South-Eastern Baluchistan, 1,7 on account of the appointment of the Agent, Governor General, Khorassan and Seistan having been temporarily vacant, 4 on account of the appointment of a junior Medical Officer in the Khorassan Agency and 7 on account of minor variations. In Punjab the saving was due chiefly to the grant for guarding hill passes not having been fully utilised.

230. The increase under *Political Subsidies* has been explained above.

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

25.—Political—*continued.*

231. The excess under *Entertainment of Envoys and Chiefs* is due in Burma to expenditure incurred on account of the Viceroy's visit in Punjab to an under-estimate and in Bengal, the charges incurred in the South Lushai Hills, provided for under this head, were adjusted under *Other Charges*. The heavy expenditure in 1892-93 was on account of the visit of the Prime Minister of Nepal.

232. The decrease under *Durbar Presents and Allowances to Vakeels* as compared with the Budget, is due chiefly to savings in India, Bengal, and Punjab, partly counterbalanced by excesses in Central Provinces, Burma, and Bombay. In India the Budget was an over-estimate; in Bengal the Estimate which was based on the normal expenditure of previous year proved to be too high, the charges of this and the previous year being unusually low, and in Punjab the grant was not fully utilised. The excess in Central Provinces represents expenditure incurred in connection with the installation of the Feudatory Chiefs in the Chhatisgarh Division, which was not anticipated when the Budget Estimate was framed; that in Burma is due to the Viceroy's visit, and that in Bombay to expenditure in connection with a Durbar held at Ahmedabad, and for purchase of horses for the Rajah of Kolhapur in connection with his installation.

233. Under *Refugees and State Prisoners* the Bengal expenditure of 1892-93 is on account of Burmese prisoners at Hazaribagh. The saving in Bombay is due to the lapsing of certain allowances owing to the holders having returned to Afghanistan.

234. The excess under *Other Charges* occurs chiefly in India, Burma, and Bengal. In India it is due to special political expenditures of 3,3 on account of Herat Mission, 15,6 for Kabul Mission, 1,0 for exploration of the Borkhampti country and 2,5 on Afghan Border Demarcation charges. There has also been an increase of 1,2 on account of Exchange Compensation Allowance, under charges for organisation of Imperial Service Troops which was however covered by a saving of 1,8 under Secret Service. The charges for Kengtung Kencheng Mission, extra military expenditure in connection with the Anglo-Siamese Boundary Commission and heavier miscellaneous expenses to frontier expeditions, in Burma, and in Bengal, the continued employment of Mr. Paul, on special duty in connection with the Sikkim negotiations, were not anticipated, and caused the excesses in these provinces. In Punjab the saving under this head, consequent on the transfer to the head *Political Agents* of charges on account of the Chinese Turkestan Mission, has not been sufficient to meet the charges connected with the administration of the Kurram country.

235. The sterling expenditure in England practically agrees with the Budget Estimate.

26.—Scientific and other Minor Departments.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras	Bombay.	Total.
Scientific.												
Survey of India	Accounts. 1892-93	109,7	...	...	...	...	...	...	...	...	...	109,7
	Budget. 1893-94	111,8	...	...	...	...	...	...	...	...	...	111,8
	Revised. 1893-94	116,4	...	...	...	...	...	..	...	...	...	116,4
	Accounts 1893-94	118,1	...	...	...	...	...	...	...	...	...	118,1
Botanical Survey	Accounts. 1892-93	2,0	...	1	...	...	...	...	...	...	...	2,1
	Budget. 1893-94	2,0	...	...	...	1	...	...	...	...	...	2,1
	Revised. 1893-94	2,1	...	...	...	1	...	...	...	...	...	2,2
	Accounts 1893-94	2,0	...	1	...	1	.	...	...	...	...	2,2
Geological Survey and Museum.	Accounts. 1892-93	19,7	...	...	...	...	...	...	...	...	...	19,7
	Budget. 1893-94	18,8	...	...	...	...	...	...	...	...	...	18,8
	Revised. 1893-94	18,9	...	...	...	...	...	...	...	..	...	18,9
	Accounts 1893-94	18,6	...	...	...	...	...	...	...	...	...	18,6
Meteorological Department.	Accounts. 1892-93	29,2	...	...	...	...	...	...	...	..	...	29,2
	Budget. 1893-94	27,8	...	...	...	...	...	...	...	...	...	27,8
	Revised. 1893-94	29,0	...	...	...	...	...	...	...	...	...	29,0
	Accounts 1893-94	31,0	...	...	...	...	...	...	...	...	...	31,0
Archæological Department.	Accounts. 1892-93	3,0	...	...	1	...	...	...	...	2,3	...	5,4
	Budget. 1893-94	4,8	...	...	1,0	...	...	...	...	2,0	...	7,8
	Revised. 1893-94	3,8	...	...	1,0	...	...	...	...	2,5	...	6,8
	Accounts 1893-94	3,4	...	...	3	...	...	...	...	2,8	...	6,5
Museums	Accounts. 1892-93	6,9	2	...	3	...	2,5	1,3	1,0	2,9	9	16,0
	Budget. 1893-94	7,6	2	...	3	...	1,6	1,2	4	2,8	2,8	16,9
	Revised. 1893-94	7,5	2	...	3	...	2,0	1,2	5	3,0	1,0	15,7
	Accounts 1893-94	7,4	2	...	2	...	2,1	1,1	7	2,9	9	15,5

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

26.—Scientific and other Minor Departments—*continued.*

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh	Punjab.	Madras.	Bombay.	Total.
Other Scientific Departments.	Accounts.	1892-93	...	...	...	1,2	...	2,3	1	...	2,4	3,1	9,1
	Budget	1893-94	...	...	1	9	1	2,1	2	...	2,5	2,9	8,8
	Revised	1893-94	...	...	1	4	1	2,1	1	...	2,5	3,0	8,3
	Accounts	1893-94	3	...	...	2	2	2,0	1	...	2,3	3,1	8,2
AGRICULTURAL.													
Experimental Cultivation.	Accounts.	1892-93	2,4	1,1	2,5	2	...	2,0	2,5	1,3	...	4,9	16,9
	Budget	1893-94	4,5	1,2	2,5	2	...	2,0	3,2	1,2	1	4,4	19,3
	Revised	1893-94	4,3	1,1	1,8	1	...	2,0	3,3	1,7	...	4,0	18,9
	Accounts	1893-94	2,4	1,4	1,8	1	...	1,7	3,0	1,0	...	4,5	16,5
Cinchona Plantations.	Accounts.	1892-93	...	...	...	...	...	10,5	2	...	7,7	...	18,4
	Budget	1893-94	...	...	...	...	...	10,4	...	...	8,3	...	18,7
	Revised	1893-94	...	...	...	...	...	16,0	...	...	8,0	...	24,0
	Accounts	1893-94	...	...	...	..	...	17,7	...	...	7,3	...	25,0
Public Exhibitions and Fairs.	Accounts.	1892-93	3,1	7	1	2	3	1,0	5,1	3,4	...	1,3	15,2
	Budget	1893-94	2,2	9	2	2	3	1,8	4,6	4,2	2	1,4	16,0
	Revised	1893-94	2,0	8	1	2	3	2,0	4,0	5,0	2	1,7	17,2
	Accounts	1893-94	2,3	6	...	1	3	1,0	7,5	3,8	2	1,5	18,2
Veterinary and Stallion Charges.	Accounts.	1892-93	28,4	6	2	3,7	...	1,3	2,4	10 2	3,2	13,4	63,4
	Budget	1893-94	30,0	1,1	6	4,1	1	3,0	3,4	11,0	4,2	10,1	74,2
	Revised	1893-94	33.7	1,0	3	3,9	...	2,2	3,0	12,3	3,4	12,2	72,9
	Accounts	1893-94	33,4	1,2	3	3,7	...	3,0	3,4	14,4	3·5	12,0	74,9
Botanical and other Public Gardens.	Accounts.	1892-93	2	2,2	...	1	...	10,7	9,4	10,5	2,7	1,4	37,2
	Budget	1893-94	2	2,4	...	1	...	11,0	9,1	10,5	2,5	1,5	37,3
	Revised	1893-94	2	2,1	...	3	...	11,0	9,0	10,1	2,5	1,1	36,3
	Accounts	1893-94	2	2,2	...	3	...	11,0	8,9	9,8	3,0	1,0	37,0
LABOUR AND EMIGRATION.													
Inland Labour Transport and Emigration.	Accounts.	1892-93	1,0	...	...	...	3,3	3,6	2	...	1,8	...	9,9
	Budget	1893-94	9	...	...	...	3,4	3,7	2	...	1,9	...	10,1
	Revised	1893-94	1,0	...	...	...	3,5	3,7	2	...	2,0	..	10,4
	Accounts	1893-94	1,1	...	...	...	3,7	3,8	2	1	2,0	...	10,9
Inspector of Factories.	Accounts.	1892-93	...	...	...	2	...	1,3	1	1	...	4	2,1
	Budget	1893-94	...	...	...	1	...	1,8	3	1	...	2,0	4,3
	Revised	1893-94	...	...	...	4	...	1,8	3	1	...	1	2,7
	Accounts	1893-94	...	1	...	4	...	2,1	3	...	...	1	3,0
STATISTICS.													
Provincial Statistics	Accounts.	1892-93	2	1,1	4	1,1	1	2	6	1,0	4,4	4	9,5
	Budget	1893-94	1	1,1	5	1,2	1	2	1	1,2	7,0	5	12,0
	Revised	1893-94	1	1,1	4	1,1	1	8	2	1,0	6,3	6	11,7
	Accounts	1893-94	2	1,0	4	1,1	2	5	1	1,0	6,2	6	11,3
Other Statistical Charges.	Accounts.	1892-93	2,7	1,0	...	2,6	6	4,8	2,1	7	3,5	2,4	20,4
	Budget	1893-94	2	1	...	...	3	2,2	...	5	...	1,2	4,5
	Revised	1893-94	5	1	...	...	3	4,6	...	2	1	1,5	7,3
	Accounts	1893-94	9	1	...	...	3	4,7	...	3	1	1,4	7,8
MISCELLANEOUS.													
Miscellaneous	Accounts.	1892-93	4,6	1	...	...	...	3	1,0	7	10,8	9	18,4
	Budget	1893-94	4,7	1	...	...	...	3	4	6	10,3	9	17,3
	Revised	1893-94	5,0	1	...	...	...	3	4	1,9	12,2	1,0	20,9
	Accounts	1893-94	4,8	1	...	...	...	3	4	2,1	13,0	1,0	21,7
Total	Accounts.	1892-93	213,1	7,0	13,0		4,3	40,5	25,0	28,9	41,7	29,1	402,6
	Budget	1893-94	215,6	7,1	12,0		4,4	40,1	22,7	30,3	41,8	33,7	407,7
	Revised	1893-94	224,0	6,5	10,4		4,4	48,5	23,5	32,8	42,7	20,8	419,6
	Accounts	1893-94	226,1	6,9	9,0		4,8	51,4	25,0	33,2	43,3	26,1	426,4

			Sterling.	Exchange.	Total.
England	Accounts.	1892-93	44,1	26,6	70,7
	Budget	1893-94	44,0	27,6	71,6
	Revised	1893-94	42,0	27,0	69,0
	Accounts	1893-94	39,9	26,0	65,9

Total, including England	Accounts	1892-93	473,3
	Budget	1893-94	479,3
	Revised	1893-94	488,6
	Accounts	1893-94	492,3

236. The Indian expenditure exceeded the Estimates by 18,7 and the actuals of the previous year by 23,8, owing to fluctuations in several heads, notably *Survey of India* and *Cinchona Plantations*. *Census charges* decreased considerably in the year under review, but yet proved higher than was anticipated.

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

26.—Scientific and other Minor Departments—*continued.*

237. The excess under *Survey of India* is due to the payment of Exchange Compensation Allowance, and to recoveries on account of mathematical instruments and maps supplied to other Governments and Departments having been less than estimated by 5,2. Under *Geological Survey* an excess of 1,0 on account of Exchange Compensation Allowance and appointment of Inspector of Mines, is more than covered by the savings under establishment and travelling allowance. In the *Meteorological Department* the increase is due chiefly to heavy telegram charges largely in connection with the Madras daily weather reports, and to privilege leave of the Meteorological Reporter. In the *Archæological Department* the saving, as compared with the Budget Estimate, is due to a provision of 1,5 in India for Dr. Burgess's work for publishing reports on Archæology not being utilised, and to the charges in connection with the deputation of Messrs. Fisher and Oertel not having been finally brought to account in Burma in the year under review, partly counterbalanced by heavier travelling allowance and contingent expenses in Madras than were provided for. Under *Museums*, the provision of 1,7 for the Reay Industrial Museum in Bombay was not utilized. Under *Other Scientific Departments* the variations in Burma are due to the termination of tin mining operations in the Mergui Districts in May 1893, and to the donation to the Agricultural Society, provided for under this head, having been taken against *Botanical and other Public Gardens*. The India figure is on account of donations to Scientific Societies.

238. Under *Experimental Cultivation* the saving in India is due chiefly to expenditure to the extent of 1,8 against the miscellaneous grant of the Revenue and Agricultural Department, being adjusted under other heads in accordance with the orders of the Government of India, and in Burma the Estimates proved a little too high. In the Punjab, provision was made in the Revised Estimate for water-supply to the Bruceabad Farms, but the expenditure was not incurred to the extent anticipated. Under *Cinchona Plantations* the large expenditure in Bengal is due to payment of 5,0 to Messrs. Kilburn & Co., as the first instalment of the purchase-money of the Nimbong Cinchona plantation, and to purchase of quinine (1,6); the saving in Madras is in working expenses and cost of Europe stores. Under *Public Exhibitions, and Fairs* heavy charges were incurred in North-Western Provinces, in connection with the Magh mela at Allahabad, but in the Punjab, the expenses on account of the Lahore Exhibition did not prove as high as anticipated in the Revised Estimate.

239. Under *Veterinary and Stallion Charges*, the excess over the Estimate in the Punjab is due to an increase in the local charges which was not sufficiently allowed for in the Budget Estimate, and that over the actuals of the previous year to the appointment of new officers in the Civil Veterinary Department, in addition to the above. The absence of pony-breeding charges for which the Budget provided, mainly accounts for short expenditure in Madras. The excess in India, and the saving in Bombay, are due to charges (3,6) of the Assistant Inspector-General and Imperial Bacteriologist having been adjusted in the India, though provided for in the Bombay Estimates. The excess in Bengal over the previous year is due to the establishment of a veterinary school at Belgachia.

240. An *Inspector of Factories* was provided for in Bombay, but no officer was appointed during the year. Under *Provincial Statistics* the Madras Estimates under charges for Trade Returns and for expenditure in connection with the revision and republication of District Manuals proved a little too high, these causes also account for the difference in the actuals of the two years. The variations under *Other Statistical Charges* are almost wholly on account of the census operations; in Bengal the payment of a moiety of the cost incurred by the Calcutta Municipality in connection with the census operations at Calcutta, was sanctioned after the framing of the Estimates. Under *Miscellaneous* there was in Punjab special refund of 1,1 from the Local Fodder and Fuel Reserve Fund in the Rohtak District and examination charges in Madras were higher, owing chiefly to the Higher Examination for women having been held a second time in May 1893, and to the larger remuneration paid in connection with the Local Secondary and Primary School Examinations.

241. In the expenditure in England, there was a saving due to the demand for stores having been less than was provided for in the Estimates.

Section E.—MISCELLANEOUS.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
877,0	RECEIPTS	982,9	960,9	999,1

242. The receipts exceeded the Budget Estimate by 16,2 and the actuals of the previous year by 122,1. Compared with the Budget Estimate there was a falling off of 73,1 under Gain by Exchange, due to smaller net withdrawals in India of the Subsidised and other Railway companies, but this was more than counterbalanced by larger Receipts in aid of Superannuation, due to increased recoveries from the Hyderabad Assigned Districts and to the extension of the Indian Service Family Pension Regulations to Marine officers, and larger Miscellaneous receipts due to large recoveries on account of Insurance and Departmental charges on English stores, exceptionally high partition fees in Bengal, and larger receipts from premium on bills. The increase, compared with the actuals of the previous year, was furnished mainly by Gain by Exchange (87,2), the miscellaneous remittance transactions having involved a greater loss in 1892-93 in consequence of a heavy fall in the rate of exchange during that year. Larger contributions from Hyderabad Assigned Districts under Receipts in aid of Superannuation and higher receipts from partition fees under Miscellaneous also contributed to the excess.

XXII.—Receipts in aid of Superannuation, Retired, and Compassionate Allowances.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Subscriptions to the Military, Military Orphan, and Medical Retiring Funds	Accounts. 1892-93	15,4	...	...	...	...	1,4	...	...	9,6	7,1	33,5
	Budget. 1893-94	14,0	...	....	...	...	2,0	...	...	5,0	3,5	24,5
	Revised. 1893-94	11,2	4	...	...	...	1,5	9	4	7,1	8,0	29,5
	Accounts. 1893-94	11,6	4	...	...	...	1,5	1,0	5	6,2	7,7	28,9
Subscriptions to the Civil Funds	Accounts. 1892-93	5,7	1,8	7	1,6	1,0	13,9	10,3	6,2	4,8	7,0	53,0
	Budget. 1893-94	5,5	1,8	8	1,7	9	14,0	10,5	5,6	5,1	6,9	52,8
	Revised. 1893-94	7,2	1,8	7	1,8	1,0	13,7	11,4	7,0	4,7	6,7	56,0
	Accounts. 1893-94	7,5	1,8	7	1,8	1,2	14,0	11,7	6,6	5,1	6,7	57,1
Contributions for Pensions and Gratuities	Accounts. 1892-93	52,5	2,3	3	6	4	7,7	5,6	4,9	5,1	23,2	102,6
	Budget. 1893-94	54,2	2,0	3	2	3	5,5	5,6	4,6	3,8	22,4	98,9
	Revised. 1893-94	59,0	2,1	...	4	3	7,6	6,3	4,9	4,4	23,8	108,8
	Accounts. 1893-94	62,1	2,7	...	6	3	7,8	6,2	4,5	5,0	24,2	113,4
Other Items	Accounts. 1892-93	6	9	5	4	5	2,4	2,5	6	1,4	1,8	11,6
	Budget. 1893-94	4	8	6	5	4	2,5	2,4	7	1,6	1,4	11,3
	Revised. 1893-94	4,7	1,1	5	4	6	2,7	2,4	8	1,6	1,8	16,6
	Accounts. 1893-94	4,1	1,2	4	6	6	2,8	2,4	1,1	1,9	1,7	16,8
Total	Accounts. 1892-93	74,2	5,0	4,1		1,9	25,4	18,4	11,7	20,9	39,1	200,7
	Budget. 1893-94	74,1	4,6	4,1		1,6	24,0	18,5	10,9	15,5	34,2	187,5
	Revised. 1893-94	82,1	5,4	3,8		1,9	25,5	21,0	13,1	17,8	40,3	210,9
	Accounts. 1893-94	85,3	6,1	4,1		2,1	20,1	21,3	12,7	18,2	40,3	216,2

		Sterling.	Exchange.	Total.			
England	Accounts. 1892-93	101,0	60,8	161,8	Total, including England	Accounts. 1892-93	362,5
	Budget. 1893-94	97,9	61,4	159,3		Budget. 1893-94	346,8
	Revised. 1893-94	96,6	62,2	158,8		Revised. 1893-94	369,7
	Accounts. 1893-94	97,9	63,6	161,5		Accounts. 1893-94	377,7

243. As noticed in last report, *Subscriptions to the Military, Military Orphan, and Medical Retiring Funds* are declining every year owing to retirement and death of old subscribers, the Funds being closed to new entrants. During the year the subscriptions were for the first time adjusted finally in the respective provinces, where they were realised instead of in India, Madras, and Bombay as before. This led to a decrease in India and an increase in the other provinces in the Bengal Presidency. The increase in Bengal was, however, nearly swallowed up by a decrease in the net receipts of the Orphangunj

Section E.—MISCELLANEOUS—*continued.*

XXII.—Receipts in aid of Superannuation, Retired, and Compassionate Allowances—*concluded.*

Bazar at Kidderpore. The Estimates in Madras and Bombay were pitched too low, and in Bombay there were also some large special payments by retired officers residing in Europe. The actuals of the previous year included some large repayments of loans in Madras.

244. Under *Subscriptions to the Civil Funds* the receipts from deductions from Exchange Compensation Allowance led to a general increase in most of the provinces, which was still further augmented in India by the realization of heavy fines from subscribers.

245. Under *Contributions for Pensions and Gratuities* the increase was greatest in India, being due partly to an under-estimate which was corrected in the Revised, and partly to increased contributions recovered from Berar revenues in respect of British officers employed in the Hyderabad Assigned Districts. Arrear contributions for officers lent to the Guna-Bina Railway account for the increase in Central Provinces, while an increased number of officers in Foreign service in Bengal and Bombay and of officers on duty with the South Indian Railway in Madras brought in large receipts in those provinces. In Upper Burma the Budget provided for the contributions of an officer lent to the Ruby Mines Company, but owing to his death, nothing was realised.

246. Under *Other Items* the only noticeable variation is an increase in the receipts in India, due to the extension of the Indian Service Family Pension Regulations to officers of the Marine Department.

247. In England the sterling receipts agree with the Budget Estimate.

XXIII.—Stationery and Printing.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Receipts from Sale of Stationery.	Accounts. 1892-93	2	...	3	5,4	1	9,0	1,0	2,4	3,5	4,1	26,0
	Budget. 1893-94	2	...	6	6,1	1	7,1	1,0	1,9	3,4	2,7	23,1
	Revised. 1893-94	2	...	1,0	4,8	1	6,3	1,0	2,2	3,4	4,0	23,0
	Accounts. 1893-94	8	1	5	3,8	2	4,6	8	2,5	4,2	4,1	21,6
Sales of Gazettes and other Publications.	Accounts. 1892-93	4,6	2	...	1,4	1	8,3	4,4	6	4,4	2,9	26,9
	Budget. 1893-94	4,7	2	...	1,1	1	8,1	4,6	3	3,8	2,7	25,6
	Revised. 1893-94	4,7	2	...	1,2	1	8,7	5,1	3	5,2	2,8	28,3
	Accounts. 1893-94	5,6	2	...	1,0	1	8,9	5,8	4	5,0	2,9	29,9
Other Press Receipts.	Accounts. 1892-93	5,2	2,8	...	4	2	3,1	1,4	6,9	3,9	4,0	27,9
	Budget. 1893-94	8,1	2,8	...	6	2	2,5	2,0	9,7	4,7	3,5	34,1
	Revised. 1893-94	5,1	3,6	...	4	3	3,5	1,5	9,5	4,4	3,6	31,9
	Accounts. 1893-94	6,2	3,5	...	3	3	3,6	1,7	8,7	5,1	3,6	33,0
Total	Accounts. 1892-93	10,0	3,0	7,5		4	20,4	6,8	9,9	11,8	11,0	80,8
	Budget. 1893-94	13,0	3,0	8,4		4	17,7	7,6	11,9	11,9	8,9	82,8
	Revised. 1893-94	10,0	3,8	7,4		5	18,5	7,6	12,0	13,0	10,4	83,2
	Accounts. 1893-94	12,6	3,8	5,6		6	17,1	8,3	11,6	14,3	10,6	84,5

248. The variations under *Receipts from Sale of Stationery* are mainly due to variations in the supply of stationery to State Railways. The falling off in Burma due to this cause has been partly counterbalanced by the receipts on account of the cost of forms supplied to Municipalities and Local Funds having been better than anticipated, and by a special receipt of 4 on account of the cost of paper supplied for the publication of Stevenson's Burmese-English Dictionary. In Bombay the cost of stationery supplied to the Berar administration was as large as in 1892-93, but the Budget for 1893-94 was framed on the actuals for 1891-92, which were considerably lower. The high figure for 1892-93 in Bengal was due to recoveries on account of stationery supplied in previous years.

249. Under *Sales of Gazettes and other Publications* there was an excess over both the Estimates for 1893-94 and the actuals for 1892-93, chiefly due to larger sales of Gazettes, Indian Law Reports, and Acts. The increase in Bengal may be ascribed to the printing of back numbers of the Indian Law Reports.

250. Under *Other Press Receipts* the falling off in India is due to over-estimate, and that in the Punjab to the anticipated receipts from lithographic printing at the Lahore Central Jail Press not having been fully realised. These decreases have been partly counterbalanced by increased receipts in Central Provinces, due chiefly to the large amount of printing work done at the Nagpur Central Jail Press for the quasi-commercial departments, in Bengal due to larger amount of printing work performed for Local Funds, Municipalities, etc., and in Madras due to supplies of printed forms to the East Coast Railway.

Section E.—MISCELLANEOUS—*continued.*

XXIV.—Exchange.

Sterling Amounts. 1892-93. Accounts.	1893-94. Budget.	1893-94. Revised.	1893-94. Accounts.		Gain + or Loss — by Exchange. 1892-93. Accounts.	1893-94. Budget.	1893-94. Revised.	1893-94. Accounts.
455,9	420,7	373,4	354,2	Guaranteed Companies	+2,0	+9,5	+13,3	+9,9
				Subsidised and other Companies—				
+26,5	—43,2	—7,3	—9,2	Southern Mahratta and Mysore	+7,1	+50,3	+14,0	+13,0
—24,8	—73,1	—15,6	—7	Indian Midland	+22,0	+56,7	+26,8	+19,7
—204,6	—120,3	—64,7	—52,4	Bengal-Nagpur	+88,8	+60,2	+35,1	+30,7
—6,5	—9,2	—1,8	—3	Bengal Central	+1,6	+2,5	+1,0	+4
—12,4	—11,3	—14,4	—10,7	Rohilkhund-Kumaon	+1,0	+3	+6	+8
—195,5	—540,0	—422,4	—394,8	Assam-Bengal	+50,0	+133,6	+110,5	+105,5
				Total Subsidised and other Companies	+170,5	+303,6	+188,0	+170,1
				Remittance Accounts.				
250,5	276,0	252,2	253,1	East Indian Railway Advances	—27,1	...	—5,6	—7,1
214,3	169,9	80,9	73,9	Rajputana-Malwa Railway Advances	—11,7	—4,6	—2,9	—2,7
137,0	126,6	82,2	82,1	South Indian Railway ditto	—3,6	—3,4	—2,1	+3
66,6	30,0	9,5	7,2	Bengal and North-Western Railway Advances	—3,2	—8	—6	—4
599,1	782,2	523,2	504,1	Miscellaneous	—107,2	—53,9	—88,1	—63,2
				Total Remittance Accounts	—152,8	—62,7	—99,3	—73,1
				Total	+19,7	+250,4	+102,0	+106,9
				Lump reduction by Finance Department	...	—70,4	..	...
				Net Total	+19,7	+180,0	+102,0	+106,9

251. The total receipts fell short of the Budget Estimate by 73,1, but exceeded the actuals of the preceding year by 87,2. The rate of exchange fell from 14·98, the average of the previous year, to 14·55 in the year under review, against 14·75 adopted in the Budget Estimate and 14·6 in the Revised. Compared with the previous year there was thus a fall in the rate of exchange of ·43*d* in the rupee, which consequently widened the difference between the average and the contract rates with the several Subsidised Railway Companies. This, coupled with a heavy increase in the withdrawals in India on capital account augmented the gain on account of the Assam-Bengal Railway over that of the previous year. There was a similar but smaller increase in the case of the Southern Mahratta and Mysore Railways, but in the case of the other Railways, specially the Bengal-Nagpur Railway, there was a large decrease owing to the amount of withdrawals being much less than in 1892-93. As regards the transactions adjusted through the Remittance Accounts with England, there was a considerable decrease in the net loss by exchange involved by them. The decrease is most noticeable in the case of the East Indian Railway advances, and the family and other miscellaneous remittances which are adjusted at the official rate of exchange, mainly because the difference between the official and the average rates of the year was only ·1*d.* in the rupee against 1·77*d.* in the rupee in the previous year. The family remittances were also smaller in amount, owing to the withdrawal of the privilege of making these remittances at a favourable rate from non-domiciled European officers who were granted Exchange Compensation Allowance. As compared with the Budget Estimate, there was a decrease in the gain in connection with the transactions of the Subsidised Railways, owing to the withdrawals for capital expenditure in this country having been considerably smaller than anticipated, but the decrease due to this was to some extent counterbalanced by the slight fall in the rate of exchange. In the case of the Remittance transactions, the Budget Estimate did not provide for any loss due to the difference between the average and the official rates, as the average rate was taken at the official rate. Owing to the fall in the average rate there has, therefore, been an increase in the estimated loss on these transactions, which would have been much larger but for the stoppage of family remittances mentioned above.

Section E.—MISCELLANEOUS—*continued.*

XXV.—Miscellaneous.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Gain by Exchange on Transactions in India.	Accounts. 1892-93	6	...	...	...	...	...	...	...	...	8	14
	Budget. 1893-94	8	...	...	...	...	...	...	...	...	8	16
	Revised. 1893-94	4,5	...	...	...	...	...	...	...	...	1,0	5,5
	Accounts. 1893-94	6,6	...	...	...	...	...	...	...	...	1,4	8,0
Premium on Bills	Accounts. 1892-93	6,8	1	3,6	1,6	...	5,7	3	7	2,5	2,0	24,2
	Budget. 1893-94	8,9	1	2,9	2,0	1	5,5	3	5	2,0	3,0	25,3
	Revised. 1893-94	8,8	1	3,0	2,4	1	5,5	3	1,0	1,3	6,6	29,1
	Accounts. 1893-94	9,7	1	3,3	2,4	2	5,7	3	1,1	1,7	7,6	34,5
Unclaimed Deposits	Accounts. 1892-93	1,1	2,2	6	8	4,7	37,1	7,7	4,5	3,6	3,2	65,5
	Budget. 1893-94	1,0	1,2	6	8	2,5	38,0	6,5	3,0	3,0	1,6	58,2
	Revised. 1893-94	3	1,2	6	8	2,5	38,0	6,5	3,6	3,5	2,0	59,2
	Accounts. 1893-94	2,0	2,5	5	6	10,3	29,2	3,0	2,8	2,8	2,6	56,3
Miscellaneous Fees, Fines and Forfeitures.	Accounts. 1892-93	4,0	4	...	1	3	20,6	...	5	5,6	9	32,4
	Budget. 1893-94	2,9	3	...	1	1	16,3	1	6	4,7	1,2	36,3
	Revised. 1893-94	3,0	3	...	1	1	23,9	1	7	6,0	1,2	35,4
	Accounts. 1893-94	3,2	3	1	1	1	29,4	1	7	6,2	1,3	41,5
Government Audit Fees.	Accounts. 1892-93	2,2	...	...	1	2	9,1	...	...	1,1	1,0	13,7
	Budget. 1893-94	2,4	...	...	...	2	7,5	...	...	1,0	1,2	12,3
	Revised. 1893-94	2,9	...	...	1	2	8,0	..	...	1,1	1,2	18,5
	Accounts. 1893-94	3,5	...	...	...	1	7,0	...	...	1,2	1,4	13,2
Contributions	Accounts. 1892-93	...	9	...	...	...	...	10,7	...	8,9	1,3	21,8
	Budget. 1893-94	...	9	...	...	...	...	10,5	...	8,6	8	20,8
	Revised. 1893-94	...	1,2	...	...	...	...	10,6	...	8,4	1,2	21,4
	Accounts. 1893-94	...	1,4	...	...	...	...	10,5	...	8,3	8	21,0
Rents	Accounts. 1892-93	1,3	3,7	18,3	14,4	1,2	3,9	16,0	4,0	40,4	1,0	104,2
	Budget. 1893-94	1,2	3,1	17,7	14,4	1,4	3,8	14,6	4,1	37,2	1,1	97,6
	Revised. 1893-94	1,2	3,1	18,1	14,9	1,0	4,1	15,6	4,2	37,5	1,0	101,6
	Accounts. 1893-94	8	3,7	18,5	14,8	1,7	4,7	15,3	4,2	38,2	1,1	103,2
Extraordinary Items	Accounts. 1892-93	1,3	...	...	...	7,7	...	1,6	4	...	2,6	13,6
	Budget. 1893-94	...	...	...	...	3,8	...	2	6,0	...	2,2	12,2
	Revised. 1893-94	...	...	...	...	3,8	...	...	5,1	...	7	9,6
	Accounts. 1893-94	...	...	...	...	3,8	1	...	4,0	...	2,0	9,9
Other Items	Accounts. 1892-93	4,8	2,3	1,1	3,6	8	55,9	5,4	9,5	15,9	26,4	125,7
	Budget. 1893-94	4,4	2,6	1,3	2,7	7	50,3	3,2	8,6	15,9	24,2	113,9
	Revised. 1893-94	18,1	2,8	6	3,1	8	43,7	3,5	9,4	14,1	30,2	126,3
	Accounts. 1893-94	24,2	2,5	4	3,3	1,2	46,5	3,4	8,2	16,4	30,3	136,4
Total	Accounts. 1892-93	31,1	9,6	44,3		14,9	132,3	41,7	19,6	78,0	40,1	407,5
	Budget. 1893-94	21,6	8,2	42,5		8,8	121,4	35,4	22,8	72,4	36,1	369,2
	Revised. 1893-94	39,0	8,7	43,7		9,4	123,2	36,6	24,0	71,9	45,1	401,6
	Accounts. 1893-94	50,0	10,3	44,0		17,4	122,6	32,6	21,0	74,8	48,5	421,2

		Sterling.	Exchange.	Total.			
England	Accounts. 1892-93	7,2	4,3	11,5	Total, including England.	Accounts. 1892-93	414,0
	Budget. 1893-94	2,5	1,6	4,1		Budget. 1893-94	373,3
	Revised. 1893-94	2,7	1,7	4,4		Revised. 1893-94	406,0
	Accounts. 1893-94	5,2	3,4	8,6		Accounts. 1893-94	430,0

252. The increase under *Gain by Exchange* is due, in India, to a rise in the market rate for the conversion of Hali Sicca Rupees, and in Bombay to the purchase, at a favourable rate, of Dollars at Aden for the payment of pensioners and for Durbar presents. Under *Premium on Bills* the improvement is due generally to the extension of the system of drawing off surpluses by means of Supply Bills; in Burma there was a large increase, in the sales of telegraphic transfers in Lower Burma, and in Upper Burma,

Section E.—MISCELLANEOUS—*continued.*

XXV.—Miscellaneous—*concluded.*

of bills drawn by Mandalay on Mogok and Rangoon; in the Punjab there was a large demand for Supply Bills on Calcutta and Bombay; but the most important increase occurred in Bombay, due partly to an unprecedented demand for bills on Bijapur, Dharwar, and other District Treasuries consequent on a good cotton and seed crop, which required a large amount of coin for financing and partly to larger sales of telegraphic transfers on Calcutta and Madras in connection with the payment of Rs. 1,76,00,000 to the Exchange Banks for the silver bullion, received from them after the closure of the Mints, which the Banks in great part remitted to Calcutta and Madras. The head *Unclaimed Deposits* is liable to considerable fluctuations; a heavy falling off in Bengal and the North-Western Provinces was to a great extent counterbalanced by an abnormal rise in Assam, chiefly in the Sylhet District; the actuals of 1892-93 in Bombay included some special adjustments in connection with some old outstanding items of the Bombay Small Cause Court, and a special item of 1,2 on account of unclaimed Civil Court Deposits; there were some special receipts in 1893-94 also, but they were smaller. Under *Miscellaneous Fees, Fines, and Forfeitures* the excess has been contributed chiefly by Bengal, due to exceptionally high partition fees, specially in the closing months of the year.

253. Under *Government Audit Fees* the excess in India is partly on account of increased commission on sale and purchase of Government Securities, and partly on account of increased audit fees. In Bengal the receipts were higher in 1892-93 on account of arrear and advance recoveries.

254. Under *Contributions* the slight increase in Central Provinces is due to the realisation of contributions from the Feudatory States towards the payment of the local allowance to the Political Agent, and also to meet the cost of establishment attached to the Office of the Commissioner, Chhattisgarh Division, for auditing the accounts of the Feudatory States. Under *Rent* the excess was contributed by several Provinces,—that in Upper Burma being due to receipts from Shan Poays (temporary Stalls) having been budgetted for under *Other Receipts*, and that in Bengal being partly on account of recovery of arrears, and partly on account of recovery of rent of the suburb Hastings, which occurred for the first time in 1893-94.

255. Under *Extraordinary Items* the Assam figure represents the fine recovered from the Manipur State, of which a larger instalment was recovered in 1892-93; the Punjab receipt was on account of recoveries in connection with the administration of the Kurram country, which were smaller than anticipated, and in Bombay the sale of certain plots of land provided for in the Budget not having been made, accounts for the low Revised Estimate, while an additional item of 1,4, recovered from the Bombay Port Trust on account of capitalised outstandings increased the actual receipts. The India figure of the previous year represents the value of confiscated property of the Manipur Chiefs, and that in the North-Western Provinces is composed chiefly of special credits on account of the capitalised value of abatement of land revenue, for land taken up for the Lucknow-Nilbhit and Cawnpur-Achnera Railways.

256. Under *Other Items* the high receipts in India are due, to a small extent, to increased recoveries from Berar officers of advances made to them in England, but chiefly to credits, which were higher than anticipated, for recovery of insurance and other charges on English stores, having been adjusted in the books of the Comptroller, India Treasuries, instead of the Accountant General, Bengal. The corresponding diminution in Bengal has been partly covered by special credits for rent and sale of B and C class Railway lands at Muzufferpur, for sale of elephants amounting to 2,6, and for amount (1,5) contributed by Government to the District Road Committee of Dumka for improvement of Government estates. In Bombay the increase over the Budget is due partly to improved customs and Zariba receipts in the revenues of Berbera and Bulhar owing to a prosperous coffee season in the Harrar District, and to a large demand for grain in the interior consequent on scanty rainfall, and partly to the sale-proceeds of the Nazars received at the Ahmedabad Darbar, and of the Bhadgaon farm in Khandesh.

257. Of the increase over the Budget Estimate in England, 1,3 is on account of the escheated estate of a person who died intestate, and the remainder is due mainly to fines and penalties incurred by defaulting contractors. The higher figure of 1892-93 was due to a special receipt in that year for value of stores lost in transit to India.

Section E.—MISCELLANEOUS.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
5,537,9	EXPENDITURE	5,538,1	5,619,1	5,646,9

258. The charges under this group exceeded the Budget Estimate and the actuals of the previous year by 108,8 and 109,0 respectively. Of these 39,0 and 75,6 occurred in exchange being due to a fall in the rate; the excesses would have been much larger but for savings amounting to 13,3 and 41,3 respectively in the sterling expenditure, resulting chiefly from a decrease in the absentee allowances of officers of the Covenanted Service and from pensions for more than 12 months having been paid in 1892-93 owing to the payment of pensions from that year monthly instead of quarterly as before. In Indian expenditure there were excesses of 83,1 and 74,7, due to the normal increase under Superannuation and Retired allowances owing to new pensions exceeding the lapses by death, and under Stationery and Printing charges, consequent on the growth of public business, and to an increase under Miscellaneous on account of the charges of the Indian Hemp Drugs Commission and the Royal Commission on Opium. These excesses were largely counterbalanced by a decrease under Territorial and Political Pensions due to lapses by deaths.

27.—Territorial and Political Pensions.

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras	Bombay.	TOTAL.
Territorial and Political Pensions.	Accounts	1892-93	23,5	26,2	...	...	1,6	118,0	98,5	24,3	79,6	82,7	454,4
	Budget	1893-94	24,9	27,2	...	...	1,7	114,3	99,0	23,5	77,0	83,6	451,2
	Revised	1893-94	23,0	26,5	...	...	1,9	112,7	98,0	23,1	75,5	75,2	436,5
	Accounts	1893-94	23,5	25,8	...	...	1,6	111,7	97,2	22,9	75,4	75,0	433,1
Charitable Allowances.	Accounts	1892-93	4,0	...	13,5	2,6	1	6	8,1	10,9	4	2	40,4
	Budget	1893-94	4,0	...	12,7	2,7	...	7	8,5	10,0	7	3	39,9
	Revised	1893-94	4,1	...	13,3	2,7	...	7	8,5	10,4	5	1	40,9
	Accounts	1893-94	3,9	...	13,1	2,7	...	7	7,7	10,7	3	...	39,1
TOTAL	Accounts	1892-93	27,5	26,2	16,1		1,7	118,6	106,6	35,2	80,0	82,9	494,8
	Budget	1893-94	28,9	27,2	15,4		1,7	115,0	107,5	33,5	77,7	83,9	490,8
	Revised	1893-94	27,7	26,5	16,0		1,9	113,4	106,5	33,5	76,0	75,3	476,8
	Accounts	1893-94	27,4	25,8	15,8		1,6	112,4	104,9	33,6	75,7	75,0	472,2

			Sterling.	Exchange	TOTAL.			
England	Accounts	1892-93	29,2	17,6	46,8	Total, including England	Accounts 1892-93	501,6
	Budget	1893-94	23,7	14,9	38,6		Budget 1893-94	529,4
	Revised	1893-94	22,0	14,2	36,2		Revised 1893-94	513,0
	Accounts	1893-94	22	14,2	36,2		Accounts 1893-94	508,4

259. As noticed in previous reports, the payments on account of *Territorial and Political Pensions* are decreasing year by year owing to lapses on the death of pensioners. In India the decrease has occurred in pensions through deaths in the Mysore family and in the family of the late Shah Gasi Ali Mahomed; in Central Provinces casualties amongst pensioners drawing Rs. 5,000 and under, and the stoppage of certain pensions by the Chief Commissioner account for the decrease; in Bengal sufficient allowance was not made for lapses, which occurred chiefly in the Nizamut family pensions; in the North-Western Provinces there were lapses by the death of certain members of the ex-Royal family of Oudh; in Madras there was a lapse of a part of the pension of Nawab Ahmad-un-nissa Begum of the Carnatic family, the remainder of the pension being assigned to her heirs; in Bombay the saving was due partly to His Highness Mir Ali Murad Khan of Khairpore having declined to accept his pension of 6,6, and partly to the transfer of a pension to the Bengal Presidency. In the Punjab there was a saving under this head owing to lapses but it was counterbalanced by an excess under *Charitable Allowances*, under which head there is also an excess in Burma, due partly to the transfer of a pension, and partly to the sanction of a new pension. The excesses in these two provinces were, however, more than made up by a saving in the North-Western Provinces.

260. The saving in England was due to the death of His Highness the Maharaja Dhuleep Singh, a smaller allowance having been made to the members of his family.

Section E.—MISCELLANEOUS—*continued.*

28.—Civil Furlough and Absentee Allowances.

1892-93. Accounts.		1893-94. Budget.	1893-94. Revised.	1893-94. Accounts.
4	India	5	6	1,0
3	Burma, Lower	...	...	1
1	Bengal	1	1	...
2	N.-W. Provinces and Oudh	...	...	...
1	Madras	1	1	1
3	Bombay	2	2	3
1,4	TOTAL	9	1,0	1,5
207,8	England	209,0	200,2	197,5
125,0	Exchange	131,1	128,9	128,4
334,2	TOTAL, INCLUDING ENGLAND	341,0	330,1	327,4

261. As noticed in previous reports, the Indian charges represent leave allowances of officers lent to Foreign Service, and depend on the number and grade of such officers on leave. In the year under review there were larger payments of furlough allowance to Berar officers.

262. The decrease in England occurred mainly in the absentee allowances of officers of the Covenanted Civil Service.

29.—Superannuation Allowances and Pensions.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Superannuation and Retired Allowances.	Accounts 1892-93	42,8	23,6	2,5	26,3	8,0	173,0	177,2	84,4	133,7	161,9	830,4
	Budget 1893-94	36,9	24,1	2,6	27,1	8,6	177,9	177,2	84,3	135,6	165,2	839,5
	Revised 1893-94	46,1	25,1	2,6	27,9	8,6	177,5	183,4	87,3	134,0	168,6	861,1
	Accounts 1893-94	46,3	25,7	3,2	28,4	8,4	176,2	182,1	87,5	135,1	170,6	863,5
Compassionate Allowances.	Accounts 1892-93	2,0	7	...	...	1	2,6	3,0	2,1	2,2	3,6	16,3
	Budget 1893-94	1,6	8	...	...	1	2,2	3,3	2,0	2,0	3,8	15,8
	Revised 1893-94	1,8	8	...	...	1	2,0	3,0	2,0	2,4	3,4	15,5
	Accounts 1893-94	1,5	7	...	...	1	2,2	2,9	1,8	2,5	3,4	15,1
Gratuities	Accounts 1892-93	4	1	9	1,7	2	6	1,2	6	1,1	9	7,7
	Budget 1893-94	7	2	7	1,1	1	8	1,0	1,2	1,6	1,2	8,6
	Revised 1893-94	3	2	7	1,1	2	1,7	1,0	1,0	1,6	9	8,7
	Accounts 1893-94	3	1	5	8	2	1,9	9	1,0	1,6	9	8,2
Military Orphan and Medical Retiring Funds.	Accounts 1892-93	6,3	...	...	1	...	...	2	3	1,5	...	8,4
	Budget 1893-94	6,5	...	...	...	...	...	...	...	1,7	...	8,2
	Revised 1893-94	6	...	...	2	1	3,5	1,3	9	1,2	3	8,1
	Accounts 1893-94	6	...	...	2	1	4,0	1,3	8	9	3	8,2
Pensions of the Military Funds.	Accounts 1892-93	4,5	...	...	...	...	3	6	1	4,1	1,0	10,6
	Budget 1893-94	5,0	...	...	...	...	...	...	...	4,3	1,3	10,6
	Revised 1893-94	6	...	...	...	1	9	2,4	9	4,0	1,3	10,2
	Accounts 1893-94	6	...	...	...	1	1,3	2,4	1,0	2,8	9	9,1
Pensions of the Civil Funds.	Accounts 1892-93	2,5	...	...	..	...	2	...	...	1,3	1	4,1
	Budget 1893-94	2,4	...	...	.	...	2	...	...	7	...	3,3
	Revised 1893-94	2,1	..	...	...	...	2	...	...	7	4	3,4
	Accounts 1893-94	2,6	...	...	...	...	2	...	...	7	5	4,0
Other Charges	Accounts 1892-93	9	...	...	2	...	4	1,4	5	1	2	3,7
	Budget 1893-94	9	...	...	...	...	...	1,5	...	1	1	2,6
	Revised 1893-94	7	...	...	...	...	...	1,7	4	1	1	3,0
	Accounts 1893-94	3	...	...	...	...	...	1,7	4	..	1	2,5
TOTAL	Accounts 1892-93	59,4	24,4	31,7		8,3	177,1	183,6	85,0	144,0	167,7	881,2
	Budget 1893-94	54,0	25,1	31,5		8,8	181,1	183,0	87,5	146,0	171,6	888,6
	Revised 1893-94	52,2	26,1	32,5		9,1	185,8	192,8	92,5	144,0	175,0	910,0
	Accounts 1893-94	52,2	26,5	33,1		8,9	185,8	191,3	92,5	143,6	176,7	910,6

		Sterling.	Exchange.	TOTAL.
England	Accounts 1892-93	1,810,5	1,089,3	2,899,8
	Budget 1893-94	1,782,7	1,118,0	2,900,7
	Revised 1893-94	1,772,9	1,141,4	2,914,3
	Accounts 1893-94	1,784,0	1,159,4	2,943,4

Total, including England	Accounts 1892-93	3,781,0
	Budget 1893-94	3,789,3
	Revised 1893-94	3,824,3
	Accounts 1893-94	3,854,0

Section E.—MISCELLANEOUS—*continued.*

29.—Superannuation Allowances and Pensions—*concluded.*

263. The total Indian expenditure shows an excess of 22,0 over the Budget Estimate and of 29,4 over the actuals of the previous year, almost wholly under the head *Superannuation and Retired Allowances.* The variation, as between the several provinces, is due partly to transfer of pensions from one province to another, and partly to *Pensions of the Military Funds* and *Medical Orphan and Medical Retiring Funds* being now adjusted in the provinces where they are paid instead of in India, Madras, and Bombay books as heretofore.

264. The charges for *Superannuation and Retired Allowances* continue to increase yearly owing to the amount of new pensions exceeding the lapses. The figures for the last five years are as follow:—

1889-90	721,8
1890-91	765,5
1891-92	792,6
1892-93	830,4
1893-94	863,5

265. The increase over the Budget Estimate is due mainly to sufficient allowance not having been made for the normal growth of the expenditure, specially in India. There were some arrear payments in the Punjab, and in Bombay the reduction in the Survey Department increased retirements, and was thus partly responsible for the excess.

266. Under *Compassionate Allowances* the decrease in Bombay is due to lapses of pensions from the Warden's Official Fund. Under *Gratuities* the Bengal figure includes a sum of 1,0 paid to Captain E. W. Petley for his loss of appointment as Port Officer, Calcutta.

267. The *Pensions of the Military Funds* are declining year by year, and in that under review there was a large decrease in Madras, the decrease in India being counterbalanced by an increase in the other Provinces of the Bengal Presidency, owing to the adjustment of these pensions in the provinces where they are paid instead of in India as before. Under *Pensions of the Civil Funds* two pensions were re-transferred during the year from England to Bombay, while the annuity paid in Madras terminated during the year. Under *Other Charges* there was no provision for refunds in Punjab.

268. In England an excess in the pensions of officers of the Uncovenanted Service, was nearly counterbalanced by a saving in the Military Fund pensions, owing to provision having been made in the Budget Estimate for a larger number of these pensions being drawn monthly instead of quarterly than has proved to be the case.

30.—Stationery and Printing.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Stationery at the Office Presidency.	Accounts 1892-93	...	...	...	...	...	15,3	...	...	2,4	2,7	20,4
	Budget 1893-94	...	...	...	...	...	13,4	...	...	2,5	3,6	19,5
	Revised 1893-94	...	...	...	...	...	16,0	...	...	2,7	2,8	21,5
	Accounts 1893-94	...	...	...	...	...	16,6	...	...	2,9	2,8	22,3
Purchase of Stationery.	Accounts 1892-93	1	7	6	8	6	181,5	6,7	13,6	26,7	37,0	288,0
	Budget 1893-94	1	7	7	1,0	9	182,8	6,6	13,9	25,2	40,3	278,2
	Revised 1893-94	1	6	6	7	5	209,3	6,8	13,6	27,4	43,8	303,4
	Accounts 1893-94	1	7	6	6	5	205,7	6,7	13,6	25,6	39,6	293,7
Government Presses.	Accounts 1892-93	106,6	7,2	...	30,2	3,9	36,4	29,0	11,1	28,9	29,7	283,0
	Budget 1893-94	109,3	6,9	...	28,4	4,7	34,6	25,4	11,1	28,8	29,8	279,0
	Revised 1893-94	79,6	7,9	...	31,6	5,4	40,2	27,2	12,3	30,0	29,6	263,8
	Accounts 1893-94	81,5	8,1	...	30,8	5,8	41,7	27,3	12,1	29,6	30,2	267,1
Stationery supplied from Central Stores.	Accounts 1892-93	—199,8	8,8	1,9	17,1	2,2	77,0	20,7	7,4	37,4	27,3	...
	Budget 1893-94	—200,0	9,2	2,0	15,2	2,3	75,3	19,0	9,5	37,5	30,0	...
	Revised 1893-94	—205,9	10,1	2,0	18,0	2,6	77,5	20,7	8,5	37,5	29,0	...
	Accounts 1893-94	—193,3	10,8	1,7	20,4	2,6	61,2	19,7	6,9	40,9	29,1	...
Stationery supplied to Postal and Telegraph Departments.	Accounts 1892-93	—40,7	...	...	...	...	...	...	...	...	...	—40,7
	Budget 1893-94	—55,3	...	...	...	...	...	...	...	...	...	—55,3
	Revised 1893-94	—17,0	...	...	...	...	...	...	...	...	...	—17,0
	Accounts 1893-94	—16,6	...	...	...	...	...	...	...	...	...	—16,6

Section E.—MISCELLANEOUS—*continued.*

30.—Stationery and Printing—*continued.*

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Other Charges	Accounts 1892-93	9	1,6	...	...	...	3,1	5,8	14,5	5,2	6	31,7
	Budget 1893-94	7	1,2	...	...	1	3,5	4,6	12,6	5,5	1,2	31,4
	Revised 1893-94	6	1,2	...	...	...	2,6	5,9	16,1	6,5	8	33,7
	Accounts 1893-94	7	9	...	...	1	2,7	5,4	15,7	5,7	5	31,7
Total	Accounts 1892-93	−132,9	18,3	50,6		6,7	313,3	62,2	46,6	100,6	97,9	563,3
	Budget 1893-94	−145,2	18,0	47,3		8,0	309,6	55,6	49,1	99,5	104,9	564,8
	Revised 1893-94	−142,6	19,8	52,9		8,5	345,6	60,6	50,5	104,1	100,0	605,4
	Accounts 1893-94	−127,6	20,5	54,1		9,0	327,9	59,1	48,3	104,7	102,2	598,2

England.		Sterling.	Exchange.	Total.
Stores	Accounts 1892-93	40,5	28,0	74,5
	Budget 1893-94	48,5	30,4	78,9
	Revised 1893-94	44,7	28,8	73,5
	Accounts 1893-94	45,1	29,3	74,4
Other Charges	Accounts 1892-93	6,4	3,8	10,2
	Budget 1893-94	5,8	3,6	9,4
	Revised 1893-94	6,5	4,2	10,7
	Accounts 1893-94	6,4	4,2	10,6
Total England	Accounts 1892-93	52,9	31,8	84,7
	Budget 1893-94	54,3	34,0	88,3
	Revised 1893-94	51,2	33,0	84,2
	Accounts 1893-94	51,5	33,5	85,0

Total, including England.		
	Accounts 1892-93	648,0
	Budget 1893-94	635,5
	Revised 1893-94	689,6
	Accounts 1893-94	683,2

269. Under *Stationery Office at the Presidency* the excesses in Bengal and Madras and the saving in Bombay all occurred in the charges for conveyance of stationery.

270. Under *Purchase of Stationery* the charges in Bengal again exceeded the Budget Estimate. There would have been an excess in Bombay also as provided for in the Revised, owing to the purchase in India, from an Indian mill, of printing paper which used to be obtained before from England, but the excess did not occur, as some bills for stores received during the year were not submitted for payment within the year. The small saving, in Lower Burma, is due to country stationery charges of the smaller offices, which were provided for under this head, having been debited to the offices concerned.

271. The charges under this head have been steadily increasing, partly owing to the growth of public business and partly owing to the substitution of writing paper and other articles of Indian manufacture for those of European manufacture, in consequence of which almost the whole of the increase has occurred in the Indian expenditure, while that in England has remained practically stationary as will appear from the figures given below :—

	India.	England. Sterling.
1889-90	195,5	39,4
1890-91	218,9	44,5
1891-92	262,5	35,1
1892-93	268,9	46,5
1893-94	293,7	45,1

272. Under *Government Presses* the falling off in India, as compared with the actuals of the previous year and the Budget Estimate, is nominal, as a sum of 32,5 on account of printing work done for the Postal and Telegraph Departments has been shown, for the first time, in 1893-94, by deduction from this head, instead of being added to the minus entry under *Stationery supplied to the Postal and Telegraph Departments* as used to be done before; allowing for this, the expenditure would show an increase of 4,7 over the Budget, which occurred chiefly in the Central Press under overtime allowance, purchase of printing materials and postage. The expenditure in the other provinces also exceeded the Budget Estimate, as it did not provide sufficiently for the normal growth of the expenditure under this head.

273. Under *Stationery supplied from Central Stores* the charges were over-estimated in Bengal and the Punjab, and under-estimated in the Central Provinces, where the demands appear to have been specially high; and in Lower Burma and Madras where the demands of the Land Revenue, Registration, and Printing Departments were also specially high. The high charge in Bengal in the previous year is attributed to the expensive paper used for certain forms and registers, prescribed by the High Court for the use of the District Courts in Bengal.

274. Under *Stationery supplied to Postal and Telegraph Departments* the difference between the Budget Estimate and actuals is due partly to printing work done for these departments having been shown by deduction from the expenditure under *Government Presses*, as already mentioned, and partly to the supplies of stationery to the Post Office having been over-estimated as noticed under that head.

Section E.—MISCELLANEOUS—*continued*

30.—Stationery and Printing—*continued.*

275. The head *Other Charges* is necessarily fluctuating. In the Central Provinces the charges of the previous year were swelled by extensive printing work having been done by the Bombay Educational Press for the Commissioner of Settlements and Agriculture. In Bengal the printing work done at private presses for District and Local Boards proved to be smaller than anticipated, while in the North-Western Provinces and the Punjab it exceeded the anticipations in the Budget. In Madras there was an increase as provided in the Revised due to the printing of settlement registers, but this was nearly counterbalanced by savings in the grants sanctioned for the Government Astronomer and the Board of Revenue.

276. The demands for *Stores* from England were lower than budgetted for, but under *Other Charges* there was a small increase in the charges for printing for the India Office.

32.—Miscellaneous.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Allowances and Rewards.	Accounts 1892-93	1	1	1,3	6	6	8	6	5	8	1,2	6,6
	Budget 1893-94	2	1	1,2	5	5	1,1	6	4	7	1,6	6,9
	Revised 1893-94	2	1	6	4	5	1,2	6	6	5	1,4	6,1
	Accounts 1893-94	3	1	6	5	4	1,3	6	9	9	1,3	6,9
Remittance Charges	Accounts 1892-93	11,8	4	7	3	9	1,5	2,9	1,5	2,5	1,5	24,0
	Budget 1893-94	8,8	5	6	3	1,0	3,3	3,3	1,8	3,4	1,7	24,7
	Revised 1893-94	9,5	5	7	6	1,8	1,8	2,8	2,5	2,9	1,2	24,3
	Accounts 1893-94	9,2	3	6	6	1,5	2,0	2,6	2,2	3,1	1,3	23,4
Charitable Donations.	Accounts 1892-93	8	2	5	2	4	10,1	4,2	6	5,8	6,1	28,9
	Budget 1893-94	8	2	...	2	5	11,0	4,2	6	5,7	6,5	29,7
	Revised 1893-94	8	2	...	2	3	10,1	4,0	6	5,8	6,7	28,7
	Accounts 1893-94	8	2	1	2	3	10,0	4,1	5	5,7	6,6	28,5
Rewards for Destruction of Wild Animals.	Accounts 1892-93	1	1,9	5	1,0	1,4	1,9	9	7	2,4	6	11,4
	Budget 1893-94	1	1,8	5	1,0	1,5	1,7	1,2	1,1	2,4	1,5	12,8
	Revised 1893-94	1	1,8	7	9	1,5	1,7	8	8	2,3	6	11,2
	Accounts 1893-94	1	1,7	6	1,0	1,8	1,9	8	1,0	2,4	6	11,9
Petty Provincial and Local Establishments.	Accounts 1892-93	1,6	2,2	3,9	5,2	4,3	5,7	4,1	5,9	25,2	1,8	59,9
	Budget 1893-94	1,5	2,7	4,8	6,2	6,0	4,7	4,1	5,7	26,9	1,9	64,5
	Revised 1893-94	1,4	2,5	4,8	5,4	5,3	6,2	4,0	5,9	25,4	1,7	62,6
	Accounts 1893-94	1,4	2,7	4,3	5,4	5,8	7,3	4,1	6,0	20,3	1,6	64,9
Special Commissions of Enquiry.	Accounts 1892-93	1	...	...	...	...	4	1,2	...	...	5,0	6,7
	Budget 1893-94	...	...	...	...	...	1,0	3	...	2	5	2,0
	Revised 1893-94	22,0	...	...	...	...	...	1	...	1	...	22,2
	Accounts 1893-94	22,5	...	...	...	...	...	2	...	...	...	22,7
Irrecoverable Loans written off.	Accounts 1892-93	2	...	...	...	...	...	2	...	...	1	5
	Budget 1893-94	1	...	...	...	...	...	1	1	...	3	6
	Revised 1893-94	...	...	1	...	...	...	2,9	...	...	...	3,0
	Accounts 1893-94	...	...	1	...	...	5	3,0	...	...	...	3,6
Rents, Rates, and Taxes.	Accounts 1892-93	2,3	...	...	1,2	3	2,1	...	...	9	10,6	17,4
	Budget 1893-94	2,0	...	...	1,0	3	2,4	...	...	5	10,6	16,8
	Revised 1893-94	2,2	...	...	1,5	3	4,0	...	...	9	10,6	19,5
	Accounts 1893-94	1,8	1	1	1,4	3	6,8	...	...	9	10,3	21,7
Extraordinary Items	Accounts 1892-93	...	...	...	...	4	...	...	...	...	...	4
	Budget 1893-94	...	...	...	...	...	...	...	...	...	...	...
	Revised 1893-94	...	...	...	...	5	...	...	...	...	...	5
	Accounts 1893-94	...	...	...	...	5	...	...	...	...	...	5
Other Items	Accounts 1892-93	9,3	2	1,5	7	1,0	5,6	3,2	1,4	8,6	9,0	40,5
	Budget 1893-94	1,1	8	5	1,9	1,4	6,0	3,4	10,1	9,3	9,0	43,5
	Revised 1893-94	9,6	6	4	1,6	4	6,8	4,1	1,6	9,5	8,3	42,9
	Accounts 1893-94	11,9	6	8	1,0	7	6,8	4,1	2,3	9,4	7,5	45,1
Total	Accounts 1892-93	26,3	5,0	17,6		9,3	28,1	17,3	10,6	46,2	35,9	196,3
	Budget 1893-94	14,6	6,1	18,7		11,2	31,2	17,2	19,8	49,1	33,6	201,5
	Revised 1893-94	45,8	5,7	17,9		10,6	31,8	19,3	12,0	47,4	30,5	221,0
	Accounts 1893-94	48,0	5,7	17,3		11,3	36,6	19,5	12,9	48,7	29,2	229,2

England		Sterling.	Exchange.	Total.
	Accounts 1892-93	23,0	13,8	36,8
	Budget 1893-94	25,7	16,1	41,8
	Revised 1893-94	25,0	16,1	41,1
	Accounts 1893-94	27,1	17,6	44,7

Total, including England.		
	Accounts 1892-93	233,1
	Budget 1893-94	243,3
	Revised 1893-94	262,1
	Accounts 1893-94	273,9

Section E.—MISCELLANEOUS—*continued.*

32.—Miscellaneous—*concluded.*

277. The Indian expenditure showed an excess of 27,7 over the Budget Estimate, which occurred chiefly under *Special Commissions of Enquiry*, owing to the appointment of the Indian Hemp Drugs Commission and the Royal Commission on Opium. The writing off in the North-Western Provinces of the balance of the advance for the Almora water-works, and of the loan granted to the Naini-Tal, Municipality for sanitary purposes, as well as a special payment of 4,3 under *Rents, Rates, and Taxes* in Bengal on account of arrear allowances, from December 1881 to March 1893, for the maintenance of the tomb of Khaja Anwar Sahib, also contributed to the excess.

278. Under *Allowances and Rewards* the only noticeable variation is the small saving in Upper Burma, due to fewer officers having appeared in the language examinations and earned the rewards. Under *Remittance Charges* the variations are small. The Budget in India, Burma, and Assam was an under-estimate, while in most of the oher provinces, notably in Bengal, it was placed too high. During the year there was a further decrease in the charges under this head owing to the extension of the system of drawing off surpluses by means of supply bills, and the receipts from premium on these bills (32,1) considerably exceeded the total expenditure under this head. The figures under these heads for the six years ending with 1893-94 are shown below :—

	Revenue from Premium on Bills.	Expenditure under Remittance Charges.
1888-89	22,7	29,4
1889-90	21,8	30,6
1890-91	22,3	24,6
1891-92	24,5	23,2
1892-93	24,2	24,0
1893-94	32,1	23,4

279. Under *Charitable Donations* the saving on the Budget was due chiefly to the non-utilisation of a grant in Bengal for the purchase of a site for the Leper Asylum. Bombay shows an over-estimate under *Rewards for Destruction of Wild Animals*. Under *Petty Provincial and Local Establishments* the Budget in Bengal was exceeded, owing partly to the adjustment under this head of the charges on account of the Khedda operations which were provided for under *Other Charges*, and partly to an under-estimate of Staging Bungalow charges. The excess was, however, nearly counterbalanced by savings in other provinces, specially in Burma, where the provision for Circuit House contingencies was only partially utilised, and there were savings in the pay of Conservancy and Bazar Establishments.

280. Under *Special Commissions of Enquiry* the charges incurred in the previous year were on account of the Police Commission in Bengal, Rampur and Wheeler Commissions in North-Western Provinces, and the Commission appointed to enquire into the working of the Deccan Agriculturists' Relief Act in Bombay, while those incurred in the year under review were on account of the Hemp Drugs Commission, and of a moiety of the cost of the Royal Commission on Opium. Under *Irrecoverable Loans written off* as mentioned already, the balance of the advance for the Almora water-works, and of the loan to the Naini-Tal Municipality for sanitary purposes were written off in the North-Western Provinces and Oudh, while under *Rents, Rates, and Taxes* the charges in Bengal were swelled, by an arrear payment of 4,3 on account of the tomb of Khaja Anwar Sahib from December 1881 to March 1893.

281. The amount shown under *Extraordinary Items* is on account of compensation paid for loss of property during the Manipur disturbance. Under *Other Items* the excess in India was due to the payment of a portion of the charges in connection with the visit of His Imperial Highness the Archduke of Austria Estè, and that in Bengal to a special payment of 1,2 on account of the capital cost and maintenance of the telegraph lines between Demagiri and Chittagong, and to larger payments of refunds, partly counterbalanced by a saving due to the transfer of the Khedda charges to *Petty Establishments*. There was, on the other hand, a saving in the Punjab, owing to a provision of 7,0 in the Budget as a Provincial reserve having been more or less appropriated to meet expenditure under other heads, and in Bombay owing to smaller repayments of loans by Local Funds.

282. In England there was an excess on account of stamp duty on India Bills, but this was partly counterbalanced by a saving in the expenses and allowances of candidates for the Civil Service of India.

Section F.—FAMINE RELIEF AND INSURANCE.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
1,116,1	EXPENDITURE . . .	1,159,8	1,138,3	1,117,8

283. Both the Budget and the Revised Estimates provided for the full amount of 1,500,0 for the Famine Insurance Grant including the net charge on the revenues (shown under the Railway Revenue Account) on account of the Protective Railways constructed through the agency of companies, namely, the Indian Midland and the Bengal-Nagpur Railways, but the actual charges debitable to the grant amounted to 1,489,6, chiefly owing to smaller expenditure on Famine Relief. As the year closed with a heavy deficit, it was considered unnecessary to show the unspent balance of the grant under Reduction of Debt.

284. The following statement shows how the above sum of 1,489,6 was applied :—

Famine Relief and Insurance.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
70,8	Famine Relief	40,5	2,8	5
984,5	Construction of Protective Railways	1,054,3	1,079,7	1,060,9
60,8	Construction of Protective Irrigation Works . . .	65,0	55,8	56,4
1,116,1	TOTAL .	1,159,8	1,138,3	1,117,8

Railway Revenue Account.

253,7	Net charge on account of Indian Midland Railway .	223,5	248,3	275,2
130,2	" " " Bengal-Nagpur Railway .	116,7	113,4	96,6
383,9	TOTAL .	340,2	361,7	371,8
1,500,0	**GRAND TOTAL** .	1,500,0	1,500,0	1,489,6

33.—Famine Relief.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
17,2	India	...	...	...
1	Burma, Upper	...	...	...
28,7	Bengal	10,0	2,5	3
24,4	Madras	30,0	3	2
4	Bombay	5	...	...
70,8	TOTAL .	40,5	2,8	5

285. In 1892-93 large expenditure was incurred in the relief of distress in Ajmere-Merwara in India, in Durbhanga in Bengal, and in the Madras Presidency. In 1893-94 provision was made for charitable relief in Bengal and Madras, but only a small expenditure was incurred, in Madras on account of honoraria sanctioned to Local Fund Engineers employed during the distress in previous years and in Bengal in the relief of distress in Backergunge and Tipperah.

34.—Construction of Protective Railways.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
984,5	EXPENDITURE	1,054,3	1,079,7	1,060,9

286. This head includes a portion of the capital expenditure on Railways and Irrigation. The total expenditure and the manner in which it has been distributed under the various heads, is shown in para. 444; the amount charged here is the total expenditure on the three railways mentioned below, which are the only state lines which can be classed as Protective.

34.—Construction of Protective Railways—*continued.*

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	MADRAS—			
984,5	East Coast Railway	918,0	996,8	976,0
...	South Indian Railway	113,7	72,5	75,0
...	Guntakal-Mysore Frontier Railway	17,8	10,4	9,9
984,5		1,049,5	1,079,7	1,060,9
...	Stores	4,8	...	...
984,5	TOTAL	1,054,3	1,079,7	1,060,9

35.—Construction of Protective Irrigation Works.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	N.-W. PROVINCES AND OUDH—			
9	Betwa Canal	1,8	1,4	2,1
	PUNJAB—			
—2	Swat River Canal	5,7	2,2	2,1
	MADRAS—			
49,6	Rushikulya project	45,0	40,0	40,1
	BOMBAY—			
10,4	Nira Canal	12,2	11,2	11,4
...	Chankapur tank	...	...	...
1	Mhasvad tank	3	1,0	7
60,8		65,0	55,8	56,4
	THIS INCLUDES—			
3,6	Outlay in England	...	1	2
2,2	Exchange	...	1	1

287. The decrease in the expenditure in 1893-94, as compared with that of 1892-93, was chiefly due to the approaching completion of the Rushikulya project in Madras. The decrease, as compared with the Budget Estimate, was due partly to the Nawadand aqueduct of the Swat river canal in the Punjab for which provision was made in the Budget Estimate, having been postponed, and partly to heavy rains up to the middle of November 1893 having retarded the progress of work on the Rushikulya project.

Section G.—CONSTRUCTION OF RAILWAYS (charged against Revenue in addition to that under Famine Insurance).

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
339,5	EXPENDITURE	75,1	77,1	73,9

The following are the details:—

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	IMPERIAL.			
	MADRAS—			
201,2	East Coast Railway	...	...	...
	PROVINCIAL.			
	ASSAM—			
3,7	Jorhat Railway	1,3	2,2	2,2
5	Cherra-Companyganj Railway	...	3	1
4,2		1,3	2,5	2,3
	MADRAS—			
91,9	Mayavaram-Mutupet Railway	67,5	66,4	64,0
	BOMBAY—			
42,2	Hyderabad-Umarkot Railway	6,3	8,2	7,6
138,3	TOTAL PROVINCIAL	75,1	77,1	73,9
339,5	GRAND TOTAL	75,1	77,1	73,9

288. Under *Imperial* in 1892-93 was shown the balance of the Capital Expenditure on State Railways in excess of the amounts recorded under "Capital Expenditure not charged to Revenue" and "Construction of Protective Railways." No expenditure has been charged to this head in 1893-94.

289. Under *Provincial* the decrease, as compared with the actuals of the previous year, is 64,4. The smaller expenditure on the Mayavaram-Mutupet and the Hyderabad-Umarkot Railways is due to the completion of works.

Section H.—RAILWAYS.

290. The following is a general statement of the Revenue Account :—

1893-94.	State Railways.	Guaranteed Railways.	Subsidised Companies.	Miscellaneous.	TOTAL.
GROSS RECEIPTS . .	16,879,1	6,461,1	34,1	..	23,374,3
WORKING EXPENSES.	7,779,1	3,077,3	...	...	10,856,4
Surplus Profits . .	484,9	571,2	...	...	1,056,1
Interest . . .	6,483,9	3,557,5	2,8	...	10,044,2
Annuities . . .	2,797,5	...	...	...	2,797,5
Land and Supervision	...	34,0	18,2	...	52,2
Miscellaneous Railway Expenditure . .	...	...	...	103,4	103,4
TOTAL EXPENDITURE	17,545,4	7,240,0	21,0	103,4	24,909,8
NET GAIN OR LOSS TO THE GOVERNMENT—					
1893-94 . .	*—666,3*	*—778,9*	+13,1	*—103,4*	*—1,535,5*
1892-93 . .	*—1,041,2*	*—805,6*	*—11,1*	+10,9	*—1,847,0*
1891-92 . .	+109,5	*—333,2*	*—1*	*—92,0*	*—315,8*
1890-91 . .	*—387,4*	*—145,9*	*—4,8*	*—149,2*	*—687,3*
1889-90 . .	*—983,9*	*—699,5*	*—20,1*	*—149,1*	*—1,852,6*

291. These figures show that *State Railways* did better than in 1892-93 by 374,9. Under Receipts there was a marked increase in passenger traffic, while the traffic in wheat and seeds was also more favourable than in the previous year. The receipts from general traffic on most of the railways also show an increase in 1893-94. As regards expenditure, there was an increase in working expenses and in surplus profits paid to Companies due to the larger traffic. The exchange on interest and annuities paid in England was 180,1 more than in the previous year, chiefly due to the fall in exchange.

292. The *Guaranteed Railways* also did better than in the preceding year by 26,7. The increase in the net traffic receipts amounting to 139,4 has done little more than cover the increase 109,6 in the charges for interest due to the fall in exchange.

293. The net loss to Government on the Revenue Account of Railways during the last few years, as shown above, has been considerably affected by the fluctuations in the rate of exchange. If the rate had not varied from that of 1886-87 the amounts of net loss or gain would have been as shown below :—

	State Railways.	Guaranteed Railways.	Subsidised Companies.	Miscellaneous.	TOTAL.
1893-94 . .	+316,6	*—188,9*	+13,1	*—103,4*	+37,4
1892-93 . .	*—234,1*	*—321,7*	*—11,1*	+10,9	*—556,0*
1891-92 . .	+315,5	*—210,2*	*—1*	*—92,0*	+13,2
1890-91 . .	*—552,5*	*—262,0*	*—4,8*	*—140,2*	*—968,5*
1889-90 . .	*—746,0*	*—529,6*	*—20,1*	*—149,1*	*—1,444,8*
1888-89 . .	*—991,1*	*—682,1*	+14,7	*—70,6*	*—1,729,1*
1887-88 . .	*—1,002,0*	*—811,4*	*—18,8*	*—51,8*	*—1,884,0*
1886-87 . .	*—375,1*	*—675,6*	*—43,6*	*—94,4*	*—1,188,7*

294. The opening of the Frontier lines and the commencement of the Bengal-Nagpur Railway increased the net loss considerably in 1887-88; but since then the loss steadily decreased year by year to the end of 1891-92, when the growth of the revenue received a check owing to a falling off in the export traffic in wheat. In 1893-94 the revenue shows a considerable improvement over that of the previous year, and but for the fall in exchange, the results would have been a net gain to Government.

Section H.—RAILWAYS—RECEIPTS.

1892-93. Accounts.		1893-94. Budget.	1893-94. Revised.	Accounts.
19,077,1	RECEIPTS . .	19,551,7	20,206,5	20,297,0

295. The following are the items comprised in this group. Particulars of them are given in the succeeding statements :—

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
15,814,8	State Railways (gross) .	16,291,5	16,775,3	16,879,1
3,244,4	Guaranteed Railways (net) .	3,235,0	3,397,5	3,383,8
17,9	Subsidised Companies .	25,2	33,7	34,1
19,077,1		19,551,7	20,206,5	20,297,0

296. *State Railways.*—The gross receipts are 1,064,3 more than those of the previous year. The principal improvements are on the East Indian and the North-Western Railways, and there is also an appreciable increase on the Southern Mahratta, the Bengal-Nagpur, the Rajputana-Malwa, the Eastern Bengal, and the Oudh and Rohilkhand Railways.

297. On the East Indian, the Rajputana-Malwa, and the Oudh and Rohilkhand Railways, the increase is chiefly from pilgrim traffic. The wheat traffic on the North-Western Railway was larger than in the previous year, and the traffic in oilseeds was also favourable. On the Southern Mahratta Railway, the traffic in raw cotton, oilseeds, rice and wheat shows a marked improvement, and passenger traffic also shows a steady development. On the Bengal-Nagpur Railway the improvement is in through passenger traffic attributed to an accelerated train service, and in goods traffic due to general development. On the Eastern Bengal Railway the increase is due to an improvement in passenger traffic, and to the opening of the Barsoe-Kissengunge branch.

298. Compared with the Budget Estimate, there is an improvement of 587,6, of which the East Indian Railway contributes 172,6, owing to a large pilgrim traffic, the North-Western Railway, 231,5, owing largely to improved traffic in wheat and oilseeds, and the Rajputana-Malwa Railway, 97,6, owing to steady development of passenger traffic and to traffic in oilseeds.

299. The increase of 103,8 over the Revised Estimate is due to the traffic on the North-Western and Bengal-Nagpur Railways having proved better towards the close of the year than was expected.

300. *Guaranteed Railways.*—The net receipts are 139,4 above those of the previous year. The traffic on the Bombay, Baroda and Central India Railway was better than in the previous year, the improvement being chiefly in passenger traffic and oilseeds; and on the Madras Railway there was also an increase in passenger traffic, and in the traffic in coal, cotton, and grains. On the Great Indian Peninsula Railway the traffic shows a falling off due chiefly to smaller exports of wheat.

Section H.—RAILWAYS—RECEIPTS—*continued.*

XXVI and 38.—State Railways—Gross Receipts and Working Expenses.

Accounts, 1892-93. Gross Receipts.	Accounts, 1892-93. Working Expenses.	Accounts, 1892-93. Net.	Capital Outlay to 31st March 1894.	Railways.	Budget, 1893-94. Gross Receipts.	Budget, 1893-94. Working Expenses.	Budget, 1893-94. Net.	Revised, 1893-94. Gross Receipts.	Revised, 1893-94. Working Expenses.	Revised, 1893-94. Net.	Accounts, 1893-94. Gross Receipts.	Accounts, 1893-94. Working Expenses.	Accounts, 1893-94. Net.
				Imperial.									
4,888,9	1,358,7	3,530,2	34,229,7	East Indian . .	4,950,3	1,375,0	3,575,3	5,120,3	1,364,9	3,755,4	5,122,9	1,355,8	3,767,1
872,3	561,6	310,7	10,346,9	Eastern Bengal .	800,0	540,0	320,0	897,5	535,0	362,5	890,0	542,5	353,5
2,247,6	918,0	1,329,6	13,108,5	Rajputana-Malwa .	2,210,0	940,0	1,270,0	2,280,0	920,0	1,354,0	2,307,6	911,9	1,395,7
2,569,9	1,811,8	758,1	41,319,0	North-Western .	2,800,0	1,835,0	965,0	2,980,0	1,900,0	1,080,0	3,031,5	1,908,2	1,123,3
845,9	368,7	477,2	10,920,5	Oudh & Rohilkhand	870,0	390,0	480,0	885,0	390,0	495,0	898,0	377,9	520,1
603,3	309,7	293,6	9,795,4	Bengal-Nagpur .	*650,0	325,0	325,0	950,0	317,5	332,5	680,9	329,7	351,2
538,4	395,4	143,0	2,498,4	Bengal & North-Western & Tirhoot	530,0	380,0	150,0	535,0	390,0	145,0	524,1	389,5	134,6
444,4	292,1	152,3	8,729,2	Indian Midland .	407,5	275,0	192,5	455,0	283,0	172,0	432,4	288,7	140,7
463,1	304,6	158,5	9,518,2	Southern Mahratta .	500,0	315,0	185,0	570,0	350,8	219,2	577,0	353,4	224,0
797,6	507,0	290,6	7,290,1	South Indian . .	810,0	500,0	310,0	770,0	500,0	270,0	781,5	488,8	292,7
14,271,4	6,827,6	7,443,8	147,467,9	Total .	14,647,8	6,875,0	7,772,8	15,142,8	6,057,2	8,185,6	15,251,9	6,942,4	8,309,5
				Other Railways. Imperial.									
...	...	...	1,351,3	Godhra-Rutlam .	...	...	...	9,0	3,7	5,3	7,4	3,0	4,4
...	...	...	20,6	Palanpur-Deesa .	...	...	...	1,0	1,1	5	1,4	5	9
15,3	9,7	5,6	213,8	Bhopal . . .	18,0	12,0	6,0	18,0	12,0	6,0	16,9	11,7	5,2
23,3	19,9	3,4	498,8	Wardha Coal .	24,0	13,2	10,8	20,6	11,7	8,9	21,1	12,2	8,9
54,4	50,7	3,7	167,7	Warora Colliery .	54,0	48,4	5,6	56,0	56,0	...	56,2	56,7	—5
36,5	33,2	3,3	99,5	Umaria Colliery .	36,2	32,4	3,8	36,2	34,0	2,2	37,2	34,3	2,9
...	1,3	—1,3	...	Katni-Umaria .	...	...	...	...	...	...	...	...	...
16,4	...	16,4	...	Burma . . .	...	...	...	...	...	...	...	...	...
23,1	54,0	—30,9	1,794,5	Mu Valley .	35,0	55,0	—20,0	27,5	55,0	—27,5	28,1	55,4	—27,3
78,0	46,0	32,0	1,010,6	Bengal Central .	78,0	47,5	30,5	78,0	46,3	31,7	78,1	47,2	30,9
28,7	12,3	16,4	...	Patna-Gya . .	...	...	...	...	...	...	...	...	...
69,5	41,6	27,9	851,4	Lucknow-Bareilly .	70,0	42,8	27,2	76,0	43,6	32,4	76,7	47,6	29,1
...	...	...	585,8	Guntakal-Mysore Frontier . .	24,6	16,3	8,3	26,0	15,5	10,5	20,2	17,4	11,8
9,9	7,0	2,9	142,7	Bezvada Extension	40,0	28,0	12,0	10,8	7,1	3,7	0,3	7,4	1,0
151,2	94,0	57,2	1,429,4	Mysore . . .	152,5	92,2	60,3	161,0	99,8	61,2	150,0	98,7	60,0
...	...	...	3,830,0	East Coast . .	25,0	20,0	5,0	70,0	50,0	20,0	75,0	89,6	15,4
32,8	...	32,8	1,118,1	Dhond-Manmad* .	33,4	...	33,4	34,5	...	34,5	34,8	...	34,8
539,1	369,7	169,4	13,114,2	Total other Railways, Imperial .	590,7	407,8	182,9	625,2	435,8	189,4	631,0	451,7	179,3
14,810,5	7,197,3	7,613,2	160,582,1	Total .	15,238,5	7,282,8	7,955,7	15,768,0	7,393,0	8,375,0	15,882,9	7,394,1	8,488,8
				Surplus Profits and share of net earnings.									
...	248,4	—248,4	...	East Indian . .	...	240,0	—240,0	...	205,1	—205,1	...	208,5	—208,5
...	100,7	—100,7	...	Rajputana-Malwa .	...	130,0	—130,0	...	164,0	—164,0	...	165,9	—165,9
...	7,8	—7,8	...	Bengal Central .	...	7,5	—7,5	...	7,7	—7,7	...	7,9	—7,9
...	1,2	—1,2	...	Lucknow-Bareilly .	...	1,2	—1,2	...	4	—4	...	3	—3
...	19,1	—19,1	...	Southern Mahratta .	...	45,0	—45,0	...	74,7	—74,7	...	76,1	—76,1
...	4,8	—4,8	...	Mysore . . .	...	12,8	—12,8	...	24,2	—24,2	...	24,2	—24,2
...	...	...	...	South Indian . .	...	...	...	...	1,7	—1,7	...	2,0	—2,0
...	382,0	—382,0	...	Total Surplus Profits, etc. .	...	436,5	—436,5	...	477,8	—477,8	...	484,9	—484,9
14,810,5	7,579,3	7,231,2	160,582,1	Total Imperial .	15,238,5	7,719,3	7,519,2	15,768,0	7,870,8	7,897,2	15,882,9	7,879,0	8,003,9
				Provincial.									
678,7	351,9	326,8	5,350,7	Burma . . .	710,0	350,0	360,0	622,5	370,0	252,5	619,0	365,9	253,1
6,6	5,5	1,1*	81,1	Jorhat . . .	6,7	6,1	6	7,0	5,7	1,3	7,1	5,7	1,4
1,9	1,8	1	77,9	Cherra-Companygunj . .	2,3	2,1	2	2,3	2,1	2	2,3	2,0	3
310,7	...	310,7	...	Eastern Bengal .	320,0	...	320,0	362,5	...	362,5	353,5	...	353,5
6,4	6,4	...	170,7	Hyderabad-Umarkot	14,0	10,0	4,0	13,0	10,5	2,5	14,3	11,4	2,9
1,004,3	365,6	638,7	5,680,4	Total Provincial	1,053,0	368,2	684,8	1,007,3	388,3	619,0	996,2	385,0	611,2
15,814,8	7,944,9	7,869,9	166,262,5	GRAND TOTAL .	16,291,5	8,087,5	8,204,0	16,775,3	8,259,1	8,516,2	16,879,1	8,264,0	8,615,1

* Net receipts.

Section H.—RAILWAYS—RECEIPTS—*continued.*

STATE RAILWAYS—IMPERIAL.

East Indian Railway.

1892-93. Accounts.	Earnings—	Budget.	1893-94. Revised.	Accounts.
1,547,4	Coaching	1,550,0	1,720,0	1,725,2
3,286,7	Goods	3,310,0	3,330,0	3,327,4
54,8	Miscellaneous and Suspense	90,3	70,3	70,3
4,888,9	Total .	4,950,3	5,120,3	5,122,9

* 301. The receipts during the year are 234,0 and 172,6 in excess of those of the previous year and the Budget Estimate respectively. The increase is principally in coaching traffic, due to the large pilgrim traffic to and from Allahabad, Baidyanath, and Jagganath, as well as to riverside stations on the occasion of bathing festivals. Under Goods Traffic there was an increase in the receipts from cotton, linseed, and other seeds.

Eastern Bengal Railway.

Including Provincial Share.

1892-93. Accounts.	Earnings—	Budget.	1893-94. Revised.	Accounts.
405,4	Coaching	400,0	442,6	442,0
678,0	Goods	685,0	717,1	717,5
99,6	Miscellaneous and Suspense	95,0	100,3	90,0
1,183,0	Total .	1,180,0	1,260,0	1,249,5

302. The receipts are better than those of the previous year and the Budget Estimate, owing chiefly to an improvement in passenger traffic and to the opening of the Barsoe-Kissengunge branch and the Bengal Dooars Railway. The decrease as compared with the Revised Estimate is due to the outstanding earnings at end of the year being larger than was anticipated.

Rajputana-Malwa Railway.

1892-93. Accounts.	Earnings—	Budget.	1893-94. Revised.	Accounts.
612,5	Coaching	610,0	660,0	675,9
1,586,5	Goods	1,574,0	1,590,0	1,591,4
48,6	Miscellaneous and Suspense	26,0	30,0	40,3
2,247,6	Total .	2,210,0	2,280,0	2,307,6

303. The receipts are 60,0 more than those of the previous year. Under *Coaching* there is an increase of 63,4 due to a larger attendance at fairs, and to the movements of Hindu marriage parties. The traffic in oilseeds and general merchandise showed an increase, but this was nearly counterbalanced by a falling off in that in raw cotton, grains, salt, and sugar traffic. The increase over the Budget Estimate is due to heavy traffic in oilseeds, to a steady development of 3rd class passenger traffic, and to the provisional adjustment under this head of the Indian Midland Railway Company's share of interest charges on joint works at Agra. The last two of these causes also account for the increase over the Revised Estimate.

North-Western Railway.

1892-93. Accounts.	Earnings—	Budget.	1893-94. Revised.	Accounts.
920,9	Coaching	940,0	950,0	955,0
1,619,9	Goods	1,810,0	1,966,5	1,989,6
29,1	Miscellaneous and Suspense	50,0	63,5	86,9
2,569,9	Total .	2,800,0	2,980,0	3,031,5

Section H.—RAILWAYS—RECEIPTS—*continued.*

North Western Railway—*concluded.*

304. Compared with the actuals of the previous year, the receipts are more by 461,6. The increase in coaching traffic (34,1) is due to a general improvement in 3rd class passenger traffic, which had suffered in the previous year owing to a sickly season and a bad harvest. The wheat crop of 1893 was better than in 1892, and the traffic in this commodity as well as in oilseeds contributed largely to the increased receipts (369,7) under Goods Traffic. The Budget Estimate provided for a moderate improvement over the unfavourable results recorded in 1892-93, but owing to the causes stated above, has been exceeded by the actuals by 231,5. The Revised Estimate has been exceeded by 51,5, owing to the traffic in the latter part of February and March having been more favourable than was expected.

Oudh and Rohilkhand Railway.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	EARNINGS—			
368,1	Coaching	380,0	392,5	396,0
442,6	Goods	452,5	450,0	467,8
35,2	Miscellaneous and Suspense	37,5	36,5	34,2
845,9	TOTAL	870,0	885,0	898,0

305. The receipts are in excess of those of the previous year by 52,1, due to the movements of passengers in connection with *melas*, to the new traffic over the Lucknow-Rae Bareli section, to the steady growth of 3rd class passenger traffic, and to increased receipts from carriage of material for the Bareilly-Rampur-Moradabad Railway. The last two causes caused the actuals to exceed the Budget Estimate by 28,0, while the Revised Estimate did not fully anticipate the traffic towards the close of the year.

Bengal-Nagpur Railway.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	EARNINGS—			
113,8	Coaching	115,0	131,5	136,3
449,4	Goods	495,0	463,2	482,4
40,1	Miscellaneous and Suspense	40,0	55,3	62,2
603,3	TOTAL	650,0	650,0	680,9

306. Compared with the actuals of the previous year, there is an improvement under all the heads of earnings. The increase in *Coaching* is attributed to the further acceleration of the train service, which has attracted through passengers between Bombay and Calcutta, and to pilgrim and coolie traffic. The increase in *Goods* is ascribed to the large export of linseed, and to the traffic in limestone and wooden sleepers for other railways. Compared with the Budget Estimate, the improvement in Coaching traffic is due to the breaking up of the fair at Jagganath, as owing to the opening of the Sambalpur extension the line has been more used by pilgrims; but the goods traffic shows a falling off owing to bad harvests in the Chattisgurh and other districts. The Revised Estimate has been exceeded by 30,9 owing to an improvement towards the close of the year, specially in the traffic in coal from the Umaria Colliery, in piece goods, sleepers, firewood, bamboos, and limestone.

Bengal and North-Western and Tirhoot Railway.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	EARNINGS—			
204,9	Coaching	200,0	208,3	205,6
272,1	Goods	276,0	261,7	251,5
61,4	Miscellaneous and Suspense	54,0	65,0	67,0
538,4	TOTAL	530,0	535,0	524,1

307. The receipts are less than the Budget Estimate and the actuals of the previous year by 5,9 and 14,3 respectively owing to a falling off in goods traffic in consequence of a poor harvest and to a temporary stoppage of traffic on the Bairagnia branch owing to floods.

Section H.—RAILWAYS—RECEIPTS—*continued.*

Indian Midland Railway.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	EARNINGS—			
198,8	Coaching	200,0	210,0	207,0
282,6	Goods	304,6	283,9	289,3
—37,0	Miscellaneous and Suspense	—37,1	—38,9	—63,9
444,4	TOTAL	467,5	455,0	432,4

308. The coaching traffic shows a small improvement due to the growth of traffic along the system. The traffic in wheat and food-grains shows a large falling off, while the traffic in oilseeds has increased, and there have been substantial increases in the traffic in cotton and piece goods, and in materials carried for the construction of the Bina Guna and Bhopal-Ujjain Railways; but owing to a dispute as to rates, the freight due on the material for the Bina Guna Railway was not paid before the close of the year, and the total receipts have consequently fallen short of both the estimates and the actuals of the previous year.

Southern Mahratta Railway.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	EARNINGS—			
201,7	Coaching	215,5	208,0	213,4
263,0	Goods	275,0	357,5	354,7
—1,6	Miscellaneous and Suspense	9,5	4,5	8,9
463,1	TOTAL	500,0	570,0	577,0

309. Compared with the actuals of the previous year, the receipts are more by 113,9. The increase under *Coaching* is due to general development of passengers, luggage and parcels traffic and that under *Goods* to a large development in the traffic in raw cotton and oilseeds, while the traffic in rice and wheat shows a marked improvement. The increase, as compared with the Budget Estimate, is due to the improvement in the export traffic arising from better harvests.

South Indian Railway.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	EARNINGS—			
421,1	Coaching	444,7	396,2	402,8
353,4	Goods	350,0	350,0	358,6
23,1	Miscellaneous and Suspense	15,3	23,8	20,1
797,6	TOTAL	810,0	770,0	781,5

310. The decrease in the receipts, as compared with those of the previous year and with the Budget Estimate, is chiefly under *Coaching* Traffic, and is attributed to the interruption of traffic owing to extensive breaches caused by heavy rains in November 1893. The actuals exceeded the Revised Estimate owing to more favourable traffic towards the close of the year.

Other State Railways—Imperial.

1892-93. Accounts.	Budget.	1893-94. Revised.	Accounts.
522,7*	590,7	625,2	631,0

* Excludes Imperial share of the earnings of the Burma State Railway.

311. Compared with the actuals of the previous year, there is an increase of 108,3. The earnings of the open section of the Godhra-Rutlam Railway in 1892-93 were included in those of the Rajputana-Malwa Railway, but they are now recorded separately, and this accounts for an increase of 7,4. There is an increase of 5,0 on the Mu Valley Railway owing to the opening of the section of the line from Shwebo to Wuntho, of 7,2 on the Lucknow-Bareilly Railway owing to the opening of the Dudwa branch, and of 8,4 on the Mysore Railway due to general development of 3rd class passenger traffic and traffic in food-grains. The Dharmavaram-Mysore Frontier section of the Guntakal-Mysore Frontier Railway was opened for traffic during the year, and the earnings of the Guntakal-Dharmavaram section, which were treated as a part of the South Indian Railway in the previous year, have now been included with those of that section,

Section H.—RAILWAYS—RECEIPTS—*continued.*

Other State Railways—Imperial—*concluded.*

and these circumstances account for an increase of 29,2. The opening for traffic of a section of the East Coast Railway accounts for an increase of 75,0. On the other hand, there is a falling off of 28,7 in consequence of the amalgamation of the Patna-Gya Railway with the East Indian Railway.

312. The actuals are better than the Budget Estimate by 40,3, due to the opening of a section of the East Coast Railway and the Dudwa branch of the Lucknow-Bareilly Railway. The traffic on the Mysore Railway also continued more favourable than was anticipated, and shows an improvement of 7,1, while there has been a falling off of 6,9 on the Mu Valley Railway.

STATE RAILWAYS—PROVINCIAL.

Burma Railway.

1892-93 Accounts		1893-94. Budget.	1893-94. Revised.	1893-94. Accounts.
	EARNINGS—			
425,6	Coaching	710,0	622,5	333,2
283,2	Goods			273,1
6,4	Miscellaneous and Suspense			12,7
695,2*	TOTAL	710,0	622,5	619,0

* Includes Imperial share of the earnings of the Railway.

313. The receipts are 76,2 below those of the previous year, and 91,0 below the Budget Estimate, the decreases being due to the low price of paddy. It is also explained that the paddy season of 1893 was an early one, and that of 1894 a late one, which had the effect of throwing earnings that would ordinarily have come into the accounts of 1893-94 into the accounts of 1892-93 and 1894-95.

Other Railways—Provincial.

1892-93. Accounts.	Budget.	1893-94. Revised.	Accounts.
14,9	23,0	22,3	23,7

314. The increase over the actuals of the previous year is mainly on the Hyderabad-Umarkot Railway, which was open for eight months only in 1892-93.

XXVII.—Guaranteed Companies—Net Traffic Receipts.

ACCOUNTS, 1892-93. Gross Receipts.	Working Expenses.	Net.	GUARANTEED RAILWAY COMPANIES.	BUDGET, 1893-94. Gross Receipts.	Working Expenses.	Net.	REVISED, 1893-94. Gross Receipts.	Working Expenses	Net.	ACCOUNTS, 1893-94. Gross Receipts.	Working Expenses.	Net.	Guaranteed interest, 1893-94.	Percentage of charges on receipts.
1,435,2	579,4	855,8	Bombay, Baroda and Central India	1,400,0	560,0	840,0	1,515,0	547,5	967,5	1,518,1	539,8	978,3	689,3	35·56
3,887,5	1,951,2	1,936,3	Great Indian Peninsula	3,960,0	2,000,0	1,960,0	3,930,0	2,020,0	1,910,0	3,893,1	2,018,1	1,875,0	1,988,2	51·84
979,2	526,9	452,3	Madras	975,0	540,0	435,0	1,060,0	540,0	520,0	1,049,9	519,4	530,5	880,0	49·47
6,301,9	3,057,5	3,244,4	TOTAL	6,335,0	3,100,0	3,235,0	6,505,0	3,107,5	3,397,5	6,461,1	3,077,3	3,383,8	3,557,5	47·63

GROSS RECEIPTS.

315. The increase, as compared with the actuals of the previous year, is due to an improvement on all three railways, but chiefly on the Bombay, Baroda and Central India and Madras Railways. On the first, the increase is due to larger consignments of oil seeds, sugar, and timber, and to improvement in the 3rd class passenger traffic, and in receipts belonging to foreign lines. On the Madras Railway the passenger and parcel traffic improved in consequence of more favourable seasons; the traffic in cotton and grains also showed an improvement, and the traffic in coal was considerably improved by large bookings to the Kolar gold-fields. Under earning heads, the receipts on the Great Indian Peninsula Railway showed a falling off, due to

Section H.—RAILWAYS—RECEIPTS—*concluded.*

XXVII.—Guaranteed Companies—Net Traffic Receipts—*concluded.*

smaller exports of wheat and to the depletion of stocks in food-grains in 1892 to meet the prevailing scarcity in the Madras Presidency, but this decrease was more than counterbalanced by an increase in suspense transactions arising from through traffic transactions.

316. The decrease, as compared with the Revised Estimate, is on the Great Indian Peninsula and Madras Railways; the suspense transactions on these lines are liable to large fluctuations, so that it is difficult to frame a correct forecast.

WORKING EXPENSES.

317. The increase, as compared with the actuals of the previous year, occurs only on the Great Indian Peninsula Railway in consequence of heavy renewals of engines and to the entertainment of additional station and train staff required for the working of the altered train service. The working expenses of the Bombay, Baroda and Central India and Madras Railways were lower than in the previous year. The reduction on the former was due to there being no expenditure on renewals with steel rails and repairs to flood damages; large credits for sale of old rails to the Telegraph Department and the Godhra-Rutlam Railway, and less renewals and repairs to coaching and goods vehicles have also contributed to the reduction to a certain extent. The reduction on the Madras Railway is due to the heavy outlay which was incurred in 1892-93 on repairs and renewals of permanent-way and bridges. The variations between the Revised Estimate and actuals show a decrease of 30,2 as under—

Bombay, Baroda and Central India Railway	7,7
Great Indian Peninsula Railway	1,9
Madras Railway	20,6

318. The decrease on the Madras Railway is due to the requirements for all departments, especially Locomotive, having been over-estimated.

XXVIII.—Subsidised Companies (Repayment of Advances of Interest).

1892-93. Accounts.		1893-94. Budget.	1893-94. Revised.	1893-94. Accounts.
	INDIA—			
17,9	Mysore Railway	23,6	33,7	34,1
	ENGLAND—			
...	Rohilkhand-Kumaon Railway	10	...	...
...	Exchange	6	...	...
17,9	TOTAL	25,2	33,7	34,1

319. The credit under India represents the amount recoverable from the Mysore Durbar in settlement of the net charge for interest paid to the Southern Mahratta Railway Company in connection with the Mysore Railway. The receipts, working expenses, and interest charges of the Mysore Railway are recorded in the accounts under their respective railway heads, and the recovery of the net charge for interest (*i.e.*, interest on Capital expended, *minus* net receipts) from the Mysore Durbar is credited under this head. The settlement with the Mysore Durbar is effected outside the Railway accounts. The details of the amounts recoverable are given below:—

1892-93. Accounts.		1893-94. Budget.	1893-94. Revised.	1893-94. Accounts.
	INDIA—			
	MYSORE RAILWAY—			
76,9	Interest on Capital	78,1	78,9	79,2
6,6	*Less*—Charge for interest borne by Government for the unexpended balance of the Capital retained in its hands	7,0	8,2	8,4
70,3		71,1	70,7	70,8
52,4	Net receipts	47,5	37,0	36,7
17,9	Net charge for interest recoverable from Mysore Durbar	23,6	33,7	34,1

320. The Budget Estimate provided for credits under England representing the Government share of surplus profits of the Rohilkhand-Kumaon Railway for the years 1891 and 1892, to be taken in reduction of the Company's debt for advances of interest. No payment has, however, been made pending a decision on certain questions materially affecting the Government share of surplus profits.

Section H.—RAILWAYS—EXPENSES.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
20,924,1	EXPENDITURE . . .	21,545,8	21,803,5	21,832,5

321. These figures comprise the expenditure under the following heads:—

	STATE RAILWAYS—			
7,944,9	Working Expenses . .	8,087,5	8,259,1	8,264,0
4,779,1	Interest on debt . .	4,945,3	4,967,5	4,972,9
2,717,4	Annuities . . .	2,765,6	2,787,0	2,797,5
1,086,1	Interest on Capital Deposits	1,136,5	1,140,1	1,153,1
328,5	Interest on Advances .	352,9	356,5	357,9
	GUARANTEED COMPANIES—			
611,3	Surplus Profits, etc. . .	613,2	605,8	605,2
3,438,7	Interest	3,508,9	3,544,4	3,557,5
	SUBSIDISED COMPANIES—			
27,1	Land, etc. . . .	22,3	20,1	18,2
1,9	Advances of Interest .	6,1	2,8	2,8
—10,9	MISCELLANEOUS RAILWAY EXPENDITURE . .	107,5	111,2	103,4
20,924,1		21,545,8	21,803,5	21,832,5

322. The actuals exceeded those of the previous year by 908,4, and the Budget Estimate by 286,7. The charges on account of exchange were higher by 289,7 and 128,2, chiefly on account of the fall in the rate of exchange. Excluding exchange the total charges are higher than those of the previous year and of the Budget Estimate by 618,7 and 158,5 respectively.

323. The increase, compared with the actuals of the previous year, occurred chiefly in the working expenses of State Railways, owing to the larger traffic worked, to larger payments of surplus profits to the Southern Mahratta Railway Company and on account of the Rajputana-Malwa Railway to the Bombay, Baroda and Central India Railway Company, and to repairs of flood damages, and strengthening of bridges. There is also an increase in the interest charges resulting from the progress of construction of State Railways. The expenditure on surveys was greater than in the previous year, owing to new surveys being undertaken and to a special recovery of 89,1 in 1892-93 from the Assam-Bengal Railway Company on account of the past outlay incurred by Government on surveys connected with that line. The excess over the Budget Estimate is in the working expenses of State Railways, owing chiefly to the improved traffic, to the payment of surplus profits to Companies which it was anticipated would have been paid in the previous year, and to repairs of flood damages, and heavy renewals of way and rolling-stock. The excess over the Revised Estimate is on account of exchange, the actual average rate of exchange for the year having been slightly lower than the rate adopted for the purposes of the estimate.

38.—State Railways—Working Expenses.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
7,944,9	EXPENDITURE	8,087,5	8,259,1	8,264,0

324. The particulars of these charges by individual Railways are given on page 88. The increase over the actuals of the previous year and the Budget Estimate is due to the larger traffic worked, to larger payments of surplus profits to the Southern Mahratta Railway Company, and to the Bombay, Baroda and Central India Railway Company for working the Rajputana-Malwa Railway, and to repairs of flood damages.

Section H.—RAILWAYS—EXPENSES—*continued.*

STATE RAILWAYS—IMPERIAL.

East Indian Railway.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	WORKING EXPENSES—			
327,1	Maintenance	339,3	289,5	293,5
408,7	Locomotive	405,5	420,5	423,5
120,9	Carriage and Wagon	129,6	125,5	104,7
276,5	Traffic	278,1	284,7	280,9
225,5	General, Miscellaneous, and Suspense . .	222,5	244,7	253,2
1,358,7	TOTAL WORKING EXPENSES .	1,375,0	1,364,9	1,355,8
248,4	Share of surplus profits paid to the Company and contribution to Provident Fund . . .	240,0	205,1	208,5
1,607,1	TOTAL .	1,615,0	1,570,0	1,564,3

325. The actuals for the year are 42,8 less than the actuals of 1892-93 and 50,7 less than the Budget Estimate. But for a special credit of 82,3 afforded to Revenue by debit to Capital during the year on account of outlay charged to Revenue to the end of 1892-93 in providing an additional sleeper to each 30′ rail, the expenditure would have been 39,5 and 31,6 in excess of the actuals of the previous year and the Budget Estimate respectively. More extensive renewals of sleepers and fencing and additional relaying of rails were carried out during the year; and the expenditure connected with the running of trains and on fuel was heavier in consequence of the increased traffic. The decrease in the payments to the Company on account of their share of surplus profits is due to the lower rate of exchange at which the sterling annuity and interest charges falling against the net revenue have had to be converted into Indian currency.

Eastern Bengal Railway.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	WORKING EXPENSES—			
122,6	Maintenance	121,0	120,3	123,5
122,8	Locomotive	118,0	120,1	119,4
47,6	Carriage and Wagon	51,5	50,3	48,2
118,2	Traffic	112,0	120,9	121,5
150,4	General, Miscellaneous and Suspense . .	137,5	123,4	129,9
561,6	TOTAL .	540,0	535,0	542,5

326. The total expenditure is less than that of the previous year, due chiefly to the debit in 1892-93 of the amount of depreciation on the Bengal Central Railway rolling-stock to Revenue by credit to Capital. The increase, as compared with the Revised Estimate, is due to larger debits to demands payable account than were provided for.

Rajputana-Malwa Railway.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	WORKING EXPENSES—			
162,0	Maintenance	168,0	155,5	162,8
407,6	Locomotive	411,0	403,7	367,1
77,2	Carriage and Wagon	95,0	91,3	98,5
145,6	Traffic	140,0	141,3	147,6
125,6	General, Miscellaneous, and Suspense . . .	126,0	134,2	135,9
918,0	TOTAL WORKING EXPENSES .	940,0	926,0	911,9
100,7	Share of surplus profits paid to the Bombay, Baroda and Central India Railway Company, and contribution to Provident Fund	130,0	164,0	165,9
1,018,7	TOTAL .	1,070,0	1,090,0	1,077,8

327. The working expenses are less than those of the previous year, and of the Budget Estimate by 6,1 and 28,1 respectively. The savings have occurred chiefly under *Locomotive* expenses, due to less coal carried

Section H.—RAILWAYS—EXPENSES—*continued.*

Rajputana-Malwa Railway—*concluded.*

during the year, to the replacement of three engines and extensive repairs in 1892-93, for which there were no corresponding charges in 1893-94, and to smaller charges for fuel and running expenses in consequence of less train mileage run. There has been an increase under *Carriage and Wagon* expenses due to heavy expenditure on wheel and axle-changing operations, and under *Special and Miscellaneous* due to payments to the East Indian Railway for arrear shunting charges at Cawnpore, and to a larger number of compensation claims settled during the year.

328. The increased payments on account of surplus profits, as compared with the actuals of the previous year and with the Budget Estimate, are due partly to the working results of the year having proved more satisfactory, and partly to the payment of 90 per cent. of the Company's share of surplus profits for the second-half of 1892 having been made in this year instead of in the previous year as anticipated.

North-Western Railway.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	WORKING EXPENSES—			
627,5	Maintenance	702,5	677,4	675,2
622,7	Locomotive	549,5	653,5	656,6
163,9	Carriage and Wagon	166,5	160,0	160,9
244,6	Traffic	250,5	250,5	252,5
153,1	General, Miscellaneous, and Suspense	166,0	158,6	163,0
1,811,8	TOTAL	1,835,0	1,900,0	1,908,2

329. The expenditure is 96,4 more than in the previous year, due to repairs of flood damages and the strengthening and reconstruction of bridges, to heavier repairs and renewals of engines, and to increased traffic. The increase, as compared with the Budget Estimate, is due to larger consumption of fuel, and to more extensive renewals of engines and vehicles.

Oudh and Rohilkhand Railway.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	WORKING EXPENSES—			
116,5	Maintenance	115,6	117,4	111,9
103,2	Locomotive	114,6	113,7	115,4
34,5	Carriage and Wagon	42,0	40,6	40,2
65,0	Traffic	69,5	70,5	70,8
49,5	General, Miscellaneous, and Suspense	48,3	47,8	39,6
368,7	TOTAL	390,0	390,0	377,9

330. Contrasted with the actuals of the previous year, the expenditure shows an increase of 9,2, which is due to the opening of the Lucknow-Rae Bareli section and to the larger traffic worked, which involved an increase in establishment and in fuel and running expenses generally. The expenditure would have been still larger, but for delay in the settlement of the share of joint station charges of the Moghul Serai and Aligurh stations for the year 1893. The short outlay, as compared with the Budget and Revised Estimates, is due to delay in the supply of wooden sleepers intended for renewals, and to the share of joint stations charges for 1893 having remained unadjusted.

Bengal-Nagpur Railway.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	WORKING EXPENSES—			
85,7	Maintenance	90,0	100,0	103,4
87,4	Locomotive	95,0	80,2	81,4
17,6	Carriage and Wagon	19,7	25,8	28,1
47,7	Traffic	47,0	46,4	47,7
71,3	General, Miscellaneous, and Suspense	73,3	65,1	69,1
309,7	TOTAL	325,0	317,5	329,7

Section H.—RAILWAYS—EXPENSES—*continued.*

Bengal Nagpur Railway—*concluded.*

The increase occurred chiefly under *Maintenance* and *Carriage and Wagon* expenses, and is due to larger outlay on ballast for renewals, to cost of relaying commenced on the Katni-Umaria section, to abnormal expenditure in connection with the re-roofing of staff quarters, and to special repairs to coaching vehicles and renewals of bearing springs of goods vehicles. The decrease under *Locomotive* is due to cheaper fuel and to general economy effected in the working of this Department.

Bengal and North-Western and Tirhoot Railway.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	WORKING EXPENSES—			
44,1	Maintenance	36,0	50,0	52,9
53,3	Locomotive	49,0	48,0	45,6
14,3	Carriage and Wagon	15,3	12,9	12,7
39,6	Traffic	38,0	40,9	42,4
72,7	General, Miscellaneous, and Suspense	71,7	71,2	70,5
171,4	Share of net earnings paid to the Company, and contribution to Provident Fund	170,0	167,0	165,4
395,4	TOTAL	380,0	390,0	389,5

332. The working expenses are slightly below the actuals of the previous year. Owing to a decrease in earnings, the share of net earnings paid to the Company is less by 6,0. There has however been increased expenditure on repairs to the breaches caused by floods on the Bairagnia branch. The increase over the Budget Estimate is due to repairs of the damages caused by floods, to larger expenditure on renewals of sleepers, on repairs of stations and buildings and on printing forms for the use of stations.

Indian Midland Railway.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	WORKING EXPENSES—			
71,7	Maintenance	65,0	76,5	75,4
101,8	Locomotive	95,0	95,8	98,3
23,3	Carriage and Wagon	21,5	23,0	24,5
48,3	Traffic	47,0	45,0	46,7
47,0	General, Miscellaneous, and Suspense	46,5	42,7	40,8
292,1	TOTAL	275,0	283,0	285,7

333. The actuals are less by 6,4 than those of the previous year. Under *Maintenance* there is an increase due to extraordinary renewals on the Scindia section and on the Bhopal Railway, but this is more than counterbalanced by a decrease under *Locomotive* expenses due to the reduced cost of fuel and to a reduction in the running expenses, and under *General and Miscellaneous* expenditure due to the payment made in the previous year to the Bombay, Baroda and Central India Railway on account of share of joint works at Agra for the period from 1st March 1889 to 31st December 1892. As compared with the Budget Estimate there is an excess due to insufficient provision having been made for extraordinary renewals.

Southern Mahratta Railway.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	WORKING EXPENSES—			
69,4	Maintenance	77,0	87,6	83,2
99,4	Locomotive	106,0	122,0	130,3
20,1	Carriage and Wagon	23,4	25,0	24,1
50,9	Traffic	51,5	57,6	56,0
64,8	General, Miscellaneous, and Suspense	57,1	58,6	58,8
304,6	TOTAL WORKING EXPENSES	315,0	350,8	352,4
19,1	Share of net earnings paid to the Company, and contribution to Provident Fund	45,0	74,7	76,1
323,7	TOTAL	360,0	425,5	428,5

Section H.—RAILWAYS—EXPENSES—*continued.*

Southern Mahratta Railway—*concluded.*

334. The large increase in working expenses, as compared with both the actuals of the previous year and the Budget Estimate, is due to abnormal renewals of sleepers, to the transfer from Capital of the cost of works and buildings at a temporary station on its being closed for traffic, to renewals of engines, and to heavier expenditure consequent on improved earnings.

335. The increase in the share of net earnings paid to the Company is due to improved traffic and to 90 per cent. of the Company's share of net earnings for the half-year ended 31st December 1892 not having been paid in the previous year.

South Indian Railway.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	WORKING EXPENSES—			
131,4	Maintenance	133,8	121,7	119,1
188,1	Locomotive	174,3	176,3	172,0
45,4	Carriage and Wagon	48,8	58,9	58,7
67,6	Traffic	67,9	68,5	67,8
74,5	General, Miscellaneous, and Suspense	75,2	74,6	71,2
507,0	TOTAL WORKING EXPENSES	500,0	500,0	488,8
...	Share of net receipts paid to the Company, and contribution to Provident Fund	...	1,7	2,0
507,0	TOTAL	500,0	501,7	490,8

336. The maintenance charges were below those of the previous year owing to less renewals of rails and to a decrease in mileage in consequence of the transfer of the working of the Guntakal-Dharmavaram section of the Guntakal-Mysore Frontier Railway to the Southern Mahratta Railway Company. The locomotive expenses were also less owing to replacement of four engines and adjustment of arrear charges in 1892-93, for which there were no corresponding debits in 1893-94. The lapse on the Budget Estimate is due to the decrease in maintenance charges as explained above.

Other State Railways—Imperial.

1892-93. Accounts.	Budget.	1893-94. Revised.	Accounts.
383,5	429,3	468,1	484,1

337. The actuals exceeded those of the previous year by 100,6. The opening of the East Coast Railway accounts for 59,6 of the increase. On the Mysore Railway the increase is 24,1, due to the payment in this instead of in the previous year to the Southern Mahratta Railway Company of 90 per cent. of their share of net earnings for the second half of 1892, and to improved traffic. The Guntakal-Mysore Frontier Railway accounts for an increase of 17,4 due to the opening for traffic of the Dharmavaram-Mysore Frontier section, and to the Revenue accounts of the Guntakal-Dharmavaram section being now separated from the South Indian Railway accounts. On the Warora Colliery there is an increase of 6,0 due to a larger output of coal, to the charges for new boilers, and to a write-off of 2,0 on account of railway stores to "Loss on stores." The increase of 5,1 on the Lucknow-Bareilly Railway is due to the larger traffic worked, and to additional maintenance charges consequent on the opening of the Dudwa branch.

338. The actuals exceeded the Budget Estimate by 54,8. The principal excesses are on the East Coast and Mysore Railways and the Warora Colliery, and are due chiefly to the causes that led to the excesses over the actuals of the previous year. The excess over the Revised Estimate is mainly due to an underestimate of expenditure on the East Coast Railway.

State Railways—Provincial.

Burma Railway.

1892-93. Accounts		Budget.	1893-94. Revised.	Accounts.
	WORKING EXPENSES—			
120,6	Maintenance	350,0	370,0	123,7
107,8	Locomotive			105,2
25,5	Carriage and Wagon			33,8
63,0	Traffic			64,6
35,0	General, Miscellaneous, and Suspense			38,6
351,9	TOTAL	350,0	370,0	365,9

339. The actuals are 14,0 in excess of those of the previous year, and 15,9 in excess of the Budget estimate, due to the relaying of a portion of the Sittang section and to heavy repairs to coaching and goods stock having been found necessary.

Section H.—RAILWAYS—EXPENSES—*continued.*

Other Railways—Provincial.

1892-93. Accounts.	Budget.	1893-94. Revised.	Accounts.
13,7	18,2	18,3	19,1

340. The increase, as compared with the actuals of the previous year, is on the Hyderabad-Umarkot Railway. This line was open for traffic throughout the year as against eight months in 1892-93.

38.—State Railways.

Interest on Debt.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
3,149,9	INTEREST ON CAPITAL FOUND BY GOVERNMENT	3,320,9	3,327,6	3,327,1
	INTEREST ON OTHER CAPITAL—			
	East Indian Railway—			
64,6	Debenture Stock	64,6	64,6	64,6
	Stock issued in Redemption of annuity and Debenture Stock—			
2	Rupee debt—4 per cent.	4	2	2
241,3	Sterling Stock—3½ per cent.	239,4	239,4	239,5
7,5	Ditto 3 per cent.	7,5	7,5	7,4
	Eastern Bengal Railway—			
13,9	Debenture Stock	14,0	14,0	13,9
20,5	Stock issued in Redemption of annuity and Debenture Stock	20,3	20,3	20,3
	Sind, Punjab and Delhi Railway—			
165,5	Stock issued in Redemption of annuity	164,4	164,4	164,4
	Oudh and Rohilkhand Railway—			
76,3	Debentures and Debenture Stock	39,6	39,6	39,6
275,6	Stock issued for purchase of Railway and in Redemption of Debentures and Debenture Stock	297,6	297,3	297,3
	South Indian Railway—			
50,2	Debentures and Debenture Stock	38,4	38,4	38,4
101,7	Stock issued for purchase of Railway and in Redemption of Debentures	112,3	112,0	112,0
4,167,2	TOTAL INTEREST ON CAPITAL	4,319,4	4,325,3	4,324,7
611,9	EXCHANGE	625,9	642,2	648,2
4,779,1	TOTAL INTEREST ON DEBT	4,945,3	4,967,5	4,972,9

341. There was an increase over the actuals of the previous year, and the Budget and Revised Estimates in the charges for exchange owing to a fall in the rate. Omitting exchange, the charges approximate closely to the Budget and Revised Estimates, but exceed those of the previous year by 157,5, as the charges for interest on capital found by Government are increasing year by year with the progress of construction.

Interest on Capital found by Government.

342. The following statement shows how the amount charged in the accounts of 1893-94 as interest on capital found by Government has been computed :—

CAPITAL EXPENDITURE ON WHICH INTEREST IS CHARGEABLE—

	E. I. Ry.	E. B. Ry.	Other State Railways.	TOTAL.
Capital Expenditure at end of 1892-93	3,036,4	6,962,2	66,650,6	76,649,2
Capital Expenditure during 1893-94	543,4	105,5	3,425,5	4,074,4
Capital Expenditure at end of 1893-94	3,579,8	7,067,7	70,076,1	80,723,6
Debentures discharged	3,546,7	815,6	...	4,362,3
INTEREST.				
Interest on Capital Account at beginning of the year	121,5	278,5	2,666,1	3,066,1
Interest on Debentures, etc., discharged	141,9	32,6	...	174,5
Half a year's interest on Capital spent during the year	10,9	2,1	68,5	81,5
TOTAL	274,3	313,2	2,734,6	3,322,1
Add—½ per cent. on the Holkar Loan of a crore, which bears 4½ per cent. interest	...	...	5,0	5,0
TOTAL INTEREST CHARGED, 1893-94	274,3	313,2	2,739,6	3,327,1
" " " 1892-93	256,0	308,4	2,585,5	3,149,9

Section H.—RAILWAYS—EXPENSES—*continued.*

Annuities in Purchase of Guaranteed Railways (including Sinking Funds).

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	ENGLAND—			
1,169,2	East Indian Railway	1,171.0	1,166,7	1,166,8
121,2	Eastern Bengal Railway	121,3	121,3	121,3
406,3	Sind, Punjab and Delhi Railway	407.4	407.4	407.5
1,696,7	TOTAL ENGLAND	1,699,7	1,695,4	1,695,6
1,020,7	EXCHANGE	1,065,9	1,091,6	1,101.9
2,717,4	GRAND TOTAL	2,765,6	2,787,0	2,797.5

343. The sterling payments agree closely with the actuals of the previous year and with the Budget and Revised Estimates, but the charge for exchange is higher owing to the fall in the rate of exchange.

Interest on Capital deposited by Companies.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	INTEREST ON OVERDRAWN CAPITAL—			
	INDIA—			
3,2	Lucknow-Bareilly Railway	4,8	4,8	4,7
	INTEREST ON SUBSCRIBED CAPITAL—			
	INDIA—			
19,4	Bengal-Nagpur Railway	19.4	19,4	19.4
7,5	Lucknow-Bareilly Railway	7.8	7,7	7,7
	ENGLAND—			
26,1	Assam-Bengal Railway	46,3	47,1	47,1
17,5	Bengal Central Railway	17,5	17,5	17,5
171,2	Bengal-Nagpur Railway	171,2	171,2	171,2
212,0	Indian Midland Railway	212,0	212,0	212,0
202,5	Southern Mahratta Railway	201,8	201,8	201,8
30,0	South Indian Railway	30,0	30,0	30,0
689,4		710,8	711,5	711.4
396,7	EXCHANGE	425,7	437,6	441,7
1,086,1	TOTAL	1,136,5	1,149,1	1,153,1

Interest.

344. The increase in the sterling payments over the actuals of the previous year is on account of the Assam-Bengal Railway consequent on the additional capital paid up by the Company.

Exchange.

345. The increase in the actuals, compared with those of the previous year and with the Budget Estimate, is due partly to a fall in the rate of exchange, and partly to the larger payment of interest to the Assam-Bengal Railway Company.

Section H.—RAILWAYS—EXPENSES—*continued.*

Interest chargeable against Companies on Advances.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	ENGLAND—			
16,2	Bengal Central Railway	16,3	16,3	16,3
81,3	Bengal-Nagpur Railway	88,3	88,3	88,5
41,4	Indian Midland Railway	43,7	43,7	43,7
66,2	Southern Mahratta Railway	68,6	68,6	68,6
205,1		216,9	216,9	216,9
123,4	EXCHANGE	136,0	139,6	141,0
328,5	TOTAL	352,9	356,5	357,9

Interest.

346. As explained in previous reports, the capital required by the above Companies has, from 1889-90, been advanced by the Secretary of State from funds raised under the provisions of the Oudh and Rohilkhand Railway Purchase Act, and the interest chargeable against the Companies on the advances is shown under this head.

347. The increase over the actuals of the previous year is due to further advances having been made to Companies by the Secretary of State.

Exchange.

348. The increase in exchange, compared with the actuals of the previous year, is due partly to larger charges on account of interest, and partly to a less favourable rate of exchange. The increase, as compared with the Budget Estimate, is due to a fall in the rate of exchange.

39.—Guaranteed Companies—Surplus Profits, Land and Supervision.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	MOIETY OF SURPLUS PROFITS—			
186,7	Bombay, Baroda and Central India Railway	181,2	265,0	266,0
395,2	Great Indian Peninsula Railway	381,6	305,9	305,2
581,9	TOTAL SURPLUS PROFITS	562,8	570,9	571,2
	LAND AND SUPERVISION—			
15,6	India—Share of Office of Director General of Railways	15,9	16,2	15,8
11,0	Central Provinces	10,6	10,7	10,5
2,1	Assam	6,5	7,0	7,1
10,9	Bengal	10,8	11,0	11,5
12,5	North-Western Provinces and Oudh	12,5	11,1	11,9
13,4	Madras	16,0	13,8	12,6
23,4	Bombay	33,9	28,3	27,7
...	Reserve	6,3	...	...
88,9		112,5	98,1	97,1
59,5	*Deduct*—Amount recoverable from Companies on account of Government Supervision	*62,1*	*63,2*	*63,1*
29,4	TOTAL LAND AND SUPERVISION	50,4	34,9	34,0
611,3	GRAND TOTAL	613,2	605,8	605,2

SURPLUS PROFITS.

349. The decrease of 10,7, as compared with the actuals of the previous year, is due to the smaller earnings of the Great Indian Peninsula Railway in the first-half of the year. The difference would have been larger, but for the increase in the share of surplus profits paid to the Bombay, Baroda and Central India Railway Company consequent on the improvement in traffic, which also led to an increase over the Budget Estimate.

Section H.—RAILWAYS—EXPENSES—*continued.*

39.—Guaranteed Companies—Surplus Profits, Land and Supervision—*continued.*

LAND AND SUPERVISION.

350. The increase over the actuals of the previous year is due principally to the charge for the offices of Consulting Engineer and Government Examiner of Accounts, Assam-Bengal Railway, during the year under review having been for twelve months, while that for 1892-93 was only for five months, and to the outlay on land taken up for the Anand station on the Bombay, Baroda and Central India Railway. The saving on the Budget Estimate is due mainly to the requirements for land having been over-estimated.

351. The increase over the actuals of the previous year and the Budget Estimate, in the amount recoverable from Companies on account of Government supervision, is chiefly due to the larger recovery from the Assam-Bengal Railway in consequence of a greater length of line being under construction. The difference between the Budget and the actuals of 1893-94 would have been more, but for no recovery having been made from the Southern Mahratta Railway Company on account of the Guntakal-Hindupur line, Government having decided not to levy any charge until receipt from the Secretary of State of the agreement for working the line.

39.—Guaranteed Companies—Interest.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	INTEREST—			
2,7	India	2,6	2,4	2,5
2,145,3	England	2,154,9	2,154,7	2,154,7
2,148,0		2,157,5	2,157,1	2,157,2
1,290,7	EXCHANGE	1,351,4	1,387,3	1,400,3
3,438,7	TOTAL	3,508,9	3,544,4	3,557,5

352. The increase in the payments in England, compared with those of the previous year, is due to the additional debentures raised by the Great Indian Peninsula and Bombay, Baroda and Central India Railways.

353. The increase under Exchange is chiefly due to the less favourable rate of exchange.

40.—Subsidised Companies.—Land, Subsidy, and Interest.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	IMPERIAL—			
3,9	Bengal and North-Western Railway—(*Land*)	1,7	2,8	1,0
2	Delhi-Umballa-Kalka Railway—(*Land*)	1,4	...	...
6,4	Nilgiri Railway—(*Land*)	5,0	3,0	3,0
1,9	Ditto (*Interest*)	6,1	2,8	2,8
12,4	TOTAL IMPERIAL	14,2	8,6	6,8
	PROVINCIAL—			
4,0	Rohilkhand-Kumaon Railway—(*Subsidy*)	4,0	4,0	4,0
1	Ditto ditto (*Land*)	...	—1	—1
10,0	Dibru-Sadiya Railway—(*Subsidy and Audit*)	10,1	10,1	10,0
2,5	Dooars Railway—(*Land*)	1	3	3
16,6	TOTAL PROVINCIAL	14,2	14,3	14,2
29,0	GRAND TOTAL	28,4	22,9	21,0

354. Compared with the actuals of the previous year there is a net decrease of 8,0. There was less acquisition of land for the Bengal and North-Western Railway, and short payments of compensation. The land required for the Nilgiri and the Dooars Railways was for the most part paid for in previous years. Owing to additional deposits of capital in the Government treasury, the interest paid to the Nilgiri Railway Company exceeded the amount paid in the previous year.

355. The lapse on the Budget Estimate is partly due to the interest payable to the Nilgiri Railway Company having been calculated for twelve months, whereas the payment ceased on the 30th September 1893, the date on which the limit of three years expired under the contract. The Budget Estimate also provided for the cost of demarcating land relinquished by the Delhi-Umballa-Kalka Railway Company, which it is considered expedient to retain in the hands of Government, but the provision was not utilised, and for land for the Nilgiri Railway, which was not acquired.

Section H.—RAILWAYS—EXPENSES—*continued.*

41.—Miscellaneous Railway Expenditure.

1892-93. Accounts.	IMPERIAL.	Budget.	1893-94. Revised.	Accounts.
	INDIA (GENERAL AND POLITICAL)—			
3,3	Surplus Establishment and Miscellaneous Charges	7,0	5,0	5,1
15,6	Director-General's Establishment, share of—	15,9	16,2	15,8
2,3	Port Store-keeper's Establishment	2,4	2,4	2,2
1,9	Rutlam-Muttra Survey	7,2	5,5	5,5
...	Pachpadra-Umarkot Survey	2,0	2,0	2,1
...	Reserve	...	5,6	...
23,1	TOTAL	34,5	36,7	30,7
	CENTRAL PROVINCES—			
...	Bina-Guna Railway—(*Land*)	3	...	...
6,1	Sambulpore-Khurda Survey	...	2	2
...	Saugor-Katni Survey	4,0	2,4	2,4
...	Raipur-Sonpur Survey	...	...	2
...	Jubbulpore-Gondia Survey	6,0	...	...
6,1	TOTAL	10,3	2,6	2,8
	BURMA—			
2,3	Meiktila-Myingyan Survey	...	...	...
6,1	Mandalay-Kunlon Survey	6,0	13,0	13,6
9	Chittagong-Akyab-Minhla Survey	4,3	8,2	6,8
1,8	Mogoung-Irrawaddy Survey	9	3,2	3,0
...	Thedaw-Myingyan Survey	...	6	6
...	Prome-Magwe-Meiktila Survey	4,0	...	...
11,1	TOTAL	15,2	25,0	24,0
	ASSAM—			
—81,6	Bengal-Assam Survey	...	...	...
	BENGAL—			
—1	Moghul Serai-Howrah Survey	...	—4	—3
7,2	Cuttack-Midnapur-Calcutta Survey	13,0	11,3	10,6
4	Monghyr Extension Survey	4	3	2
4	Anarpur-Begum Serai Survey	4	5	5
—7,5	Chittagong-Comilla Survey	...	...	...
...	Singhia-Madaripore-Chandpore Survey	...	5	4
4	TOTAL	13,8	12,2	11,4
	NORTH-WESTERN PROVINCES AND OUDH—			
2,0	Rae Bareli-Benares Survey	5,0	1,3	1,2
2	Aonla-Budaon Survey	...	...	...
...	Ghaziabad-Moradabad Survey	1,2	3,0	2,5
...	Rampur-Ramnagar Survey	...	6	5
...	Bareilly-Soron Survey	...	1,4	1,2
2,2	TOTAL	6,2	6,3	5,4
	PUNJAB—			
1,9	Dera Ismail Khan-Murtaza Survey	4	2	2
1,6	Wazirabad-Multan Survey	8	1,5	1,6
5,3	Kalka-Simla Survey	4,8	8,2	8,2
3,5	Delhi-Minchinabad Survey	9,6	9,2	9,6
9,5	Kashmir Railway Survey	...	1	...
1	Zhob Valley Survey	...	...	...
3	Umballa-Patiala Survey	4	2	2
4,6	Frontier Railway Surveys	1,8	6	5
6	Jungshahi-Tatta Survey	...	...	...
—2	Abt Material and Engine Suspense Account	...	...	...
...	Ludhiana-Ferozepore Survey	1,7	7	2
...	Kotri-Karachi Survey	...	1,3	1,2
...	Kotri-Rohri Survey	...	2	2
27,2	TOTAL	19,5	22,2	21,9

Section H.—RAILWAYS—EXPENSES—*concluded.*

41.—Miscellaneous Railway Expenditure—*concluded.*

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	MADRAS—			
...	Madras-Bezvada Survey	5,0	5,0	6,0
5	Kurnool Branch Survey	...	...	...
...	Raipur-Vizagapatam Survey	3,0	...	...
5	TOTAL	8,0	5,0	6,0
	BOMBAY—			
1	Nusseerabad-Kekri Survey	...	...	...
—10,9	TOTAL IMPERIAL	107,5	110,0	102,2
	PROVINCIAL.			
	BENGAL—			
...	Sultanpore-Bogra Survey	...	1	1
	MADRAS—			
...	West Coast Survey	...	1,1	1,1
...	TOTAL PROVINCIAL	...	1,2	1,2
—10,9	TOTAL IMPERIAL AND PROVINCIAL	107,5	111,2	103,4

356. The total outlay under *Imperial* is more than that of the previous year by 113,1. The accounts for 1892-93 included special credits amounting to 89,1 on account of the refund of the past outlay on surveys in connection with the Assam-Bengal Railway. Eliminating this amount, the outlay in 1892-93 was 78,2 against 102,2 during 1893-94. No useful comparison can be made between the outlay of the two years by individual projects, as surveys are being completed and new surveys are being started every year. During the year new surveys were sanctioned, and others, for which provision was made in the Budget Estimate, were not commenced, the result being that the expenditure is 5,3 less than the Estimate. Two surveys were undertaken from Provincial funds during the year.

Section J.—IRRIGATION.

357. The following is a general summary of the results under the head of Irrigation :—

1892-93. Accounts.		Budget	1893-94. Revised.	Accounts.
	Major Works.			
1,510,7	Direct Receipts	1,323,7	1,333,6	1,349,7
722,3	Land Revenue due to Irrigation	815,6	792,0	746,9
2,233,0	TOTAL RECEIPTS	2,139,3	2,125,6	2,096,6
794,0	Working Expenses	776,1	771,7	789,0
1,138,4	Interest	1,168,3	1,165,8	1,165,5
1,932,4	TOTAL EXPENDITURE	1,944,4	1,937,5	1,954,5
300,6	Net Receipts (Major Works)	194,9	188,1	142,1
	Minor Works and Navigation.			
185,9	Receipts	198,4	194,0	199,8
1,008,1	Expenditure	915,7	918,8	908,0
—822,2	Net Expenditure (Minor Works)	—717,3	—724,8	—708,2
—521,6	Net Expenditure (Irrigation)	—522,4	—536,7	—566,1

358. The net result was on the whole worse than the Budget and the actuals of the previous year by 43,7 and 44,5 respectively. There was a decrease in the net expenditure on Minor works and Navigation of 9,1, and 114,0, the expenditure in the previous year having been abnormally high, owing to the execution of famine relief works in Rajputna, Upper Burma and Madras, and to raising, strengthening, and retiring several miles of the Irrawaddy embankments in Lower Burma in order to guard against threatened river encroachments. The improvements under Minor works were however more than neutralised by a decrease in the net revenue from the Major works. The unfavourable result shown by these works as compared with the previous year was produced mainly by a decline in the Direct Receipts chiefly owing to a heavy rainfall in the Punjab having reduced the demand for canal water, and also by the capital outlay of the year having enhanced the Interest charges. The anticipation of the Budget failed chiefly under Land Revenue due to Irrigation, under which a large increase had been expected from the introduction of a new settlement in the Tanjore district which was not however actually introduced until late in the year.

SECTION J.—IRRIGATION—RECEIPTS.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
2,418,9	REVENUE	2,337,7	2,319,6	2,296,4

359. The actual receipts in 1893-94 have fallen short of those of the previous year by 122,5, due chiefly to heavy rainfall in the Punjab having diminished the necessity for artificial irrigation, and partly to large arrears having been realized in Bengal in 1892-93. In Madras the revenue increased owing to the introduction of the new settlement in the Tanjore district. There was also an improvement in the North-Western Provinces and Oudh owing to an extension of irrigation from the Eastern Jumna Canal. The decrease, as compared with the Budget Estimate, occurred in Madras, and was due to the late date on which orders were issued on the settlement scheme in the Tanjore district, in consequence of which the increase of revenue was not so large as was anticipated. In the Revised Estimate the revenue was over-estimated.

XXIX and 42.—Major Works.

Direct Receipts and Working Expenses.

Accounts, 1892-93. Gross Revenue.	Accounts, 1892-93. Working Expenses.	Accounts, 1892-93. Net Revenue.	Irrigation Works and Canals.	Budget, 1893-94. Gross Revenue.	Budget, 1893-94. Working Expenses.	Budget, 1893-94. Net Revenue.	Revised, 1893-94. Gross Revenue.	Revised, 1893-94. Working Expenses.	Revised, 1893-94. Net Revenue.	Accounts, 1893-94. Gross Revenue.	Accounts, 1893-94. Working Expenses.	Accounts, 1893-94. Net Revenue.
			IMPERIAL.									
8,5	10,1	—1,6	N.-W. Provinces and Oudh .	8,9	10,5	—1,6	7,2	10,0	—2,8	7,4	0,0	—2,5
			Punjab—									
117,1	49,1	68,0	Western Jumna Canal . .	116,6	48,0	68,6	111,0	59,0	52,0	105,4	61,3	44,1
231,4	67,7	163,7	Bari Doab Canal . . .	203,4	61,4	142,0	204,0	53,9	150,1	203,9	56,0	147,9
243,0	65,5	177,5	Sirhind Canal . . .	118,1	64,5	53,6	107,6	58,5	49,1	108,7	58,3	50,4
77,6	49,8	27,8	Other Projects . . .	101,0	54,2	47,7	97,4	53,3	44,1	97,0	55,8	42,1
669,1	232,1	437,0	TOTAL .	540,0	228,1	311,9	520,0	224,7	295,3	515,0	231,4	284,5
			Madras—									
12,0	54,7	—42,7	Godavari Delta . . .	11,0	50,2	—39,2	12,0	45,7	—33,7	12,1	46,5	—34,4
5,3	42,5	—37,2	Kistna Delta . . .	5,0	39,8	—34,8	5,0	45,5	—40,5	5,1	46,8	—41,7
14,1	26,5	—12,4	Other Projects . . .	11,0	30,5	—19,5	11,0	23,8	—12,8	12,5	23,5	—11,0
31,4	123,7	—92,3	TOTAL .	27,0	120,5	—93,5	28,0	115,0	—87,0	29,7	116,8	—87,1
52,1	44,7	7,4	Bombay	52,8	39,3	13,5	53,2	41,8	11,4	51,5	40,6	10,9
761,1	410,6	350,5	TOTAL IMPERIAL .	628,7	398,4	230,3	608,4	301,5	216,9	604,5	398,7	205,8
			PROVINCIAL.									
			Bengal—									
105,6	70,1	35,5	Sone Canals . . .	80,0	68,4	12,5	83,5	68,4	15,1	93,2	69,3	23,9
83,2	69,4	13,8	Other Canals . . .	64,1	71,4	—7,3	66,5	74,1	—7,6	74,1	76,2	—2,1
188,8	139,5	49,3	TOTAL .	145,0	139,8	5,2	150,0	142,5	7,5	167,3	145,5	21,8
			N.-W. Provinces and Oudh—									
248,1	105,9	142,2	Ganges Canal . . .	249,8	104,3	145,5	250,1	104,9	145,2	251,7	106,5	145,2
180,9	83,2	97,7	Lower Ganges Canal . .	163,1	83,0	80,1	180,0	76,5	103,5	181,4	80,4	101,0
54,3	24,6	29,7	Agra Canal . . .	53,5	21,8	31,7	49,1	24,4	24,7	49,0	25,6	23,4
77,5	30,2	47,3	Eastern Jumna Canal .	83,6	28,8	54,8	96,0	31,9	64,1	95,8	32,3	63,5
560,8	243,9	316,9	TOTAL .	550,0	237,9	312,1	575,2	237,7	337,5	577,0	244,8	333,1
749,6	383,4	366,2	TOTAL PROVINCIAL .	695,0	377,7	317,3	725,2	380,2	345,0	745,2	390,3	354,9
1,510,7	794,0	716,7	GRAND TOTAL .	1,323,7	776,1	547,6	1,333,6	771,7	561,9	1,349,7	789,0	560,7

Section J.—IRRIGATION RECEIPTS—*continued.*

Direct Receipts—Imperial Works.

360. The *gross revenue* in 1893-94 was less than that of the previous year by 156,6 and the Budget Estimate by 24,2. The decrease occurred principally in the Punjab, and was due to heavy rainfall, the Sirhind Canal being the one most affected. The decrease of revenue from the Western Jumna Canal was chiefly due to a large amount of water and owners' rates on the canal remaining unrealized at the end of the year.

Direct Receipts—Provincial Works.

361. The *gross revenue* in 1893-94 fell short of that of the previous year by 4,4. The falling off is the net result of an increase of 17,1 in the North-Western Provinces and Oudh and of a decrease of 21,5 in Bengal. The improvement in the North-Western Provinces and Oudh was chiefly due to an extension of irrigation from the Eastern Jumna Canal. The decrease in Bengal was due to large arrears of water-rates having been recovered in the previous year.

362. The increase of 50,2, as compared with the Budget Estimate, was due to an under-estimate of revenue in Bengal and the North-Western Provinces and Oudh.

363. The increase over the Revised Estimate occurred chiefly in Bengal, and was due to better traffic on the Orissa Canals, to the recovery of outstanding balances on the Midnapore Canal, and to a larger recovery of current demands on the Sone and Midnapore Canals.

XXIX.—Major Works—Indirect Receipts.

Portion of Land Revenue due to Irrigation.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
117,5	N.-W. Provinces and Oudh	117,5	117,5	117,5
13,7	Punjab	5,0	20,4	21,9
506,8	Madras	601,0	561,8	531,5
84,3	Bombay	92,1	92,3	76,0
722,3	TOTAL .	815,6	792,0	746,9

364. The actual revenue in 1893-94 exceeded that of the previous year by 24,6. The increase occurred chiefly in Madras, and partly in the Punjab. The increase in Madras was due to the *taluqs* in the Tanjore district having been brought under the new settlement and to an extension of irrigation from the Kistna Delta and the Sangam anicut systems. The increase in the Punjab was due to the credits afforded to the Bari Doab Canal on account of "Nahri Parta rate" having been larger than in the previous year. The decrease of 68,7, as compared with the Budget Estimate, is chiefly made up of an increase of 16,9 in the Punjab and of a decrease of 69,5 in Madras. The increase in the Punjab was due to the credits afforded to the Bari Doab Canal on account of "Nahri Parta rate," information regarding which had not been received when the Budget Estimate was framed. The decrease in Madras was due to the late date on which orders were issued on the new settlement scheme, in consequence of which the increase of revenue was not so large as anticipated. The decrease, as compared with the Revised Estimate, was chiefly due to an over-estimate of revenue in Madras and Bombay.

XXX.—Minor Works and Navigation.

1892-93. Accounts. A	1892-93. Accounts. B		Budget. A	Budget. B	1893-94. Revised. A	1893-94. Revised. B	Accounts. A	Accounts. B
4,6	...	India	5,8	...	5,3	...	6,2	...
...	5,6	Upper Burma	...	6,2	...	3,2	...	3,2
...	5,3	Lower Burma	...	5,0	...	6,0	...	6,8
...	89,3	Bengal	...	94,5	...	93,7	...	88,7
...	18,7	N.-W. P. and Oudh . . .	...	18,2	...	19,2	...	17,5
19,7	7,1	Punjab	21,5	10,6	19,5	7,5	25,8	7,7
...	16,0	Madras	...	15,5	...	17,7	...	18,6
17,9	1,7	Bombay	19,0	2,1	19,2	2,7	22,2	3,1
42,2	143,7	TOTAL .	46,3	152,1	44,0	150,0	54,2	145,6
185,9			198,4		194,0		199,8	
			A. Imperial.		B. Provincial and Local.			

365. The variations under this head are comparatively small, and are the net result of a large number of small increases and decreases.

Section J.—IRRIGATION—EXPENDITURE.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
2,940,5	EXPENDITURE . . .	2,860,1	2,856,3	2,862,5

366. The total outlay in 1893-94 corresponds closely with the Budget and Revised Estimates, but is less by 78,0 than that of the previous year, in which the expenditure was larger than usual owing to famine relief works having been undertaken in Rajputana, Upper Burma, and Madras.

42.—Major Works—Working Expenses.

1892-93. Accounts.	Budget.	1893-94. Revised.	Accounts.
794,0	776,1	771,7	789,0

367. The particulars of these charges are given in the table on page 106, and the more important differences are explained here.

Imperial Works.

368. The expenditure in 1893-94 fell short of that of the previous year by 11,9. The decrease occurred chiefly in Madras and Bombay. In the former the expenditure during 1892-93 was large owing to a special payment of 3,7 to the Telegraph Department on account of the telegraph line along the Karnul Canal which has been dismantled. The decrease in Bombay was due to the charges for maintenance and up-keep of the Desert Begari and Mutha Canals having been smaller than in the previous year. The increase of 7,2 over the Revised Estimate was due to heavy charges for maintenance of certain works in the Punjab and Madras.

Provincial Works.

369. The rise in the expenditure during 1893-94, as compared with that of 1892-93, was chiefly due to the greater cost of maintenance of the Orissa and Midnapore Canals in Bengal. The increase over the Budget and Revised Estimates was largely due to the Revenue account in Bengal and the North-Western Provinces and Oudh having to bear an increased charge for establishment owing to lapses on capital expenditure, causing a proportionate reduction in the capital share of these charges.

42.—Major Works—Interest on Debt.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	Imperial.			
606,0	India	631,3	629,7	629,6
	Provincial.			
242,3	Bengal	244,8	244.3	244,1
290,1	N.-W. P. and Oudh	292,2	291,8	291,8
1,138,4	TOTAL .	1,168,3	1,165,8	1,165,5

370. The following statement shows how the interest charged during the year was calculated:—

	CAPITAL EXPENDITURE.		
Capital expenditure at end of 1892-93		...	28,760,8
„ „ during 1893-94:—			
35 Protective Works		56,4	
43 Minor Works and Navigation		18,1	
49 Capital expenditure not charged to Revenue		681,7	
			756,2
			29,517,0
	INTEREST.		
Interest on capital outlay at beginning of the year		...	1,150,4
Interest on half the capital spent during the year		...	15,1
			1,165,5

371. The increase during 1893-94 was the result of additional capital outlay on works classed as Major Irrigation Works.

Section J.—IRRIGATION EXPENDITURE—*continued.*

43.—Minor Works and Navigation.

1892-93. Accounts. A	1892-93. Accounts. B		1893-94. Budget. A	1893-94. Budget. B	1893-94. Revised. A	1893-94. Revised. B	Accounts. A	Accounts. B
47,3	...	India . . .	18,0	...	16,8	...	16,2	...
112,3	5,8	Upper Burma . .	50,0	6,6	48,0	3,2	49,1	3,2
...	73,6	Lower Burma . .	...	59,4	...	64,9	...	61,7
...	141,2	Bengal . . .	...	157,5	...	149,2	...	149,3
...	30,7	N.-W. P. and Oudh .	...	30,0	...	27,5	...	25,3
63,5	29,5	Punjab . . .	60,0	6,6	60,0	13,4	58,2	13,1
...	335,1	Madras . . .	...	322,8	...	315,9	...	314,9
167,1	1,0	Bombay . . .	191,6	12,5	204,1	14,2	201,5	13,9
390,2	616,9	TOTAL INDIA .	319,6	595,4	328,9	588,3	325,0	581,4
6	...	ENGLAND . .	4	...	1,0	...	1,0	...
4	...	EXCHANGE . .	3	...	6	...	6	...
391,2	616,9	GRAND TOTAL .	320,3	595,4	330,5	588,3	326,6	581,4
1,008,1			915,7		918,8		908,0	

A. Imperial. B. Provincial and Local.

Imperial Works.

372. The decrease in the expenditure during 1893-94, as compared with that of 1892-93, was chiefly due to expenditure in the earlier year having been larger than usual owing to the construction of famine relief works in Rajputana and Upper Burma. The increased expenditure in Bombay was due to (1) the construction of settling tanks, filter beds, and other works connected with the Poona water-supply from the Mutha Canals, (2) improvements to a large number of tanks in the province, and (3) the construction of certain bunds in Sind to shut out floods. The increase of 6,3 over the Budget Estimate was due to improvements made to the Sind Canal in Bombay.

Provincial and Local Works.

373. The decrease in the expenditure during 1893-94, as compared with that of the previous year, occurred chiefly in Lower Burma, Punjab, and Madras. In Lower Burma the expenditure in 1892-93 was unusually large owing to the necessity for raising, strengthening, and retiring several miles of the Irrawaddy embankments threatened by river encroachments. The decrease in the Punjab was due to a smaller programme of works in 1893-94 than in the previous year. In Madras also the expenditure in 1892-93 was large owing to the construction of a number of famine relief works. The decrease, as compared with the Budget Estimate, was mainly due to an over-estimate of the requirements of certain works in Bengal and Madras.

Section K.—BUILDINGS AND ROADS—RECEIPTS.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
653,2	RECEIPTS	623,9	654,0	674,4

374. The receipts in 1893-94 were better than those of the previous year by 21,2 and the Budget and Revised Estimates by 50,5 and 20,4, respectively. The increase is chiefly due to the recovery of the Government share of the profits of the Darjeeling-Himalayan Railway for the four years ending June 1893, to an improvement in the ferry receipts and tolls on roads in Madras and Bombay, and to the receipt of large contributions from Municipalities and private parties.

XXXI.—Military Works.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
39,0	India	34,1	37,1	36,2
2,8	Upper Burma	5,2	5,5	5,3
2	Lower Burma	1	9	8
5	Assam	4	4	4
...	N.-W. P. and Oudh	1	1	1
4	Punjab	6	4	4
2	Madras	2	2	3
2,2	Bombay	2,0	2,3	2,4
45,3	TOTAL .	42,7	46,9	45,9

375. **The revenue during 1893-94 was, on the whole, very close to that of the previous year. The decrease in India and the increase in Upper and Lower Burma were due to the re-transfer of the Mandalay and Rangoon Military Works Divisions to the control of the Burma administration.** The increase of 3,2 over the Budget Estimate occurred chiefly in India, and was mainly due to improved receipts from rents of buildings, consequent on the revision of rents and construction of some new quarters at Fort Sandeman. The difference between the actuals and the Revised Estimate is unimportant.

XXXII.—Civil Works.

1892-93. Accounts. A Deptl.	1892-93. Accounts. B Civil.		Budget. A Deptl.	Budget. B Civil.	1893-94. Revised. A Deptl.	1893-94. Revised. B Civil.	Accounts. A Deptl.	Accounts. B Civil.
		IMPERIAL.						
5,5	8	India	4,8	...	5,1	4	5,1	4
2,2	...	Upper Burma . .	3,0	...	3,0	1	4,1	...
6	...	Lower Burma . . .	6	...	2,4	...	2,4	...
...	...	Bengal	...	...	1	...	1	...
2,9	...	Punjab	4,0	...	3,5	...	4,5	...
11,2	8	TOTAL .	12,4	...	14,1	5	16,2	4

1892-93. Accounts. A Deptl.	1892-93. Accounts. B Civil.		Budget. A Deptl.	Budget. B Civil.	1893-94. Revised. A Deptl.	1893-94. Revised. B Civil.	Accounts. A Deptl.	Accounts. B Civil.
		PROVINCIAL.						
4,6	1,3	Central Provinces . .	8,4	1,3	4,2	1,1	4,7	1,1
8,9	1	Lower Burma . . .	7,0	1	7,5	1	6,9	1
2,9	2,4	Assam	2,3	2,9	2,6	2,9	3,5	2,9
16,3	23,0	Bengal	17,0	23,0	25,5	24,3	30,7	23,8
37,4	57,3	N.-W. P. and Oudh . .	13,6	58,0	16,7	58,1	17,3	58,5
6,0	31,4	Punjab	5,0	31,5	7,5	32,1	8,2	33,0
11,6	1,9	Madras	15,0	5,0	11,4	5,2	12,9	4,7
80,0	3	Bombay	78,5	3	82,7	3	84,1	3
167,7	117,7	TOTAL .	146,8	122,1	158,1	124,1	168,3	124,4

Section K.—BUILDINGS AND ROADS—RECEIPTS—*continued.*

XXXII.—Civil Works—*continued.*

1892-93. Accounts. A Deptl.	1892-93. Accounts. B Civil.		Budget. A Deptl.	Budget. B Civil.	1893-94. Revised. A Deptl.	1893-94. Revised. B Civil.	Accounts. A Deptl.	Accounts. B Civil.
		INCORPORATED LOCAL.						
...	2,1	India	...	2,3	...	2,3	...	2,3
..	7,9	Central Provinces . .	...	7,3	...	7,8	...	9,2
...	5,8	Upper Burma . . .	...	5,5	...	5,8	...	6,0
...	8,4	Lower Burma . . .	...	7,5	...	8,0	...	7,9
1	10,3	Assam	1	10,1	1	10,1	2	10,6
...	43,7	Bengal	...	43,0	...	42,5	...	42,5
1,4	5,9	N.-W. P. and Oudh . .	1,1	6,1	1,4	6,9	1,1	7,1
1	24,9	Punjab	1	23,3	1	25,9	1	26,0
6	93,9	Madras	2	95,0	8	95,0	7	98,4
...	61,0	Bombay	...	51,3	...	61,7	...	64,5
2,2	263,9	TOTAL .	1,5	251,4	2,4	266,0	2,1	274,5
563,5		TOTAL INDIA .	534,2		565,2		585,9	
		ENGLAND—						
		Royal Indian Civil Engineering College, Cooper's Hill—						
27,7		Fees from Students, etc. .	28,9		25,5		25,8	
16,7		EXCHANGE . . .	18,1		16,4		16,8	
607,9		GRAND TOTAL .	581,2		607,1		628,5	

A.—Public Works in charge of Departmental Officers. B.—Public Works in charge of Civil Officers.

376. The increase in the receipts by departmental officers under Imperial occurred in Upper and Lower Burma and the Punjab. The increase in Upper Burma was due partly to an improvement in the receipts from rentable quarters, and partly to the rents of certain Government buildings which were formerly credited in the Civil Department, having been adjusted in the Public Works Department. **The increases in Lower Burma and the Punjab were due to recoveries of arrears of rents of buildings.**

377. Under Provincial, the total revenue realized by departmental officers in 1893-94 was only 6 more than that of the previous year, but there were large differences between the realizations of the two years in Bengal, North-Western Provinces and Oudh and Bombay. The increase in Bengal was chiefly due to the recovery of the Government share of the profits of the Darjeeling-Himalayan Railway for the four years ending June 1893, and to a gross profit of 3,0 on the working of the Calcutta workshops. The decrease in the North-Western Provinces and Oudh was due to the receipts in 1892-93 having been large owing to the sale of the bridge-of-boats at Bahramghat. The increase in Bombay was principally due to an improvement in the receipts from tolls on roads. Compared with the Budget Estimate the increase occurred chiefly in Bengal, North-Western Provinces and Oudh, Punjab and Bombay. The increases in Bengal and Bombay were due to the causes explained above. In the North-Western Provinces and Oudh the improvement was due to increased receipts from the Rurki workshops and the Thomason College Printing Press and Book depôt. The revenue in the Punjab was under-estimated. The increase over the Revised Estimate occurred in Bengal, and was due partly to a gross profit of 3,0 on the working of the Calcutta workshops, which was not anticipated, and partly to an under-estimate of rents of buildings. The increase in the receipts by civil officers, as compared with those of 1892-93, was chiefly due to the recovery of contributions for water-works from the Municipalities of Madura, Tanjore, and Trichinopoly in Madras.

378. Under Local, the increase in the receipts by civil officers over those of the previous year and the Revised Estimate was mainly due to an improvement in the ferry receipts and tolls on roads in Madras and Bombay. The increase over the Budget Estimate was due partly to the above cause, and partly to the contributions received from private parties in aid of Public Works in Bombay having been larger than was anticipated.

Section K.—BUILDINGS AND ROADS—EXPENDITURE.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
5,846,5	EXPENDITURE . .	6,090,6	5,940,3	5,810,8

379. The decrease of 35,7, as compared with 1892-93, occurred partly under "44—Military Works" and partly under "45—Civil Works." The decrease under "44—Military Works" was due to large expenditure in 1892-93 on mobilization works and on the Duncan Docks at Bombay. The decrease under "45—Civil Works" was due to large expenditure in Madras during 1892-93 on the construction of famine relief works. The lapse on the Budget and Revised Estimates was principally due to an over-estimate of the requirements of the year.

44.—Military Works.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
916,2	India	901,5	878,3	868,5
4	Central Provinces	1,0	1,5	1,3
135,3	Upper Burma	150,0	150,0	150,4
14,4	Lower Burma	23,0	30,4	31,2
9,6	Assam	7,0	8,3	8,1
4,8	Bengal	2,8	2,8	2,5
1,5	North-Western Provinces and Oudh . .	2,0	2,8	3,1
21,1	Punjab	66,6	59,8	57,7
9,6	Madras	11,8	12,3	12,0
18,8	Bombay	19,0	20,1	19,4
1,131,7	TOTAL INDIA .	1,184,7	1,166,3	1,154,2
40,6	ENGLAND (Stores)	9,2	15,0	16,0
24,5	EXCHANGE	5,8	9,7	10,4
1,196,8	GRAND TOTAL .	1,199,7	1,191,0	1,180,6

380. The decrease of 16,2 in the expenditure during 1893-94, as compared with that of 1892-93, occurred chiefly in India. A large portion of the decrease in India was due to the re-transfer to the Burma Administration of the Mandalay and Rangoon Military Works Divisions. This accounts for the increased expenditure in Upper and Lower Burma. The balance of the decrease was attributed to a large expenditure in 1892-93 on mobilization works and on the Duncan Docks at Bombay. The increase in the Punjab was due to expenditure incurred on metalling and improving the Dera Ismail Khan-Tank-Murtza road and on repairs to the Dera Ghazi Khan-Peshin and the North-West Frontier roads. The decrease, as compared with the Budget and Revised Estimates, was due partly to the land required for Ordnance subordinates' quarters at Cossipore not having been acquired in time, and partly to the requirements for certain works in the Punjab having been over-estimated.

45.—Civil Works.

			India.	Central Provinces.	Upper Burma.	Lower Burma.	Assam	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
IMPERIAL.													
Departmental	Accounts.	1892-93	174,6	2,1	260,9	2,8	77,5	27,4	13,7	32,1	3,7	25,5	620,3
	Budget.	1893-94	195,1	4	300,0	1,9	63,3	39,3	14,5	32,3	3,6	38,4	688,8
	Revised.		136,8	1,6	297,5	1,9	106,5	32,5	18,2	50,5	3,5	42,1	691,1
	Accounts.		130,6	1,4	299,1	2,1	109,0	31,5	16,9	51,9	3,4	38,7	684,6
Civil Officers	Accounts.	1892-93	14,8	...	...	...	...	...	...	...	...	...	14,8
	Budget.	1893-94	5,0	...	...	...	...	...	...	...	...	...	5,0
	Revised.		6,0	...	...	...	...	...	...	...	...	...	6,0
	Accounts.		5,9	...	...	...	...	...	...	...	...	...	5,9
Total Imperial	Accounts.	1892-93	189,4	2,1	260,9	2,8	77,5	27,4	13,7	32,1	3,7	25,5	635,1
	Budget.	1893-94	200,1	4	300,0	1,9	63,3	39,3	14,5	32,3	3,6	38,4	693,8
	Revised.		142,8	1,6	297,5	1,9	106,5	32,5	18,2	50,5	3,5	42,1	697,1
	Accounts.		136,5	1,4	299,1	2,1	109,0	31,5	16,9	51,9	3,4	38,7	690,5

Section K.—BUILDINGS AND ROADS—EXPENDITURE—*continued.*

45.—Civil Works—*continued.*

			India.	Central Provinces.	Upper Burma.	Lower Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras	Bombay.	TOTAL.
PROVINCIAL.													
Departmental	Accounts.	1892-93	...	174,6	...	272,9	130,1	272,4	323,4	307,2	215,3	348,0	2,043,9
	Budget.	1893-94	...	190,0	...	332,5	169,3	274,3	282,0	301,3	240,0	364,0	2,153,4
	Revised.		...	183,5	...	319,3	162,1	253,8	287,8	270,7	227,0	344,5	2,048,7
	Accounts.		...	183,4	...	304,8	155,5	256,0	276,3	271,7	229,2	336,0	2,012,9
Civil Officers	Accounts.	1892-93	...	3	...	23,6	2,1	18,1	28,9	3,3	38,5	3,7	118,5
	Budget.	1893-94	...	1	...	20,5	3,1	22,5	26,9	3,1	50,1	9	127,2
	Revised.		...	1	...	20,5	4,1	19,0	27,4	3,7	38,0	9	113,7
	Accounts.		...	1	...	20,6	4,7	12,1	27,2	3,5	34,9	8	103,9
Total Provincial	Accounts.	1892-93	...	174,9	...	296,5	132,2	290,5	352,3	310,5	253,8	351,7	2,162,4
	Budget.	1893-94	...	190,1	...	353,0	172,4	296,8	308,9	304,4	290,1	364,9	2,280,6
	Revised.		...	183,6	...	339,8	166,2	272,8	315,2	274,4	265,0	345,4	2,162,4
	Accounts.		...	183,5	...	325,4	160,2	268,1	303,5	275,2	264,1	336,8	2,116,8
LOCAL.													
Departmental	Accounts.	1892-93	4,2	12,9	5,1	39,7	61,3	...	184,8	100,6	19,3	128,2	556,1
	Budget.	1893-94	4,1	21,0	3,1	70,6	82,4	...	200,1	91,7	2,8	106,9	582,7
	Revised.		4,5	19,0	4,5	69,0	79,3	...	197,5	94,1	3,9	127,5	599,3
	Accounts.		4,3	18,2	4,4	65,1	70,6	...	193,7	91,9	5,2	121,6	575,0
Civil Officers	Accounts.	1892-93	5	19,1	14,4	10,6	...	454,9	57,5	12,1	444,0	145,4	1,158,5
	Budget.	1893-94	1,4	24,1	27,0	30,0	2	431,0	60,1	11,9	456,8	147,5	1,190,0
	Revised.		1,4	23,3	20,0	20,9	3	445,0	58,8	12,1	423,5	137,6	1,142,9
	Accounts.		9	16,3	22,1	16,2	3	465,3	57,6	12,4	374,3	136,7	1,102,1
Total Local	Accounts.	1892-93	4,7	32,0	19,5	50,3	61,3	454,9	242,3	112,7	463,3	273,6	1,714,6
	Budget.	1893-94	5,5	45,1	30,1	100,6	82,6	431,0	260,2	103,6	459,6	254,4	1,772,7
	Revised.		5,9	42,3	24,5	89,9	79,6	445,0	256,3	106,2	427,4	265,1	1,742,2
	Accounts.		5,2	34,5	26,5	81,3	70,9	465,3	251,3	104,3	379,5	258,3	1,677,1
GRAND TOTAL	Accounts.	1892-93	194,1	209,0	280,4	349,6	271,0	772,8	608,3	455,3	720,8	650,8	4,512,1
	Budget.	1893-94	205,6	235,6	330,1	455,5	318,3	767,1	583,6	440,3	753,3	657,7	4,747,1
	Revised.		148,7	227,5	322,0	431,6	352,3	750,3	589,7	431,1	695,9	652,6	4,601,7
	Accounts.		141,7	219,4	325,6	408,8	340,1	764,9	571,7	431,4	647,0	633,8	4,484,4

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
4,512,1	TOTAL INDIA	4,747,1	4,601,7	4,484,4
	ENGLAND—			
49,2	Furlough Pay and Allowances of Officers in P. W. Department	50,0	51,0	49,7
28,2	Royal Indian Civil Engineering College, Cooper's Hill . .	31,5	30,4	30,4
6,1	Sundry Items	5,5	5,1	5,0
2,4	Stores for India	1,4	3,3	3,3
85,9		88,4	89,8	88,4
51,7	EXCHANGE	55,4	57,8	57,4
4,649,7	GRAND TOTAL .	4,890,9	4,749,3	4,630,2

Imperial.

381. *Departmental Officers.*—The increase in the expenditure during 1893-94, as compared with that of the previous year, occurred chiefly in Upper Burma, Assam, Punjab, and Bombay. The increase in Upper Burma was due to the outlay in 1892-93 having been small owing to a transfer of grants from this head to "43—Minor Works and Navigation" for the construction of famine relief works. The increase in Assam was due to heavy expenditure on the Nichuguard-Manipur road. In the Punjab the increase was due to the construction of civil and military buildings at Kurram and the purchase of the Snowdon estate at Simla for a residence for His Excellency the Commander in-Chief. In Bombay the increase was due to the construction of works for the Salt Department. The decrease of 44,0 in India was due chiefly to the withdrawal of grants by the Government of India for works chargeable to special Revenues of Baluchistan, and partly to the outlay in Rajputana in the previous year having been large owing to the construction of famine relief works.

Section K.—BUILDINGS AND ROADS—EXPENDITURE—*concluded.*

45.—Civil Works—*concluded.*

Imperial—*concluded.*

382. The decrease in India, as compared with the Budget Estimate, was due chiefly to the withdrawal of grants mentioned above, and partly to the requirements of certain works having been over-estimated. The increase in Assam was due to the vigorous prosecution of works on the Nichuguard-Manipur road. The increase in the Punjab was due to the causes mentioned above. The decrease of 6,5, as compared with the Revised Estimate, is the net result of a number of small increases and decreases.

Provincial.

383. *Departmental Officers.*—The decrease of 31,0 in the expenditure in 1893-94, as compared with that of the previous year, is the net result of increased expenditure in Central Provinces, Lower Burma, Assam and Madras owing to more funds having been available for outlay on Public Works in 1893-94 and smaller outlay in Bengal, North-Western Provinces and Oudh, Punjab and Bombay. The decrease in Bengal was caused by the transfer of certain works to District Boards. In the North-Western Provinces and Oudh the outlay in 1892-93 was larger than usual owing to large contributions made to different Municipalities for water-supply works. The decrease in the Punjab was due to reductions of grants made during the year by the local Financial Department to meet Exchange Compensation Allowance. The decrease in Bombay was due to the outlay on the construction of roads not being so large as in the previous year. Compared with the Budget Estimate there was a decrease in every province. The decrease in Lower Burma was ascribed to transfers of grants to the Irrigation Budget to meet expenditure on some urgent works, to the non-arrival of English stores, and to smaller payments in England than were anticipated. The decrease in Assam and Punjab was due to reductions of grants made during the year. In Bengal the decrease was due to the cause explained above. In Madras the decrease is attributed to the surrender of the grant for the Women and Children's Hospital at Madras and to the transfer to the Civil Department of the grants for agency works in Vizagapatam and for workshops for the Engineering College. In Bombay the expenditure for the year was over-estimated. The decrease of 35,8 in the expenditure in 1893-94, as compared with the Revised Estimate, occurred chiefly in Lower Burma, the North-Western Provinces and Oudh and Bombay. The short outlay in Lower Burma was due to non-arrival of certain English stores and to smaller payments in England than were anticipated. In the North-Western Provinces and Oudh the decrease was chiefly due to a large reduction in the suspense balances, owing to a large quantity of stock having been utilized on stock manufacture in the Rurki workshops. In Bombay the expenditure on certain works was over-estimated.

384. *Civil Officers.*—The decrease in the expenditure under this head occurred chiefly in Bengal owing to smaller contributions to Municipalities and Excluded Local Funds, and to a smaller outlay on works of public improvement than was anticipated, and partly in Madras, owing to smaller grants having been given to Municipalities on account of drainage and water-supply projects.

Local.

385. *Departmental Officers.*—The increase of 18,9 over the actuals of 1892-93 occurred chiefly in Lower Burma, and was due to heavy outlay on new roads in the Amherst, Akyab, Henzada, and Pegu districts, and on markets in the Tharrawaddy and Pegu districts. The increase in Assam and the North-Western Provinces and Oudh was due to large expenditure having been found necessary on the construction and repair of roads. The decrease in the Punjab was due to a smaller grant having been allotted for expenditure in 1893-94. In Madras the expenditure in 1892-93 was large owing to the construction of famine relief works. As compared with the Budget Estimate the decrease of 11,8 in Assam was mainly due to the non-completion of certain works, owing to scarcity of labour and heavy rains and floods in February 1894. The increase of 14,7 in Bombay was due to the construction of certain works not foreseen when the Budget Estimate was prepared. The decrease, as compared with the Revised Estimate, occurred chiefly in Assam and Bombay. The decrease in Assam was due to the causes explained above. In Bombay the expenditure was over-estimated.

386. *Civil Officers.*—The decrease in the expenditure during 1893-94 occurred chiefly in Madras, where the expenditure in 1892-93 was large owing to the construction of famine relief works. In the Budget and Revised Estimates the requirements of the year for that province were over-estimated. The increase in the expenditure in Bengal was due to the transfer to District Boards of certain works which were formerly executed by the Public Works Department.

Section L.—ARMY SERVICES.

1892-93. Accounts.		1893-94. Budget.	1893-94. Revised.	1893-94. Accounts.
864,3	RECEIPTS . . .	769,1	825,4	850,2
23,419,1	EXPENDITURE . . .	23,011,4	23,413,8	23,253,6
22,554,8	NET .	22,242,3	22,588,4	22,403,4

387. The Indian and English portions of the above figures are as follows :—

1892-93. Accounts.		1893-94. Budget.	1893-94. Revised.	1893-94. Accounts.
	RECEIPTS.			
790,0	India	711,9	745,0	768,2
46,4	England	35,2	48,9	49,7
27,9	Exchange	22,0	31,5	32,3
864,3	TOTAL .	769,1	825,4	850,2
	EXPENDITURE.			
15,589,1	India	15,693,5	16,011,8	15,964,8
4,888,8	England	4,497,5	4,502,9	4,417,8
2,941,2	Exchange	2,820,4	2,899,1	2,871,0
23,419,1	TOTAL .	23,011,4	23,413,8	23,253,6

388. The receipts in this country exceeded the Budget Estimate by 56,3, but were less than the actuals of the preceding year by 21,8. The increase over the Budget Estimate is due chiefly to large sales of malt liquor and rum, arrear recoveries on account of Commissariat provisions and stores issued on payment, increased sales of clothing necessaries, and medical stores, and large contributions towards Indian Military Service Family Pensions.

389. The receipts in England exceeded the Estimate chiefly in the value of articles in possession of regiments on transfer from Indian to British service.

390. As regards the expenditure in India, the comparison of the actuals with the Budget Estimate, and the actuals of the previous year, is vitiated by the inclusion in the figures of the expenditure connected with expeditions and other special items. The following statement shows the special items separately :—

1892-93. Accounts.			1893-94. Budget.	1893-94. Accounts.
502,6	Extra charges for Upper Burma . . .		505,0	458,2
	SPECIAL ITEMS :—			
257,3	Expeditions . .	177,0	219,9	
86,7	Transport arrangements in Kashmir . .	30,0	(a)	
344,0			207,0	219,9
14,742,5	Other Charges . .		14,981,5	15,286,7
15,589,1	TOTAL .		15,693,5	15,964,8

(a) The expenditure has been compiled under Gilgit Agency, hence included under Expeditions.

Section L.—ARMY SERVICES—*continued.*

391. The special items do not call for any remarks except that special additional grants were sanctioned for them during the year, amounting in all to 71,5. The ordinary expenditure in India exceeded the Budget Estimate by 271,3. This increase is almost wholly accounted for by Exchange Compensation Allowance amounting to 264,6. There were, however, also increases under Regimental Pay, due to an excess over the established strength of the British army in India, under Commissariat owing to larger purchases of malt liquor at enhanced rates, and to increased railway charges for troops and stores, etc. These excesses were, however, nearly counterbalanced by savings due to reduced payments for compensation in lieu of clothing and to a small expenditure in Ordnance factories. Compared with the actuals of the previous year, there was an increase of 544,2 due partly to a fall in the rate of exchange for the payment of British troops and partly to Exchange Compensation Allowance.

392. The saving on the Budget Estimate of the sterling expenditure in England occurred partly in stores and partly in the charges for deferred pay. The expenditure in 1892-93 included a special payment of 212,4 to the War Office on account of the arrears of the Home charges of British Forces serving in India, and the charges for pay and pensions of non-effective and retired officers of the Indian service were specially high, owing to the change of the system of quarterly into monthly payments.

Section L.—ARMY SERVICES—RECEIPTS.

XXXIII.—Army.

1892-93. Accounts.		1893-94. Budget.	1893-94. Revised.	1893-94. Accounts.
	INDIA—			
	EFFECTIVE SERVICES—			
14,1	Regimental Pay, Allowances and Charges	15,9	15,1	12,0
412,2	Commissariat Establishments, Supplies and Services	408,2	428,3	443,7
53,4	Remount and Veterinary Establishments, Supplies and Services	11,7	15,5	11,7
78,5	Clothing Establishments, Supplies and Services	68,3	76,3	75,7
2,7	Barrack Establishments, Supplies and Services	2,3	2,5	2,3
30,5	Medical Establishments, Supplies and Services	27,9	34,4	41,8
108,0	Ordnance Establishments, Stores and Camp Equipage	98,2	83,0	90,1
1,3	Education	1,3	1,5	1,3
4,8	Sea Transport Charges	5,5	2,9	2,9
18,4	Miscellaneous Services	11,7	15,1	13,0
723,9	TOTAL EFFECTIVE SERVICES	651,0	674,6	694,5
	NON-EFFECTIVE SERVICES—			
3,5	Rewards for Military Services	2,3	8	1,0
3	Military Pensions to Natives	1	1	1
62,3	Widows' Pensions and Compassionate Allowances	58,5	69,5	72,6
66,1	TOTAL NON-EFFECTIVE SERVICES	60,9	70,4	73,7
790,0	TOTAL INDIA	711,9	745,0	768,2
	ENGLAND—			
37,8	Effective Services	26,2	39,1	39,6
8,6	Non-effective Services	9,0	9,8	10,1
46,4	TOTAL ENGLAND	35,2	48,9	49,7
27,9	EXCHANGE	22,0	31,5	32,3
864,3	GRAND TOTAL	769,1	825,4	850,2

393. The decrease in the receipts under *Regimental Pay, etc.*, was due partly to small receipts of discharge purchase money in Bombay and Madras, and of hutting money in the latter circle in consequence of revised arrangements for the accommodation of Native soldiers; but chiefly to recoveries of over-payments of previous years having been adjusted by deduction from charges instead of by credit as receipts.

394. The details of the receipts under *Commissariat* are as follows:—

1892-93. Accounts.		1893-94. Budget.	1893-94. Revised.	1893-94. Accounts.
260,7	Sale of malt-liquor	259,0	277,5	291,7
82,9	Sale of provisions and stores	77,2	83,0	86,0
16,5	Sale of rum	15,1	15,5	17,9
9,9	Khedda receipts	12,0	10,0	11,2
4,6	Sale of transport cattle	5,3	4,3	3,0
4,3	Receipts in connection with grass cultivation	5,9	4,7	3,5
33,3	Other heads	33,7	33,3	30,4
412,2	TOTAL	408,2	428,3	443,7

395. The bulk of the receipts are obtained from the "Sale of malt liquor", and this was exceptionally large in the Eastern and Western Circles during the year, while there was a decline in the Madras and Bombay circles. The adjustment of some arrear receipts in Madras and unusually large supplies to other departments (chiefly Port Blair settlement and Public Works Department, Burma,) swelled the receipts from the "Sale of provisions and stores". The "Sale of rum", in the Bengal circles was also larger than was expected. There was, on the other hand, a decrease in the "Khedda Receipts" (owing to fewer

Section L.—ARMY SERVICES—RECEIPTS—*continued.*

XXXIII.—Army—*continued.*

elephants having been captured and sold), in the "Receipts from grass cultivation" and from the "Sale of transport cattle," and in the receipts under "Other heads" owing to recoveries of service payments of previous years having been adjusted by deduction from expenditure.

396. *Remount and Veterinary* receipts were specially high in 1892-93, owing to exceptionally large sales of remounts and to a special credit of 24,5 for value of horses taken to Egypt by the 7th Dragoon Guards and recovered from the War Office. In 1893-94 a credit had to be afforded to the latter on account of depreciation on the value of the horses, by deduction from the other receipts of the year, but the falling off from the Budget Estimate due to this was more than counterbalanced by increased receipts from more castings of remounts, and from larger sales of chargers to officers.

397. The Budget Estimate under *Clothing Establishments* was exceeded owing to larger sales of necessaries to officers and men and other public departments, and to credit having been taken for the value of Europe stores supplied to the Hong-Kong Regiment and to the Military Police Battalion, South Lushai Hills. There were also large supplies to the Hyderabad Contingent—the supply in the previous year having been very small.

398. Under *Medical Establishments, etc.*, the increase was due to the adjustment of medical stores issued in the previous year to dispensaries in Madras, to heavy demands by Cantonment hospitals and to large issues of Europe stores to Civil hospitals.

399. Under *Ordnance Establishments, Stores, etc.*, the falling off is due to the value of Europe stores returned by other Departments having been far in excess of those issued, but this was partly counterbalanced by a substantial increase in the recoveries from the Hyderabad Contingent, due to the supply of Martini-Henry carbines and magazine and other stores.

400. The receipts under *Sea Transport Charges* declined owing to the abolition of ration stoppages from soldiers on boardship, to recoveries for rum rations having been paid for in cash before disembarkation, and to recoveries of tablemoney from officers having been less than was expected.

401. Under *Miscellaneous Services* there were heavy recoveries in the previous year in connection with field operations. There were similar but smaller recoveries in 1893-94 also, though they were not anticipated when the Budget Estimate was framed. The excess due to these recoveries was, however, partly counterbalanced by a falling off in fines and confiscations of security deposits.

402. Smaller recoveries for medals supplied to the Burma Military Police led to a decrease in the receipts under *Rewards for Military Services* while those under *Widows' Pensions and Compassionate Allowances* were swelled by larger contributions to Indian Military Service Family Pension Funds due partly to the large number of admissions and marriages, and partly to subscriptions paid in sterling having realised more in Indian currency than was anticipated, owing to a fall in the rate of exchange.

403. The Budget Estimates of the receipts in England were exceeded both under Effective and Non-effective Services. The excess under *Effective Services* is due to an increase of 11,9 in the value of articles in possession of regiments on their transfer from the Indian to the British Establishments, and of 1,5 in the receipts on account of the Indian Troop Service. The excess under *Non-effective Services* is due to an under-estimate of the growth of Indian Military Service Family Pension Fund subscriptions.

Section L.—ARMY SERVICES—EXPENDITURE.

46.—Army.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	INDIA—			
	EFFECTIVE CHARGES—			
504,2	Army and Garrison Staff	525,8	531,8	527,3
192,0	Administrative Staff	200,5	200,0	200,1
7,327,1	Regimental Pay, etc.	7,635,3	7,834,2	7,889,6
3,664,1	Commissariat	3,383,1	3,464,4	3,402,8
276,4	Remounts and Veterinary	282,3	298,0	297,6
249,7	Clothing	265,4	265,3	242,6
241,6	Barrack Establishment, etc.	224,2	228,6	230,6
40,1	Administration of Martial Law	42,0	41,9	40,8
678,8	Medical	695,3	707,2	722,4
790,2	Ordnance	902,1	818,9	830,1
28,1	Ecclesiastical	28,2	28,3	28,4
47,1	Education	45,0	47,0	47,9
60,3	Sea Transport Charges	60,4	59,7	60,3
421,6	Miscellaneous Services	294,8	382,0	325,2
160,6	Volunteer Corps	165,8	175,0	177,4
		14,750,2	15,082,3	15,023,1
14,681,9				
—24,0	Unadjusted Expenditure	...	...	3,1
14,657,9	TOTAL EFFECTIVE CHARGES (INDIA)	14,750,2	15,082,3	15,026,2
	NON-EFFECTIVE CHARGES—			
15,4	Rewards for Military Services	13,4	13,6	11,7
111,5	Military Pensions to Europeans	122,8	119,7	115,6
719,2	Ditto to Natives	719,5	709,5	725,8
25,2	Widows' Pensions and Compassionate Allowances	27,0	25,9	25,1
59,9	Superannuation Pensions and Gratuities	60,6	60,8	60,4
931,2	TOTAL NON-EFFECTIVE CHARGES (INDIA)	943,3	929,5	938,6
15,589,1	TOTAL INDIA	15,693,5	16,011,8	15,964,8
	ENGLAND—			
	EFFECTIVE CHARGES—			
1,068,7	Home Charges of British Forces serving in India	905,0	844,8	845,4
256,7	Furlough Allowances of Officers of the Indian Service	225,0	233,0	223,2
237,4	Indian Troop Service	239,7	264,7	266,6
7,7	Passage of Officers and Troops otherwise than in Troopship	6,5	5,5	5,4
18,7	Miscellaneous	19,5	22,0	21,8
911,3	Stores for India	848,4	851,3	805,3
2,500,5	TOTAL EFFECTIVE CHARGES (ENGLAND)	2,244,1	2,221,3	2,167,7
	NON-EFFECTIVE CHARGES—			
398,9	Retired Pay, etc., of British Forces on account of service in India	428,9	433,6	433,6
1,881,4	Pay and Pensions of Non-effective and Retired Officers of the Indian Service	1,715,0	1,740,0	1,706,4
90,9	Miscellaneous Pensions	91,0	89,0	91,2
17,1	Indian Service Family Pensions	18,5	19,0	18,9
2,388,3	TOTAL NON-EFFECTIVE CHARGES (ENGLAND)	2,253,4	2,281,6	2,250,1
4,888,8	TOTAL ENGLAND	4,497,5	4,502,9	4,417,8
2,941,2	EXCHANGE	2,820,4	2,899,1	2,871,0
23,419,1	GRAND TOTAL	23,011,4	23,413,8	23,253,6

Section L.—ARMY SERVICES—EXPENDITURE—*continued.*

Army and Garrison Staff.

404. The expenditure under Army and Garrison Staff is distributed as follows :—

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
52,4	Commander-in-Chief	53,0	49,0	46,4
46,6	Adjutant General	48,2	49,6	50,1
12,8	Artillery Branch	13,9	14,8	15,1
3,6	Cavalry Branch	3,5	3,8	4,1
23,0	Musketry Inspection	26,4	26,4	25,2
52,7	Quarter Master General	55,6	56,0	55,8
3,8	Gymnastic Instruction	3,9	4,2	4,3
3,1	Army Signalling	3,0	3,0	3,4
180,7	District Commands	183,1	188,3	190,0
58,9	Garrison and Station Staff	62,1	63,6	62,6
26,1	Hill Sanitaria	27,3	29,0	27,6
11,3	Miscellaneous Depôts	11,4	11,6	11,4
9,8	Staff of Local Forces	10,3	11,1	10,4
2	Bazaar Establishment	2	2	2
18,9	Station Conservancy	23,6	20,9	20,4
3	Staff Miscellaneous	3	3	3
504,2		525,8	531,8	527,3

405. The increase over the actuals of the previous year is more than accounted for by the charges on account of Exchange Compensation Allowance amounting to 27,3. Compared with the Budget Estimates there was an excess also in the charges under *District Commands* owing to heavy travelling and out-station allowances and large supplies of maps in Bombay by the Civil Department, under *Garrison and Station Staff* owing to heavy telegram charges in connection with the occupation of Upper Burma, and under *Miscellaneous Depôts* owing to arrear charges in connection with the experimental use of the Karachi route. The excesses due to these causes as well as to the grant of Exchange Compensation Allowance were, however, very nearly counterbalanced by savings notably under *Commander-in-Chief*, due partly to reduced tour expenses of the Commander-in-Chief in India, and partly to the appointment of Provisional Commanders-in-Chief in Bombay and Madras, during portions of the year; under *Adjutant General*, due to officiating arrangments in Madras and Bombay and small contingent expenditure in the former circle; under *Musketry Inspection*, due to officiating arrangements and lower rank of the Assistant Adjutants General for Musketry, and to smaller charges for musketry instruction classes; under *Quarter Master General*, due to savings in the establishment in connection with the experimental use of the Karachi route, to smaller travelling and out-station allowances in Bengal, and contingent expenses in Madras, and to officiating arrangements in the Intelligence Branch; under *District Commands* due to the absence of officers on furlough, and to an over-estimate of the contingent expenditure in Madras; under *Garrison and Station Staff*, due to officiating arrangements, lower rank of station staff officers, abolition of the Ruby Mines Command and reduction of the Bernardmyo station from 3rd to 4th class; under *Hill Sanitaria* owing to the abolition of the appointment of Station Staff Officer at Purandhar, to fewer pukhalies having been maintained in Madras, and to the pay of the Commandant Wellington Depôt for January and February 1894 having been adjusted in the following year; under *Miscellaneous Depôts* due to officers of lower rank having been in charge of Depôts in Madras; under *Staff of Local Forces* due to the absence on leave of the General Officer Commanding the Punjab Frontier Force, and under *Station Conservancy* due chiefly to smaller grants-in-aid to Cantonment Funds in Bengal.

Administrative Staff.

406. This head includes the charges for the Personal Staff of the Governor General, Governors, and Lieutenant-Governors, and for the Military Accounts Department. The excess over the actuals of the previous year is due chiefly to Exchange Compensation Allowance amounting to 5,2, and to the Superintendent of Pensions, Madras, having made numerous inspections involving larger outlay on travelling and out-station allowances; but compared with the Budget Estimate the increase due to these causes was counterbalanced by savings, due chiefly to the lower ranks of Aides-de-Camp, to absence of officers on furlough, to recoveries of advances of pay made by the India Office, and to changes in the personnel of the Military Account Department.

Section L.—ARMY SERVICES—EXPENDITURE—*continued.*

Regimental Pay.

407. Under this head the total charges exceed the Budget Estimate by 254,3, of which 171,7 is accounted for by Exchange Compensation Allowance. The figures relating to the European and Native armies are as follows :—

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
3,499,3	European Army	3,791,0	3,933,0	3,953,4
3,827,8	Native Army	3,844,3	3,901,2	3,936,2
7,327,1	TOTAL	7,635,3	7,834,2	7,88,96

408. The details of the principal sub-heads of the European army are given below :—

1892-93. Accounts.		Budget.	Revised.	1893-94. Exchange Compensation.	Accounts. Other charges.	TOTAL.
865,8	Artillery	971,9	992,8	21,8	972,8	994,6
366,2	Cavalry	375,4	386,7	9,1	379,1	388,2
6,1	Engineers	4,9	6,5	5	7,6	8,1
2,207,2	Infantry	2,367,2	2,473,3	50,3	2,445,8	2,496,1
6,9	Invalid and Veteran Establishment	6,7	6,5	2	6,4	6,6
20,6	Staff Corps, General List of Officers, Unattached and Unemployed Officers	23,4	24,2	1,8	26,7	28,5
3,6	Colonel's Allowances	8,8	5,6	1	—2,8	—2,7
22,9	Other Charges	32,7	37,4	5	33,5	34,0
3,499,3	TOTAL	3,791,0	3,933,0	84,3	3,869,1	3,953,4

409. The charges on account of Exchange Compensation Allowance have been shown separately. As regards the other charges, under *Cavalry* the estimated savings on account of the absence of officers in England were not fully realised, while a large number of unemployed engineer officers swelled the charges under *Engineers*. Under *Infantry*, the Budget was considerably exceeded owing to relief arrangements, to excess over established strength of troops in India (instead of a deficiency as anticipated), and to savings on account of absence of officers on furlough not having been realised to the extent estimated. There were more *Unemployed General Officers and Officers of the Staff Corps* and they were of higher ran than budgetted for, and the provision for bounty money proved insufficient owing to the allowance having been sanctioned during the year to certain regiments for extension of their service in India. There was, on the other hand, a saving under *Colonel's Allowances* owing to these allowances not having been drawn in India to the extent estimated, and to a transfer adjustment on account of officers lent to the Hyderabad Contingent, and there was a reduction in the strength of *Sub-marine Mining* non-commissioned officers. As compared with the actuals of the past year the increase is due partly to the rate of exchange for the payment of British troops in India having been fixed for the year at 1*s.* 2$\frac{3}{4}$*d.* against 1*s.* 4$\frac{3}{4}$*d.* in 1892-93, and partly to the transfer to this head of charges on account of *Sub-marine Mining* from Miscellaneous Services.

410. The details of the principal sub-heads under the Native Army are as follows :—

1892-93. Accounts.		Budget.	Revised.	1893-94. Exchange Compensation Allowance.	Accounts. Other Charges.	TOTAL.
48,9	Artillery	48,6	49,4	1,4	49,0	50,4
13,5	Body-Guard	13,6	13,7	¼	13,5	13,9
1,242,5	Cavalry	1,235,6	1,252,8	21,6	1,240,4	1,262,0
115,6	Sappers and Miners	119,8	120,2	3,2	117,5	120,7
2,232,9	Infantry	2,225,8	2,270,0	60,3	2,237,5	2,297,8
46,6	Annual grant-in-aid of half-mounting	57,0	57,5	...	53,8	53,8
38,4	Kit-money and Recruits	38,4	44,4	...	40,1	40,1
28,2	Hutting-money	46,9	27,4	...	22,2	22,2
42,7	Reserve Forces	31,0	39,2	...	50,6	50,6
18,5	Other Charges	27,6	26,6	5	24,2	24,7
3,827,8		3,844,3	3,901,2	87,4	3,848,8	3,936,2

Section L.—ARMY SERVICES—EXPENDITURE—*continued.*

Regimental Pay—*continued.*

411. Excluding the variations due to Exchange Compensation Allowance, the Budget Estimate was exceeded by the actuals under *Artillery*, *Cavalry* and *Infantry*, due to arrear charges, high regimental rank of officers in certain regiments, and to large advances drawn by certain Bombay Infantry regiments in March 1894, under *Kit money and Recruits*, in consequence of more enlistments in Baluch regiments and Burma battalions, and under *Reserve Forces* owing to large payments having been made to reservists in Bengal called out for annual training. On the other hand, there were savings on the Budget Estimates under *Annual Grant-in-aid of half-mounting* due to over-estimate, under *Hutting money* owing to a provision of 18,8 for lines at Mirpur not having been required, and to the charges for re-construction of Native Infantry lines at Benares having been less than estimated, and under *Other Charges* owing to small expenditure on account of "Batta" and "Incidental charges of a regimental nature." As compared with the actuals of the previous year the excess was due chiefly to the transfer of the charges for *Submarine Mining* and *Recruiting Depôts* to this head.

Commissariat Charges.

412. The details are classified as follows:—

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
499,9	Establishment	527,3	527,4	513,9
1,705,3	Supplies	1,585,9	1,626,8	1,629,4
1,016,8	Services	890,5	954,5	918,7
442,1	Transport Branch	379,4	355,7	340,8
3,664,1	TOTAL	3,383,1	3,464,4	3,402,8

The details of the expenditure under *Establishment* are given below:—

35,1	Supervising Staff	38,4	40,3	38,1
235,5	Executive Establishment	243,3	244,6	244,4
46,7	Ambulance Transport	45,9	45,8	46,2
170,3	Subordinate Establishment	186,9	183 7	173,8
9,3	Khedda Establishment	8,9	8,9	8,8
3,0	Other Heads	3,9	4,1	2,0
499,9		527,3	527,4	513,9

413. Charges on account of Exchange Compensation Allowance amounting to 11,6, as well as large expenditure under travelling and out-station allowances and extra establishments for rationing troops in Chin Hills chiefly account for the excess over the actuals of the previous year. As compared with the Budget Estimates, the excess, due to the above causes, was more than made up for by savings, under salaries due to absence of officers on furlough, by a deficiency in the number of ambulance elephants and cattle, by reduced charges under Regimental and Godown Establishments and Marching allowances by a large number of transport mules having been available for water duty and by the transfer of many cattle in connection with the Chilas-Abbottabad-Khagan road, the charges in connection with which have been compiled under Miscellaneous Services.

414. Under *Supplies* the details are as follows:—

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
745,9	Provisions for Europeans	723,0	723,4	731,7
223,4	Provisions for Natives	217,9	242,1	233,2
	Compensation to Natives—			
361,0	(*a*) for dearness of provisions	273,5	297,5	273,7
73,3	(*b*) for dearness of forage	69,0	48,5	32,0
27,3	Purchase of Reserve Stock	45,3	29,0	30,7
270,7	Malt Liquor purchased locally	240,6	272,5	317,1
3,4	Rum	12,4	11,5	9,3
2,2	Dairy Farms	2,8	1,8	1,6
1	Contingent Expenses	1,4	5	1
1,705,3		1,585,9	1,626,8	1,629,4

415. There is a total excess of 43,5 over the Budget Estimate due to large expenditure under "Provisions" and "Malt Liquor purchased locally," partly counterbalanced by savings in the other heads. Under "Provisions for Europeans," the increase is due to high rates of supplies in the Western Circle, Bengal and Madras, to excess strength of troops in Bengal and Madras, to arrear charges in connection with Upper Burma, and for tinned meat received from the Colonies in 1892 93, partly counterbalanced by a saving in Bombay, due to the withdrawal of a battalion of British Infantry from the Indian Establishments, to the closing of the Government Flour Mills, and to the abolition of the cattle farm at Alligaum. The increase under "Provisions for Natives" is almost wholly due to charges for provisioning the 28th Bombay Pioneers and Madras Sappers and Miners employed on road-making in Assam, and to additional Bombay troops having been quartered in the Quetta District. The increase was largest under "Malt Liquor purchased locally" due to high Rupee prices in consequence of low exchange and to large demands in Bengal and Bombay, partly counterbalanced by small purchases in Madras, owing to certain regiments making their own arrangements. The excesses under the above heads were largely met from savings in the other heads. There was less compensation paid for dearness of forage owing chiefly to the supply of grass from Government farms and by the Commissariat Department, and to the low prices of grain and grass in Bengal and Bombay. "Purchase of Reserve Stock" shows a saving chiefly due to charges for replenishment of compressed fodder having been compiled under *Services*—"Other heads." The decrease under "Rum" is due to small purchases in Madras and to issues from stock in Bombay, while that under "Dairy Farms" is accounted for by the abandonment of the Kamptee farm and by the more economical working of the Aden and Jubbulpur farms. Contingent charges were also estimated too high, the decrease compared with the previous year is due chiefly to small charges for compensation for dearness of provision and forage owing to lower prices for grain and grass.

Section L.—ARMY SERVICES—EXPENDITURE—*continued.*

Commissariat Charges—*continued.*

416. Under *Services* the following details are supplied:—

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
129,6	Hire of Transport	76,7	92,0	60,7
42,0	Sea and Inland Water Charges	34,1	34,1	32,0
418,5	Railway Charges	384,5	412,5	413,3
50,2	Grass Cultivation	62,3	58,1	62,0
261,9	Feed of Horses, Battery Mules, Yaboos, Bullocks, and Elephants	222,2	230,5	239,3
10,7	Regimental Equipment and Camp Contingencies	12,2	11,7	11,8
42,2	Implements, Godown Furniture, etc.	34,0	41,5	45,2
61,7	Other Heads	64,5	74,1	54,4
1,016,8		890,5	954,5	918,7

417. There was an excess of 28,2 over the total Budget Estimate, which occurred chiefly under "Railway Charges," "Feed of Horses, etc.," and "Implements, Godown Furniture, etc.," counterbalanced by savings in the other heads. The excess Under "Railway charges" is due to a larger number of Native soldiers having proceeded on furlough, to more frequent movement of British troops, and the despatch or larger quantities of stores by the rail route, which resulted in savings under "Sea and Inland Water Charges" and "Hire of Transport," Government transport having been only partly used. The excess under "Feed of Horses, etc.," is due to high contract rates for grain and forage in Madras and Darjeeling, to large purchases in consequence of a deficiency in the grass-cutters' establishment in Madras, to laying in of large stocks, and to the issue of kurby instead of rumna grass and paddy straw to horses at Secunderabad. Charges for "Implements, Godown Furniture, etc.," were under-estimated, while under "Other heads" the excess due to the transfer of charges for compressed fodder to this head from *Supplies*, has been more than met by savings from reduced purchases of warm clothing, less toll charges for landing and embarkation, smaller purchase of cattle for the Hissar Cattle Farm and from the feeding of the cattle there with the produce of the farm, a part of which was also leased out to private individuals on the hire system.

418. The Details of the charges in the *Transport Branch* are as follows:—

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts,
350,2	Depôt and Regimental	341,1	347,5	335,0
5,3	Ambulance Transport	8,3	8,2	5,8
86,6	Transport-Kashmir	30,0	...	...
442,1	TOTAL	379,4	355,7	340,8

419. The expenditure incurred by Captain Yeilding for Transport—Kashmir—has been compiled under Miscellaneous Services, though provided for under this head. The savings in "Depôt and Regimental" transport was due partly to the purchase of a smaller number of animals (an additional grant of 5,9 for purchase of mules to replace cast animals was not also utilised), and partly to less feeding charges owing to a large number of mules having been sent up for the Chilas-Abbottabad-Khagan road, (the charges for

Section L.—ARMY SERVICES—EXPENDITURE—*continued.*

Commissariat Charges—*continued.*

which have appeared under Miscellaneous Services,) and owing to a deficiency in the authorised complement of cattle. A smaller complement of ambulance elephants and fewer condemnations of transport gear account for the saving under Ambulance Transport.

Remounts and Veterinary.

420. The details are given below :—

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
3,1	Supervising Staff	3,2	3,3	3,1
23,7	Depôt Establishments	23,9	25,7	26,4
8,6	Veterinary Inspection	9,4	9,7	9,8
29,0	Station Veterinary Hospitals	33,9	32,6	32,0
4	Veterinary Schools	2	2	2
2,5	Remount Depôt, Garden Reach	2,5	2,1	2,2
133,9	Purchase of Remounts	141,3	160,1	146,8
40,1	Feed of Cattle and Remounts	35,9	33,5	35,4
35,1	Miscellaneous	32,0	30,8	41,4
276,4		282,3	298,0	297,6

421. The actuals exceeded the Budget Estimate in the aggregate by 15,3 of which 3,7 was due to Exchange Compensation Allowance, and the remainder occurred in *Depôt Establishments, Purchase of Remounts* and *Miscellaneous*. The increase in *Depôt Establishments* was due to the anticipated savings not having been realised, and to changes in the native establishments of the Remount Depôt, Garden Reach. The excess under *Purchase of Remounts* was due to the purchase of additional horses to replace those taken to Egypt by the 7th Dragoon Guards, and to enhanced rates for remounts, for which additional grants amounting to 20,8 were sanctioned during the year. The excess was to some extent counterbalanced by lower rates having been paid for young stock, which were also not bought to the extent provided for, and by the purchase of a smaller number of mules for Mountain Batteries and ponies for Mounted Infantry, Burma. The road expenses of the additional horses and extra charges for extensive transfers of remounts and young stock from depôts led to the excess under *Miscellaneous*. On the other hand, there was short expenditure under *Station Veterinary Hospitals*, due chiefly to a short complement of veterinary officers. Under *Feed of Cattle and Remounts* there was an excess partly on account of the additional horses and partly owing to contract rates in Madras for grain and fodder having been higher than anticipated, but the excess was nearly counterbalanced by savings in the feed of cattle and remounts, owing to an abundant supply of forage in Bengal.

Clothing Establishments.

422. The charges fall under the following sub-heads :—

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
8,7	Superintending Establishments	9,2	9,3	9,3
5,6	Manufacturing and Store Establishments	6,0	6,0	5,6
	Supplies and Services—			
137,4	Factories	112,2	124,8	115,9
20,1	Regimental	27,5	28,0	25,0
77,9	Compensation in lieu of clothing	110,5	97,2	86,8
249,7		265,4	265,3	242,6

423. The savings occurred chiefly under *Compensation in lieu of Clothing*, due to time-expired men and invalids not being allowed compensation, and to compensation for white clothing not being admissible to troops in India. There was also a small saving under *Regimental Supplies and Services*, due to many regiments having made their own arrangements for summer clothing for drafts arriving during the year, but this was more than made up by an excess under *Supplies and Services—Factories*, due to purchase of cotton cloth and serge from local mills, and to excess expenditure for supply of helmets to British troops for which no provision was made.

Section L.—ARMY SERVICES—EXPENDITURE—*continued.*

Barrack Establishments.

424. The following are the details under this head :—

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
3,4	Executive Establishments	3,5	3,4	3,6
69,3	Subordinate Establishments	64,2	65,9	64,0
9,9	Barrack Furniture	8,3	9,2	9,5
57,3	Barrack Bedding	58,6	58,0	52,9
40,2	Lighting Charges	37,2	37,1	37,4
61,5	Miscellaneous	52,4	55,0	63,2
241,6		224,2	228,6	230,6

425. The excess is due chiefly to heavy *Miscellaneous Charges* notably for purchase of coal to be stocked at Quetta and for firewood. There was an increase under *Barrack Furniture* in Madras, but there were larger savings due to smaller purchase and repair of *Barrack Bedding*.

Medical Establishments.

426. The charges are classified under the following heads :—

1892-93. Accounts.			Budget.		1893-94. Revised.		Accounts.	
	Medical Establishment—							
22,2	Head-Quarters and Circles		23,1		23,9		23,8	
398,4	Districts		396,2		415,9		426,1	
11,0	Nursing Service		12,7		12,0		11,1	
25,6	Army Hospital Charges		27,5		26,5		26,4	
18,2	Medical Store Depôts		18,9		19,0		18,9	
2,3	Followers' Hospitals		2,1		2,1		2,0	
12,4	Miscellaneous		27,2		21,7		14,2	
220,3	Medical Supplies	214,1		213,6		229,8		
	Deduct—							
31,6	Issues to other Departments	26,5		27,5		29,9		
188,7			187,6		186,1		199,9	
678,8			695,3		707,2		722,4	

427. There was an increase of 27,1 over the Budget Estimate and of 43,6 over the actuals of 1892-93, due principally to the grant of Exchange Compensation Allowance amounting to 26,6, to too large a deduction having been made for probable savings under *Medical Establishment—Districts* and to larger *Medical Supplies*, owing to larger admissions into hospitals, to laying in of stock and to larger supplies to other Departments. As compared with Budget Estimate, these excesses were considerably brought down partly by vacancies in the staff of the *Nursing Service* and of the *Army Hospital Corps*, but chiefly by savings under *Miscellaneous*, owing to the provision for new Cantonment General Hospitals not having been utilised in full, a grant of about 5,0 having been transferred to the Military Works Department, and to smaller grants-in-aid to Cantonment Hospitals.

Ordnance.

428. The charges are sub-divided below :—

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	ESTABLISHMENTS—			
32,9	Supervising Staff	34,8	36,6	36,4
183,3	Arsenals and Depôts	183,9	185,4	187,3
187,6	Factories	204,2	200,5	194,8
15,8	Fort Armaments	10,5	11,3	11,4
	STORES—			
114,2	For Arsenals and Depôts	137,9	137,9	142,0
148,6	For Factories	237,3	151,4	166,6
14,1	Freight	9,0	11,5	13,3
72,7	Camp Equipage	61,1	61,0	51,7
26,2	Line Gear	19,0	20,5	21,7
37,1	Other Charges	34,9	35,6	35,9
	Deduct—			
42,3	Supplies to other Departments	30,5	32,8	31,0
790,2		902,1	818,9	830,1

Section L.—ARMY SERVICES—EXPENDITURE—*continued.*

Ordnance—*continued.*

429. Under *Establishments* the saving of 3,5 on the Budget Estimate occurred chiefly in the *Factory Establishments* as temporary artificers, and others were not entertained to the extent provided for owing to smaller manufactures and to the manufacture of ·303 ammunition having been delayed in consequence of the non-supply of cordite. The saving has been much reduced by the grant of Exchange Compensation Allowance, amounting to 11,4.

430. The principal savings, however, occurred under *Stores for Factories* (70,7) and *Camp Equipage* (9,4). Under the former head the savings were due to the substitution in the Foundry and Shell Factory, Cossipore, of copper scissel procured from the Mints for Wallaroo copper, to fewer hides having been purchased for the Harness and Saddle Factory for want of pits, to restricted supply of saltpetre grough and less manufacture of black powder, counterbalanced partly by increased expenditure in the Gun Carriage Factory, Bengal, owing to purchase of stores for the manufacture of platforms, etc., for the guns and howitzers of the North-Western Frontier Defences, and in the Madras Factory on account of the purchase of a large quantity of coal. Under the second head camp equipage was not purchased and repaired to the extent expected. These savings were partly counterbalanced by larger supplies of *Stores for Arsenals and Depôts*, chiefly in Bengal and Bombay, and partly by heavy *Freight* charges in consequence of large consignments of stores from England, and of increased shipments from port to port in India, and by larger purchases of local stores in Madras and Bombay for making up *Line Gear*.

Other Effective Charges.

431. Charges for *Administration of Martial Law* were lower owing to the lower regimental rank of officers and to officiating arrangements, partly counterbalanced by Exchange Compensation Allowance (1,4) and by larger charges on account of Military prisons.

432. *Education Charges* were higher by 2,9, owing to increased expenditure on books and Exchange Compensation Allowance (1,4).

433. The figures under *Miscellaneous Services* may be sub-divided as follows :—

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
16,1	Sub-marine mining	...	...	...
257,3	Expeditions and special charges	177,0		219,9
148,2	Other Items	117,8	...	105,3
421,6		294,8	382,0	325,2

The charges for "Sub-marine mining" have been adjusted with effect from 1893-94 under *Regimental Pay Allowances and Charges*. The following are the details of the special expenditure, for which 177,0 was provided in the Budget, and for which additional grants, amounting to 71,5, were sanctioned during the course of the year :—

	Budget.	Additional Grants.	1893-94. Accounts.
Arrear charges on account of the late—			
Chin-Lushai Expedition	...	...	4
Miranzai Expedition	...	...	1
Manipur Expedition	...	...	1,5
Isazai Field Force	...	...	1,5
Charges for—			
Kajuri Kach Force	80,0		22,0
Kurram Escort	74,0		30,2
Lushai			7,4
South Lushai	10,0	7,5	2,9
Chin Hills Operations	10,0		15,8
Kachin Operations		10,0	3,5
Abor Expedition			1,0
Gilgit Agency	3,0	48.2	130,7
Kengtung-Kengchung Expedition		1,8	2,9
Kelat		4,0	...
	177,0	71,5	219,9

434. Under "Other Items" there was an increase of about 5,0 on account of compensation for losses and for Moonshee allowance to officers and men on passing in native languages. On the other hand, there were

Section L.—ARMY SERVICES—EXPENDITURE—*continued.*

Other Effective Charges—*continued.*

considerably larger savings, duechiefly to smaller printing charges in Madras and Bombay, as army and other forms were obtained from the Contractor for Government Printing, the cost of which is borne by Civil, to no charges having been incurred for the purchase of land for camping grounds, Hooghly Defence, to reduced charges for telegrams and contingencies and to the grants for camps-of-exercise not having been fully utilised.

435. Under *Volunteer Corps* the excess over the Budget Estimate is chiefly due to the grant of Exchange Compensation Allowance (2,8), to the appointments of Instructor, Calcutta Naval Volunteers, and Paid Adjutant, Bengal State Railway Volunteer Rifle Corps, to the fall in the rate of exchange affecting the pay of Non-Commissioned Officers, to heavier travelling and out-station charges, and to larger amount of capitation allowances due to increased numerical strength. These were, to a small extent, counterbalanced by fewer camps-of-exercise having been held.

Non-effective Charges.

436. Under *Rewards for Military Services* the charges for Decorations and Medals were less than anticipated by 1,7.

437. *Military Pensions to Europeans* show a saving of 7,2, chiefly due to a transfer adjustment of the retired pay of officers lent to the Hyderabad Contingent, to casualties and transfers among pensioners, and to payments for wound pensions and gratuities. There is, however, an excess of 6,3 under *Military Pensions to Natives*, due to increased charges for pensions to Native officers and men of the Native army, as well as for native family pensions, and to larger compensation for dearness of provisions in Madras, owing to a rise in the price of rice, partly counterbalanced by reduced charges under gratuities. The Budget Estimate proved slightly too high under *Widows' Pensions and Compassionate Allowances*, due to casualties, re-marriages, and transfers of pensions to England.

Expenditure in England.

438. *Home charges of British Officers serving in India* show considerable savings owing to charges for deferred pay being less than anticipated, partly counterbalanced by a slight increase in furlough allowances. The actuals of the previous year included a payment of 212,4 to the War Office on account of arrears. The break down of the troopship *Crocodile*, and the conseqent employment of hired transports, caused an excess under *Indian Troop Service*. A smaller number of officers, than was estimated, had to be provided with *Passages otherwise than in Troopships*. The increase under *Miscellaneous* is chiefly in the expenses of the Native Guard-of-Honor attending the opening of the Imperial Institute. Under *Stores* there were decreases of 35,4 in Clothing, 8,3 in Medical, and 3,6 in Commissariat stores, partly counterbalanced by an increase of 4,2 in Ordnance Stores.

439. Under *Retired Pay, etc., of British Forces on account of Service in India* the increase was due chiefly to enhanced cost of commutation of soldiers' pensions.

Upper Burma Charges.

440. The details of the extra charges for Upper Burma during the year, which amounted to 458,2 against 502,6 in 1892-93, are given below. The Upper Burma charges include 7,8 on account of cold weather field operations and 76,2 on account of Chin-Lushai :—

Grants.	Upper Burma. Accounts. 1892-93.	1893-94.
Army and Garrison Staff	16,1	30,6
Administrative Staff	6,4	8,4
Regimental Pay, Allowances, and Charges	8,2	40,9
Commissariat Establishments, Supplies and Services	406,9	312,6
Remount and Veterinary Establishments, Supplies and Services	1,2	2,7
Clothing Establishments, Supplies and Services	3	1.0
Barrack Establishments, Supplies and Services	4,5	5,0
Administration of Martial Law	...	...
Medical Establishments, Supplies and Services	17,5	26,6
Ordnance Establishments, Stores and Camp Equipage	—8,9	—1,6
Ecclesiastical	6	8
Sea Transport Charges	8,5	7,1
Miscellaneous Services	36,9	20,0
Volunteer Corps	1	2,5
Rewards for Military Services	3,5	9
Military Pensions	8	7
Total	502,6	458,2

Section L.L.—SPECIAL DEFENCE WORKS—EXPENDITURE.

47.—Special Defence Works.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
458,0	EXPENDITURE . . .	536,6	342,0	325,0

441. The expenditure during 1893-94 fell short of that of the previous year by 133,0. The decrease occurred chiefly in the expenditure in India, and was due to the approaching completion of various projects and to a smaller programme of works during 1893 94. The short outlay, as compared with the Budget Estimate, is attributed to the expenditure in England for armaments and stores having been over-estimated and to a reduced programme of works in India.

442. The distribution of expenditure is noted below :—

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
255,7	India	252,3	163,3	163,0
126,3	England	174,7	108,7	98,2
76,0	Exchange	109,6	70,0	63,8
458,0	TOTAL .	536,6	342,0	325,0

Section M.—PROVINCIAL ADJUSTMENT.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
—177,4	TOTAL DEFICIT . . .	—751,2	—478,8	—311,3

DETAILS.

			India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. Provinces and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Provincial.												
Revenue	Accounts	1892-93	...	777,2	2,030,0	565,7	4,244,6	3,253,0	1,607,9	2,966,8	4,045,7	19,580,9
	Budget	1893-94	...	794,2	2,014,9	604,8	4,223,0	3,223,7	1,734,7	2,969,8	3,989,6	19,554,7
	Revised	1893-94	...	792,4	1,948,7	611,2	4,341,0	3,301,7	1,754,9	3,051,2	4,106,0	19,907,1
	Accounts	1893-94	...	780,1	1,938,9	626,2	4,327,8	3,308,3	1,749,5	3,088,4	4,080,7	19,899,9
Expenditure	Accounts	1892-93	...	799,0	1,963,3	556,4	4,254,4	3,269,7	1,804,0	3,125,9	4,069,6	19,842,3
	Budget	1893-94	...	860,2	2,082,7	681,7	4,240,4	3,289,4	1,791,3	3,042,8	4,118,1	20,106,6
	Revised	1893-94	...	838,9	2,078,4	650,4	4,267,8	3,344,9	1,781,5	3,046,7	4,104,0	20,112,6
	Accounts	1893-94	...	840,8	2,029,6	654,7	4,290,9	3,333,5	1,772,2	3,054,8	4,061,2	20,037,7
Surplus or Deficit.	Accounts	1892-93	...	—21,8	+66,7	+9,3	—9,8	—16,7	—106,1	—159,1	—23,9	—261,4
	Budget	1893-94	...	—66,0	—67,8	—76,9	—17,4	—65,7	—56,6	—73,0	—128,5	—551,9
	Revised	1893-94	...	—46,5	—129,7	—39,2	+73,2	—43,2	—26,6	+4,5	+2,0	—205,5
	Accounts	1893-94	...	—60,7	—90,7	—28,5	+36 9	—25,2	—22,7	+33 6	+19.5	—137,8
Closing Balance.	Accounts	1892-93	...	183,6	447.9	145,2	225,5	495.7	171,0	260,0	383,1	2,312,0
	Accounts	1893-94	...	122,9	357.2	116,7	262,4	470,5	148,3	293,6	402,6	2,174,2
Local.												
Revenue	Accounts	1892-93	13,8	117,2	161,0	71,3	708,2	1,074,6	369,4	1,243.7	507,8	4,267,0
	Budget	1893-94	13,9	117,9	166,1	122,6	640,9	1,092,4	368,7	1,129,4	512,6	4,164,5
	Revised	1893-94	14,1	120,2	163,6	120,1	689,9	1,095,5	382,4	841,1	535,4	3,962,3
	Accounts	1893-94	15,5	121,8	160,5	128,3	706,4	1,083.5	380,2	877,0	533,6	4,006,8
Expenditure	Accounts	1892-93	13,3	116,8	131,6	95,9	709,6	1,051,2	371,2	1,176,9	516,5	4,183,0
	Budget	1893-94	14,5	141,8	202,5	120,4	668,7	1,077,2	376,9	1,246,8	515,0	4,363,8
	Revised	1893-94	14,9	132,5	177,6	116,7	675,3	1,066,0	372,4	1,171,4	508,8	4,235,6
	Accounts	1893-94	14,1	122,0	166,3	108,9	696,8	1,063,0	375.2	1,133,8	500,2	4,180,3
Surplus or Deficit.	Accounts	1892-93	+5	+4	+29,4	—24,6	—1,4	+23,4	—1,8	+66,8	—8,7	+84,0
	Budget	1893-94	—6	—23,9	—36,4	+2,2	—27,8	+15,2	—8,2	—117,4	—2,4	—199,3
	Revised	1893-94	—8	—12,3	—14,0	+3,4	+14,6	+29,5	+10,0	—330,3	+26,6	—273,3
	Accounts	1893-94	+1.4	—2	—5,8	+19,4	+9,6	+20,5	+5,0	—256,8	+33,4	—173.5
Closing Balance	Accounts	1892-93	13,6	85,4	132,8	4,2	165,5	111,5	194,1	615,8	371,6	1,694,5
	Accounts	1893-94	15,0	85,2	127,0	23,5	175,1	132,0	199.1	359,0	405,0	1,521,0
Total.												
Revenue	Accounts	1892-93	13,8	894,4	2,191,0	637,0	4,952,8	4,327,6	2,067.3	4,210,5	4,553,5	23,847,9
	Budget	1893-94	13,9	912,1	2,181,0	727,4	4,863,9	4,316,1	2,103,4	4,099,2	4,502,2	23,719,2
	Revised	1893-94	14,1	912,6	2,112,3	731,3	5,030,9	4,397,2	2,137,3	3,892,3	4,641,4	23,869,4
	Accounts	1893-94	15.5	901,9	2,099,4	754.5	5,034,2	4,391,8	2,129,7	3,965,4	4,614.3	23,906,7
Expenditure	Accounts	1892-93	13,3	915,8	2,094,9	652,3	4,964,0	4,320,9	2,175,2	4,302,8	4,586,1	24,025.3
	Budget	1893-94	14,5	1,002,0	2,285,2	802,1	4,909,1	4,366,6	2,168,2	4,289,6	4,633.1	24 470,4
	Revised	1893-94	14,9	971,4	2,256,0	767,1	4,943,1	4,410,9	2,153,9	4,218,1	4,612,8	24,348,2
	Accounts	1893-94	14,1	962,8	2,195,9	763,6	4,987.7	4,396,5	2,147.4	4,188,6	4,561,4	24,218,0
Surplus or Deficit.	Accounts	1892-93	+5	—21,4	+96,1	—15,3	—11,2	+6,7	—107,9	—92,3	—32,6	—177,4
	Budget	1893-94	—6	—89,9	—104,2	—74,7	—45,2	—50.5	—64,8	—190,4	—130,9	—751,2
	Revised	1893-94	—8	—58,8	—149,7	—35,8	+87,8	—13,7	—16,6	—325,8	+28,6	—478,8
	Accounts	1893-94	+1,4	—60 9	—96,5	—9.1	+46,6	—4.7	—17,7	—223,2	+52,9	—311,3
Closing Balance.	Accounts	1892-93	13,6	269,0	580,7	149,4	391,0	607,2	365,1	875,8	754,7	4,006,5
	Accounts	1893-94	15,0	208,1	484,2	140,3	437,5	602,5	347,4	652,6	807,6	3,695,2

443. The figures shown under this head represent the surplus or deficit of each Provincial Government in respect of the revenues and charges assigned to it, including Incorporated Local Funds. The differences between the Estimates and Accounts under the various Revenue and Expenditure heads have been explained in detail in the foregoing pages, and the share of these pertaining to the Provincial and Local sections of the accounts for the several groups is given below separately for each province. The total Provincial share of the Revenues was on the whole, better than the Budget by 345,2, and the Local worse by 157,7. The expenditure was in both cases less by 68,9 and 183,5 respectively, consequently the Provincial and Local balances were better than expected by 345,2 + 68,9 or 414,1 and

Section M.—PROVINCIAL ADJUSTMENT—*continued.*

—157,7 + 183,5 or 25,8, respectively. The Budget anticipated that there would be deficits in the Provincial and Local accounts to the extent of 551,9 and 199,3 respectively, and as there were improvements of 414,1 and 25,8 over the Budget as just shown, the balances were diminished during the year by (551,9 —414,1) 137,8 and (199,3 —25,8) 173,5 respectively, or, taken together, the actual decrease in the balances in the course of the year amounted to 137,8 + 173,5 or 311,3 as shown above. With the exception of Madras, where there was a considerable decline in the Local section under Provincial Rates, the improvement was contributed by all the Provinces. The largest improvement occurred in Bombay, chiefly in the Principal Heads of Revenue, and in the expenses of the Civil Departments as well as in the charges under Buildings and Roads. Bengal also showed a considerable improvement under the Principal Heads of Revenue, Railways, and Buildings and Roads. The improvements in the other Provinces do not call for special notice.

Central Provinces.

Revenue 1892-93. Accounts.	Revenue Budget.	Revenue 1893-94. Revised.	Revenue Accounts.		Expenditure 1892-93. Accounts.	Expenditure Budget.	Expenditure 1893-94. Revised.	Expenditure Accounts.
				PROVINCIAL—				
703,9	717,2	716,3	703,6	Revenue	172,3	184,9	182,3	181,7
4,2	4,5	4,8	4,9	Interest	3,4	4,2	4,0	3,9
8	8	1,2	9	Post Office, Telegraph and Mint	6,2	6,9	6,4	6,8
52,3	52,9	54,4	52,9	Civil Departments	387,3	417,1	403,8	403,2
10,1	9,1	10,4	12,0	Miscellaneous	46,3	47,2	49,5	50,9
5,9	9,7	5,3	5,8	Buildings and Roads	174,9	190,1	183,6	183,4
...	...	...	...	Transfers to Local	8,6	9,8	9,3	10,9
777,2	794,2	792,4	780,1	TOTAL	799,0	860,2	838,9	840,8
				LOCAL—				
77,2	79,3	81,1	77,5	Revenue	43,5	47,6	48,3	45,1
19,9	18,5	18,9	20,8	Civil Department	40,3	47,6	40,3	41,0
3,6	3,0	3,1	3,3	Miscellaneous	1,0	1,5	1,6	1,4
...	...	...	...	Famine Relief and Insurance	...	...	...	...
7,9	7,3	7,8	9,3	Buildings and Roads	32,0	45,1	42,3	34,5
8,6	9,8	9,3	10,9	Transfers from Provincial	...	...	...	...
117,2	117,9	120,2	121,8	TOTAL	116,8	141,8	132,5	122,0
894,4	912,1	912,6	901,9	GRAND TOTAL	915,8	1,002,0	971,4	962,8
				SURPLUS +, DEFICIT —	—21,4	—89,9	—58,8	—60,9

Burma.

Revenue 1892-93. Accounts.	Revenue Budget.	Revenue 1893-94. Revised.	Revenue Accounts.		Expenditure 1892-93. Accounts.	Expenditure Budget.	Expenditure 1893-94. Revised.	Expenditure Accounts.
				PROVINCIAL—				
1,229,9	1,192,1	1,213,3	1,209,9	Revenue	323,8	343,8	337,1	334,8
1,8	1,8	1,5	1,4	Interest	1,2	1,3	1,2	1,2
...	...	...	...	Post Office, Telegraph and Mint	4,5	4,6	4,8	4,8
98,0	92,9	91,2	88,1	Civil Departments	626,2	682,3	665,5	659,0
7,3	6,0	6,6	6,6	Miscellaneous	80,3	77,4	83,7	84,9
678,7	710,0	622,5	619,0	Railways	562,3	562,7	582,7	578,7
5,3	5,0	6,0	6,8	Irrigation	72,7	57,5	63,7	60,8
9,0	7,1	7,6	7,1	Buildings and Roads	296,4	353,0	339,8	325,4
...	...	...	...	Transfers to Local	—4,1	1	—1	...
2,030,0	2,014,9	1,948,7	1,938,9	TOTAL	1,963,3	2,082,7	2,078,4	2,029,6
				LOCAL—				
103,7	107,0	106,2	102,6	Revenue	4,7	6,1	5,8	3,1
...	...	...	...	Interest	1	1	1	1
...	...	...	...	Post Office, Telegraph and Mint	8,4	8,5	8,9	8,8
8,3	7,0	7,2	7,3	Civil Departments	33,2	38,1	33,9	32,9
33,2	32,8	33,3	33,6	Miscellaneous	8,6	10,5	10,1	9,6
5,6	6,2	3,2	3,2	Irrigation	6,8	8,5	4,4	4,0
14,3	13,0	13,8	13,8	Buildings and Roads	69,8	130,7	114,4	107,8
—4,1	1	—1	...	Transfers from Provincial	...	...	...	...
161,0	166,1	163,6	160,5	TOTAL	131,6	202,5	177,6	166,3
2,191,0	2,181,0	2,112,3	2,099,4	GRAND TOTAL	2,094,9	2,285,2	2,256,0	2,195,9
				SURPLUS +, DEFICIT —	+96,1	—104,2	—143,7	—96,5

Section M.—PROVINCIAL ADJUSTMENT—*continued.*

Assam.

Revenue 1892-93. Accounts.	Revenue Budget.	Revenue 1893-94. Revised.	Revenue Accounts.		Expenditure 1892-93. Accounts.	Expenditure Budget.	Expenditure 1893-94. Revised.	Expenditure Accounts.
				PROVINCIAL—				
518,7	560,6	563,5	568,7	Revenue	111,6	136,3	122,6	119,6
1	1	1	1	Interest	1	1	1	1
...	...	...	...	Post Office, Telegraph and Mint	1	1	2	2
26,1	25,4	27,6	28,6	Civil Departments	276,7	287,9	280,5	288,4
7,0	4,5	5,2	13,0	Miscellaneous	20,8	24,5	23,4	23,9
...	...	...	...	Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	4,2	1,3	2,5	2,2
8,5	9,0	9,3	9,4	Railways	17,3	18,3	17,9	17,7
5,3	5,2	5,5	6,4	Buildings and Roads	132,2	172,4	166,2	160,2
...	...	...	...	Transfers to Local	—6,6	40,8	37,0	42,4
565,7	604,8	611,2	626,2	TOTAL	556,4	681,7	650,4	654,7
				LOCAL—				
54,9	59,0	59,5	61,1	Revenue	3	3	4	4
...	...	...	...	Post Office, Telegraph and Mint	3,8	4,1	3,9	4,0
11,9	11,9	12,6	13,3	Civil Departments	28,3	30,9	30,5	30,6
6	7	8	7	Miscellaneous	2,1	2,5	2,3	3,0
10,5	10,2	10,2	10,8	Buildings and Roads	61,4	82,6	79,6	70,9
—6,6	40,8	37,0	42,4	Transfers from Provincial	...	...	...	...
71,3	122,6	120,1	128,3	TOTAL	95,9	120,4	116,7	108,9
637,0	727,4	731,3	754,5	GRAND TOTAL	652,3	802,1	767,1	763,6
				SURPLUS +, DEFICIT —	—15,3	—74,7	—35,8	—9,1

Bengal.

Revenue 1892-93. Accounts.	Revenue Budget.	Revenue 1893-94. Revised.	Revenue Accounts.		Expenditure 1892-93. Accounts.	Expenditure Budget.	Expenditure 1893-94. Revised.	Expenditure Accounts.
				PROVINCIAL—				
3,114,6	3,125,7	3,174,4	3,161,8	Revenue	607,7	605,6	617,0	616,3
14,3	18,2	13,6	13,8	Interest	12,2	13,8	13,9	14,3
2	...	4	4	Post Office, Telegraph and Mint	7	3	8	8
386,9	385,0	388,2	382,5	Civil Departments	2,356,5	2,354,6	2,363,5	2,388,8
102,0	95,9	109,7	106,8	Miscellaneous	327,3	328,4	339,2	328,6
...	...	...	...	Famine Relief and Insurance	1	...	...	...
310,6	320,0	362,5	353,5	Railways	2,6	1	4	4
276,7	238,2	242,4	254,5	Irrigation	521,8	540,8	534,7	538,0
39,3	40,0	49,8	54,5	Buildings and Roads	290,5	296,8	272,8	268,1
...	...	...	...	Transfers to Local	135,0	100,0	125,5	135,6
4,244,6	4,223,0	4,341,0	4,327,8	TOTAL	4,254,4	4,240,4	4,267,8	4,290,9
				LOCAL—				
418,8	391,0	412,5	416,9	Revenue	1,4	3,0	1,3	9
4,9	4,9	4,9	4,3	Interest	1,0	1,0	1,3	1,0
1,5	1,5	1,0	8	Post Office, Telegraph and Mint	36,6	36,6	36,1	36,2
78,4	76,0	77,7	77,7	Civil Departments	175,1	175,5	176,2	180,9
24,5	23,2	24,5	27,2	Miscellaneous	10,9	10,3	11,6	11,2
...	...	...	...	Famine Relief and Insurance	28,6	10,0	2,5	3
1,4	1,3	1,3	1,4	Irrigation	1,2	1,3	1,3	1,0
43,7	43,0	42,5	42,5	Buildings and Roads	454,8	431,0	445,0	465,3
135,0	100,0	125,5	135,6	Transfers from Provincial	...	...	...	...
708,2	640,9	689,9	706,4	TOTAL	709,6	668,7	675,3	696,8
4,952,8	4,863,9	5,030,9	5,034,2	GRAND TOTAL	4,964,0	4,909,1	4,943,1	4,987,7
				SURPLUS, +, DEFICIT —	—11,2	—45,2	+87,8	+46,5

Section M.—PROVINCIAL ADJUSTMENT—*continued.*

North-Western Provinces and Oudh.

Revenue 1892-93. Accounts.	Revenue 1893-94. Budget.	Revenue 1893-94. Revised.	Revenue Accounts.		Expenditure 1892-93. Accounts.	Expenditure 1893-94. Budget.	Expenditure 1893-94. Revised.	Expenditure Accounts.
				PROVINCIAL—				
2,366,6	2,372,8	2,392,8	2,393,6	Revenue	540,3	580,5	572,3	571,3
20,0	28,0	31,1	31,3	Interest	23,8	27,2	28,7	28,9
153,1	149,6	173,2	180,3	Civil Departments	1,279,7	1,296,6	1,341,6	1,354,5
39,2	33,5	35,4	31,9	Miscellaneous	255,4	248,8	262,4	259,6
...	...	...	...	Famine Relief and Insurance	...	...	...	...
...	...	...	...	Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	...	...	...	...
...	...	...	...	Railways	4,1	4,0	3,9	4,0
579,5	568,2	594,4	595,4	Irrigation	564,6	560,1	557,0	561,8
94,6	71,6	74,8	75,8	Buildings and Roads	352,3	308,9	315,2	303,5
...	...	...	...	Transfers to Local	249,5	263,3	263,8	249,9
3,253,0	3,223,7	3,301,7	3,308,3	TOTAL	3,269,7	3,289,4	3,344,9	3,333,5
				LOCAL—				
767,8	772,7	772,7	773,3	Revenue	318,8	329,4	319,8	318,3
1,9	2,0	1,9	2,0	Interest	...	...	...	...
...	...	...	...	Post Office, Telegraph and Mint	18,4	18,5	18,3	18,3
34,6	33,4	35,0	36,3	Civil Departments	467,9	465,5	468,0	471,3
13,6	13,8	13,8	13,8	Miscellaneous	3,8	3,6	3,6	3,8
7,2	7,2	8,3	8,2	Buildings and Roads	242,3	260,2	256,3	251,3
249,5	263,3	263,8	249,9	Transfers from Provincial	...	...	...	...
1,074,6	1,092,4	1,095,5	1,083,5	TOTAL	1,051,2	1,077,2	1,066,0	1,063,0
4,327,6	4,316,1	4,397,2	4,391,8	GRAND TOTAL	4,320,9	4,366,6	4,410,9	4,396,5
				SURPLUS +, DEFICIT —	+6,7	—50,5	—13,7	—4,7

Punjab.

Revenue 1892-93. Accounts.	Revenue 1893-94. Budget.	Revenue 1893-94. Revised.	Revenue Accounts.		Expenditure 1892-93. Accounts.	Expenditure 1893-94. Budget.	Expenditure 1893-94. Revised.	Expenditure Accounts.
				PROVINCIAL—				
1,467,0	1,491,3	1,510,4	1,500,3	Revenue	314,2	317,0	316,5	312,7
27,3	28,5	28,4	29,5	Interest	20,4	22,9	21,4	21,3
6	4	7	7	Post Office, Telegraph and Mint	11,9	15,3	15,3	14,7
133,5	141,7	141,4	146,2	Civil Departments	1,027,2	1,027,6	1,046,1	1,042,8
26,7	27,2	28,4	25,4	Miscellaneous	133,9	146,4	144,1	142,5
...	...	...	...	Railways	...	...	...	...
5,4	9,1	6,0	6,3	Irrigation	28,9	5,9	12,8	12,5
37,4	36,5	39,6	41,1	Buildings and Roads	310,5	304,4	274,4	275,2
...	...	...	...	Transfers to Local	—43,0	—48,2	—49,1	—49,5
1,697,9	1,734,7	1,754,9	1,749,5	TOTAL	1,804,0	1,791,3	1,781,5	1,772,2
				LOCAL—				
353,3	358,4	369,8	367,7	Revenue	120,4	126,1	125,8	126,9
1	1	1	1	Interest	...	...	...	...
4,3	4,7	4,6	4,9	Post Office, Telegraph and Mint	5,2	6,4	5,3	5,3
24,7	23,5	26,2	25,8	Civil Departments	125,8	131,9	128,2	131,1
3,3	3,3	3,3	3,7	Miscellaneous	6,5	8,2	6,3	7,0
1,6	1,5	1,5	1,4	Irrigation	6	7	6	6
25,1	23,4	26,0	26,1	Buildings and Roads	112,7	103,6	106,2	104,3
—43,0	—48,2	—49,1	—49,5	Transfers from Provincial	...	...	...	...
369,4	368,7	382,4	380,2	TOTAL	371,2	376,9	372,4	375,2
2,067,3	2,103,4	2,137,3	2,129,7	GRAND TOTAL	2,175,2	2,168,2	2,153,9	2,147,4
				SURPLUS +, DEFICIT —	—107,9	—64,8	—16,6	—17,7

Section M.—PROVINCIAL ADJUSTMENT—*continued.*

Madras.

Revenue 1892-93. Accounts.	Revenue 1893-94. Budget.	Revenue 1893-94. Revised.	Revenue Accounts.		Expenditure 1892-93. Accounts.	Expenditure 1893-94. Budget.	Expenditure 1893-94. Revised.	Expenditure Accounts.
				PROVINCIAL—				
2,708,2	2,700,4	2,769,8	2,804,8	Revenue	730,4	746,3	747,8	746,2
8,5	15,9	16,1	17,9	Interest	14,3	20,0	18,2	17,9
1	...	...	...	Post Office, Telegraph and Mint	7,9	8,0	8,2	8,2
191,8	189,2	201,0	200,5	Civil Departments	1,409,8	1,407,1	1,440,3	1,451,6
28,7	28,8	30,0	29,0	Miscellaneous	224,7	226,7	229,3	232,5
...	...	...	...	Famine Relief	24,4	30,0	3	2
...	...	...	...	Construction of Railways	91,9	67,5	66,4	64,0
...	...	...	...	Railways	...	...	1,1	1,1
16,0	15,5	17,7	18,6	Irrigation	333,2	320,0	315,0	314,2
13,5	20,0	16,6	17,6	Buildings and Roads	253,8	290,1	265,0	264,1
...	...	...	...	Transfers to Local	35,5	—72,9	—44,9	—45,2
2,966,8	2,969,8	3,051,2	3,088,4	TOTAL	3,125,9	3,042,8	3,046,7	3,054,8
				LOCAL—				
1,020,7	1,019,5	701,0	731,1	Revenue	420,4	464,3	443,9	451,4
10,0	8,5	9,9	9,4	Interest	8	8	8	5
23,4	24,3	24,0	24,2	Civil Departments	259,9	286,5	267,3	269,4
59,6	54,8	55,3	58,4	Miscellaneous	30,6	32,8	31,1	32,2
...	...	...	...	Irrigation	1,9	2,8	9	8
94,5	95,2	95,8	99,1	Buildings and Roads	463,3	459,6	427,4	379,5
35,5	—72,9	—44,9	—45,2	Transfers from Provincial	...	...	...	...
1,243,7	1,129,4	841,1	877,0	TOTAL	1,176,9	1,246,8	1,171,4	1,133,8
4,210,5	4,099,2	3,892,3	3,965,4	GRND TOTAL	4,302,8	4,289,6	4,218,1	4,188,6
				SURPLUS +, DEFICIT—	—92,3	—190,4	—325,8	—223,2

Bombay.

Revenue 1892-93. Accounts.	Revenue 1893-94. Budget.	Revenue 1893-94. Revised.	Revenue Accounts.		Expenditure 1892-93. Accounts.	Expenditure 1893-94. Budget.	Expenditure 1893-94. Revised.	Expenditure Accounts.
				PROVINCIAL—				
3,728,6	3,683,7	3,780,3	3,751,8	Revenue	1,812,3	1,767,4	1,820,6	1,781,9
25,9	26,2	29,0	28,4	Interest	20,5	22,0	21,5	21,9
...	...	...	...	Post Office, Telegraph and Mint	10,5	10,6	10,3	10,3
164,5	149,2	158,2	157,2	Civil Departments	1,510,9	1,592,1	1,546,3	1,549,6
38,3	35,6	39,8	41,6	Miscellaneous	256,8	262,4	260,9	262,5
...	...	...	...	Famine Relief	3	5	...	...
...	...	...	...	Construction of Railways	42,2	6,3	8,2	7,7
6,4	14,0	13,0	14,3	Railways	6,4	10,0	10,5	11,4
1,7	2,1	2,7	3,0	Irrigation	1,0	12,5	14,2	13,9
80,3	78,8	83,0	84,4	Buildings and Roads	351,7	364,9	345,4	336,9
...	...	...	...	Transfers to Local	57,0	69,4	66,1	65,1
4,045,7	3,989,6	4,106,0	4,080,7	TOTAL	4,069,6	4,118,1	4,104,9	4,061,2
				LOCAL—				
318,2	321,1	334,6	333,0	Revenue	33,3	42,4	34,4	34,1
8	8	8	9	Interest	1,2	1,1	1,2	1,2
68,2	67,1	69,7	67,8	Civil Departments	201,1	208,6	200,6	199,3
2,6	2,9	2,5	2,2	Miscellaneous	7,3	8,5	7,5	7,3
61,0	51,3	61,7	64,6	Buildings and Roads	273,6	254,4	265,1	258,3
57,0	69,4	66,1	65,1	Transfers from Provincial	...	...	...	...
507,8	512,6	535,4	533,6	TOTAL	516,5	515,0	508,8	500,2
4,553,5	4,502,2	4,641,4	4,614,3	GRAND TOTAL	4,586,1	4,633,1	4,612,8	4,561,4
				SURPLUS +, DEFICIT—	—32,6	—130,9	+28,6	+52,9

Section N.—EXPENDITURE NOT CHARGED TO REVENUE.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
3,986,3	EXPENDITURE	3,550,0	3,643,1	3,621,3

444. In 1892-93 the total capital expenditure on Railways and Irrigation Works shown under 48 and 49 was limited to 3,500,0, *plus* the actual expenditure during the year on the Bareilly-Rampur-Moradabad Railway and the Jherria Extension of the East Indian Railway, and the remainder of the total capital expenditure was shown partly under Famine Insurance, and partly under "37.—Construction of Railways." In 1893-94 the programme for capital expenditure was placed at 4,604,3, and the limits to the amount to be shown under this head were the same as in 1892-93. The following table shows the comparison of the whole of the capital expenditure with the Estimates of the year and the actuals of the previous year:—

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
984,5	34.—Construction of Protective Railways	1,054,3	1,079,7	1,060,9
201,2	37.—Construction of Railways—Imperial	...	...	...
3,455,2	48.—State Railways . . .	2,800,0	2,947,7	2,939,6
531,1	49.—Irrigation Works . . .	750,0	695,4	681,7
5,172,0		4,604,3	4,722,8	4,682,2

445. **During the course of the year an additional grant of 118,5 was sanctioned for expenditure on the Bareilly-Rampur-Moradabad Railway, which raised the sanctioned grants to 4,722,8.**

48.—State Railways.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
	PRINCIPAL LINES UNDER CONSTRUCTION—			
234,5	East Indian-Jherria Extension	110,0	105,7	118,0
633,3	Godhra Rutlam	385,0	428,0	427,0
447,7	Mu Valley	395,0	289,1	270,3
126,8	Lucknow-Rae Bareli-Benares	80,0	84,3	82,5
251,8	Bareilly-Rampur-Moradabad	368,6	386,6	393,0
211,1	Mari-Attock	50,0	82,6	83,6
267,2	Mushkaf-Bolan	600,0	516,2	561,5
1,233,6	East Coast	918,0	996,8	976,0
30,1	Frontier Railway Reserve Material	5,5	13,7	13,8
14,2	Assam-Bengal (Land)	40,0	80,0	67,0
3,450,3	TOTAL .	2,852,1	2,983,0	2,992,7
	PRINCIPAL OPEN LINES—			
604,1	East Indian	162,3	435,4	425,4
51,4	Rajputana-Malwa	32,7	34,0	38,3
50,9	Burma	43,2	62,2	63,7
135,1	Eastern Bengal	146,8	109,4	105,5
—19,7	Oudh and Rohilkhand	59,9	48,5	36,6
219,3	North-Western	146,3	220,4	184,0
225,9	Ditto Gradient Improvements . . .	140,0	143,7	144,9
—202,6	South-Indian	113,7	72,5	75,0
466,5	Guntakal-Mysore Frontier	17,8	10,4	9,9
1,524,9	TOTAL .	862,7	1,136,5	1,083,3
—361,6	Other Railways	126,6	—28,9	71,1
27,3	Stores	12,9	—63,2	—146,6
4,640,9	GRAND TOTAL .	3,854,3	4,027,4	4,000,5

Section N.—EXPENDITURE NOT CHARGED TO REVENUE—*continued.*

48.—State Railways—*continued.*

Distributed as below:—

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
984,5	34.—Construction of Protective Railways . . .	1,054,3	1,079,7	1,060,9
201,2	37.—Construction of Railways charged to Revenue.—Imperial	...	...	...
3,455,2	48.—State Railways	2,800,0	2,947,7	2,939,6
4,640,9	TOTAL .	3,854,3	4,027,4	4,000,5
2,983,7	India	1,980,2	2,741,9	2,825,8
1,034,7	England	1,151,8	782,0	712,0
622,5	Exchange	722,3	503,5	462,7
4,640,9	TOTAL .	3,854,3	4,027,4	4,000,5

446. As regards the *Lines under Construction*, the grant for the Godhra-Rutlam Railway was exceeded owing to the works having been pushed forward with a view to the early completion of the line. The lapse in the grant for the Mu Valley Railway is due to the adoption of second-hand rails in one division of the line in lieu of new rails as originally provided for, to sickness during the working season, and to difficulty in procuring carts for carriage of material. On the Bareilly-Rampur-Moradabad Railway the programme of operations was expanded as additional funds were made available. The grant for the Mari-Attock Railway was exceeded in consequence of work done prior to 31st March 1893, but not paid for in 1892-93, having had to be paid for during the year. The payments on account of compensation for land were also larger than was originally provided for. The grant for the East Coast Railway was increased during the year and work was pushed on to a greater extent than was provided for in the Budget Estimate. More payments were made on account of the acquisition of land for the Assam-Bengal Railway than was anticipated at the time the Budget Estimate was prepared.

447. As regards the *Open Lines*, the large expenditure on the East Indian Railway is due to heavier outlay on engines and tenders, to an increase in stores balances for which additional funds were specially provided during the year, and to a special debit of 82,3 on account of the cost of providing an additional sleeper to each 30 feet rail incurred to the end of 1892-93. The excess over the grant for the Burma Railway is mainly due to the purchase of rails for relaying on the Sittang district. The cost of the rails remained at the debit of stores at the close of the year, as they arrived too late to admit of their being issued and charged to Revenue. The lapse in the grant for the Eastern Bengal Railway is due principally to a special credit for depreciation charges on steamers lent to the India General Steam Navigation Company, and to an under-estimate of the issues of stores to Revenue. The lapse in the grant for the Oudh and Rohilkhund Railway is due to the introduction of Pintsch's system of lighting, having been deferred. On the North-Western Railway large expenditure was incurred on the lining of the Khojak tunnel, and the credits from Revenue on account of permanent-way and workshop charges were less than was anticipated. On the South Indian Railway the outlay on Rolling Stock was less than was at first provided for, and the indents for English stores were not fully complied with. The lapse in the grant for the Guntakal-Mysore Frontier Railway is due to credits obtained from the South Indian Railway for permanent way and bridge materials.

448. On *Other Railways* the principal lapse is due to work on new pits at the Warora Colliery being held in abeyance, and to machinery not having arrived from England during the year. There is also a lapse on the grant for the Umaria Colliery due to a special writeback of the cost of coal in stock on the 31st March 1893, which was debited to stores by credit to Revenue in 1892-93. The lapse on *Stores* is due to the expenditure in England having been less than estimated.

Section N.—EXPENDITURE NOT CHARGED TO REVENUE—*continued.*

49.—Irrigation Works.

1892-93. Accounts.		Budget.	1893-94. Revised.	Accounts.
36,3	Orissa Canals	42,5	33,8	32,3
5,6	Sone Canals	17,5	20,5	16,3
11,0	Ganges Canal	19,1	14,1	12,7
20,8	Lower Ganges Canal	35,1	29,7	29,9
2,4	Agra Canal	9,3	4,1	3,6
2,9	Eastern Jumna Canal	6,5	1,8	1,0
11,7	Western Jumna Canal	28,0	19,0	12,2
25,2	Bari Doab Canal	60,0	52,0	51,1
15,6	Sirhind Canal	9,5	24,0	20 [illegible]
152,6	Chenab Canal	180,0	218,6	229.5
61,2	Sirsa Branch Canal	62,3	48,0	44,2
30,7	Kistna Delta	47,1	38,4	38,2
131,4	Periyar Project	117,5	129,3	131,4
18,0	Eastern Nara Works	24,1	38,1	37,5
5,7	Other Projects	21,5	24,0	21,4
...	Reserve	70,0	...	...
531,1	TOTAL OUTLAY	750,0	695,4	681,7
	Distributed as below :—			
521,8	India	735,7	672,4	660,1
5,8	England	8,8	14,0	13,1
3,5	Exchange	5,5	9,0	8,5

449. The increase in the expenditure during 1893-94, as compared with that of 1892-93, was due to a larger grant having been made available for expenditure in 1893-94 under this head. The decrease, as compared with the Budget and Revised Estimates, was due partly to the requirements of the canals in Bengal and the North-Western Provinces and Oudh having been over-estimated, and partly to the delay in the submission of the Estimate for the Jamrao Canal, in consequence of which work on the project could not be commenced during the year.

Section O.—PERMANENT DEBT.

	Budget.	1893-94. Revised.	Accounts.
INDIA—			
Incurred	3,220,0	3,719,1	3,719,1
Discharged	5,0	1,101,0	1,110,6
NET INDIA	+3,215,0	+2,618,1	+2,608,5
ENGLAND—			
Incurred—			
India 3 per cent. Stock	1,300,0	1,300,0	1,300,0
India 3½ per cent. Debentures	...	1,386,0	1,386,0
TOTAL INCURRED	1,300,0	2,686,0	2,686,0
Discharged—			
India 5 per cent. Stock	...	1	1
India 4 per cent. Stock	...	2,0	1,9
Oudh and Rohilkhand Railway Debentures	729,0	729,0	729,0
South Indian Railway Debentures	520,2	520,2	520,2
TOTAL DISCHARGED	1,249,2	1,251,3	1,251,2
NET ENGLAND	+50,8	+1,434,7	+1,434,8
NET BOTH	+3,265,8	4,052,8	+4,043,3

Temporary Debt.

ENGLAND—			
Temporary Loans Incurred	...	10,750,0	10,750,0
Temporary Loans Discharged	...	4,750,0	4,750,0
	...	6,000,0	6,000,0

450. Detailed explanation of the various entries under this head has already been given on page 38 when the interest charges were being considered.

Section P.—UNFUNDED DEBT.

	Budget.	1893-94. Revised.	Accounts.
Special Loans	−2	−3	−4
Treasury Notes and Service Funds, India	+43,9	+43,5	+46,5
Savings Bank Deposits	+838,5	+555,2	+513,9
TOTAL	+882,2	+598,4	+560,0

451. The first two heads do not call for any special remarks. The details of *Savings Bank Deposits* are as follows :—

	Budget.	Revised.	Accounts.
Presidency Savings Banks	+47,0	+4,5	−24,4
Post Office Savings Banks	+698,0	+492,0	+447,0
State Railway Provident Institutions	+46,5	+52,2	+66,7
Civil Engineer's Provident Fund	+26,9	+13,1	+28,8
Regimental Savings Banks	−7,0	+8,5	+29,8
Special accounts	+27,1	−15,1	−34,0
TOTAL	+838,5	+555,2	+513,9

452. There is a large falling off in the *Presidency* and *Post Office Savings Banks* in consequence of the notice of reduction of interest; in Bombay a part of the decrease is also attributed to depositors having taken part in the speculation in Silver Bullion which followed the closure of the Mints. The fluctuations under *Regimental Savings Banks* are dependent to a great extent on the transfers of British Regiments between India and England, and are not therefore susceptible of an accurate forecast. The net debit under *Special Accounts* was chiefly owing to the General Family Pension Fund having withdrawn 60,0 during the year for investment in Government securities. The other accounts do not call for special remarks.

Section Q.—DEPOSITS AND ADVANCES.

	Budget. Cr.	Budget. Dr.	Budget. Net.	1893-94. Revised. Cr.	1893-94. Revised. Dr.	1893-94. Revised. Net.	Accounts. Cr.	Accounts. Dr.	Accounts. Net.
INDIA—									
Provincial Balances (net)	...	...	— 751,2	...	...	−478,8	...	...	— 311,3
Excluded Local Funds	760,5	752,6	+ 7,9	837,6	800,6	+ 37,0	842,2	858,8	— 16,6
Political and Railway Funds	319,2	313,7	+ 5,5	433,2	+421,1	+ 12,1	483,5	439,9	+ 43,6
Deposits of Sinking Funds	9,1	...	+ 9,1	9,1	...	+ 9,1	10,1	...	+ 10,1
Departmental and Judicial Deposits	15,492,2	15,541,8	— 49,6	17,855,1	17,338,1	+ 517,0	18,088,6	17,797,5	+ 291,1
Advances	14,353,2	14,356,4	— 3,2	7,024,5	7,398,5	— 374,0	7,398,4	7,913,2	— 514,8
Suspense Accounts	51,2	22,3	+ 28,9	77,2	30,6	+ 46,6	175,4	52,4	+ 123,0
Exchange on Remittance Accounts	...	...	— 482,8	...	...	+ 5,094,8	...	...	+4,987,5
Miscellaneous	202,4	55,0	+ 147,4	45,0	336,3	— 291,3	46,1	314,8	— 268,7
ENGLAND	4,2	2,0	+ 2,2	4,0	4	+ 3,6	2,0	1,1	+ 9
TOTAL	...	...	—1,085,8	...	...	+4,576,1	...		+4,344,8

453. The net debit under *Provincial Balances* has been explained in paragraph 443. The decline in the net result under *Excluded Local Funds* occurred mainly in Bombay owing to the purchase of Government securities by some of the Port Funds, to the creation of New Dispensary Funds, and to the transfer of some Funds to District Boards and Personal Deposits. The head *Political and Railway Funds* now include the several Guaranteed Railway Funds only, the net credit under which was underestimated. The Budget under *Deposits of Sinking Funds* provided only for the receipts on account of the Victoria Dock, Bombay, the actuals for which amounted to 9,3 and a sum of 8 was also received on account of the loans to Prince Ferokshah in Bengal. The character and magnitude of the transactions recorded under *Judicial and Departmental Deposits* render an accurate forecast impossible. The large net credit is contributed chiefly by India in the Railway capital transactions of the Public Works Department and by North-Western Provinces in the Municipal Fund Deposits, by Madras chiefly in the Local Funds, Debt Deposits and Advances and by Bombay chiefly in the Personal Deposits.

454. The net figures entered against the head *Advances* may be divided as follows :—

	Budget.	Revised.	Account.
Coinage Accounts	+ 50,0	− 388,2	−439,1
Other Advances	—53,2	+ 14,2	—75,7
	— 3,2	—374,0	—514,8

The Budget under *Coinage Accounts* provided only for a reduction of 50,0 in the Small Coin Depôt balances, but the actuals show an increase of 30,8 in these balances. Under Mint Certificates, the issue of which was stopped early in the year, there was a net payment of 469,4, the amount of the certificates outstanding at the beginning of the year. Against these debits there was a credit of 44,1 on account of a reduction in the balances of Bullion at the Mints and of 17,0 under Copper Coinage Account chiefly on account of an increase in the profit on the coin in stock at the Calcutta Mint and the Small Coin Depôt s at the close of the year. The net credit under *Other Advances* is the final outcome of a number of transactions which do not require special notice here.

455. Under *Suspense Accounts* the credit of 123,0 is chiefly on account of a decrease in the balance in the hands of the Opium, Postal and Military Departments, and of the Railway Revenue Branch of the Public Works Department.

456. The gross credits and debits working up to the net figures under *Exchange on Remittance Accounts* are as follows :—

Budget, 1893-94. Sterling Amount.	Exchange. Cr.	Exchange. Dr.		Accounts, 1893-94. Sterling Amount.	Exchange. Cr.	Exchange. Dr.
			Permanent Debt—			
+50,8	31,9	...	Money raised for advances to Railway Companies	+32,7	21,3	...
...	...	...	Other Loans	+1,402,1	911,2	...
...	...	...	Temporary Debt	+6,000,0	3,899,2	...
+2,2	1,4	...	Deposits and Advances	9	6	...
—1,565,6	...	981,8	Net payments to Guaranteed and Subsidized Railways, including remittances to India	—728,9	...	473,7
			Cash Balance—			
+630,3	395,3	...	Increase (—) Decrease (+)	+967,8	628,9	...
...	428,6	981,8	TOTAL	...	5,461,2	473,7
	...	553,2				
	...	70,4	Lump reduction by Financial Department			
		482,8	NET		4,987,5	

Section Q.—DEPOSITS AND ADVANCES—*continued.*

457. The following is a statement of the adjustments in the accounts by which the above result was obtained:—

1893-94. Budget. Sterling.	1893-94. Budget. Exchange.		1893-94. Accounts. Sterling.	1893-94. Accounts. Exchange.
18,700,0	11,727,1	Bills drawn by the Secretary of State . .	9,530,3	6,193,4
376,4	236,0	Net remittances of Railway Capital to India .	74,0	48,0
—1,38[illegible],2	—867,5	Miscellaneous remittances	—920,4	—598,2
		Deduct—		
16,810,9	10,542,4	Net expenditure in England	16,358,4	10,630,7
—882,3	—553,2			
...	70,4	Lump reduction by Financial Department . .		
—882,3	—482,8	Difference, being Exchange brought to account in excess of that involved in the Remittances from India during the year	7,674,6	4,987,5

458. The debit under *Miscellaneous* was chiefly on account of the Exchange on the decrease in the balance of the Secretary of State's bills which remained unpaid at the end of the year.

Sections R and RR.—IMPERIAL AND PROVINCIAL LOANS AND ADVANCES.

		1893-94. Budget.	1893-94. Accounts.
INDIA . {	Imperial Loans and Advances . . .	714,0 —149,6	1,156,9 —135,3
	Provincial Loans and Advances . . .	332,0 —608,2	358,0 —553,8

459. The following are the details of the Imperial Section of the Accounts:—

1893-94. Budget. Amount advanced.	1893-94. Budget. Amount repaid.		1893-94. Accounts. Amount advanced.	1893-94. Accounts. Amount repaid.
22,3	8,5	Loans to Native States	19,8	8,6
85,0	682,8	„ Presidency Corporations and Port Trusts . .	46,6	1,109,0
...	1,4	„ Mofussil Municipalities	1,6	3,2
37,5	1,3	„ District and other Local Committees . .	37,5	1,4
2,8	10,0	„ Landholders and Notabilities . . .	6,2	1,1
2,0	10,0	Advances to Cultivators	23,6	33,6
149,6	714,0	TOTAL AS ABOVE .	135,3	1,156,9

460. The receipts and payments under *Loans to Native States* were on account of the Cooch Behar State. Under *Loans to Presidency Corporations and Port Trusts* there was a large increase in the repayments, the Bombay Municipality having repaid 436,8, being the whole of the balance due to Government on account of its new consolidated loan. There was a decrease in the amount of further advances, chiefly in those to the Madras Port Trust for harbour construction purposes. The variations under *Loans to Mofussil Municipalities* are nominal, due to an advance of 1,0 and a re-payment of 2,4 in Upper Burma having been provided for under Provincial Loans and Advances instead of under this head. Under *Landholders and Notabilities* the Budget provided for a payment of 2,8 on account of the balance of the loan of 10,0 sanctioned to the Lord Bishop of Rangoon for the construction of the Rangoon Cathedral, and for a repayment of the full amount of the loan; but actually 5,8 remained undrawn at the end of 1892-93, and instead of any repayments being made, a further advance of 4,0 was sanctioned which was also drawn against to the extent of 4; the amount shown as repaid represent petty repayments on account of the loans to Dewan of Khaja Saheb's Durga, to Syed Adam Shah, and to the Talukdars of Ajmere. Under *Advances to Cultivators* the accounts include the advances and repayments in Upper Burma, which were provided for in the Budget under Provincial Loans and Advances and which were also lower than anticipated.

461. The following are the particulars of the Provincial and Local Loans Account:—

1893-94. Budget. Amount advanced.	1893-94. Budget. Amount repaid.		1893-94. Accounts. Amount advanced.	1893-94. Accounts. Amount repaid.
232,6	38,7	Loans to Mofussil Municipalities	274,5	30,7
...	6,6	„ Port Funds	...	7,6
...	8,6	„ District Committees	5,9	8,3
27,2	25,9	„ Landholders, etc.	27,3	27,1
332,7	225,3	Advances to Cultivators	210,6	265,8
15,7	26,9	„ under Special Laws	35,5	18,5
608,2	332,0	TOTAL AS ABOVE .	553,8	358,0

Section R and RR.—IMPERIAL AND PROVINCIAL LOANS AND ADVANCES—*continued.*

462. Under *Loans to Mofussil Municipalities* the principal advances made during the year, most of which were for water-works, are—

Patna Municipality	15,8
Benares „	45,0
Cawnpore „	50,0
Lucknow „	78,0
Delhi „	11,2
Madura „	16,4
TOTAL	216,4

North-Western Provinces showed a large excess owing to the fact, that while the Budget provided for only 100,0 on account of the Lucknow and Cawnpore water-supply schemes, the actual expenditure on these accounts amounted to 128,0, and drainage schemes in Benares, Agra, Allahabad, and other towns were also undertaken. On the other hand, no loans were granted in Central Provinces, and there were savings in Bengal chiefly in the loan to the Shahabad Municipality not being granted, and in Punjab owing to smaller advances than estimated having been made to the Delhi Municipality.

463. The 5,9 entered against *District Committee* includes 5,0 on account of the Dinagepur District Board and 9 on account of the Manbhum Road Committee

464. Under *Advances to Cultivators* the advances fell far short of the estimate in consequence of a more favorable season. In Madras, where the decrease is largest, restrictions were also placed by the Government on the free grant of loans under the Land Improvement and the Agriculturists' Loans Acts. The repayments were better in most of the provinces, that in Madras being largest. It may be noticed that the Budget under this head includes the advances and repayments on account of Upper Burma.

465. Under *Advances under Special Laws,* there was an increase in the outgoings, chiefly on account of the Churrial and Howrah drainage works, while the recoveries on account of embankment advances were much lower than anticipated.

Section S.—CAPITAL OF RAILWAY COMPANIES.

	India, 1893-94. Budget.	India, 1893-94. Revised.	India, 1893-94. Accounts.	England, 1893-94. Budget.	England, 1893-94. Revised.	England, 1893-94. Accounts.	Total, 1893-94. Budget.	Total, 1893-94. Revised.	Total, 1893-94. Accounts.
Guaranteed Companies.									
B., B. and C. I.	+105,4	+73,3	+76,4	—125,0	—170,0	—162,6	—19,6	—96,7	—86,2
G. I. P.	+274,1	+265,8	+280,6	—558,0	—231,5	—228,0	—283,9	+34,3	+52,6
M.	+41,2	+34,3	+37,2	—138,0	—77,6	—72,9	—96,8	—43,3	—35,7
	+420,7	+373,4	+394,2	—821,0	—479,1	—463,5	—400,3	—105,7	—69,3
Subsidised Companies.									
Nilgiri	...	...	+17,4	...	...	...	...	...	+17,4
S. M. and Mysore	—43,2	—7,3	—9,2	—90,9	—30,3	—24,1	—134,1	—37,6	—33,3
Indian Midland	—73,1	—15,6	—7	—77,3	—58,2	—54,2	—150,4	—73,8	—54,9
Assam-Bengal	—540,0	—422,4	—394,8	—118,0	—67,6	—69,4	—658,0	—490,0	—464,2
Bengal Central	—9,2	—1,8	—3	—1,9	—1,7	—1,7	—11,1	—3,5	—2,0
Bengal-Nagpur	—120,3	—64,7	—52,5	—64,1	—41,0	—39,4	—184,4	—105,7	—91,9
Rohilkhand-Kumaon	—11,3	—14,4	—10,7	—16,0	—2,9	—2,6	—27,3	—17,3	—13,3
	—797,1	—526,2	—450,8	—368,2	—201,7	—191,4	—1,165,3	—727,9	—642,2
TOTAL	—376,4	—152,8	—56,6	—1,189,2	—680,8	—654,9	—1,565,6	—833,6	—711,5

466. As explained in former reports, these are all net sums. The Indian figures represent the difference between the advances taken by the Railway Companies and the credits given to them chiefly on account of stores used on revenue account. The English figures represent the difference between the capital deposited by the companies with the Secretary of State, and the withdrawals for expenditure on stores, establishment charges, etc. These figures are necessarily liable to great fluctuations.

467. The decline in the transactions of the Guaranteed Companies in India occurred almost wholly in the Bombay, Baroda and Central India Railway, and was due to an under-estimate of the withdrawals as well as an over-estimate of the credits to capital on account of stores transferred to Revenue. In the cases of Great Indian Peninsula and Madras Railways the transactions had been over-estimated on both sides of the account and the net results agree closely with the Budget. As regards the subsidised Railways, the requirements were more or less over-estimated in all the cases.

468. In England also the requirements of the Railway Companies for stores, etc., were over-estimated, the actuals having fallen short of the Estimates by about 700,0. On the other hand, it was expected that the Bombay, Baroda and Central India Railway would raise fresh capital to the extent of 100,0 during the year, but this was postponed to 1894-95. The receipts on account of capital of the Assam-Bengal Railway were also smaller by 91,3.

Section T.—REMITTANCES.

	Budget.	1893-94. Revised.	Accounts.
Money Order (net)	...	...	— 3,7
Other Local Remittances (net)	...	— 1,7	— 68,5
Other Departmental Accounts (net)	...	...	+ 1,3
Accounts between Civil and other Departments (net)—			
Post Office	...	...	...
Guaranteed Railways	...	...	...
Telegraph	...	...	— 1
Marine	...	...	+ 7
Military	...	...	...
Public Works	...	+ 380,0	— 40,1
Remittance Account between England and India (net)	— 9,0	— 65,3	— 27,8
TOTAL	— 9,0	+ 313,0	— 138,2

469. The figures entered in this group are the net result of very large transactions, but there is nothing special to record in respect of them, except that the net debit of 68,5 under other Local Remittances is chiefly due to the cashing in April 1893 of a supply bill for 100,0 issued in March 1893 as noticed in the last report. The Money Order transactions continued to show a rapid growth, as will be seen from the following figures:—

		Issued.	Paid.
1887-88	Money Order transactions	11,665,7	11,660,7
1888-89		12,781,4	12,758,2
1889-90		14,418,5	14,393,1
1890-91		16,484,7	16,485,6
1891-92		17,365,8	17,349,3
1892-93		18,117,7	18,098,9
1893-94		19,290,8	19,294,5

Section U.—SECRETARY OF STATE'S BILLS.

	Budget.	1893-94. Revised.	Accounts.
Drawings	18,700,0	9,400,0	9,530,3
Payments	18,522,1	9,857,5	9,960,2

470. The following are the amounts of bills and transfers drawn during the year by the Secretary of State:—

		£	Rx.	Rate in Pence.
April	1893	1,865,0	3,052,8	14·66
May	,,	1,397,1	2,273,3	14·75
June	,,	2,460,7	3,929,4	15·03
July	,,	51,7	78,0	15·91
August	,,	78,3	123,2	15·25
September	,,	6,7	10,4	15·46
October	,,	4,8	7,7	14·96
November	,,	609,4	959,1	15·25
December	,,	21,0	32,9	15·32
January	1894	54,7	91,0	14·43
February	,,	1,054,7	1,832,5	13·81
March	,,	1,926,2	3,333,4	13·87
		9,530,3	15,723,7	14·55

471. The payment account of the year is as follows:—

	£	Rx.
Bills of 1892-93 outstanding on 1st April 1893	487,2	798,7
Bills drawn in 1893-94 as entered above	9,530,3	15,723,7
TOTAL BILLS FOR PAYMENT	10,017,5	16,522,4
Bills paid in 1893-94	9,960,2	16,422,8
Bills outstanding on 1st April 1894	57,3	99,6

Section V.—CASH BALANCE.

	Budget.	1893-94. Revised.	Accounts.
BALANCE ON 1ST APRIL 1893—			
India	15,204,2	15,271,8	15,271,8
England	2,602,8	2,268,4	2,268,4
TOTAL	17,807,0	17,540,2	17,540,2
BALANCE ON 31ST MARCH 1894—			
India	12,643,1	26,251,8	25,565,6
England	1,972,5	960,0	1,300,6
TOTAL	14,615,6	27,211,8	26,866,2
Increase (+) or decrease (—) of balance on 31st March 1894	—3,191,4	+9.671,6	+9,326,0

472. The above difference is distributed between India and England in the following proportions :—

	Budget.	1893-94. Revised.	Accounts.
India	—2,561,1	+10,980,0	+10,293,8
England	—630,3	—1,308,4	—967,8
TOTAL	—3,191,4	+9,671,6	+9,326,0

473. Taking India and England together, the net transactions of the year were better than expected in the Budget by the sum of 12,517,4. The variations which brought about this result are as follows :—

	Better.	Worse.
Decrease in Imperial Deficit	48,1	...
Decrease in Provincial Deficit	439,9	...
Increase under Ordinary Debt incurred	6,777,5	...
Decrease in deposits of Savings Banks	...	324,6
Increase under Departmental and Judicial Deposits	340,6	...
Net excess payment under Advances	...	512,6
Net excess receipts under Loans and Advances by Imperial Government	457,2	...
Short withdrawals by Railway Companies	854,2	...
Larger outgoings under Remittances	...	129,2
Decrease in the balance of Secretary of State's Bills remaining unpaid at the end of the year	...	1,024,5
Increase in Exchange charged as Expenditure in excess of that involved in the Remittances from India	5,470,3	...
Minor variations	120,5	...
	14,508,3	1,990,9
NET BETTER	12,517,4	

A. F. COX,

The 12th March 1895. *Offg. Comptroller and Auditor General.*

Budget Estimates . . . . . 1893-94.

Revised Estimates . . . . . 1893-94.

Accounts . . . . . 1893-94.

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General Statement of Accounts and Estimates.

[Rx. 1 is recorded for every 10 Rupees in respect of transactions in *India*, including those of "Exchange."]

	For details, *vide* Abstract.	RECEIPTS. Accounts, 1892-93	Budget Estimate, 1893-94.	Revised Estimate, 1893-94.	Accounts, 1893-94.
		Rx.	*Rx.*	*Rx.*	*Rx.*
Revenue—					
Principal Heads of Revenue—					
Land Revenue	A	24,905,328	25,157,200	25,492,300	25,589,609
Opium	„	7,993,180	7,316,200	6,694,400	6,627,571
Salt	„	8,656,104	8,587,800	8,346,200	8,228,876
Stamps	„	4,448,540	4,434,100	4,551,000	4,509,351
Excise	„	5,242,443	5,145,900	5,357,900	5,388,573
Other Heads	„	9,821,780	9,849,300	9,772,400	9,849,620
Total Principal Heads	...	61,067,375	60,490,500	60,214,200	60,193,600
Interest	A	869,727	893,600	874,600	875,487
Post Office, Telegraph, and Mint	„	2,736,953	2,720,800	2,738,200	2,747,714
Receipts by Civil Departments	„	1,607,876	1,635,500	1,636,100	1,631,302
Miscellaneous	„	876,994	982,900	960,900	999,149
Railways	„	19,077,103	19,551,700	20,206,500	20,296,973
Irrigation	„	2,418,902	2,337,700	2,319,600	2,296,409
Buildings and Roads	„	653,188	623,900	654,000	674,354
Receipts by Military Departments	„	864,320	769,100	825,400	850,226
Total Revenue	...	90,172,438	90,005,700	90,429,500	90,565,214
Debt, Deposits, and Advances—					
Permanent Debt (net Incurred)	C	...	3,265,800	4,052,800	4,043,311
Temporary Debt (net incurred)	...	...	...	(a) 6,000,000	(a) 6,000,000
Unfunded Debt (net Incurred)	C	963,902	882,200	598,400	559,960
Deposits and Advances (net)	„	749,274	...	4,576,100	4,344,848
Loans and Advances by Imperial Government (net receipts)	„	...	564,400	1,032,300	1,021,591
Capital of Railway Companies (net receipts)	„	692,280	...	...	...
Remittances (net)	„	128,840	...	313,000	...
Secretary of State's Bills drawn	„	16,532,215	18,700,000	9,400,000	9,530,235
Total Receipts	...	109,238,949	113,418,100	116,402,100	116,065,159
Balance on 1st April—India	...	17,287,005	15,204,205	15,271,756	15,271,756
England £	...	4,122,626	2,602,826	2,268,388	2,268,388
GRAND TOTAL	...	130,648,580	131,225,131	133,942,244	133,605,303

(a) Included under "Permanent Debt" in the Financial Statement.

	For details, *vide* Abstract.	DISBURSEMENTS. Accounts, 1892-93.	Budget Estimate, 1893-94.	Revised Estimate, 1893-94.	Accounts, 1893-94.
		Rx.	*Rx.*	*Rx.*	*Rx.*
Expenditure—					
Direct Demands on the Revenues	B	9,461,694	10,387,300	9,961,100	9,865,577
Interest	„	4,374,263	4,065,900	4,432,200	4,446,369
Post Office, Telegraph, and Mint	„	2,505,625	2,609,300	2,557,800	2,550,670
Salaries and Expenses of Civil Departments	„	14,259,912	14,472,000	14,559,600	14,637,840
Miscellaneous Civil Charges	„	5,537,840	5,538,100	5,619,100	5,646,877
Famine Relief and Insurance	„	1,116,103	1,159,800	1,138,300	1,117,801
Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	„	339,487	75,100	77,100	73,903
Railway Revenue Account	„	20,924,155	21,545,800	21,803,500	21,832,476
Irrigation	„	2,940,479	2,860,100	2,856,300	2,862,567
Buildings and Roads	„	5,846,480	6,090,600	5,940,300	5,810,852
Army Services	„	23,419,111	23,011,400	23,413,800	23,253,597
Special Defence Works	„	458,060	536,600	342,000	324,974
Total Expenditure, Imperial and Provincial	...	91,183,209	92,352,000	92,701,100	92,423,503
Add—Provincial Surplus: that is, portion of Allotment to Provincial Governments not spent by them in the year	End of B	196,485	17,400	163,800	179,346
Deduct—Provincial Deficits: that is, portion of Provincial Expenditure defrayed from Provincial balances	„	373,844	768,600	642,600	490,637
Total Expenditure charged against Revenue	...	91,005,850	91,600,800	92,222,300	92,112,212
Expenditure not charged to Revenue—					
Capital outlay on Railways and Irrigation Works	End of B	3,986,290	3,550,000	3,643,100	3,621,252
Debt, Deposits, and Advances—					
Permanent Debt (net Discharged)	C	376,405	...	...	...
Deposits and Advances (net)	„	...	1,085,800	...	...
Loans and Advances by Imperial Government (net Payments)	„	356,268	...	...	...
Loans and Advances by Provincial Governments (net Payments)	„	493,340	276,200	174,000	195,799
Capital of Railway Companies (net Payments)	„	...	1,565,600	833,600	711,466
Remittances (net)	„	...	9,000	...	138,246
Secretary of State's Bills paid	„	16,890,283	18,522,100	9,857,500	9,960,176
Total Disbursements	...	113,108,436	116,609,500	106,730,500	106,739,151
Balance on 31st March—India	...	15,271,756	12,643,105	26,251,756	25,565,588
England £	...	2,268,388	1,972,526	959,988	1,300,564
GRAND TOTAL	...	130,648,580	131,225,131	133,942,244	133,605,303
Revenue		90,172,438	90,005,700	90,429,500	90,565,214
Expenditure chargeable thereon		91,005,850	91,600,800	92,222,300	92,112,212
Surplus (+) or Deficit (−) Rx.		−833,412	−1,595,100	−1,792,800	−1,546,998

Abstract A.—*Details of Revenue.*

[Rx. 1 is recorded for every 10 Rupees in respect of transactions in *India*, including those of "Exchange."]

The figures in thick type are those which appear in the General Account.

HEADS OF REVENUE.	BUDGET ESTIMATE, 1893-94. India. Imperial.	India. Provincial.	India. Local.	England.	Exchange.*	Total.	Number of Item.	REVISED ESTIMATE, 1893-94. India. Imperial.	India. Provincial.	India. Local.	England.	Exchange.*	Total.	ACCOUNTS, 1893-94. India. Imperial.	India. Provincial.	India. Local.	England.	Exchange.*	Total.	Number of Item.
	Rx.	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*		*Rx.*	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*	
A.—Principal Heads of Revenue—																				
I.—Land Revenue	16,065,600	8,967,200	124,400	...	...	25,157,200	1	16,347,200	9,065,500	79,600	...	...	25,492,300	16,471,559	9,040,368	77,682	...	...	25,589,609	1
II.—Opium	7,316,200	...	...	...	...	7,316,200	2	6,694,400	...	...	...	...	6,694,400	6,627,571	...	...	...	...	6,627,571	2
III.—Salt	8,556,600	31,200	...	...	...	8,587,800	3	8,318,600	27,600	...	...	...	8,346,200	8,202,329	26,547	...	...	...	8,228,876	3
IV.—Stamps	1,173,000	3,261,100	...	...	...	4,434,100	4	1,202,300	3,348,700	...	...	...	4,551,000	1,190,868	3,318,483	...	...	...	4,509,351	4
V.—Excise	3,898,500	1,246,700	700	...	...	5,145,900	5	4,055,400	1,301,700	800	...	...	5,357,900	4,079,112	1,308,710	751	...	...	5,388,573	5
VI.—Provincial Rates	4,800	711,800	2,990,500	...	...	3,707,100	6	3,600	718,000	2,764,700	...	...	3,486,300	2,946	717,679	2,793,946	...	...	3,514,571	6
VII.—Customs	1,648,700	16,500	...	...	...	1,665,200	7	1,641,500	17,200	...	...	...	1,658,700	1,663,577	18,796	...	...	...	1,682,373	7
VIII.—Assessed Taxes	966,200	721,000	...	...	...	1,687,200	8	991,700	738,600	...	...	...	1,730,300	995,947	743,224	...	...	...	1,739,171	8
IX.—Forest	913,600	675,200	...	...	...	1,588,800	9	986,000	691,100	...	...	...	1,677,100	1,009,091	713,931	...	...	...	1,723,022	9
X.—Registration	216,200	213,100	...	...	...	429,300	10	215,100	212,400	...	...	...	427,500	209,405	206,741	...	...	...	416,146	10
XI.—Tributes from Native States	771,700	...	...	...	...	771,700	11	792,500	...	...	...	...	792,500	774,337	...	...	...	...	774,337	11
TOTAL	41,531,100	15,843,800	3,115,600	...	...	**60,490,500**	12	41,248,300	16,120,800	2,845,100	...	...	**60,214,200**	41,226,742	16,094,479	2,872,379	...	...	60,193,600	12
B.—XII—Interest—	721,600	123,200	16,300	20,000	12,500	**893,600**	13	716,600	124,600	17,600	9,600	6,200	**874,600**	714,895	127,306	16,720	10,041	6,525	875,487	13
C.—Post Office, Telegraph, and Mint—																				
XIII.—Post Office	1,531,400	1,200	6,200	...	...	1,538,800	14	1,541,800	2,300	5,600	...	...	1,549,700	1,553,651	1,981	5,631	...	...	1,561,263	14
XIV.—Telegraph	942,500	...	...	5,500	3,500	951,500	15	957,000	...	...	2,100	1,300	960,400	955,696	...	...	2,061	1,339	959,096	15
XV.—Mint	230,500	...	...	...	...	230,500	16	228,100	...	...	...	...	228,100	227,355	...	...	...	...	227,355	16
TOTAL	2,704,400	1,200	6,200	5,500	3,500	**2,720,800**	17	2,726,900	2,300	5,600	2,100	1,300	**2,738,200**	2,736,702	1,981	5,631	2,061	1,339	2,747,714	17
D.—Receipts by Civil Departments—																				
XVI.—Law and Justice { Courts of Law	23,800	352,200	1,200	...	...	377,200	18	20,700	355,200	1,200	...	...	377,100	20,014	351,128	1,263	...	...	372,405	18
XVI.—Law and Justice { Jails	45,300	267,000	...	...	...	312,300	19	44,600	269,100	...	...	...	313,700	42,269	263,922	...	...	...	306,191	19
XVII.—Police	13,200	217,700	137,900	...	...	370,800	20	14,400	251,600	141,700	...	...	407,700	14,640	258,502	144,389	...	...	417,531	20
XVIII.—Marine	86,000	126,300	300	...	...	212,600	21	31,500	126,300	100	...	...	157,900	25,878	126,489	57	...	...	152,424	21
XIX.—Education	1,500	123,900	86,300	...	...	211,700	22	1,400	128,800	86,900	...	...	217,100	1,256	130,974	83,948	...	...	216,178	22
XX.—Medical	500	40,900	21,600	2,000	1,300	66,300	23	500	45,400	23,100	1,700	1,100	71,800	323	45,877	25,744	1,934	1,257	75,135	23
XXI.—Scientific and Minor Departments	7,700	57,900	18,500	300	200	84,600	24	10,900	58,800	20,400	400	300	90,800	10,981	59,304	20,136	562	365	91,438	24
TOTAL	180,000	1,185,900	265,800	2,300	1,500	**1,635,500**	25	124,000	1,235,200	273,400	2,100	1,400	**1,636,100**	115,361	1,236,286	275,537	2,496	1,622	1,631,302	25
E.—Miscellaneous—																				
XXII.—Receipts in aid of Superannuation, etc.	144,000	43,400	100	97,900	61,400	346,800	26	162,400	48,400	100	96,600	62,200	369,700	166,975	49,067	110	97,904	63,625	377,681	26
XXIII.—Stationery and Printing	32,400	50,400	...	...	...	82,800	27	29,600	53,600	...	...	...	83,200	30,802	53,600	96	...	...	84,498	27
XXIV.—Exchange	180,000	...	...	...	...	180,000	28	102,000	...	...	...	...	102,000	106,920	...	...	...	...	106,920	28
XXV.—Miscellaneous	86,100	146,800	136,300	2,500	1,600	373,300	29	99,600	163,500	138,500	2,700	1,700	406,000	113,124	163,640	144,702	5,203	3,381	430,050	29
TOTAL	442,500	240,600	136,400	100,400	63,000	**982,900**	30	393,600	265,500	138,600	99,300	63,900	**960,900**	417,821	266,307	144,908	103,107	67,006	999,149	30
H.—Railways—																				
XXVI.—State Railways (Gross Earnings)	15,238,200	1,053,000	...	200	100	16,291,500	31	15,767,700	1,007,300	...	200	100	16,775,300	15,882,589	996,138	...	230	150	16,879,107	31
XXVII.—Guaranteed Companies (net Traffic Receipts)	3,235,000	...	...	...	...	3,235,000	32	3,397,500	...	...	...	...	3,397,500	3,383,812	...	...	...	...	3,383,812	32
XXVIII.—Subsidized Companies (Repayment of Advances of Interest)	23,600	...	...	1,000	600	25,200	33	33,700	...	...	...	...	33,700	34,054	...	...	...	...	34,054	33
TOTAL	18,496,800	1,053,000	...	1,200	700	**19,551,700**	34	19,198,900	1,007,300	...	200	100	**20,206,500**	19,300,455	996,138	...	230	150	20,296,973	34
J.—Irrigation—																				
XXIX.—Major Works:																				
Direct Receipts	628,700	695,000	...	...	...	1,323,700	35	608,400	725,200	...	...	...	1,333,600	604,462	745,223	...	...	...	1,349,685	35
Portion of Land Revenue due to Irrigation	815,600	...	...	...	...	815,600	36	792,000	...	...	...	...	792,000	746,926	...	...	...	...	746,926	36
XXXI.—Minor Works and Navigation	46,300	143,100	9,000	...	...	198,400	37	44,000	144,000	6,000	...	...	194,000	54,240	139,585	5,973	...	...	199,798	37
TOTAL	1,490,600	838,100	9,000	...	...	**2,337,700**	38	1,444,400	869,200	6,000	...	...	**2,319,600**	1,405,628	884,808	5,973	...	...	2,296,409	38
K.—Buildings and Roads—																				
XXX.—Military Works	42,700	...	...	...	...	42,700	39	46,900	...	...	...	...	46,900	45,894	...	...	...	...	45,894	39
XXXII.—Civil Works	12,400	268,900	252,900	28,900	18,100	581,200	40	14,000	282,200	268,400	25,500	16,400	607,100	16,641	292,660	276,546	25,828	16,785	628,460	40
TOTAL	55,100	268,900	252,900	28,900	18,100	**623,900**	41	61,500	282,200	268,400	25,500	16,400	**654,000**	62,535	292,660	276,546	25,828	16,785	674,354	41
L.—Receipts by Military Departments—																				
XXXIII.—Army:																				
Effective	651,000	...	...	26,200	16,400	693,600	42	674,600	...	...	39,100	25,200	738,900	694,482	...	...	39,636	25,758	759,876	42
Non-Effective	60,900	...	...	9,000	5,600	75,500	43	70,400	...	...	9,800	6,300	86,500	73,761	...	...	10,055	6,534	90,350	43
TOTAL	711,900	...	...	35,200	22,000	**769,100**	44	745,000	...	...	48,900	31,500	**825,400**	768,243	...	...	49,691	32,292	850,226	44
TOTAL REVENUE	66,334,000	19,554,700	3,866,300	193,500	121,300	90,005,700	45	66,659,200	19,907,100	3,554,700	187,700	120,800	90,429,500	66,748,382	19,899,965	3,597,694	193,454	125,719	90,565,214	45

* The columns headed "Exchange" show, under the several heads of Revenue and Expenditure which include transactions in England, the Exchange thereon, calculated in accordance with the average rate obtained, or estimated to be obtained, for Bills and Telegraphic Transfers sold during the year, namely, 1s. 2¼d., 1s. 2·6d. and 1s.2·5466429d. per rupee in the Budget, Revised and the Accounts respectively.

Abstract B.—*Details of Expenditure.*

[Rx.1 is recorded for every 10 Rupees in respect of transactions in *India*, including those of "Exchange."]
The figures in thick type are those which appear in the General Account.

	BUDGET ESTIMATE, 1893-94.						Number of Item.	REVISED ESTIMATE, 1893-94.						Number of Item.	ACCOUNTS, 1893-94.						Number of Item.
	India.			England.	Exchange.*	Total.		India.			England.	Exchange.*	Total.		India.			England.	Exchange.*	Total.	
	Imperial.	Provincial.	Local.					Imperial.	Provincial.	Local.					Imperial.	Provincial.	Local.				
	Rx.	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*		*Rx.*	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*		*Rx.*	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*	
A.—Direct Demands on the Revenues—																					
1.—Refunds and Drawbacks	158,500	61,900	4,500	...	...	224,900	1	183,500	71,600	4,600	...	...	259,700	1	176,498	68,822	10,700	...	...	256,020	1
2.—Assignments and Compensations	505,500	972,400	...	...	...	1,477,900	2	515,200	1,044,100	...	...	...	1,559,300	2	513,526	1,014,734	...	...	...	1,528,260	2
Charges in respect of Collection, *viz.*:—																					
3.—Land Revenue	391,500	2,715,500	1,004,300	600	400	4,112,300	3	392,400	2,695,900	965,300	100	100	4,053,800	3	386,678	2,672,230	962,565	85	55	4,021,613	3
4.—Opium (including cost of Production)	2,253,900	...	...	700	400	2,255,000	4	1,883,100	...	...	1,100	700	1,884,900	4	1,874,498	...	...	1,278	831	1,876,607	4
5.—Salt (including cost of Production)	443,000	66,800	...	600	400	510,800	5	411,100	60,100	...	1,300	800	473,300	5	415,762	56,701	...	1,177	765	474,405	5
6.—Stamps	—28,400	119,000	...	39,400	24,700	154,700	6	—36,900	131,200	...	39,400	25,300	159,000	6	—35,257	127,681	...	38,875	25,263	156,562	6
7.—Excise	157,900	50,900	...	...	...	208,800	7	147,000	46,900	...	100	100	194,100	7	146,341	46,952	...	50	32	193,375	7
8.—Provincial Rates	...	40,000	13,500	...	...	53,500	8	...	43,800	12,900	...	...	56,700	8	...	43,836	9,973	...	...	53,809	8
9.—Customs	53,000	91,500	...	200	100	144,800	9	53,400	91,600	...	200	100	145,300	9	53,680	89,823	...	135	88	143,736	9
10.—Assessed Taxes	16,400	16,000	...	...	...	32,400	10	15,900	15,600	...	...	...	31,500	10	15,717	15,343	...	...	...	31,060	10
11.—Forest	551,300	437,400	...	900	600	990,200	11	514,300	404,700	...	1,200	800	921,000	11	507,213	397,094	...	1,273	827	906,407	11
12.—Registration	111,600	110,400	...	...	...	222,000	12	111,800	110,700	...	...	...	222,500	12	112,344	111,379	...	...	...	223,723	12
TOTAL	4,614,200	4,681,800	1,022,300	42,400	26,600	10,387,300	13	4,190,800	4,716,200	982,800	43,400	27,900	9,961,100	13	4,167,000	4,644,605	983,238	42,873	27,861	9,865,577	13
B.—Interest—																					
13.—Interest on Debt other than that charged to Railways and Irrigation Works (*a*)	—491,500	111,500	...	2,394,200	1,501,500	3,515,700	14	—332,000	109,000	...	2,498,300	1,608,500	3,883,800	14	—347,821	109,503	...	2,505,280	1,628,094	3,895,056	14
14.—Interest on other Obligations	546,900	...	3,000	200	100	550,200	15	544,700	...	3,400	200	100	548,400	15	548,205	25	2,728	215	140	551,313	15
TOTAL	55,400	111,500	3,000	2,394,400	1,501,600	4,065,900	16	212,700	109,000	3,400	2,498,500	1,608,600	4,432,200	16	200,384	109,528	2,728	2,505,495	1,628,234	4,446,369	16
C.—Post Office, Telegraph, and Mint—																					
15.—Post Office	1,307,400	45,800	74,200	98,900	62,000	1,588,300	17	1,273,100	46,000	72,600	102,500	66,000	1,560,200	17	1,267,394	45,870	72,619	103,693	67,581	1,557,457	17
16.—Telegraph	681,000	...	...	144,900	90,900	916,800	18	681,100	...	...	142,000	91,400	914,500	18	672,178	...	...	139,378	90,577	902,133	18
17.—Mint	93,000	...	...	6,900	4,300	104,200	19	75,900	...	...	4,400	2,800	83,100	19	83,588	...	...	4,541	2,951	91,080	19
TOTAL	2,081,400	45,800	74,200	250,700	157,200	2,609,300	20	2,030,100	46,000	72,600	248,900	160,200	2,557,800	20	2,023,160	45,870	72,619	247,912	161,109	2,550,670	20
D.—Salaries and Expenses of Civil Departments—																					
18.—General Administration	622,800	759,200	96,600	248,300	155,700	1,882,600	21	643,800	783,500	92,300	267,600	172,300	1,959,500	21	641,453	785,536	92,143	265,812	172,742	1,957,686	21
19.—Law and Justice { Courts of Law	118,100	2,781,600	800	1,100	700	2,902,300	22	123,600	2,865,300	1,200	(*b*) 100	(*b*)100	2,990,400	22	123,466	2,871,412	1,212	197	128	2,996,415	22
Jails	161,100	772,500	...	(*b*) 200	(*b*) 100	933,900	23	163,400	754,400	...	600	400	918,000	23	165,345	758,690	18	27	18	924,098	23
20.—Police	715,600	2,924,500	319,400	600	400	3,960,500	24	698,800	2,865,400	316,300	600	400	3,876,500	24	704,976	2,892,808	320,909	662	430	3,919,785	24
21.—Marine (including River Navigation)	309,400	173,500	5,000	217,400	136,300	841,600	25	211,300	159,300	4,300	244,700	137,500	777,100	25	190,727	154,793	3,788	245,443	159,505	754,256	25
22.—Education	25,400	815,900	671,700	1,500	900	1,515,400	26	26,000	799,100	640,500	1,700	1,100	1,468,400	26	25,280	798,117	645,630	1,657	1,077	1,471,761	26
23.—Ecclesiastical	171,000	...	300	300	200	171,500	27	175,200	...	...	200	100	175,500	27	176,376	...	...	137	89	176,602	27
24.—Medical	40,100	630,900	266,800	7,000	4,400	949,200	28	42,100	657,600	260,900	6,800	4,400	971,800	28	42,964	661,528	263,477	6,760	4,393	979,122	28
25.—Political	734,300	65,800	...	21,900	13,700	835,700	29	831,700	65,900	...	22,000	14,200	933,800	29	862,150	67,426	24	21,938	14,270	965,828	29
26.—Scientific and other Minor Departments	236,700	141,400	29,600	44,000	27,600	479,300	30	242,700	147,100	34,800	42,000	27,000	488,600	30	243,944	147,747	34,667	39,960	25,969	492,287	30
TOTAL	3,134,500	9,063,300	1,389,900	542,300	340,000	14,472,000	31	3,158,600	9,087,600	1,350,300	585,900	377,200	14,559,600	31	3,176,681	9,138,057	1,361 868	582,613	378,621	14,637,840	31
E.—Miscellaneous Civil Charges—																					
27.—Territorial and Political Pensions	490,800	...	...	23,700	14,900	529,400	32	476,800	...	...	22,000	14,200	513,000	32	472,228	...	...	21,950	14,265	508,443	32
28.—Civil Furlough and Absentee Allowances	900	...	...	209,000	131,100	341,000	33	1,000	...	...	200,200	128,900	330,100	33	1,548	...	...	197,521	128,362	327,431	33
29.—Superannuation Allowances and Pensions	77,600	807,700	3,300	1,782,700	1,118,000	3,789,300	34	86,000	820,300	3,700	1,772,900	1,141,400	3,824,300	34	84,812	821,498	4,237	1,784,051	1,159,393	3,853,991	34
30.—Stationery and Printing	84,300	454,300	8,200	54,300	34,000	635,100	35	118,500	478,800	8,100	51,200	33,000	689,600	35	124,754	465,425	8,017	51,510	33,475	683,181	35
32.—Miscellaneous	34,800	99,800	66,900	25,700	16,100	243,300	36	64,800	93,400	62,800	25,000	16,100	262,100	36	67,032	98,469	63,693	27,055	17,582	273,831	36
TOTAL	688,400	1,361,800	78,400	2,095,400	1,314,100	5,538,100	37	747,100	1,392,500	74,600	2,071,300	1,333,600	5,619,100	37	750,374	1,385,392	75,947	2,082,087	1,353,077	5,646,877	37
F.—Famine Relief and Insurance—																					
33.—Famine Relief	...	30,500	10,000	...	...	40,500	38	...	300	2,500	...	...	2,800	38	...	231	265	...	...	496	38
34.—Construction of Protective Railways	1,054,300	...	...	...	...	1,054,300	39	1,079,700	...	...	...	...	1,079,700	39	1,060,954	...	...	...	...	1,060,954	39
35.—Construction of Protective Irrigation Works	65,000	...	...	...	...	65,000	40	55,600	...	...	100	100	55,800	40	56,044	...	...	186	121	56,351	40
TOTAL	1,119,300	30,500	10,000	...	...	(*c*) 1,159,800	41	1,135,300	300	2,500	100	100	(*c*) 1,138,300	41	1,116,998	231	265	186	121	(*c*) 1,117,801	41
Carried over	11,693,200	15,296,700	2,577,800	5,325,200	3,339,500	38,232,400	42	11,474,600	15,351,600	2,486,200	5,448,100	3,507,600	38,268,100	42	11,434,597	15,323,683	2,496,665	5,461,166	3,549,023	38,265,134	42

(*a*) The "Interest on Debt" is distributed as follows:—	Budget Estimate, 1893-94.				Revised Estimate, 1893-94.				Accounts, 1893-94.			
	India.	England.	Exchange.	Total.	India.	England.	Exchange.	Total.	India.	England.	Exchange.	Total.
	Rx.	£	*Rx.*	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*
Interest on Debt (other than that charged to Railways and Irrigation Works) as above	—380,000	2,394,200	1,501,500	3,515,700	—223,000	2,498,300	1,608,500	3,883,800	—238,318	2,505,280	1,628,094	3,895,056
Under Railway Revenue Account	(*d*)3,340,700	(*e*)1,215,000	761,900	5,317,600	(*d*)3,347,200	(*e*)1,214,400	781,800	5,343,400	(*d*)3,346,574	(*e*)1,214,411	789,203	5,350,188
Under Irrigation	1,168,300	...	...	1,168,300	1,165,800	...	...	1,165,800	1,165,558	...	...	1,165,558
TOTAL	4,129,000	3,609,200	2,263,400	10,001,600	4,290,000	3,712,700	2,390,300	10,393,000	4,273,814	3,719,691	2,417,297	10,410,802

(*c*) The following further sums, which are included under "XXVI and 38—State Railways", are chargeable to the grant for Famine Relief and Insurance, as representing the net charge on the Revenues on account of Protective Railways constructed through the agency of Companies:—

	Budget.	1893-94 Revised.	Accounts.
Indian Midland Railway	223,500	248,300	275,194
Bengal-Nagpur Railway	116,700	113,400	96,574
	340,200	361,700	371,768

(*d*) Includes Rx. 19,400, 19,400 and 19,415 charged to State Railways—"Interest on Capital deposited by Companies" for Budget, Revised and Accounts respectively.

(*e*) Includes Rx. 216,900, 216,900, and 216,948 charged to "Interest chargeable against Companies on Advances" for Budget, Revised and Accounts respectively.

* See foot-note to Abstract A, page 410.

(*b*) Shown under "Courts of Law" in the Financial Statement.

Abstract B.—*Details*

[Rx. 1 is recorded for every 10 Rupees

Heads of Expenditure.	Budget Estimate, 1893-94. India. Imperial.	India. Provincial.	India. Local.	England.	Exchange.*	Total.	Number of Item.
	Rx.	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*	
Brought forward	11,693,200	15,206,700	2,577,800	5,325,200	3,339,500	38,232,400	1
G.—37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	...	75,100	...	...	...	**75,100**	2
H.—Railway Revenue Account—							
38.—State Railways:							
Working Expenses	7,719,300	368,200	...	...	...	8,087,500	3
Interest on Debt	3,108,600	212,700	...	998,100	625,900	4,945,300	4
Annuities in purchase of Railways	...	...	...	1,099,700	1,065,900	2,765,600	5
Interest chargeable against Companies on Advances	...	...	...	216,900	136,000	352,900	6
Interest on Capital deposited by Companies	32,000	...	...	678,800	425,700	1,136,500	7
39.—Guaranteed Companies:							
Surplus Profits, Land and Supervision	613,200	...	...	...	...	613,200	8
Interest	2,600	...	...	2,154,900	1,351,400	3,508,900	9
40.—Subsidised Companies: Land, etc.	(a)14,200	14,200	...	...	...	28,400	10
41.—Miscellaneous Railway Expenditure	107,500	...	...	...	...	107,500	11
Total	11,597,400	595,100	...	5,748,400	3,604,900	**21,545,800**	12
J.—Irrigation—							
42.—Major Works:							
Working Expenses	398,400	377,700	...	...	...	776,100	13
Interest on Debt	631,300	537,000	...	...	...	1,168,300	14
43.—Minor Works and Navigation	319,600	582,100	13,300	400	300	915,700	15
Total	1,349,300	1,496,800	13,300	400	300	**2,860,100**	16
K.—Buildings and Roads—							
44.—Military Works	1,184,700	...	...	9,200	5,800	1,199,700	17
45.—Civil Works	693,800	2,280,600	1,772,700	88,400	55,400	4,890,900	18
Total	1,878,500	2,280,600	1,772,700	97,600	61,200	**6,090,600**	19
L.—Army Services—							
46.—Army:							
Effective	14,750,200	...	...	2,244,100	1,407,300	18,401,600	20
Non-Effective	943,300	...	...	2,253,400	1,413,100	4,609,800	21
Total	15,693,500	...	...	4,497,500	2,820,400	**23,011,400**	22
L.L.—Special Defence Works—							
47.—Special Defence Works	252,300	...	...	174,700	109,600	**536,600**	23
Total Expenditure, Imperial and Provincial	42,464,200	19,744,300	4,363,800	15,843,800	9,935,900	92,352,000	24
Transfers between Provincial and Local	...	+362,300	−362,300	...	...	...	25
M.—*Add*—Portion of Allotments to Provincial Governments not spent by them in the year	...	...	17,400	...	...	— *751,200*	26
Deduct—Portion of Provincial Expenditure defrayed from Provincial Balances	...	*551,900*	*216,700*				
Total Expenditure charged against Revenue	42,464,200	19,554,700	3,802,200	15,843,800	9,935,900	**91,600,800**	27

	Budget Estimate, 1893-94. India.	England.	Exchange.	Total.	Number of Item.
N.—Expenditure not charged to Revenue—	*Rx.*	£	*Rx.*	*Rx.*	
Capital Expenditure on Railways and Irrigation Works—					
48.—State Railways	925,900	1,151,800	722,300	2,800,000	28
49.—Irrigation Works	735,700	8,800	5,500	750,000	29
Total	1,661,600	1,160,600	727,800	**3,550,000**	30

* See foot-note in Abstract A, p. 410.

(a) Includes Rx. 6,100, 2,800 and 2,792 on account of Advances of Interest for Budget, Revised and Accounts, respectively.

of Expenditure—continued.

[n respect of transactions in *India*, including those of "Exchange."]

Number of Item.	Revised Estimate, 1893-94. India. Imperial.	India. Provincial.	India. Local.	England.	Exchange.*	Total.	Accounts, 1893-94. India. Imperial.	India. Provincial.	India. Local.	England.	Exchange.*	Total.
	Rx.	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*
1	11,474,600	15,351,600	2,486,200	5,448,100	3,507,600	38,268,100	11,434,597	15,323,683	2,496,665	5,461,166	3,549,023	38,265,134
2	...	77,100	...	...	...	**77,100**	...	73,903	...	...	...	**73,903**
3	7,870,800	388,300	...	...	...	8,259,100	7,879,011	384,964	...	...	...	8,263,975
4	3,115,100	212,700	...	997,500	642,200	4,967,500	3,114,405	212,754	...	997,463	648,216	4,972,838
5	...	...	...	1,695,400	1,091,600	2,787,000	...	...	...	1,695,547	1,101,877	2,797,424
6	...	...	...	216,900	139,600	356,500	...	...	...	216,948	140,987	357,935
7	31,900	...	...	679,600	437,600	1,149,100	31,809	...	...	679,635	441,671	1,153,115
8	605,800	...	...	...	...	605,800	605,258	...	...	...	...	605,258
9	2,400	...	...	2,154,700	1,387,300	3,544,400	2,495	...	...	2,154,720	1,400,277	3,557,492
10	(a) 8,600	14,300	...	...	...	22,900	(a) 6,766	14,234	...	...	...	21,000
11	110,000	1,200	...	...	...	111,200	102,253	1,186	...	...	...	103,439
12	11,744,600	616,500	...	5,744,100	3,698,300	**21,803,500**	11,741,997	613,138	...	5,744,313	3,733,028	**21,832,476**
13	391,500	380,200	...	...	...	771,700	398,710	390,247	...	...	...	788,957
14	629,700	536,100	...	...	...	1,165,800	629,633	535,925	...	...	...	1,165,558
15	328,900	581,100	7,200	1,000	600	918,800	325,032	574,939	6,494	962	625	908,052
16	1,350,100	1,497,400	7,200	1,000	600	**2,856,300**	1,353,375	1,501,111	6,494	962	625	**2,862,567**
17	1,166,300	...	...	15,000	9,700	1,191,000	1,154,268	...	...	15,965	10,375	1,180,608
18	697,100	2,162,400	1,742,200	89,800	57,800	4,749,300	690,422	2,116,812	1,677,144	88,411	57,455	4,630,244
19	1,863,400	2,162,400	1,742,200	104,800	67,500	**5,940,300**	1,844,690	2,116,812	1,677,144	104,376	67,830	**5,810,852**
20	15,082,300	...	...	2,221,300	1,430,100	18,733,700	15,026,170	...	...	2,167,670	1,408,693	18,602,533
21	929,500	...	...	2,281,600	1,409,000	4,680,100	938,666	...	...	2,250,122	1,462,276	4,651,064
22	16,011,800	...	...	4,502,900	2,899,100	**23,413,800**	15,964,836	...	...	4,417,792	2,870,969	**23,253,597**
23	163,300	...	...	108,700	70,000	**342,000**	162,947	...	...	98,206	63,821	**324,974**
24	42,607,800	19,705,000	4,235,600	15,909,600	10,243,100	92,701,100	42,502,442	19,628,647	4,180,303	15,826,815	10,285,296	92,423,503
25	...	+407,600	−407,600	...	...	...	...	+409,163	−409,163			
26	...	79,700	84,100	...	...	−*478,800*	...	89,966	89,380	...	...	−*311,291*
	...	*285,200*	*357,400*				...	*227,811*	*262,826*			
27	42,607,800	19,907,100	31,554,700	15,909,600	10,243,100	**92,222,300**	42,502,442	19,899,965	3,597,694	15,826,815	10,285,296	**92,112,212**

	Revised Estimate, 1893-94. India.	England.	Exchange.	Total.	Accounts, 1893-94. India.	England.	Exchange.	Total.
	Rx.	£	*Rx.*	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*
28	1,662,200	782,000	503,500	2,947,700	1,764,912	711,971	462,685	2,939,568
29	672,400	14,000	9,000	695,400	660,050	13,113	8,521	681,684
30	2,334,600	796,000	512,500	**3,643,100**	2,424,962	725,084	471,206	**3,621,252**

Abstract C.—*Details of Receipts and Disbursements.*

[Rx. 1 is recorded for every 10 Rupees in respect of transactions *in India*, including those of "Exchange."]
The figures in thick type are those which appear in the General Account.

	Budget Estimate, 1893-94.			Revised Estimate, 1893-94.			Accounts, 1893-94.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*	£	*Rx.*
Revenue (from Abstract A).	89,690,900	193,500	89,884,400	90,121,000	187,700	90,308,700	90,246,041	193,454	90,439,495
Exchange added to Revenue	121,300	...	121,300	120,800	...	120,800	125,719	...	125,719
Total	89,812,200	193,500	90,005,700	90,241,800	187,700	90,429,500	90,371,760	193,454	90,565,214
O.—Permanent Debt incurred—									
Sterling Debt—									
India 3 p. c. Stock	...	1,300,000		...	1,300,000		...	1,300,000	
India 3½p c.Debentures	...	...			1,386,000		...	1,386,000	
Rupee Debt—									
4 p. c. Rupee Loan	3,000,000	...		3,499,100	...		13	...	
Loan from Rampur State	220,000	...		220,000	...		220,000	...	
3½ p. c. Rupee Loan	...	...		...	...		3,499,100	...	
Total	3,220,000	1,300,000	4,520,000	3,719,100	2,686,000	6,405,100	3,719,113	2,686,000	6,405,113
Net			3,265,800			4,052,800			4,043,311
Temporary Debt incurred	...	...		...	10,750,000*	10,750 000	...	10,750,000	10,750.000
Net			0			6,000,000			6,000,000
P.—Unfunded Debt—									
Treasury Notes	...	...		8,000	...		8,120	...	
Deposits of Service Funds	136,900	...		142,400	...		142,155	...	
Savings Bank Deposits	4,080,900	...		4,196,100	...		4,309,409	...	
Total	4,217,800	...	4,217,800	4,346,500	...	4,346,500	4,459,684	...	4,459,684
Net			882,200			598,400			559,960
Q.—Deposits and Advances—									
Balances of Provincial Allotments	17,400	...		163,800	...		179,346		
Excluded Local Funds	760,500	...		837,600	...		842,238		
Political and Railway Funds	319,200	...		433,200	...		483,165		
Deposits of Sinking Funds	9,100	...		9,100	...		10,124		
Departmental and Judicial Deposits	18,492,200	...		17,855,100	...		18,088,572		
Advances	14,353,200	4,200		7,024,300	4,000		7,398,419	2,000	
Suspense Accounts	51,200	...		77,200	...		175,397		
Exchange on Remittance Accounts (net)	...	...		5,094,800	...		4,987,510		
Miscellaneous	202,400	...		45,000	...		46,096	16	
Total	31,205,200	4,200	31,209,400	31,540,300	4,000	31,544,300	32,211,167	2,016	32,213,183
Net			0			4,576,100			4,344,848
Carried over	128,455,200	1,497,700		129,847,700	13,627,700		130,761,724	13,631,470	

* See foot-note on page 408.

	Budget Estimate, 1893-94.			Revised Estimate, 1893-94.			Accounts, 1893-94.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*	£	*Rx.*
Expenditure, Imperial and Provincial (from Abstract B)	66,572,300	15,843,800	82,416,100	66,548,400	15,909,600	82,458,000	66,311,392	15,826,815	82,138,207
Exchange, charged as Expenditure	9,935,900	...	9,935,900	10,243,100	...	10,243,100	10,285,296	...	10,285,296
Add—Provincial Surpluses, transferred to "Deposits"	17,400	...	17,400	163,800	...	163,800	179,346	...	179,346
Deduct—Provincial Deficits, charged against "Deposits"	*768,600*	...	*768,600*	*642,600*	...	*642,600*	*490,637*	...	*490,637*
Total	75,757,000	15,843,800	91,600,800	76,312,700	15,909,600	92,222,300	76,285,397	15,826,815	92,112,212
Expenditure not charged to Revenue—									
Capital Outlay on Railways and Irrigation Works	1,661,600	1,160,600		2,334,600	796,000		2,424,962	725,084	
Add—Exchange on Expenditure not charged to Revenue	727,800	...		512,500	...		471,206	...	
Total	2,389,400	1,160,600	3,550,000	2,847,100	796,000	3,643,100	2,896,168	725,084	3,621,252
O.—Permanent Debt discharged—									
Sterling Debt—									
India 4 p. c. Stock	...	...		...	2,000		...	1,890	
India 5 p. c. Stock	...	...		...	100		...	125	
Oudh and Rohilkund Railway Debentures	...	729,000		...	729,000		...	729,000	
South Indian Railway Debentures	...	520,200		...	520,200		...	520,200	
Rupee Debt—									
5½ p. c. Loans	...	...		200	...		300	...	
5 p. c. Loans	...	...		100	...		107	...	
4½ p. c. Loan	3,800	...		1,100,600	...		1,109,907	...	
4 p. c. Loan	...	...		...	...		157	...	
Provincial Debentures	1,000	...		100	...		...	...	
Stock Notes	200	...		...	...		116	...	
Total	5,000	1,249,200	1,254,200	1,101,000	1,251,300	2,352,300	1,110,587	1,251,215	2,361,802
Net			0			0			0
Temporary Debt discharged	...	...		...	*4,750,000	4,750,000	...	4,750,000	4,750,000
Net			0			0			0
P.—Unfunded Debt—									
Special Loans	200	...		300	...		409	...	
Treasury Notes	...	...		7,400	...		7,670	...	
Deposits of Service Funds	93,000	...		99,500	...		96,162	...	
Savings Bank Deposits	3,242,400	...		3,640,900	...		3,795,483	...	
Total	3,335,600	...	3,335,600	3,748,100	...	3,748,100	3,899,724	...	3,899,724
Net			0			0			0
Q.—Deposits and Advances—									
Balances of Provincial Allotments	768,600	...		642,600	...		490,637		
Excluded Local Funds	752,600	...		800,600	...		858,799		
Political and Railway Fund	313,700	...		421,100	...		439,896		
Departmental and Judicial Deposits	15,541,800	...		17,338,100	...		17,797.536		
Advances	14,356,400	2,000		7,398,500	200		7,913,171	854	
Suspense Accounts	22,300	...		30,600	...		52,385	...	
Exchange on Remittance Accounts—Net	482,800	...		...	...		...	...	
Miscellaneous	55,000	...		336,300	200		314,829	228	
Total	32,293,200	2,000	32,295,200	26,967,800	400	26,968,200	27,867,253	1,082	27,868,335
Net			1,085,800			0			0
Carried over	113,780,200	18,255,600		110,976,700	22,707,300		112,059,129	22,554,196	

Abstract C.—*Details of Receipts and Disbursements*—continued.

	Budget Estimate, 1893-94.			Revised Estimate, 1893-94.			Accounts, 1893-94.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*	£	*Rx.*
Brought forward	128,455,200	1,497,700		129,847,700	13,627,700		130,761,724	13,631,470	
R.—Loans and Advances by Imperial Government	714,000	...	714,000	1,178,400	...	1,178,400	1,156,880	...	1,156,880
Net			564,400			1,032,300			1,021,591
R.R.—Loans and Advances by Provincial Governments	332,000	...	332,000	392,300	...	392,300	357,965	...	357,965
Net			0			0			0
S.—Capital Receipts from Railway Companies—									
On Account of Subscribed Capital	...	1,420,000		70,000	93,800		67,500	88,688	
Repayments	1,222,900	...		1,070,200	4,000		1,070,446	4,033	
Total	1,222,900	1,420,000	2,642,900	1,140,200	97,800	1,238,000	1,137,946	92,721	1,230,667
Net			0			0			0
T.—Remittances—									
Inland Money Orders	19,100,000	...		19,200,000	...		19,290,843		
Other Departmental Accounts	643,000	...		858,200	...		802,029		
Net Receipts by Civil Treasuries from—									
Post Office	874,500	...		686,000	...		683,953		
Telegraph	36,600	...		33,600	...		47,160		
Guaranteed Railways	3,498,700	...		3,711,600	...		3,801,017		
Public Works	...	...		626,700	...		323,696		
Net Receipts from Civil Treasuries by—									
Marine	214,600	...		186,600	...		185,513		
Military	14,314,800	...		14,805,500	...		14,715,228		
Public Works	72,900	...		...	...		...		
Remittance Account between England and India	1,529,200	136,000		1,035,800	159,700		1,031,348	167,720	
Total	40,284,300	136,000	40,420,300	41,144,000	159,700	41,303,700	40,880,787	167,720	41,048,507
Net			0			313,000			0
U.—Secretary of State's Bills drawn	...	18,700,000	18,700,000	...	9,400,000	9,400,000	...	9,530,235	9,530,235
Total Receipts	171,008,400	21,753,700		173,702,600	23,285,200		174,295,302	23,422,146	
V.—Opening Balance	15,204,205	2,602,826		15,271,756	2,268,388		15,271,756	2,268,388	
Grand Total	186,212,605	24,356,526		188,974,356	25,553,588		189,567,058	25,690,534	

	Budget Estimate, 1893-94.			Revised Estimate, 1893-94.			Accounts, 1893-94.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*	£	*Rx.*
Brought forward	113,780,200	18,255,600		110,976,700	22,707,300		112,059,129	22,554,196	
R.—Loans and Advances by Imperial Government	149,600	...	149,600	146,100	...	146,100	135,289	...	135,289
Net			0			0			0
R.R.—Loans and Advances by Provincial Governments	608,200	...	608,200	566,300	...	566,300	553,764	...	553,764
Net			276,200			174,000			195,799
S.—Payments to Railway Companies on Capital Account—									
For discharge of Debentures	...	1,140,000		...	...		...	...	
For Expenditure	1,599,300	1,469,200		1,293,000	778,600		1,194,509	747,624	
Total	1,599,300	2,609,200	4,208,500	1,293,000	778,600	2,071,600	1,194,509	747,624	1,942,133
Net			1,565,600			833,600			711,466
T.—Remittances—									
Inland Money Orders	19,100,000	...		19,200,000	...		19,294,478	...	
Other Local Remittances	...	...		1,700	...		68,521	...	
Other Departmental Accounts	643,000	...		858,200	...		800,711	...	
Net Payments into Civil Treasuries by—									
Post Office	874,500	...		686,000	...		683,956	...	
Telegraph	36,600	...		33,600	...		47,324	...	
Guaranteed Railways	3,498,700	...		3,711,600	...		3,801,017	...	
Public Works	...	...		246,700	...		363,768	...	
Net Issues from Civil Treasuries to—									
Marine	214,600	...		186,600	...		184,875	...	
Military	14,314,800	...		14,805,500	...		14,715,228	...	
Public Works	72,900	...		...	...		...	...	
Remittance Account between England and India	155,000	1,519,200		153,100	1,107,700		138,725	1,088,150	
Total	38,910,100	1,519,200	40,429,300	39,883,000	1,107,700	40,990,700	40,098,603	1,088,150	41,186,753
Net			9,000			0			138,246
U.—Secretary of State's Bills paid	18,522,100	...	18,522,100	9,857,500	...	9,857,500	9,960,176	...	9,960,176
Total Disbursements	173,569,500	22,384,000		162,722,600	24,593,600		164,001,470	24,389,970	
V.—Closing Balance	12,643,105	1,972,526		26,251,756	959,988		25,565,588	1,300,564	
Grand Total	186,212,605	24,356,526		188,974,356	25,553,588		189,567,058	25,690,534	

Abstract D.—*Account of Provincial and Local Savings charged to Revenue and held at the disposal of Provincial Governments under their Provincial Contracts.*

A.—Provincial Balances.

	India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
	Rx.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Budget Estimate, 1893-94.										
Balance at end of 1892-93 (by Revised Estimate)	...	167,634	435,617	128,605	224,643	514,731	183,968	242,971	355,811	2,253,980
Added in 1893-94	...	...	...	...	...	...	...	...	...	...
Spent in 1893-94	...	66,000	67,800	76,900	17,400	65,700	56,600	73,000	128,500	551,900
Balance at end of 1893-94	...	101,634	367,817	51,705	207,243	449,031	127,368	169,971	227,311	1,702,080
Revised Estimate, 1893-94.										
Balance at end of 1892-93 (by Accounts)	...	183,636	447,859	145,241	225,517	495,679	171,018	259,990	(*a*)383,122	2,312,062
Added in 1893-94	...	...	...	...	73,200	...	...	4,500	2,000	79,700
Spent in 1893-94	...	46,500	129,700	39,200	...	43,200	26,600	...	...	285,200
Balance at end of 1893-94	...	137,136	318,159	106,041	298,717	452,479	144,418	264,490	385,122	2,106,562
Accounts, 1893-94.										
Balance at end of 1892-93	...	183,636	447,859	145,241	225,517	495,679	171,018	259,990	(*a*)383,122	2,312,062
Added in 1893-94	...	...	...	...	36,887	...	...	33,636	19,143	89,966
Spent in 1893-94	...	60,772	90,653	28,532	...	25,155	22,699	...	...	227,811
Balance at end of 1893-94	...	122,864	357,206	116,709	262,404	470,524	148,319	293,626	402,565	2,174,217

(*a*) Differs from last year's closing balance by 1 for corrections since made.

B.—Local Balances.

NOTE.—These Balances do not include the Balances of Deposits and Advances upon Local Fund Accounts.

	India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
	Rx.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Budget Estimate, 1893-94.										
Balance at end of 1892-93 (by Revised Estimate)	12,220	82,247	121,308	9,481	138,546	111,844	177,027	552,333	361,127	1,566,133
Added in 1893-94	...	...	...	2,200	...	15,200	...	...	...	17,400
Spent in 1893-94	600	23,900	36,400	...	27,800	...	8,200	117,400	2,400	216,700
Balance at end of 1893-94	11,620	58,347	84,908	11,681	110,746	127,044	168,827	434,933	358,727	1,366,833
Revised Estimate, 1893-94.										
Balance at end of 1892-93 (by Accounts)	13,569	(*a*)85,393	132,845	(*a*) 4,194	165,458	111,518	194,143	615,835	(*a*) 371,537	(*a*) 1,694,492
Added in 1893-94	...	...	...	3,400	14,600	29,500	10,000	...	26,600	84,100
Spent in 1893-94	800	12,300	34,000	...	...	...	...	330,300	...	357,400
Balance at end of 1893-94	12,769	73,093	118,845	7,594	180,058	141,018	204,143	285,535	398,137	1,421,192
Accounts, 1893-94.										
Balance at end of 1892-93	13,569	(*a*) 85,393	132,845	(*a*)4,194	165,458	111,518	194,143	615,835	(*a*)371,537	(*a*) 1,694,492
Added in 1893-94	1,467	...	...	19,406	9,561	20,503	5,024	...	33,419	89,380
Spent in 1893-94	...	160	5,877	...	...	...	...	256,789	...	262,826
Balance at end of 1893-94	15,036	85,233	126,968	23,600	175,019	132,021	199,167	359,046	404,956	1,521,046

(*a*) Differs from last year's closing balance by 1 for corrections since made.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. on Saturday, March 2nd, 1895.

General Summary.—No change of importance in the prevailing weather conditions has occurred during the week. Fine clear dry weather has obtained generally over the whole of India, and temperature has continued unusually high in North-Western and Central India. In Burma numerous thunderstorms were reported on the 26th and 27th, which had the effect of lowering the temperature of that province considerably. Temperature decreased 5° during these two days on an average of all the Burma stations and was upwards of 2° below the normal on the 27th and 28th. Maximum or day temperatures were very largely in excess in the Punjab, West Rajputana, Sind and Baluchistan. The maximum temperatures registered, for instance, at Quetta, Murree, Jacobabad, Mooltan and Bickaneer were on several occasions between 12° and 16° higher than the normal temperature of the period.

As is usually the case when temperature is in excess in Northern India, unusually low temperatures have been recorded in Madras. In Southern India the air has been abnormally dry, and there have been no thunderstorms which usually occur at this season of the year.

Pressure has continued in general excess, the excess being most marked at the hill stations of Northern India. The barometer fell briskly in Baluchistan and Northern and Central India on Tuesday, and a very shallow depression was formed in Sind, in the area of large excess of temperature, which continued in the same position till the end of the week when it moved eastwards into Central Rajputana and partially filled up. It caused slightly unsettled weather and heavily clouded skies on Saturday in Rajputana, Central India, the Punjab and the western Districts of the North-Western Provinces, and a few very light showers were received, in no case exceeding a tenth of an inch, in Rajputana and Central India.

Daily Summary.—*Sunday.*—Pressure had risen briskly to rapidly in Upper India and was steady or had risen slightly elsewhere. It had changed irregularly in the Central Provinces and Deccan. Pressure continued in excess of the normal over the whole country, the excess being most marked at the Himalayan hill stations. Temperature had risen briskly in the Central Provinces and averaged 6° above the normal in the Punjab and 5½° in Sind and Rajputana. Light to moderate thundershowers had been received in the Deccan, Raichur reporting a fall of ·89 inch, Khamamet ·43 inch, and Hyderabad (Deccan) ·41 inch.

Monday.—The barometer had fallen slightly in Baluchistan and India and over the greater part of Burma, but the excess of pressure over the normal, especially at the hill stations, continued to be a noteworthy feature in the pressure conditions. Day temperatures were very largely above the normal in the South-West Punjab, West Rajputana, Sind and Baluchistan. At Quetta it was 16° above the normal of the day. Skies were clouding over

in Baluchistan and were overcast in Central and Upper Burma, but were clear in India except in some parts of the Peninsula, East and South Bengal, and the Central Provinces. Light local thundershowers were reported by a few stations, the heaviest fall of rain being half an inch at Colombo.

Tuesday.—The barometer had fallen briskly in Northern and Central India, the Deccan and Baluchistan, and had fallen irregularly in Burma. A very shallow depression lay over Sind, where pressure was in slight defect. Pressure was in slight to moderate excess in North-Eastern and Central India, and the Deccan, and normal in Central and Lower Burma. Temperature had fallen rapidly in Burma due to the occurrence of numerous thunderstorms. Very high day temperatures were again registered in Baluchistan, Sind and North Bombay. Skies had cleared in Baluchistan, but were more or less clouded in Sind, Rajputana and the Punjab. Numerous thundershowers were reported from Burma, but the amounts of rain registered were small. Thayetmyo received ·42 inch and Bhamo ·38 inch. Wellington reported a fall of ·51 inch.

Wednesday.—Pressure was steady in Baluchistan and Sind, but had fallen briskly in Bihar, Chota Nagpur and the Eastern districts of the Central and North-Western Provinces. It had decreased slightly over the remainder of India and had changed very irregularly in Burma. Pressure was nearly normal over the greater part of the Indian area, but was still in large excess at Quetta and the Northern India hill stations. Temperature had fallen rapidly in Burma, where it averaged 2° below the normal, and briskly in Rajputana. The majority of stations in Burma reported thundershowers, the heaviest falls of rain being ·66 inch at Lashio and ·56 inch at Fort Stedman.

Thursday.—The barometer had risen everywhere, the rise being brisk in the Gangetic plain, Central Provinces, Bengal, Upper Burma and the Malabar and Konkan coast districts. Pressure was again in considerable excess in North-Eastern India and Upper Burma. Temperature had increased in Northern and Central India, the increase being largest in the Punjab, Rajputana and Bengal. The highest maximum temperature registered was 99·2° at Cuddapah. Seoni reported a light fall of rain and Gnatong a fall of 3 inches of snow.

Friday.—Pressure had changed by only small amounts, and its distribution was practically unaltered. Temperature had increased briskly in the Punjab and Burma, and averaged 7½° above the normal in the Punjab and 5° in Sind and Rajputana. It was 2° below the normal in Madras. Day temperatures more than 12° above the normal were registered at Murree, Sirsa, Mooltan, Quetta, Jacobabad and Bickaneer. No rain was reported. Gnatong had received a light fall of snow.

Saturday.—The barometer had risen briskly to rapidly in Sind, West Rajputana and the South-West Punjab, and had fallen very slightly in Central Rajputana. The shallow depression which had been lying over Sind for the greater part of the week had moved eastwards into Central Rajputana and had partially filled up. Pressure was very uniform over the whole of Northern and Central India, over the greater part of which it was in considerable excess. The excess was greatest in the hill and submontane districts of Upper India. Cherat reported a severe gale of wind with an average velocity of 36 miles per hour, but at the neighbouring station of Murree the wind velocity averaged only 6 miles per hour. Temperature had decreased 6° at Quetta and 9° at

Cherat, and a feeble cool wave was reducing temperature slightly in Baluchistan and the North-Western Frontier districts in the rear of the slight disturbance which had moved eastwards into Rajputana. Skies were heavily clouded in Rajputana, Central India, the Punjab and the western districts of the North-Western Provinces. Very light showers were received during thunderstorms at stations in Rajputana and Central India.

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

Province.	February, 1895.					March, 1895.		Mean variation of week.
	24th.	25th.	26th.	27th.	28th.	1st.	2nd.	
	°	°	°	°	°	°	°	°
Burma	+2·8	+2·9	+0·5	−2·2	−2·3	−1·0	−0·7	0
Bengal and Assam	−0·2	−0·6	−1·0	−1·6	−0·5	−0·4	−0·9	−0·7
North-Western Provinces and Oudh	+1·2	+1·0	+0·6	+0·5	+0·8	+1·5	+3·5	+1·3
Punjab	+5·8	+5·2	+5·2	+4·4	+5·8	+7·5	+7·9	+6·0
Bombay	+0·7	+0·6	+0·3	+0·5	+0·1	+0·8	+0·8	+0·5
Central Provinces and Berar	−1·4	−1·1	−1·5	−0·1	+0·4	−0·3	+0·8	−0·5
Central India and Gujarat	+2·0	+2·6	+2·3	+1·6	+2·1	+2·6	+2·9	+2·3
Sind and Rajputana	+5·4	+4·2	+4·6	+2·8	+4·5	+5·2	+6·3	+4·7
Madras	−0·7	−0·9	−1·8	−1·4	−1·9	−2·1	−2·5	−1·3
	°	°	°	°	°	°	°	°
Mean for whole of India	+1·7	+1·5	+1·0	+0·5	+1·0	+1·5	+2·0	+1·3

The average mean temperature for the whole week was exactly normal in Burma and practically normal in Bengal, Bombay and the Central Provinces In Madras temperature was in defect throughout the week, the deficiency being greatest on the 1st and 2nd March, when it amounted to over 2°. In all other provinces temperature was unusually high, the excess over the normal temperature of the period being greatest in the Punjab, where on the 1st and 2nd it averaged between 7½° and 8°. For the whole week temperature was 6° above the normal in the Punjab, 4·7° in Sind and Rajputana, and 2·3° in Central India and Gujarat. The highest maximum temperatures registered during the week were 99·3° at Deesa on the 1st March and 99·2° at Cuddapah on the 28th February.

Rainfall.—Light but fairly general rain has been received in Burma during the week, due in the majority of cases to thunderstorms. Practically no rain has fallen in Bengal, the North-Western Provinces, Punjab, North Bombay, Rajputana and Central India. The heaviest average rainfalls were ·40 inch in Central Burma and ·35 in Hyderabad (South). Of the remaining 20 divisions, which received rain, only 4 received amounts exceeding a tenth of an inch. The rainfall of the week has hence been very small in amount and restricted to only 22 of the 52 rainfall divisions. It was in excess of the normal in Tenasserim, Lower and Central Burma, the Konkan, Bombay Deccan and parts of Madras.

The largest amount recorded at any one rain gauge station was 2·08 inches at Mettupalayam in the Coimbatore district.

Province.	Division.	Rainfall data for week ending 2nd March, 1895.			Rainfall data from 30th December 1894 to 2nd March, 1895.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, from 30th December to 2nd March.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0·10	0	+0·10	0·10	0·07	+ 43
	Lower Burma	0·11	0·05	+0·06	0·11	0·35	— 69
	Central do.	0·40	0	+0·40	0·40	0·17	+ 135
	Upper do.	0·20	?	?	0·21	?	?
	Arakan	0·01	0·07	—0·06	0·01	0·25	— 96
Bengal and Assam	Eastern Bengal	0	0·50	—0·50	0·05	1·99	— 97
	Assam (Surma)	0·11	0·96	—0·85	0·38	3·13	— 88
	Do. (Brahmaputra)	0	0·41	—0·41	1·41	2·38	— 41
	Deltaic Bengal	0	0·46	—0·46	0·18	1·97	— 91
	Central do.	0	0·15	—0·15	0·32	1·34	— 76
	North do.	0·01	0·10	—0·09	0·34	1·15	— 70
	Orissa	0	0·15	—0·15	0·37	1·33	— 72
	Chota Nagpur	0	0·13	—0·13	0·98	1·54	— 36
	Bihar (South)	0	0·05	—0·05	0·74	1·13	— 35
	Do. (North)	0	0·03	—0·03	0·54	1·10	— 51
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·04	—0·04	0·93	1·04	— 11
	North-Western Provinces (Submontane) (*a*)	0	0·08	—0·08	1·25	1·03	+ 21
	Oudh (South)	0	0·01	—0·01	2·07	1·00	+ 107
	Do. (North)	0	0·02	—0·02	1·98	1·16	+ 71
	North-Western Provinces (Central)	0	0·03	—0·03	2·55	0·81	+ 215
	North-Western Provinces (West)	0	0·06	—0·06	2·15	0·99	+ 117
	North-Western Provinces (Submontane) (*b*)	0	0·19	—0·19	4·32	2·96	+ 46
Punjab	Punjab (South)	0	0·08	—0·08	1·66	1·09	+ 52
	Do. (Central)	0	0·08	—0·08	2·60	1·19	+ 118
	Do. (Submontane)	0	0·18	—0·18	4·35	2·80	+ 55
	Do. (Hill Districts)	0	0·65	—0·65	8·32	6·81	+ 22
	Do. (North-West)	0	0·31	—0·31	3·19	3·29	— 3
	Do. (West)	0·01	0·09	—0·08	0·47	1·00	— 53
Bombay and Malabar Coast Districts (Madras)	Malabar	0·03	0·07	—0·04	0·08	0·55	— 85
	Madras (South Central)	0·16	0·09	+0·07	0·18	0·46	— 61
	Coorg	0	0·10	—0·10	0·02	0·46	— 96
	Mysore	0	0·01	—0·01	0	0·12	— 100
	Konkan	0·02	0	+0·02	0·07	0·13	— 46
	Bombay Deccan	0·07	0·02	+0·05	0·21	0·10	+ 110
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0·01	0·01	0	0·49	0·18	+ 172
Central Provinces and Berar	Berar	0·01	0·06	—0·05	0·89	0·55	+ 62
	Central Provinces (West)	0·01	0·05	—0·04	0·72	0·76	— 5
	Do. (Central)	0·02	0·06	—0·04	1·23	0·92	+ 34
	Do. (East)	0	0·09	—0·09	0·23	0·92	— 75
Bombay (North)	Gujarat	0	0	0	0·01	0·09	— 89
	Kathiawar	0·01	0·04	—0·03	0·04	0·14	— 71
	Sind	0	0·06	—0·06	0·26	0·71	— 63
Rajputana and Central India.	Central India (East)	0·01	0·06	—0·05	1·22	0·66	+ 85
	Rajputana (East), Central India (West)	0	0·03	—0·03	0·66	0·40	+ 65
	Rajputana (West)	0	0·09	—0·09	0·35	0·53	— 34
Madras	East Coast (North)	0·02	0·06	—0·04	0·64	0·54	+ 18
	Do. (do.) (*a*)	0	0·11	—0·11	0·55	0·27	+ 104
	Hyderabad (South)	0·35	0·02	+0·33	0·35	0·30	+ 17
	Madras (Central)	0·02	0	+0·02	0·02	0·08	— 75
	East Coast (Central)	0·05	0·02	+0·03	0·05	0·52	— 91
	Do. (South)	0	0·03	—0·03	0·02	0·87	— 98
	Madras (South)	0	0·18	—0·18	0·08	1·30	— 94

W. A. BION,
Actg. Asst. Meteorological Reporter to the Government of India.

SIMLA, *the 7th March, 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 9th March.*—No rain except scattered showers in the Nilgiris. Water-supply generally insufficient. Standing crops fair but withered or withering in parts of the Deccan, Carnatic and the Central and Southern districts. Harvest continues with fair outturn. Pasture and fodder getting scarce in parts. Prices easier in the Circars, risen in parts of the Central and Southern districts and steady elsewhere.

Bombay.—*For week ending 13th March.*—Rain fell in parts of Sind, Khandesh and Gujarat. Standing crops damaged by frost, blight, rust, insects and rain in parts of Sind. Reaping of late crops continues in parts of sixteen districts and preparations for next season's crops in parts of five. Cotton-picking in progress in parts of the Karnatic and Gujarat. Fodder-supply sufficient and agricultural stock in good condition. Prices normal except in parts of Ahmednagar and Sholapur.

Bengal.—*For week ending 11th March.*—No rain during the week except a slight fall at Gya. The prospects of the standing crops continue generally good, but in Eastern Bengal and in the Cuttack district rain is still required. Rain is also wanted for the cultivation of the hot-weather crops in Northern Bengal. In some districts the spring harvest has begun. The collection of opium is in progress, and the outturn is generally expected to be good. In Bihar the prospects of the young indigo are favourable. Cattle in good condition except in Rajshahi and Jessore. The price of common rice continues normal and almost stationary.

North-Western Provinces and Oudh.—*For week ending 13th March* —Showers fell in most districts accompanied in two by hail. The weather is now clear and seasonable. Harvesting of spring crops has commenced and collection of opium and sowing of sugarcane are in progress. Slight damage has been done to the wheat crop by rust in Jhansi. The linseed crop has also failed in this district and is poor in Allahabad. Prospects in the Oudh districts are fair and distinctly favourable elsewhere. Supplies sufficient, but fodder is scarce in a few districts. Prices fairly steady.

Punjab—*For week ending 13th March.*—Rain fell in most districts. Sowings of cotton, onions and sugarcane going on. Condition and prospects of spring crops generally reported good to average. The recent rain has improved the condition of standing crops in Dera Ismail Khan, but more is needed in Shahpur. Cattle are generally in good condition and fodder is sufficient throughout the Province. Prices rising in Dera Ismail Khan, below normal in Shahpur, continue normal in Umballa and low elsewhere.

Central Provinces.—*For week ending 13th March.*—Light showers have fallen in most districts and in parts of two the rain was accompanied with hail. Reaping and threshing of winter crops in progress. Prices generally steady except in Seoni where they are above normal.

Burma.—*For week ending 9th March.*—The threshing of the main paddy crop has practically been completed throughout the Province. Cultivation of dry-weather crops progressing favourably in Upper Burma and prospects are good, except in two districts where some damage has been done by caterpillars and rust. Prices have fallen slightly in Lower Burma, but are still above normal. In Upper Burma prices are steady and considerably below normal Fodder and water-supply sufficient.

Assam.—*For week ending 12th March.*—Weather seasonable. Ploughing for early rice commenced. Gathering of mustard almost over. Pressing of sugarcane continues. Condition of cattle fair. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 13th March.*—MYSORE: Standing crops in good condition. Rice sown in parts of Bangalore and Tumkur districts. Prices slightly fallen in Bangalore and Mysore.

COORG: Slight rain fell during the week. Threshing of rice almost over. Fodder and water fairly sufficient. Prices of food-grains normal.

Berar and Hyderabad.—*For week ending 13th March.*—BERAR: Days warm and nights cool. Cutting of winter crops and threshing of *juar* (*Sorghum vulgare*) continues. Breaking up of land for next rain crop in progress. Fodder and water ample. Prices fluctuating in Wun district, otherwise steady.

HYDERABAD: No rain during the week. State of crops favourable. Water in tanks and wells sufficient for cultivation. Prices normal.

Central India.—*For week ending 13th March.*—Slight rain fell in all Agencies during the week. Standing crops in fairly good condition though damaged in places by rain, hail, blight, and insects. Condition of cattle fair except in parts of the Bhopal Agency. Pasturage good and sufficient except in four districts of Gwalior. Prices of food-grains rising in Bhopal and parts of Gwalior, above normal in three Agencies and one district of Gwalior, and normal elsewhere. The opium crop has been partly damaged by rain in Goona and is in indifferent condition in one district of Gwalior.

Rajputana.—*For week ending 13th March.*—Heavy rain during the week in Jeypore, moderate in Abu and Ajmere, and slight in the other States except Kotah, Jhallawar, and Bhurtpore, where none is reported to have fallen. Agricultural operations satisfactory. Harvesting commenced in parts. Standing crops, prospects, and agricultural stock generally in good condition and fodder sufficient. Prices risen in two States, below average in one, falling in one and steady elsewhere.

Kashmir.—*For week ending 12th March.*—KASHMIR VALLEY: Little rain fell during the week. Weather fine. Prospects of spring crops, which are still under snow, generally good. Prices falling.

JAMMU PROVINCE.—*For week ending 13th March.*—Rain wanted in some districts. Condition of standing crops generally good. Ploughing for tobacco crop and sowing of sugarcane commenced. Cattle in good condition. Fodder sufficient. Prices stationary.

Nepal.—*For week ending 9th March.*—No rain during the week. Weather slightly warm but pleasant. Indian corn being sown and prospects of wheat good.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Forests.

COMMUNICATES REMARKS ON THE ADMINISTRATION REPORT OF THE IMPERIAL FOREST SCHOOL FOR 1893-94.

CIRCULAR NO. 4F.

Extract from the Proceedings of the Government of India, in the Department of Revenue and Agriculture (Forests): dated Calcutta, the 27th February 1895.

READ—

Circular No. 17 F., dated 5th September 1894, communicating orders on the Administration Report of the Imperial Forest School at Dehra Dun for the year 1892-93.

Read also—

Report of the Forest School for 1893-94.
Letter from the Inspector General of Forests, No. 116, dated 13th February 1895, submitting the above report.

RESOLUTION.

During the twelve months ending 30th June 1894, the School continued to be under the direction of Mr. J. S. Gamble, M.A. The appointment of Deputy Director was filled by Mr. A. Smythies, B.A., until the 1st April 1894, when he was relieved by Mr. J. Nisbet, Dr. œc. pub. No other alterations took place in the permanent teaching staff, which was assisted as usual by the Director of the Botanical Department in Northern India, by the Deputy Superintendent of the Indian Museum, and by Officers of the School Forest Circle, North-Western Provinces.

2. The total number of students who attended the School and who were present on the 31st March 1894 was 106. Of these 68 were in Government service or were afforded assistance by Government, 5 were the nominees of the Durbars of Native States, and 33 followed the courses as private students. During the last four years, the proportion of private students attending the School has steadily increased from 17 per cent. in 1890-91 to 31 per cent. in the year under consideration. This increase is satisfactory and will, it is hoped, continue. At the final examination held in March 1894, on the conclusion of the course of instruction, 39 students obtained the Ranger's certificate and 13 the certificate of the lower or Forester class.

3. The open examination for admission to the Rangers' class in the year under notice was held in the various provinces in March 1893. The total number of candidates was 116, of whom 44, or 38 per cent., successfully passed the test, and 35 were admitted. It is observed, however, that, during 1893-94, of three stipendiary students selected by Local Governments, one died from consumption, one was remanded on account of physical unfitness, and one because his knowledge of English was insufficient. Laxity in the admission tests, whether physical or educational, is to be deprecated; and greater care should be exercised in the selection of candidates, especially of those who are judged worthy of pecuniary assistance while following the School courses.

4. The Government of India are glad to observe that increased facilities for instruction have been secured by the erection of adequate school buildings and by the more efficient arrangement and equipment of the library and museum. The Government of India recognise the advisability of completing, as soon as possible, certain subsidiary buildings in connection with the School.

5. The School was satisfactorily administered during the year. The Inspector General of Forests has reported that the education secured and the thoroughly practical knowledge displayed by the officials who have obtained the certificate of Ranger in recent years, have been specially brought to his notice during his tours of inspection in various provinces.

ORDER.—Ordered that the above Resolution be published in the Supplement to the *Gazette of India*, and that copies be forwarded, for information, to the Governments of Madras and Bombay, the Local Governments and Administrations noted in the margin, the Department of Finance and Commerce, and the Comptroller and Auditor General; also to the Inspector General of Forests for information and for communication to the Director of the Forest School and the Superintendent of Forest Surveys.

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

Ordered, further, that a copy, with copies of the Report, be forwarded to the Foreign Department, for communication to the Nizam's Government and to the Mysore, Jodhpur, Jeypore, and Travancore Durbars.

(True Extract.)

DENZIL IBBETSON,

Officiating Secretary to the Government of India.

SUPPLEMENT TO

The Gazette of India.

No. 12.] CALCUTTA, SATURDAY, MARCH 23 1895.

OFFICIAL PAPERS.

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

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

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

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

FINANCIAL STATEMENT FOR 1895-96.

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 3RD MARCH 1894, AND FROM 1ST JANUARY TO 2ND MARCH 1895.

N.B.—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st half of 1894.	Week ending 3rd March 1894. Mean mileage worked.	Week ending 3rd March 1894. Earnings. Total.	Week ending 3rd March 1894. Earnings. Per mile open per week.	Week ending 2nd March 1895. Mean mileage worked.	Week ending 2nd March 1895. Earnings. Total.	Week ending 2nd March 1895. Earnings. Per mile open per week.	Earnings from 1st January to 3rd March 1894.	Earnings from 1st January to 2nd March 1895.	Increase.	Decrease.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	655	1,634	11,75,906	720	1,687	11,84,182	702	1,03,06,788	97,13,016	...	5,93,772
Bengal-Nágpur	189	862	1,84,860	214	862	1,85,993	216	15,60,109	16,30,942	70,833	...
Indian Midland (*a*)	162	752	1,24,990	166	752	1,23,843	165	10,88,308	10,03,096	...	85,212
Bezwada extension	108	21	2,546	121	21	3,005	143	17,003	25,374	8,371	...
Metre gauge—											
Rajputana-Malwa (*b*)	324	1,699	5,88,231	346	1,790	5,42,110	303	49,25,314	48,76,190	...	49,124
Pálanpur-Deesa	47	17	994	58	17	1,060	62	6,461	8,911	2,450	...
South Indian	143	1,043	1,46,770	141	1,042	1,59,160	153	11,36,012	13,44,712	2,08,700	...
Máyavaram-Mutupet	61	...	...	...	54	3,025	56	...	30,683	30,683	...
Southern Mahratta (*c*)	115	1,165	1,33,699	115	1,165	1,30,989	112	10,30,735	11,01,481	70,746	...
Bengal and North-Western (*d*)	162	765	1,22,634	162	756	1,38,240	183	10,34,089	10,67,803	33,774	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	223	21,604	97	231	19,160	83	1,78,620	1,79,496	876	...
TOTAL	286	8,172	25,02,234	306	8,377	24,90,767	297	2,12,83,439	2,09,81,764	...	3,01,675
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	255	2,507	6,92,675	276	2,511	6,17,840	246	56,03,002	58,92,737	2,80,735	...
Oudh and Rohilkhand (state)	287	740	1,96,245	265	797	2,51,240	315	18,43,114	23,27,285	4,84,171	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	281	813	2,26,362	278	813	2,36,580	291	23,10,536	24,84,045	1,74,409	...
Bengal Central (*f*)	126	125	15,884	127	125	18,660	149	1,37,443	1,46,842	9,399	...
East Coast (state)	107	266	23,045	87	353	31,424	89	1,75,346	2,84,612	1,09,266	...
Metre gauge—											
Burma (state)	199	730	2,08,577	286	746	1,80,772	242	14,89,545	15,33,696	44,151	...
Special gauges—											
Jorhát (state provincial)	44	28	1,193	43	28	1,358	48	9,273	11,095	1,822	...
Cherra-Companyganj (state provincial)	60	8	473	59	8	640	80	4,129	5,531	1,402	...
TOTAL	244	5,217	13,64,454	262	5,381	13,38,514	249	1,15,72,388	1,26,86,742	11,14,355	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	596	1,490	9,84,251	661	1,490	7,56,479	508	87,61,309	70,01,020	...	17,60,289
Bombay, Baroda and Central India	801	461	3,71,606	806	461	3,55,000	770	28,87,673	29,07,638	19,965	...
Madras	237	840	2,49,241	297	840	2,20,900	263	17,08,053	18,17,057	1,09,004	...
TOTAL	522	2,791	16,05,098	575	2,791	13,32,379	477	1,33,57,035	1,17,25,715	...	16,31,320
TOTAL (GUARANTEED AND STATE)	313	16,180	54,71,786	338	16,549	51,61,660	312	4,62,12,862	4,53,94,222	...	8,18,640
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	167	161	25,172	156	161	29,177	181	2,03,700	2,22,391	18,691	...
Tarkessur	308	22	6,744	307	22	6,773	308	54,272	56,454	1,732	...
Metre gauge—											
Rohilkund and Kumaon (Company section)	149	67	8,829	132	66	8,401	127	72,582	45,803	...	26,779
Bengal Dooars	80	32	1,987	62	36	2,650	74	20,767	24,460	3,693	...
Dibru-Sadiya	133	78	11,148	143	78	12,765	164	92,353	1,00,990	8,637	...
Special gauge—											
Darjeeling-Himalayan	232	51	12,427	244	51	12,528	246	84,369	93,193	8,824	...
TOTAL	166	411	66,307	161	414	72,294	175	5,28,493	5,43,291	14,798	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	185	333	65,034	195	333	74,134	223	4,87,320	5,82,057	94,737	...
The Gaekwar's Petlád	112	13	1,237	95	13	1,280	98	10,006	10,120	...	876
Rájpura-Bhátinda	192	108	19,999	185	108	57,544	533	3,45,826	3,40,223	1,94,397	...
Kolar Gold-fields	306	...	...	...	10	1,190	119	...	18,884	18,884	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	88	362	32,494	90	362	29,717	82	2,66,900	2,03,086	27,086	...
The Gaekwar's Mehsána	98	93	8,884	96	93	7,180	77	81,587	60,138	...	21,449
Kolhápur	92	29	2,637	91	29	2,545	88	18,819	18,993	174	...
Special gauge—											
The Gaekwar's Dabhoi	81	72	6,394	89	72	4,430	62	40,512	37,856	...	16,656
Cooch Behar	30	22	670	30	22	1,220	55	3,412	10,660	7,248	...
TOTAL	130	1,032	1,37,349	133	1,042	1,79,240	172	10,64,372	13,67,947	3,03,575	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	131	334	53,727	161	334	44,437	133	3,62,117	3,40,832	...	21,285
Jetalsar-Rájkot	68	46	4,063	88	46	4,672	102	25,711	30,307	4,596	...
Jodhpore-Bickaneer	75	364	29,742	82	364	19,370	53	2,39,340	1,78,738	...	6,0602
Special gauge—											
Morvi	75	94	8,435	90	94	7,699	82	61,463	57,712	...	3,751
TOTAL	97	838	95,967	115	838	76,178	91	6,88,631	6,07,589	...	81,042
GRAND TOTAL	290	18,461	57,71,409	313	18,843	54,89,372	291	4,84,94,358	4,79,13,049	...	5,81,309

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

CALCUTTA, *the 15th March, 1895.*

H. P. BURT,
Offg. Under Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. XLVII OF 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

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

Railway.	Average earnings per mile per week in 1893-94.	Week ending 3rd March 1894. Mean mileage worked.	Week ending 3rd March 1894. Earnings. Total.	Week ending 3rd March 1894. Earnings. Per mile open per week.	Week ending 2nd March 1895. Mean mileage worked.	Week ending 2nd March 1895. Earnings. Total.	Week ending 2nd March 1895. Earnings. Per mile open per week.	Earnings from 1st April 1893 to 3rd March 1894.	Earnings from 1st April 1894 to 2nd March 1895.	Increase.	Decrease.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	602	1,634	11,75,906	720	1,687	11,84,182	702	4,69,40,977	4,81,13,502	11,72,525	...
Bengal-Nágpur	149	862	1,84,860	214	862	1,85,993	216	58,98,899	59,64,292	65,393	...
Indian Midland (*a*)	132	752	1,24,990	166	752	1,23,843	165	46,97,399	52,10,324	5,13,015	...
Bezwada extension	95	21	2,546	121	21	3,005	143	96,167	1,61,890	65,723	...
Metre gauge—											
Rajputana-Malwa (*b*)	261	1,699	5,88,231	346	1,790	5,42,110	303	2,11,07,356	2,30,51,783	19,44,427	...
Pálanpur-Deesa	41	17	994	58	17	1,060	62	(*c*) 10,897	36,099	25,202	...
South Indian	144	1,043	1,46,770	141	1,042	1,59,160	153	72,17,063	76,47,254	4,30,191	...
Máyavaram-Mutupet	...	...	...	...	54	3,025	56	...	(*d*) 1,92,698	1,92,698	...
Southern Mahratta (*e*)	100	1,165	1,33,699	115	1,165	1,30,989	112	55,16,453	57,33,060	2,16,607	...
Bengal and North-Western (*f*)	132	756	1,22,634	162	756	1,38,240	183	47,72,713	51,76,110	4,03,397	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	223	21,604	97	231	19,160	83	6,97,910	8,60,589	1,62,679	...
TOTAL	250	8,172	25,02,234	306	8,377	24,90,767	297	9,69,55,744	10,21,47,601	51,91,857	...
State lines worked by the State.											
Standard gauge—											
North-Western (state) (*g*)	232	2,507	6,92,675	276	2,511	6,17,840	246	2,75,46,889	3,00,61,963	25,15,074	...
Oudh and Rohilkhand (state)	242	740	1,96,245	265	797	2,51,240	315	81,93,542	1,02,31,274	20,37,732	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	309	813	2,26,362	278	813	2,36,580	291	1,17,59,775	1,33,10,003	15,50,228	...
Bengal Central (*h*)	120	125	15,884	127	125	18,660	149	7,17,750	7,66,184	48,434	...
East Coast (state)	71	266	(*i*) 23,045	87	353	31,424	89	(*i*) 6,46,396	14,41,626	7,95,230	...
Metre gauge—											
Burma (state)	171	730	2,08,577	286	746	1,80,772	242	57,26,389	56,05,146	...	1,21,243
Special gauges—											
Jorhat (state provincial)	49	28	1,193	43	28	1,358	48	65,809	68,636	2,827	...
Cherra-Companyganj (state provincial)	54	8	473	59	8	640	80	20,579	24,395	3,816	...
TOTAL	226	5,217	13,64,454	262	5,381	13,38,514	249	5,46,77,129	6,15,09,227	68,32,098	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*j*)	510	1,490	9,84,251	661	1,490	7,56,479	508	3,60,09,283	3,09,61,002	...	50,48,281
Bombay, Baroda and Central India	638	461	3,71,606	806	461	3,55,000	770	1,39,20,947	1,45,07,916	5,86,969	...
Madras	238	840	2,49,241	297	840	2,20,900	263	95,64,837	95,90,382	25,545	...
TOTAL	440	2,791	16,05,098	575	2,791	13,32,379	477	5,94,95,067	5,50,59,300	...	44,35,767
TOTAL (GUARANTEED AND STATE)	277	16,180	54,71,786	338	16,549	51,61,660	312	21,11,27,940	21,87,16,128	75,88,188	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	148	161	25,172	156	161	29,177	181	11,21,249	12,41,363	1,20,114	...
Tarkessur	253	22	6,744	307	22	6,773	308	2,59,701	2,77,870	18,169	...
Metre gauge—											
Rohilkhand and Kumaon (Company section)	137	67	8,829	132	66	8,401	127	4,24,171	3,80,515	...	43,656
Bengal Dooars	77	32	1,987	62	36	2,650	74	1,21,824	1,98,280	76,456	...
Dibru-Sadiya	130	78	11,148	143	78	12,765	164	4,81,702	4,99,075	17,373	...
Special gauge—											
Darjeeling-Himalayan	238	51	12,427	244	51	12,528	246	5,84,293	5,89,202	4,909	...
TOTAL	155	411	66,307	161	414	72,294	175	29,92,940	31,86,305	1,93,365	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	158	333	65,034	195	333	74,134	223	24,87,360	29,36,613	4,49,253	...
The Gaekwar's Petlád	92	13	1,237	95	13	1,280	98	50,951	63,262	6,311	...
Rájpura-Bhatinda	129	108	19,999	185	108	57,544	533	6,71,148	14,12,912	7,41,764	...
Kolar Gold-fields	...	...	...	...	10	1,190	119	...	(*k*) 94,876	94,876	...
Metre gauge—											
Southern Mahratta (Mysore section) (*l*)	95	362	32,494	90	362	29,717	82	15,97,773	15,40,901	...	56,872
The Gaekwar's Mehsána	75	93	8,884	96	93	7,180	77	3,24,354	3,17,604	...	6,750
Kolhápur	77	29	2,637	91	29	2,545	88	1,05,120	1,11,550	6,430	...
Special gauges—											
The Gaekwar's Dabhoi	67	72	6,394	89	72	4,430	62	2,29,012	2,00,090	...	28,922
Cooch Behar	20	22	670	30	22	1,220	55	(*m*) 9,258	44,308	35,050	...
TOTAL	114	1,032	1,37,349	133	1,042	1,79,240	172	54,80,976	67,22,116	12,41,140	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	118	334	53,727	161	334	44,437	133	18,49,718	16,26,804	...	2,22,914
Jetalsar-Rájkot	60	46	4,063	88	46	4,672	102	(*n*) 1,28,718	1,47,313	18,595	...
Jodhpore-Bickaneer	54	364	29,742	82	364	19,370	53	8,98,583	9,85,964	87,381	...
Special gauge—											
Morvi	67	94	8,435	90	94	7,699	82	3,04,398	2,92,642	...	11,756
TOTAL	81	838	95,967	115	838	76,178	91	31,81,417	30,52,723	...	1,28,694
GRAND TOTAL	256	18,461	57,71,409	313	18,843	54,89,372	291	22,27,83,273	23,16,77,272	88,93,999	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 8th November 1893 to 3rd March 1894.
(*d*) Total earnings from 2nd April 1894 to 2nd March 1895.
(*e*) Includes the Guntakal-Mysore frontier section.
(*f*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*g*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the earnings of the Bezwada-Gódávari section.
(*j*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*k*) Total earnings from 1st June 1894 to 2nd March 1895.
(*l*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*m*) Total earnings from 15th September 1893 to 3rd March 1894.
(*n*) Total earnings from 12th April 1893 to 3rd March 1894.

CALCUTTA, *the 15th March, 1895.*

H. P. BURT,
Offg. Under Secretary.

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OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

FINANCIAL STATEMENT FOR 1895-96.

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ACCOUNTS AND ESTIMATES.

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FINANCIAL STATEMENT FOR 1895-96.

PART I.

GENERAL REVIEW.

PRELIMINARY.

1. The Financial Statement for 1895-96 is, according to the now established practice, presented in two parts, *viz.*, Part II which goes through the subject in regular order and in detail, and Part I, which presents the same facts in a more general shape, and may be taken as my review of them. I do not consider myself tied down in this review to any particular order of statement, but hope by its means to give a general idea of the subject, leaving those who wish for greater details to refer to the second part. I have to give an account of a period of exceptional activity and anxiety in matters financial, and I shall do so the more clearly if I draw attention rather to the salient features of the year's history than to the mere arithmetic of the estimates.

2. The tabular statements, A and B, of revenue and expenditure, are prepared in the usual form (*vide* Appendix); but in the difference columns in which the increase and decrease under each head of Revenue or Expenditure are stated, I have excluded that part of the difference which arises solely out of the change of the rate at which the English revenue or expenditure is brought to account. It would be useless to be perpetually explaining that out of a stated difference under some particular head of (say) Rx. 100,000, Rx. 90,000 is due to difference in the exchange column, and only Rx. 10,000 was the real difference of revenue or expenditure which requires to be noticed as such.

3. I wish to draw attention to the new form we have given to Statement E, the statement of Net Revenue and Expenditure. This form follows, but is not in such great detail as, a "Return of the Net Income and Expenditure of British India" prepared by the Right Hon'ble Mr. Fowler for the House of Commons in July last. The arrangement of the heads is a suggestive one, and for that reason we have, in a separate abstract—Form F—given the figures for the ten years preceding 1893-94, taking them for the most part from the Parliamentary Return referred to.

ACCOUNTS OF 1893-94.

4. The Revised Estimate for 1893-94, which I presented last year, worked out to a deficit of Rx. 1,792,800; the actual result, in making up the accounts, is a deficit of Rx. 1,546,998, being Rx. 245,802 better than the estimate. It must be borne in mind in comparing this with subsequent years, that the accounts of 1893-94 included a charge for Rx. 1,060,954 for Railway construction under the Famine Insurance Grant, and that without this charge the deficit would stand at Rx. 486,044 only.

5. Of this difference Rx. 89,182 is due to revenue received on Imperial account in India, which was Rx. 66,748,382, against an Estimate of Rx. 66,659,200. Rx. 105,358 was due to Imperial expenditure in India, which was Rx. 42,502,442, against an Estimate of Rx. 42,607,800. Rx. 51,262 arose on the English account, including Exchange.

6. There are no differences between Revised Estimate and final outturn, which are large enough to require separate statement. The Revised Estimate

was made up at the exchange of 14·6 pence; the actual exchange realized upon the drawings and passing into the accounts was 14·5466 pence.

RATE OF EXCHANGE.

7. Before taking up the figures of the Revised Estimates of 1894-95, and the Budget Estimates of 1895-96, I desire to make a few remarks upon the subject of the rate of exchange at which they are made up.

8. The Secretary of State in March last announced his intention of drawing for £17,000,000 sterling, and we made up our estimates in the then precarious state of the Exchange market at 14 pence, but the actual rate had already fallen a little below that. During the month of April the rate maintained itself, slightly falling, a little over $13\frac{1}{2}d.$, but in May it rapidly fell below $13d.$, being quoted on May 18th at $12\frac{17}{32}d.$ The effect of these low rates, or rather of the high rupee price of gold which accompanied them, was to bring into the market a quantity of gold for shipment to Europe, and a slight recovery took place in June, the Secretary of State's drawings during that month being all at about $13d.$ Again there was a falling off in July, followed by a sharp recovery, which lasted through August; the last drawing of August and the first one of September were at $13\frac{13}{16}d.$ and $13\frac{25}{32}d.$ respectively. The rate then rapidly fell, and from the latter part of September till the end of November it stood between $13\frac{3}{8}$ and $13\frac{1}{8}$.

9. We were many of us hoping to see a revival when the cold-weather export season set in, but the extraordinarily low prices of cotton and of wheat in the European markets stood grievously in the way of activity in the export trade, and rates continued to fall till the middle of January; the drawing of January 16th was mostly at the rate of $12\frac{1}{2}d.$ Since that date the rates have gradually recovered, and for two or three weeks now they have stood just under $13d.$

10. The following monthly figures are of interest in this connection:—

	Drawings of Secretary of State.			In Lakhs of Rupees.		
	Pounds sterling; 000 omitted.	Lakhs of rupees.	Average rate.	Net exports of gold.	Net imports of silver.	Net Council Bill and Treasure.
1894.						
January	98	16·4	14·408	1·4	166·0	181·0
February	1,023	178·0	13·786	18·1	124·4	284·3
March	1,915	331·2	13·870	32·0	98·6	397·8
April	1,368	241·0	13·625	19·5	43·8	265·3
May	2,251	416·1	12·979	52·1	30·5	394·5
June	1,490	274·6	13·024	120·3	29·2	183·5
July	1,086	201·6	12·927	56·6	91·3	236·3
August	1,665	300·5	13·301	52·5	69·2	317·2
September	894	159·0	13·492	31·0	73·6	201·6
October	1,381	248·6	13·329	—·6	19·9	269·1
November	962	174·5	13·232	24·4	28·9	179·0
December	1,203	223·2	12·937	42·5	52·8	233·5
1895.						
January	1,196	226·6	12·672	49·7	67·8	244·7
February	1,611	300·2	12·883	42·9	55·5	312·8

11. This export of gold is entirely a new feature. There was a slight export, *viz.*, $3\frac{1}{4}$ lakhs worth in January and February 1893, but the remaining ten months of 1893 showed a total import of $124\frac{1}{3}$ lakhs worth. The tide turned, it will be seen, exactly when the low exchange set in.

12. The drawings for the current year we estimate as follows:—

	£	₹
Actual up to March 2nd	15,178,900	27,79,10,000
Estimated additional	1,821,100	3,38,80,000
TOTAL	17,000,000	31,17,90,000

giving a rate about 13·09 pence for the whole year, or, say, $18\frac{1}{3}$ rupees. This rate, 13·09 pence, or $18\frac{1}{3}$ rupees to the pound, is that at which we make up the Revised Estimate for the current year; and avoiding all speculations as to the future, we adopt the same rate in our Budget Estimates for 1895-96.

REVISED ESTIMATES OF 1894-95.

13. The Budget Estimates of the year 1894-95, when presented last March, showed, at fourteen pence exchange, a probable deficit of Rx. 301,900; had they been made up at the exchange 13·09 pence, which is all that is likely to be realized, they would, taking into account only that part of the difference which is due to the expenditure in the English account, have shown a deficit of Rx. 2,165,800. I am pleased to be able to say that the circumstances of the year have been so favourable, that we have not only made up this huge deficit, but are likely to close the account with a surplus estimated at present at Rx. 990,500, a better result apart from exchange by Rx. 3,156,300.

14. The first item in this great improvement is the Opium account, which gives us, under three heads, the following results:—

	Rx.
(i) Better revenue in Bengal, mostly due to enhanced prices obtained at the Calcutta sales	796,800
(ii) Better revenue in Bombay, *i.e.*, larger exportations and higher pass fees	134,600
(iii) Short expenditure in Bengal, mostly due to short payments to cultivators, owing to failure of crop	610,000
Total improvement on above accounts	1,541,400

I do not congratulate myself upon the result shown under the third of these heads; I would much rather have paid the amount and had the opium. I shall presently deal with the question separately. Meantime I pass it over, with the remark, that though it brings about an improvement in the financial results of the year 1894-95, it is an improvement which has to be paid for in future years. It is, in some respects, not unlike the improvement which we might easily effect, for example, in our Military charges by the process of avoiding for a year the complete replenishment of our stores.

15. The other two items, however, aggregating Rx. 931,400, are a real improvement of revenue, except in as far as the high prices out of which they arise may encourage the consumers of Indian opium to have recourse to competing kinds. The price we estimated to realize in March last was only ₹1,070 per chest, but the prices obtained increased the moment the failure of the crop became known. In June to September we got about ₹1,307 on the average, and the price then rose gradually to ₹1,540 at February's sale. This price was, so far as we can make out, an unstable one, due to certain speculative

operations in the China Market. The speculation gave way, and the price collapsed to R1,327 at the sale of March.

16. The next leading cause of the improvement is in the unexpected productiveness of the new Customs duties, and the addition made to them, at the end of the year, of the Cotton duties. The total improvement under Customs Revenue is Rx. 930,100, while the expenditure account shows that we made ample provision for the increase required on account of establishment charges. It will be more convenient if I deal in a separate section with the subject of the Customs duties.

17. The third large contribution to the improvement in the results of 1894-95 is the account of Railway earnings—an improvement which may almost be called normal; for our Budget Estimates do not assume the progress that results from a fairly prosperous year, and accordingly if India enjoys what is on the whole a prosperous year, we may ordinarily expect the Railway returns to give us a considerable advance of revenue above what we have assumed in our Budget.

18. The items entering into this part of the estimates are as follow:—

	Budget.	Revised.	Better.	Worse.
	Rx.	Rx.	Rx.	Rx.
State Railways—Gross Receipts	16,939,900	18,134,400	1,194,500*	
State Railways—Working Expenses	8,401,800	8,813,000		411,200
NET IMPROVEMENT	8,538,100	9,321,400	783,300	

* Includes 100 for exchange.

Of this net improvement of Rx. 783,300, Rx. 25,700 belongs to the Provincial share (in which a considerable deficiency in Burma balances a considerable increase in Bengal), and Rx. 757,600 goes to improve the Imperial surplus.

19. We have unfortunately to set against this gain on State Railways a falling off, to the extent of Rx. 406,500, on the Guaranteed Railways, which occurs almost entirely in the Great Indian Peninsula Railway, and is practically due to the failure of crops in part of the Central Provinces.

20. Only one other head need be specially noticed as contributing to the improvement in the results of 1894-95, namely, the Excise Revenue. This revenue is in its nature a progressive one, and has brought in this year Rx. 195,500 in addition to the Budget Estimates. The greater part of this improvement, Rx. 150,200, accrues to the Imperial account.

21. Against these improvements we have to set only one considerable deterioration, if such a term can fairly be applied to it. It is in the expenditure on account of interest on debt paid in India, the comparison here being as follows:—

INDIA IMPERIAL.	Budget. Rx	Revised. Rx.
Interest	−615,500	−333,300
State Railway interest	3,264,500	3,286,500
Irrigation	653,900	654,000
TOTAL	3,302,900	3,607,200
INCREASE		304,300

Nearly the whole of this increase is due to the anticipation interest and brokerage paid in respect of the conversion of the 4 per cent. debt. The net amount paid on this account (including Rx. 20,400 which returns to us as Currency Department receipts) we reckon at about Rx. 301,000. The greater part of this is interest that would otherwise have fallen due to be paid in 1895-96.

22. It will be observed from the manner in which I have stated these figures that the rule by which we transfer a portion of our interest charges in India from the general head of interest on debt to be charged against State Railways and Irrigation Works, has brought about the anomalous result that the general head shows a *minus* figure. This is due to the fact that the amount of capital expenditure on these works is actually larger than the total amount of Public Debt outstanding in India, the expenditure in question having really been met, to a considerable extent, out of sterling loans, borne on our English Account. The *minus* entry is, therefore, the amount of the set-off against sterling interest on debt, which arises from our charging Railways with a larger amount of rupee interest than we actually pay. The result, taking the three heads together as I have above done, is quite correct, but it has obviously become an inconvenient way of stating facts, and we shall have to reconsider it.

23. The causes I have enumerated account for the following net improvement in the Revised Estimates—

	Better. Rx.	Worse. Rx.
Opium	1,541,400	
Customs Revenues	930,100	
State Railways	757,500	
Guaranteed Railways	...	406,500
Excise	150,200	
Interest		304,300
	3,379,200	710,800
NET	2,668,400	

out of Rx. 3,156,300 to be accounted for.

24. The Revenue heads generally, other than those I have mentioned, almost all show slight differences to the good. The leading exception is the Land Revenue, where the receipts are Rx. 194,900 less than estimated. This is due entirely to the necessity of suspending collections in some parts of the North-Western Provinces, the Central Provinces, and Bombay. There has been no distress in any of these places, except, perhaps, in a limited area in the Central Provinces, and it will be found that the revenue which is postponed this year re-appears in next year's estimates. The figures in fact somewhat exaggerate the facts, for as I have had more than one occasion to point out, the financial year closes on March 31st in the middle of the busiest collecting season. Five to six crores of Land Revenue come in in the month of March, and an equal amount in the three months April to June; the postponement of half a crore of collections from March to a slightly later date, though administratively a small matter, means a difference of a crore between the finance accounts of the two years.

25. The expenditure heads also have almost all been kept well within Budget limits. Under Civil Departments we charge in India Rx. 13,907,300 against the Budget Estimate of Rx. 14,079,200—a saving of Rx. 171,900. It is under this head that the principal portion of the exchange compensation charges in the Civil Department come; they were estimated at Rx. 365,800, but by the fall of the rate of exchange, the amount actually paid comes to Rx. 402,200. The saving, therefore, apart from exchange compensation, is Rx. 208,300. There have been savings under practically every head, excepting that of General Administration, where the expenditute is Rx. 1,581,000, against an estimate of Rx. 1,546,000.

About two-thirds of the total, and a rather smaller proportion of the total savings, under this head are provincial.

26. The Finance Minister, after enumerating the causes which have contributed to producing in the Revised Estimates a better result than the Budget Estimates, has usually to wind up by deploring a mournful set-off in the excess of Military Expenditure. I am glad to say that this year I am exempted from this fate. The figures of the estimates are—

	Budget.	Revised.	Better.
Net Expenditure in England .	£ 4,394,400	4,305,600	88,800
Net Expenditure in India .	Rx. 15,416,700	15,246,100	170,600

27. There are large savings in the Commissariat grant, amounting to Rx. 504,800, of which Rx. 375,000 are due to the prevalence throughout the year of low prices for articles of food. These and other savings have been enough, and more than enough, to meet the following excess charges:—

	Rx.
(1) Exchange compensation allowance . . .	52,800
(2) Enhancement of British soldiers' pay, due to fall of exchange	357,800
(3) Excess over established strength of the British Army	35,000
(4) The Waziri expedition and connected Delimitation charges	202,500
TOTAL .	648,100

28. There are of course numerous other differences, but these are the leading ones. We embarked last year on a policy of strict economy in this great head of expenditure. That policy has been steadily pursued throughout the year, with the hearty co-operation of the high military authorities, from the Commander-in-Chief downwards; and though there has been at least the usual progress in military efficiency, the Military Department are able to show that their expenditure, including all the special expenses arising during the year—and they are, as just shown, no small ones—has been kept well within Budget limits.

29. I may state that the Waziri Expedition is estimated to cost Rx. 285,000, but Rx. 90,000 come into the year 1895-96.

IMPORT DUTIES.

30. I have done with Revised Estimates, and before passing on to the Budget Estimates for 1895-96, this will be the most convenient place for a review, in its financial aspect, of the Customs legislation of 1894.

31. It will be remembered that the Government of India in March of last year, when finding itself face to face with a heavy anticipated deficit in its estimates, introduced in the Council a measure for the revival of the General Customs Duties which had been abolished in 1882. This measure came into force on March 10th, 1894, twenty-two days before the end of the financial year 1893-94; and I find that it added to the revenue of that year the following net amounts:—

	Rx.
Drugs, Medicines, etc.	3,495*
Articles of Food and Drink	18,871
Silver Bullion and Coin	3,697
Other Metals (including Manufactures)	36,105
Other Manufactures and Raw Materials . . .	30,987
TOTAL .	93,155

* A small amount of this comes under the old Tariff as Spirits.

besides a certain amount under Oils, due to the enhanced taxation of Petroleum and the like.

32. We estimated in last year's Financial Statement that these duties would add, after allowing Rx. 70,000 for Refunds, a net sum of Rx. 1,350,000 to our annual revenue, but we took only Rx. 1,200,000 into the estimates of the first year, 1894-95, of their operation. Our estimates were based on the figures of the import trade of 1892-93, which were unusually low; and our reduction of about ten per cent. for the first year's operations appears to have been quite unnecessary. The import trade has been fairly active during the current year, and the amount that the duties are now estimated to have actually produced is Rx. 1,733,000, which is classified as follows:—

	Annual amount estimated last year.	Estimated produce in 1894-95.
	Rx.	Rx.
Articles of Food and Drink . . .	278,000	296,000
Drugs, Medicines, etc.	70 000	94,000
Silver Bullion and Coin	100,000	355,000
Other Metals and Manufactures of Metals .	238,000	208,000
Manufactured Articles	446,000	504,000
Raw Materials and Unmanufactured Articles .	74,000	121,000
Oils, including additional duty on Petroleum .	214,000	155,000
TOTAL .	1,420,000	1,733,000

Add the duties under the old Tariff—

	Rx.	Rx.
Arms and Ammunition . .	35,000	
Duty on Petroleum . . .	155,000	
Liquors	621,000	
		811,000
TOTAL OF BOTH .		2,544,000
Deduct Refunds .		57,300
NET . .		2,486,700

These figures show that the greatest part of the increase occurs under the head of imports of silver. We had no means of judging to what extent silver would be imported after the Mints were closed and the due course of remittance resumed, and we made a very moderate estimate. As shown in paragraph 10 above, the imports have continued on a very high scale. The silver, so far as we can trace it, gets absorbed among the population generally, though a small amount has gone to Native Mints; and Delhi appears to be the principal centre of dispersal. The fact that the import of silver has been so largely counterbalanced by an export of gold would seem to indicate that gold hoards in this country are being exchanged for silver; but after all the import, though it amounts to seven crores of rupees in value, only comes to sixty or seventy grains for every inhabitant of India.

33. The continuance of the low state of exchange rendered it abundantly evident in November and December that we would still have a considerable deficit to face in 1895-96, and that the hopes, which had warranted our exempting cotton goods from the General Tariff of March, were destined to disappointment. With the sanction therefore of Her Majesty's Government, bills were introduced on 17th December for the amendment of the Tariff, mainly by including cotton yarns and piece-goods in it, and for the levying of a countervailing excise duty on certain classes of goods manufactured in this country. These duties came into

force on December 27th, and we estimate that they will add to our revenue in 1894-95.

	Rx.
Sea Customs	354,100
Excise Duties	12,500
TOTAL	366,600
Deduct Refunds	7,500
NET	359,100

34. The estimate of Customs Duties—Imports—for 1895-96 stands as follows:—

	Revised Estimate, 1894-95.	Budget Estimate, 1895-96.
	Rx.	Rx.
1. Arms, Ammunition, and Military Stores	35,000	33,000
2. Liquors—		
Spirits	560,000	543,000
Other sorts	61,000	59,000
3. Articles of Food and Drink	296,000	292,000
4. Chemicals, Drugs, Medicines, and Dyeing and Tanning Materials	94,000	91,000
5. Metals and Manufactures of Metals—		
(*a*) Silver Bullion and Coin	355,000	250,000
(*b*) Other Metals and Manufactures of Metals	208,000	206,000
6. Oils	310,000	369,000
7. Manufactured Articles	504,000	511,500
8. Raw Materials and Unmanufactured Articles	121,000	118,000
9. Cotton Goods—		
(*a*) Sea Customs	354,100	1,440,000
(*b*) Excise Duties	12,500	75,000
TOTAL IMPORT AND COTTON DUTIES	2,910,600	3,987,500
Deduct Refunds	64,800	118,100
NET	2,845,800	3,869,400

35. The effect of the Customs legislation is therefore to raise the standard of revenue from Rx. 786,500 (Rx. 811,000 *minus* Rx. 24,509 on account of refunds), the produce in 1894-95 of the old Tariff duties, to Rx. 2,845,800, the produce in the same year of the new Tariff, and to Rx. 3,869,400, the full estimate of a year's produce made in the Budget Estimates of 1895-96. The total increase comes to Rx. 3,082,900.

BUDGET ESTIMATES, 1895-96.

36. The Budget Estimates of 1895-96 have to be made up, as already stated, at the exchange of 13·09*d*., and, comparing our prospects in a general way with the Budget Estimates of 1894-95, the main differences foreseen before entering into details are these—

(1) We have to provide for the worse exchange on English expenditure, which on £15,850,000 comes to Rx. 1,887,000.

(2) We have to provide for exchange compensation on a higher scale; this year our payments were in the Budget Estimate based on an exchange rate of 14 pence, and were estimated, all departments

included, to cost Rx. 1,113,300, which, however, was probably, at that rate, an over-estimate. In 1895-96 the lower rate of exchange enhances the probable payments to Rx. 1,456,500, and of this excess, Rx. 236,800 is on Imperial Account.

(3) Another item due to the same cause is the enhanced rate of payment to British soldiers; for the British soldier being entitled to a sterling rate of pay, we have to estimate the charge on this account at Rx. 379,900 more than it was taken in last year's estimates.

The fall of exchange, therefore, under these three heads adds Rx. 2,503,700 to the charges of 1895-96, as compared with those included in our last year's estimates.

37. We have also this year to do without the temporary relief we obtained (1) by levying contributions of Rx. 405,000 from the Provincial Governments; (2) by reducing the scale of Military Works and of Civil Works to the lowest possible figure. During 1894-95 we have been practically carrying on without any new works, so far as the Imperial account was concerned, and we must this year provide about Rx. 150,000 under the former and Rx. 130,000 under the latter, which last year we cut out. These three items add Rx. 685,000 to the burdens of the coming year.

38. There is a further annual burden which we have, for reasons which I shall afterwards explain, been obliged to undertake, in raising from 5 rupees to 6 rupees the payment we make to cultivators, under the Opium Agencies, for crude opium delivered. This may be put down as adding in an ordinary year about Rx. 360,000 to our expenditure; to which we may add another Rx. 100,000 for the necessity of supplementing our operations by purchases in Malwa.

39. Against all these measures we have one item of saving. The operation of the debt conversion reduces our charges by Rx. 524,800, including about Rx. 102,800 on account of debt outstanding unconverted, and therefore either discharged or awaiting discharge, but at any rate not bearing interest. Our balances are large enough to enable us to repay this debt without, at present at least, raising new debt in its place.

40. We approach therefore our Budget Estimates with the following burdens added to those which in last year's estimates resulted in a deficit of Rx. 301,900.

	Rx.
Charges dependent on exchange	2,503,700
Cessation of special reductions of expenditure	685,000
Additional opium payments	460,000
TOTAL	3,648,700
Deduct saving in interest	524,800
NET	3,123,900

41. It was this prospect which, as I have already explained in dealing with the Revised Estimates, induced us to apply to the Legislature in December last for permission to add duties on cotton goods to our Import Tariff. Although aware that the Customs duties had been more productive than we estimated in March 1894, it was evident that we had still a very large margin between Expenditure and Revenue to fill up. I have just shown that these Cotton duties add Rx. 1,515,000 (or Rx. 1,455,000 if we allow for Refunds) to the resources which were available to us at the time of our last Budget Estimates, and to this we may add Rx. 427,900 by reason of the higher estimate we consider ourselves warranted in now making of the productiveness of the other Import Duties.

42. This general forecast of the estimates for 1895-96 stands thus:—

	Rx.	Rx.
Deficit of 1894-95	301,900	...
Further burdens—net	3,123,900	3,425,800
Less Cotton Duties and other improvements in Customs Revenue	...	1,882,900
Result, a deficiency of	...	1,542,900

The question is whether the general advance of our Railway and other Revenues avail to make up this deficiency, and whether our estimates of expenditure under heads other than those above referred to, show a diminution in the burden to be borne.

43. A reference to the detailed estimates will show that these causes have operated to cover the whole of this deficiency, and that we anticipate on the whole account, after meeting certain special charges, a surplus of Rx. 46,200. This surplus, like that of the Revised Estimates, is the surplus *before* the consideration of the Famine Assurance Grant for Railway construction, and of course is too small to permit of our making any such grant out of Revenue.

44. Taking first of all the Railway earnings, the following figures show that we can anticipate for 1895-96 a better return by Rx. 816,300 than the Budget of 1894-95 contained:—

	Accounts, 1893-94.	Revised, 1894-95.	Budget. 1895-96.
	Rx.	Rx.	Rx.
State Railways—			
Gross earnings .	16,879,107	18,134,400	18,001,900
Working expenses .	8,263,975	8,813,000	8,697,000
Net . . .	8,615,132	9,321,400	9,304,900
Guaranteed Railways—			
Net earnings . .	3,383,812	3,039,000	3,495,000
TOTAL .	11,998,944	12,360,400	12,799,900

45. Under Land Revenue we estimate for Rx. 666,000 more than in the Budget of 1894-95. The greater part of this is, as I have already explained (paragraph 24), Revenue postponed from 1894-95. The estimate in fact covers more than one year's Land Revenue, though as progress in settlement is fairly active all over India, it is quite possible that a year or two will suffice to enhance the standard to an equality with the figure now taken.

46. Under Opium we estimate for Rx. 467,000 more than we took twelve months ago; the estimate of last year was admittedly a very low one, based on low prices and somewhat scanty sales. We have still the scanty sales, but we consider ourselves justified in taking R1,300 as the probable price.

47. Stamps and Excise give us what may be called normal increases, aggregating Rx. 303,100; and the other heads on the Revenue side mostly promise better results than last year, except that there is a serious falling-off in the irrigation estimates of the North-West Provinces.

48. The items I have mentioned make up an improvement of Rx. 1,849,900 on the Imperial Account:—

	Rx.	Imperial share. Rx.
Railways	816,300	787,700
Land Revenue	666,000	403,100
Opium	467,000	467,000
Stamps and Excise	303,100	192,100
		1,849,900

I need not enter upon the discussion of smaller differences. I have noted all the important ones, except, perhaps, an enhanced expenditure under Minor

Works—Irrigation, due mostly to enhanced grants for certain works in the Bombay Presidency. The amount of improvement which I have just stated would, when compared with the initial deficiency of Rx. 1,542,900, give a surplus of Rx. 307,000; and the surplus we declare, namely, Rx. 46,200, may be represented as this amount of Rx. 307,000, increased by numerous smaller differences to Rx. 376,200, and then diminished by two special charges, amounting to Rx. 330,000 which I have to mention under the head of Army.

49. In the Army figures the comparison with last year's Budget Estimates is as follows:—

		Budget, 1894-95.	Budget, 1895-96.	Increase.
Net Expenditure in England .	£	4,394,400	4,393,900	—500
Net Expenditure in India .	Rx.	15,416,700	16,286,000	869,300

Of this increase of Rx. 869,300, I have already taken into account the portion due to Exchange, namely, Exchange Compensation, Rx. 144,200, and the increase in British soldiers' pay, Rx. 379,900: total, Rx. 524,100, so that the real increase in the Military Estimates in India, apart from Exchange, is only Rx. 345,200, namely, the two charges I have mentioned, and a further amount of Rx. 15,200.

50. As usual, a large number of items contribute to this last difference. Waziristan and the Boundary Demarcation require a special provision of Rx. 107,400, and the construction of a trans-frontier post requires Rx. 32,500; certain new regulations as to good conduct pay and as to lance ranks in the British Army made a demand on us for Rx. 44,400; the new distribution of the Army into four commands requires an addition of Rx. 11,300, besides the Rx. 10,000 provided last year; a new and very necessary arrangement for hutting native troops requires an annual grant of Rx. 13,000 for some years, beginning with the present year; and the fall of Exchange adds Rx. 13,000 to the provision necessary for purchase of Colonial horses for remounts. Against these we can put some savings, of which the principal ones are expected less expenditure on Commissariat supplies, Rx. 164,000, and in Ordnance supplies, Rx. 18,500; the abatement of a special mobilization charge of Rx. 38,200, and of some other special charges that appeared in the Estimates of 1894-95.

51. Of the two special charges, the first is an amount of Rx. 150,000, which we desire to set aside in order to provide for the preparations we have thought it necessary to make for military operations that may be forced upon us in consequence of difficulties in Chitral. This is not to be understood as an estimate of the probable cost of these operations if they are undertaken. But we must be in a position to cross the frontier, and we consider it necessary to provide Rx. 150,000 in our ordinary Estimates for this purpose.

52. The remaining amount, Rx. 180,000, arises out of an announcement which I have a very great pleasure in being charged with the duty of making. The pay proper of the Native sepoy has been seven rupees a month since 1796, but in addition to this he enjoys other allowances, some of which are common to the whole force, like compensation for dearness of provisions, and some are special concessions, which apply only to portions of the forces. These last were mostly given under conditions which are no longer applicable, and they create in some cases undesirable inequalities of treatment.

The necessity for an increase in the general scale of sepoy's allowances has for some time past become increasingly evident to all engaged in the administration of India; and when some months ago the present Commander-in-Chief urged that the measure could no longer be postponed, the Government unanimously accepted the conclusion. Some details still remain to be settled, and I cannot do more at present than indicate in general terms that it is intended that from

July 1st next no soldier of the dismounted branches of the Native Army shall get less than nine rupees a month.

This increase of allowances for the force of about 110,000 men is estimated to cost Rx. 260,000 a year, but we have to provide in 1895-96 for less than a full year's charge, that is, for Rx. 180,000 only.

QUESTIONS RELATING TO BENGAL OPIUM.

53. In discussing the estimates, I have referred more than once to the subject of the Opium Revenue, stating that I would deal with the subject in a special section. During the year the Government had occasion to review the position and prospects of the Opium Revenue of Bengal. Some years ago the Government established as a sort of standard to be aimed at the number of 57,000 chests as the proper number to be sold in a year, and their policy was to maintain, in their production, a sufficient reserve of chests to enable them to bring forward this number for sale with fair regularity.

54. We had up till 1887-88, inclusive, several good years of production, the average of the last five years being 64,500 chests; and in the sales of 1889, fixed on the basis of the production of that year, we adhered to our standard of 57,000 chests, and were able also to add 12,500 chests to the reserve, which on January 1st, 1890, stood at 49,705 chests.

55. But after that year we entered upon a cycle of bad years. We may take it that the measure of production in an average year is ·20 maund per acre; we produced ·22 during the five years ending 1887-88, but for the next five we came down to an average of ·17. Moreover, we not only produced less per acre, but the cultivators were discouraged by a series of bad years, and the average cultivation fell from 553,000 acres in the first quinquennial period to 473,000 during the second. Each year we hoped for an improvement, and each year, though we greatly reduced the sales, we were drawing upon our reserve to make up a fair tale of sales, believing it impossible, by the law of averages, that the next season should fail to restore in some degree our position. When I made the financial statement last year, we believed we were on the eve of harvesting a very good crop; but such is the precarious nature of the opium crop, that within a month we found that the poppies were deficient in juice, and we presently realized that the crop to be garnered was the worst on record. The ratio of productiveness diminished to ·13, and the produce of provision opium, after reducing to a minimum the necessary manufacture of excise opium, was only 33,328 chests. We were obliged very greatly to limit the sales for 1895, and the reserve is absolutely exhausted. The amount to be sold in 1895 is only 37,260 chests.

56. We have gained very greatly in the enhanced price we have obtained in this restricted market, but probably the disturbed state of affairs in China has given freer entrance to our opium and served to aid the enhancement in price.

57. We, however, have long ceased to have a monopoly of opium supply in China, and we have to steer between the two opposing policies of risking our position in the market by restricting the quantity supplied, and risking the prices we obtain by sending too much into the market. We have no doubt that at our present rate of sale the risk we are running is the first of these two risks, and we consider ourselves under an obligation, in our own interests, to restore the standard of production with a view of increasing the amount sold, as well as of setting aside a reserve, which will enable us to maintain a pretty equal supply.

58. We considered under these circumstances it was wise to increase from R5 to R6 the rate paid to the cultivator for crude opium, and so far as we can judge, this increase has produced the desired effect—in the Benares Agency at least—of preventing a serious falling-off in the area under cultivation. We have

also made arrangements for the purchase of crude opium in Malwa, which we can manufacture into excise opium, so as to set free as much as possible of the produce of the Agencies for manufacture for export. The future sales we do not definitely settle till June, but it is desirable on the present occasion to say that unless we can manufacture more than 52,000 chests out of our Agency produce, we shall not increase the sales of 1896 beyond 42,000 chests.

CONVERSION OF THE RUPEE DEBT.

59. My predecessor, Sir David Barbour, in raising a Rupee Loan in 1893 at 3½ per cent. interest laid a foundation for a general reduction to that rate in the interest borne by our securities. That loan was raised at an average rate of R96-3-2½, but the price quickly rose, and at the date of the last financial statement it stood above par; by June it had risen to 2½ per cent. premium. This price, and our very large cash balance, in which we had some 8 to 10 crores (*i.e.* millions of Rx.) to spare, convinced us, and also created an impression among the public, that the opportunity had come to attempt a reduction of the general rate of 4 per cent. at which our securities stood.

60. The amount of debt to be dealt with was over 95 crores (millions of Rx.), of which 27·3, 24·5, and 35·5 were held respectively under the loans of 1842-43, 1854-55, and 1st May 1865, the balance being divided over five smaller loans. About 25 crores of this amount, chiefly of the 1854-55 Loan, was held in England.

61. It is unnecessary to explain the precise considerations which determined the details of our programme. The main considerations were the necessity of having the operation complete by the month of November, and of so arranging it that our spare cash balance of 8 to 10 crores was, at every stage, a sufficient backing for each immediate operation. As a matter of fact, except under the first notification, when we risked, in the event of complete failure, a possible obligation of having to discharge 19 or 20 crores, we at no time stood any chance of having to meet, in the form of discharge of debt, more than could easily be met out of our unusually ample cash balances; and, of course, this circumstance, sufficiently well known, was a strong inducement to the holders of the debt to come in for conversion. Indeed, as the price of the 3½ per cent. loans never stood at a lower figure than R103 during the whole operation, they had everything to gain, and nothing to lose, by accepting our terms of conversion, rather than taking discharge.

It fell just below R103 in the first week of August, but in that week no conversion operation was in progress.

62. Our first notification issued on 30th June, and announced the discharge of the 4 per cent. loan of 1842-43, with option of accepting reduction of rate of interest to 3½ per cent., the reduced rate having effect from August 1st, 1895, and being guaranteed till August 1st, 1904. The outstanding amount of this loan was about 19 crores in the hands of the public, and a little over 8 in the currency investment. We offered the same terms of conversion to holders of other loans at the same time, and hinted that if they did not accept, they might have to accept less favourable terms in future.

63. We allowed the usual period of a month for acceptance of our terms, and when we came to make up accounts (the completion of which always took a little time, as we received notes for conversion at every treasury in India), we found that the compulsory conversion (that of the 1842-43 Loan) had been almost universally accepted, and that about 14 crores of other loans had also been tendered.

64. Our next step was to advertise, on August 13th, a portion of the 1865 Loan, offering conversion on terms one-quarter per cent. worse than the original ones; but at the same time we re-opened, for a fortnight, both in respect of this,

and of other loans, the terms of voluntary transfer offered under the first notification. A few days afterwards we similarly notified two petty loans that stood upon our books. This was really the critical part of the operation—the portion of it which settled the question whether or not we would be able to carry it through. The plethoric condition of the London money market, which declared itself, especially in the month of August, combined with the success we had obtained in the first operation to bring in tenders for optional conversion at a rapid rate. And when at the end of the fortnight, for which the original terms were open, we collected our information, we found that we could account for about 66 crores as converted, namely, about 38 compulsorily and 28 optionally.

These figures will precisely not agree with the figures given in Part II. I am dealing here with the information we possessed at the time, and not with the totals as afterwards collected and made up.

65. The outstandings were now, at the outside, 14 crores of the 1854-55 Loan (in which the English holding had been reduced by optional conversions to a little over 6½ crores), 9 crores of the 1865 Loan, and 6 crores distributed under other loans.

66. We notified the 1854-55 Loan at once (September 1st), bringing forward still farther, namely, to 31st December 1894, the date from which the reduction of interest was to have effect, and we offered optional conversion to other outstanding holders on the same reduced terms (3rd September). When the first fortnight of this notification was over, the total outstanding balance was reduced to 10¼ crores, of which, however, we were pretty confident that returns not yet received would account for one or two crores.

67. A final notification on 20th September applied still further reduced terms of compulsory conversion, or discharge, to the remaining outstandings.

68. We knew that we had only 4 or 5 crores remaining unconverted, and with the aid of the Public Debt Offices we set to work to re-examine the returns, for it will still be a little time before the operation will have completely passed into the accounts. The result as known on the 9th March 1895 was as follows:—

[The figures are Rx., omitting ooo.]	Balance on 30th June 1894.	Converted into 3½ per cent. guaranteed.	Balance unconverted.
1. Loan of 1832-33 . .	617	554	63
2. Loan of 1835-36 . .	1,560	966	594
3. Loan of 1842-43 . .	27,316	25,980	1,336
4. Loan of 1854-55 . .	24,448	23,118	1,330
5. Transfer Loan of 1st May 1865	35,536	34,113	1,423
6. Reduced Loan of 16th January 1879 . . .	5,617	5,232	385
7. Mysore Family Loan .	50	50	...
8. East India Railway Commuted Stock . .	5	5	...
TOTAL .	95,149	90,018	5,131

69. We took the opportunity offered by the conversion of simplifying our loan accounts by abolishing the first two and the last two of the above list; that is, the terms of conversion offered in these two cases included transfer into one or the other accounts. The result is that, in lieu of the above eight heads, we have now on our books only four accounts, the four guaranteed 3½ per cent. loans, as they are now called, all held under precisely the same conditions, and differing only in respect of the half-yearly dates on which interest is payable.

70. These and the two previously existing 3½ per cent. loans, which aggregate a little over 3½ crores, and the conditions of which differ from the above only in

respect that they are not guaranteed against discharge before August 1st, 1904, summarize, with one small exception, the whole of our rupee public debt.

71. The option of conversion into 3½ per cent. guaranteed debt having closed on October 3rd, we proceeded, by a notification on October 8th, to offer the holders of the above-stated unconverted balance of Rx. 5,131,000 the option of taking, on certain terms involving surrender of accrued interest, unguaranteed paper of 3½ per cent. if they preferred it to taking discharge. These terms of conversion are still open, and up to the 9th March the balance in question was thus accounted for—

[The figures are Rx., omitting ooo.]	Unconverted balance as above.	Converted into 3½ per cent. unguaranteed loans.	Discharged under original notifications.	Still outstanding on 9th March.
Loan of 1832-33 . .	63	2	8	53
Loan of 1835-36 .	594	82	5	145+362*
Loan of 1842-43 . .	1,336	786	153	397
Loan of 1854-55 . .	1,330	434	574	322
Loan of 1865 . .	1,423	533	170	720
Loan of 1879 . .	385	171	64	150
TOTAL .	5,131	2,008	974	1,787+362

* The Rx. 362,000 separately shown appertain to the Husseinabad endowment referred to in Act XV of 1878 and held by the Government in trust. Either most of it, or the whole of it, will be converted after the completion of an examination of the original transactions out of which it arose.

72. According to present appearances our new 3½ per cent. securities bear as high a value in the market as the 4 per cent. did a year ago; and what is quite as important, the reduction of interest has not had any effect in quickening the flow of securities from the English to the Indian market, about Rx. 909,300 having been transferred in eleven months of this year, against Rx. 1,247,000 last year.

73. The annual saving in interest which will accrue from the conversion is about 46 lakhs of rupees; but, as about 4 lakhs of that amount arises in respect of securities held in the currency investment, the net saving on the Revenue Account is about 42 lakhs (Rx. 420,000). But there will be a further temporary saving, by the discharge of the 97 lakhs above-mentioned which will not require immediate replenishment, and also by the cessation of current interest on the 215, or rather 179 lakhs (see the note in the last column).

74. I would not be doing justice if I passed from this subject without a word of acknowledgment to the Bank of Bengal for the extremely efficient manner in which it coped with the immense mass of work which the conversion operations threw upon it. Each stage of the work was necessarily sprung upon the Bank without any warning, but the Directors, and their Secretary, Mr. Cruickshank, were able, by rapid organization of their forces, to meet the whole of the demands upon them without a single hitch of any kind. The acknowledgments of the Government have been conveyed both to them and to the other two Presidency Banks.

CAPITAL OUTLAY.

75. I have already stated—and it will be no matter of surprise—that we are not yet in a position to re-introduce the Famine Insurance grant. We charge against this head in 1895-96 a small amount, namely, Rx. 50,000 for Irrigation Works and Rx. 5,000 for Famine Expenditure; and we take from it also, though we charge under Railways, Rx. 366,800 in respect of the deficiency of interest on the Bengal-Nagpur and Indian Midland Railways, giving a total of Rx. 421,800. But we have no surplus to devote to the construction of Protective Railways, and the Famine Insurance grant must for the present remain in partial abeyance.

76. Although we did not provide for any Famine Insurance grant for Railway Construction in the Budget Estimates of 1894-95, I explained at the time that we

were nevertheless really providing for the obligations imposed upon us in that respect. This is even more abundantly evident now that our revised estimates have resulted in a handsome surplus, for the following figures will show that this surplus, though it has not as a matter of account been transferred to and granted from Famine Insurance, has, as a matter of fact, been largely spent upon the East Coast Railway, which is the principal remaining item in the Protective Railway programme:—

	Budget.	Revised.
	Rx.	Rx.
Surplus on the Revenue Account	...	+990,500
Railway Construction on Capital Account	3,450,000	4,610,000*
Irrigation	550,000	590,000
TOTAL CAPITAL OUTLAY	4,000,000	5,200,000

* Includes Rx. 768,000 spent upon East Coast Railway.

The amount allotted to Railway Construction was considerably enhanced during the year, and we have thus, as a matter of fact, utilized our surplus by spending it upon Railway Construction, though we have not for that purpose passed it through the Famine Insurance Account.

77. The Budget for 1895-96 provides for construction, on Capital Account, of Rx. 3,700,000, Railways, and Rx. 700,000, Irrigation: total Rx. 4,400,000. These figures include Rx. 500,000 on account of the East Coast Railway, which there are further projects for connecting with Calcutta, though they are not far enough advanced to find a place in our estimates. Besides the State outlay just mentioned, there will be expenditure on the Assam-Bengal line to the extent of £500,000 against debentures raised under the contract with the Company.

DEBT AND REMITTANCE.

78. The Secretary of State's account for the two years 1893-94 and 1894-95 may be taken as showing to what extent it has been necessary for him to increase the debt of India, in consequence of the failure of remittance in 1893-94. The figures of the two years are as follow:—

	Accounts, 1893-94.	Revised Estimate, 1894-95.	TOTAL.
	£	£	£
Net Receipts—			
Council Bills	9,539,235	17,000,000	26,530,235
Permanent Debt—			
Principal transactions	1,386,000	6,000,000	7,386,000
Others	48,785	—4,300	44,485
Temporary Debt	6,000,000	—4,000,000	2,000,000
Deposits, Advances, etc.	934	3,400	4,334
Opening Balance	2,268,388	1,300,564	2,268,388
TOTAL	19,234,342	20,299,664	38,233,442
Net Outgoings—			
Expenditure	15,633,361	15,594,500	31,227,861
Capital expenditure	725,084	823,200	1,548,284
Transactions on account of Railway Companies	654,903	530,700	1,185,603
Remittance Account with India	920,430	905,100	1,825,530
Closing Balance	1,300,564	2,446,164	2,446,164
TOTAL	19,234,342	20,299,664	38,233,442

79. The latest figures show that the remittances of the current year may fall somewhat short of our estimated figure of £17,000,000, but we may, I think, after the remittance of an amount approaching £17,000,000 sterling during the current year, say that the disturbance due to the failure of remittance in 1893-94 has ceased to have effect; and we see now that its effect has been the increase of sterling debt by—

	£
India 3 per cent. Stock	6,000,000
3½ per cent. debentures	1,386,000
Temporary Loans	2,000,000
TOTAL	9,386,000

Against this we may take—

Capital outlay charged in India and in England—			
	Rx.		
1893-94	3,621,252		
1894-95 (Revised)	5,200,000		
Permanent debt paid off in India—net—			
1893-94	890,574		
1894-95 (Revised)	1,200,200		
Increase of cash balance in India, March 31, 1893, to March 31, 1895	7,407,732		
TOTAL	...	18,319,758	
Deduct—Loan of 1893	...	3,499,100	
NET		14,820,658	

80. So far as at present anticipated there will be no borrowing, either in sterling or in rupees, in 1895-96, although the temporary loan of £2,000,000 which falls due in May will have to be renewed.

81. The transactions of 1894-95 lead us to hope that we have now resumed the even tenor of remittance, and the Secretary of State estimates to draw £17,000,000 of Council Bills during 1895-96.

82. These announcements as to borrowing and as to Council Bills are made, as usual, with the most absolute reservation to the Secretary of State and the Government of India of power to change their programme in any way they think advisable.

CONCLUSION.

83. I have now given an account—I hope it is a clear one—of the financial crisis through which we have been passing during the last two years. I am far from saying that that crisis is yet past: we are now in smoother waters, and our prospects, so far as financial equilibrium is concerned, are distinctly more hopeful than they were twelve months ago. But many causes for anxiety still remain, and we may again be in difficulties before many months are over. Not that I foresee any special difficulties, but merely that, so long as a difference of a tenth of a penny in exchange means a difference of a quarter of a crore in our estimates, we would be foolish to build, upon the favourable outturn of the estimates which I have to-day presented to the Council, any sanguine expectations of brighter days in the immediate future. I stated last year—and I repeat it now—that we cannot call our financial position safe until we can reckon upon sufficient surplus to warrant our renewing the Famine Insurance Grant. We believe that under present circumstances it is better to go without that grant than to increase taxation for the purpose of providing the surplus, which is necessary before we can renew it. And, meantime, although we are as yet far from a complete restoration of our fortunes, I think we may claim to have made a fair amount of progress towards their restoration.

PART II.

DETAILS OF ACCOUNTS AND ESTIMATES.

Section I.—Accounts of 1893-94.

84. The Revised Estimates for the year 1893-94 worked out to a deficit of Rx. 1,792,800, but the Accounts show a slightly diminished deficit of Rx. 1,546,998.

85. Explanations under the several heads of the variations of the Account figures from those of the Budget and Revised Estimates are given in the Appropriation Report published in the *Gazette of India* of the 16th instant. A general comparison of the Revised Estimates with the Accounts of the year is contained in the following statement:—

		Revised Estimate.	Accounts.	Accounts, better.	Accounts, worse.
REVENUE.					
India	Rx.	90,121,000	90,246,041	125,041	...
England	£	187,700	193,454	5,754	...
Exchange	Rx.	120,800	125,719	4,919	...
TOTAL	Rx.	90,429,500	90,565,214	135,714	...
EXPENDITURE.					
India—					
Imperial, Provincial, and Local	Rx.	66,548,400	66,311,392	237,008	...
Adjustment for Provincial and Local Surplus or Deficit	Rx.	—478,800	—311,291	...	167,509
NET	Rx.	66,069,600	66,000,101	69,499	...
England	£	15,909,600	15,826,815	82,785	...
Exchange	Rx.	10,243,100	10,285,296	...	42,196
TOTAL	Rx.	92,222,300	92,112,212	110,088	...
Deficit	Rx.	1,792,800	1,546,998	245,802	...

86. The total Revenue in India was higher than the figure taken in the Revised by Rx. 125,041, while the total Expenditure was less by Rx. 237,008, giving a total improvement of Rx. 362,049. This was distributed as follows between Imperial and Provincial:—The actual Revenue exceeded the Revised Estimate by Rx. 89,182 under Imperial and by Rx. 35,859 under Provincial and Local; while Imperial Expenditure fell off by Rx. 105,358, and Provincial and Local Expenditure by Rx. 131,650. There was thus an improvement in the Imperial Section of the Accounts of Rx. 194,540, and in the Provincial and Local Section of Rx. 167,509.

87. In England there was a reduction in Expenditure, including Exchange, of Rx. 40,589, and an improvement in Revenue of Rx. 10,673, which together give an improvement of Rx. 51,262. And adding to this the improvement of Rx. 194,540 in the Imperial Section we arrive at the amount of Rx. 245,802 by which the deficit in the Accounts fell short of the estimate of March last.

88. The largest part of the increase in Revenue occurred in the Railway Revenue Account, under State Railways, Rx. 103,727, the traffic on the North-

Western and Bengal-Nagpur Railways at the end of the year having improved beyond what was expected. Miscellaneous Revenue was also under-estimated by Rx. 31,336, and Army Receipts by Rx. 23,243. Under Principal Heads of Revenue there was on the whole only a slight over-estimate of Rx. 20,600, but the variations under some heads were considerable. Salt Revenue showed the largest deficiency, coming short of the Revised Estimate by Rx. 117,324. Opium also was over-estimated by Rx. 66,829 and Stamps by Rx. 41,649. On the other hand, Land Revenue and Forests brought in Rx. 97,309 and Rx. 45,922 more than was anticipated.

89. The expenditure was generally slightly less than in the Revised Estimate, the largest difference occurring in the expenditure on Civil Works, where the over-estimate amounted to Rx. 117,322. Provincial and especially local officers are apt to provide large margins under this head, which we admit only because the estimate does not affect the Imperial Account. The expenditure on Civil Departments was slightly under-estimated by Rx. 80,106, chiefly under Police; also for the most part a non-Imperial head.

90. In England the differences in expenditure were in most cases small; the only considerable difference was in the Army Expenditure, which fell short of the Revised by £85,108, owing, as usual, to the progress in the supply of stores being slower than was anticipated.

The expenditure in England was brought to account at an exchange of 14·5466 pence, the rate taken in the Revised Estimate having been 14·6 pence.

91. The Expenditure not charged to Revenue amounted to Rx. 3,621,252, being slightly less than was taken in the Revised Estimate.

Section II.—Revised Estimate of 1894-95.

92. The following statement contains a general comparison of the figures of the Budget and Revised Estimates of 1894-95, the former having been made up on the basis of a rate of exchange of 14*d.*, and the latter of 13·09*d.*, to the rupee (or more exactly Rx 18⅓ to the pound):—

		Budget.	Revised.	Revised, better.	Revised, worse.
REVENUE.					
India	Rx.	91,728,000	94,783,800	3,055,800	...
England	£	173,200	202,000	28,800	...
Exchange	Rx.	123,700	168,300	44,600	...
TOTAL	Rx.	92,024,900	95,154,100	3,129,200	...
EXPENDITURE.					
India—					
Imperial, Provincial, and Local	Rx.	66,373,500	65,857,600	515,900	...
Adjustment for Provincial and Local Surplus and Deficit	Rx.	—1,184,400	—654,200	...	530,200
NET	Rx.	65,189,100	65,203,400	...	14,300
England	£	15,830,300	15,796,500	33,800	...
Exchange	Rx.	11,307,400	13,163,700	...	1,856,300
TOTAL	Rx.	92,326,800	94,163,600	...	1,836,800
SURPLUS (+)	Rx.	...	+990,500	...	...
DEFICIT (—)	Rx.	—301,900	...	1,292,400	...

93. The Revenue in India has increased by a very considerable amount, and there has also been a slight improvement in the Revenue in England. The total Expenditure in India is below the Estimate, the Imperial Expenditure, including that in England, sharing in the improvement, though to a smaller extent. But the fall in the rate of exchange from 14*d*. to 13·09*d*.—a fall of slightly less than one penny—absorbs nearly two crores of the increased revenue. The net result is nevertheless a considerable improvement, the deficit of Rx. 301,900 being converted into a surplus of Rx. 990,500.

94. The total improvement of the Revenue in India amounts to Rx. 3,055,800, of which the Imperial share is no less than Rx. 2,895,300, the small balance of Rx. 160,500 arising out of the Provincial and Local portion of the Accounts. The bulk of the improvement is under Opium, Customs and Railways, which are either wholly or mainly Imperial heads of account.

95. The heads under which a considerable improvement is anticipated are—

	Imperial.	Provincial and Local.	TOTAL.
	Rx.	Rx.	Rx.
Opium	928,400	...	928,400
Stamps	17,100	41,500	58,600
Excise	150,200	45,300	195,500
Customs	922,900	7,200	930,100
Assessed Taxes	30,100	22,300	52,400
Miscellaneous	31,500	30,400	61,900
Railway Revenue Account	799,900	3,900	803,800
Army	120,000	...	120,000
TOTAL	3,000,100	150,600	3,150,700

96. The large improvement in Opium occurs mainly in the sales of Bengal Opium, which account for Rx. 795,300 of the Rx. 928,400 shown above, but in Bombay the duty on Malwa Opium has also improved by the considerable amount of Rx. 134,900.

In Bengal it proved necessary in consequence of another bad season and small crop to reduce the number of chests sold during the last six months of the year from 3,525 to 3,105 a month, thus reducing the total number of chests sold in the year from 42,300 to 39,780. But so great has been the rise in price, partly owing, no doubt, to the restriction in the amount sold, that the outcome has been the largely improved receipts noted above. For the Budget it was not considered safe, having regard to the prices ruling in March last, to take a higher average rate than ₹1,070 a chest, but the actual average rate for the year has been ₹1,337$\frac{11}{16}$, while the highest average touched in any month was ₹1,540 in February.

October was the first month in which the diminished number of chests was offered for sale, but the reduction was announced on June 19th, 1894, and the price rose steadily till February. After the February sale a sudden reaction set in, and the price realized in March was more than ₹200 a chest below that realized in February.

The prices of Malwa Opium have risen, as well as those of Bengal Opium, though not to the same extent. The rise was considered sufficient to justify the imposition of an increased duty on Malwa Opium, and the duty was accordingly raised from ₹600 to ₹650 a chest by a notification issued on 11th December 1894. The higher duty does not appear to have materially checked exports, and it will bring in during the current year about Rx. 27,900 out of the total improvement of Rx. 134,600 in Bombay.

97. The improvement of Rx. 58,600 in the Revenue from Stamps is mainly the outcome of increases of Rx. 65,000 and Rx. 30,000 in Bengal and Madras, and of decreases of Rx. 30,000 and Rx. 16,000 in the North-Western Provinces and Oudh and the Punjab.

98. In Excise Revenue there has been a general improvement everywhere except in the Central Provinces, where, however, the falling off is very slight, and in Assam where it is expected that the Budget Estimate will just be realized. The largest improvement has been in Madras (Rx. 60,000), Bengal (Rx. 45,000), Lower Burma (Rx. 33,000), and Bombay (Rx. 28,000).

99. Under Customs Rx. 63,200 of the total increase of Rx. 930,100 is due to improvements in Export Duties (Rx. 41,400) and Miscellaneous Revenue (Rx. 21,800). The remainder (Rx. 866,900) arises from the duties on Imports. A considerable portion of it accrues from the Cotton Duties which were imposed on December 27th last, and are expected to produce this year the following (gross and net) amounts:—

	Rx.
Import Duties	354,100
Excise Duties	12,500
Gross Revenue	366,600
Less Refunds	7,500
NET REVENUE	359,100

The balance of Rx. 500,300 is due almost entirely to the new duties imposed in March last having proved more productive than was then expected. The Budget and Revised Estimates for Import Duties (other than Cotton Duties) are classified in the table below under certain general heads:—

	Budget Estimate, 1894-95.	Revised Estimate, 1894-95.	Increase.	Decrease.
IMPORT DUTIES.	Rx.	Rx.	Rx.	Rx.
Articles on which the duties remained unaltered.				
1. Liquors	612,000	621,000	9,000	...
2. Arms and Ammunition	31,250	35,000	3,750	...
3. Other articles	450	*	...	450
TOTAL	643,700	656,000	12,300	...
Articles on which new or enhanced duties were imposed.				
4. Articles of food and drink	246,000	296,000	50,000	...
5. Chemicals, Drugs, Medicines, etc.	62,500	94,000	31,500	...
6. Silver Bullion and Coin	100,000	355,000	255,000	...
7. Other Metals and Manufactures of Metals	210,500	208,000	...	2,500
8. Oils	392,000	310,000	* ...	82,000
9. Manufactured articles	393,000	504,000	111,000	...
10. Raw materials and unmanufactured articles	66,000	121,000	55,000	...
TOTAL	1,470,000	1,888,000	418,000	...
Deduct—Refunds and Drawbacks	70,000	†	70,000	...
GRAND TOTAL	2,043,700	2,544,000	500,300	...

* Included under (5).
† Shown as expenditure in Revised.

The only article in the case of which the duty is expected to fall seriously short of the estimate of March last is Petroleum; allowance was made for a considerably decreased import in consequence of the enhancement of the duty, but the reduction has proved insufficient, as there has been an enhancement of price due to other causes than increased duty. Metals, other than silver, will give about the amount anticipated, but in the case of all the other articles the Revised Estimate now framed is considerably in excess of the Budget. The largest increase is in the duty on silver, for which it was not in March last considered safe to take a larger amount in the absence of information as to the effect which the duty might have in checking the importation of this metal. The gross and net imports of silver for the first eleven months of the year are—

	Value of Gross Imports.	Value of Net Imports.
	Rx.	Rx.
1894.		
April	605,485	437,559
May	414,159	305,052
June	495,885	291,643
July	1,094,258	913,014
August	897,994	691,588
September	777,617	735,707
October	414,023	198,715
November	360,561	288,762
December	567,203	528,171
1895.		
January	735,645	677,614
February	592,003	554,753
TOTAL ELEVEN MONTHS	6,954,833	5,622,578

100. Assessed Taxes show an improvement everywhere but in the Central Provinces, where the falling off is almost inappreciable. The largest increases are Rx. 20,000 in Bengal and Rx. 19,500 in Madras.

101. Under Miscellaneous Revenue the principal items making up the improvement of Rx. 61,900 are (1) the Refund of the Opium Commission Charges incurred in 1893-94 which will be brought to account in India—Rx. 9,400, (2) increased gain by exchange on transactions in the Local Currency of Hyderabad (Halis) Rx. 6,000, the value of the Halis having fallen considerably since the mints were closed, (3) an improved Revenue of Rx. 10,000 in Bengal from fees for survey of Tea Lands and from Partition Fees, (4) a special repayment of Rx. 7,600 by the Bombay Port Trust on account of a portion of its debt to Government which does not bear interest, and (5) an improvement of about Rx. 3,000 in the Revenues of Berbera and Zaila.

102. The Railway Revenue has continued to develop in a most satisfactory way. The improvement shown above is made up as follows:—

	Rx.
State Railways Gross Receipts	1,194,400
Guaranteed Railways Net Traffic Receipts	—406,500
Subsidized Railways	15,900
TOTAL	803,800

The only untoward feature is the large falling-off in the net receipts of Guaranteed Railways, chiefly on the Great Indian Peninsula Railway (Rx. 480,000), against which there is some set-off in improved receipts on the Bombay Baroda and Central India Railway (Rx. 82,500). On State Railways the improvement has been general, the only important exceptions being the Mysore Railway (—Rx. 20,000) and the Burma Railway (—Rx. 90,000), the last of which has remained at the low level of 1893-94, and has not recovered the ground lost in that year, as it was expected to do when the Budget was framed. The improvement has been very large on some lines, such, for instance, as the following:—

	Rx.
East Indian	190,000
Rajputana-Malwa (including Godhra-Rutlam)	222,500
Eastern Bengal	210,000
Oudh and Rohilkhand	195,000
North-Western	300,000

while the Indian Midland, Southern Mahratta, East Coast and Bengal and North West and Tirhoot Railways also show a material excess over the Estimates.

Of course in the case of Railways there is always some set-off against increased Revenue in the shape of enhanced working expenses, and this year this enhancement has amounted to Rx. 411,200. But even taking the net Traffic Receipts for State Railways the improvement mounts up to the very large figure of Rx. 783,200.

103. The increase in Army Receipts has arisen chiefly under Commissariat Receipts (Rx. 18,600), due to larger sales of malt liquor in consequence of the increased strength of British Troops, and under Ordnance Receipts (Rx. 82,300), due to larger sales of stores.

104. The only head of Revenue under which a noticeable falling off is expected is Land Revenue (Rx. 194,900). This is due mainly to suspensions in the North-Western Provinces, where the Revenue is expected to fall short by Rx. 196,500 of the figure taken in the Budget Estimates; the arrears will, it is expected, be collected next year, the Budget Estimate for which is correspondingly raised. There are also decreases of Rx. 58,300 in the Central Provinces, of Rx. 74,800 in Bombay, and of Rx. 52,800 in the Punjab, owing largely to similar postponements of collection, which have led to Revenue due in 1894-95 being reserved for collection in 1895-96. In Bombay there have also been some remissions of Revenue owing to floods in the Sind Districts. These reductions have been partially counterbalanced by improved collections in other provinces, principally Madras (Rx. 101,400) and Upper Burma (Rx. 55,000).

105. The increase in the sterling Revenue occurs under the head of Army Receipts, which are expected to give £66,600 against £33,400 in the Budget, the greater portion (£28,900) of the excess accruing under the head of Indian Troop Service and being due to the sale of three troopships for which no provision was made in the Estimates. Against this improvement there is a diminished receipt of £6,500 under Interest, the Secretary of State's balances not having been invested to the same extent as usual, owing to the low rate of interest prevailing during the greater part of the year.

106. The total falling off of Rx. 515,900 in the Expenditure in India as compared with the Budget is made up of a reduction of Rx. 146,200 in the Imperial Expenditure, and of Rx. 369,700 in the Provincial and Local Expenditure; it is the net outcome of several increases and decreases, some of which are of considerable proportions.

107. The more important increases and decreases are stated below:—

	Imperial.	Provincial and Local.	Total.
	Rx.	Rx.	Rx.
Increases.			
Refunds and Drawbacks	44,000	2,100	46,100
Interest	282,200	—3,400	278,800
State Railways Working Expenses	433,000	—21,800	411,200
Total	759,200	—23,100	736,100
Decreases.			
Land Revenue	12,800	67,500	80,300
Opium	610,100	...	610,100
Forest	28,800	21,600	50,400
Telegraph	44,000	...	44,000
Law and Justice—Jails	100	45,000	45,100
Police	30,300	32,700	63,000
Education	1,600	48,100	49,700
Civil Works	15,100	129,900	145,000
Army	50,600	..	50,600
Total	793,400	344,800	1,138,200
Net Decrease	...	...	402,100

108. **Exchange Compensation has not materially affected many of the heads of the estimates.** The rate of exchange adopted for the Budget Estimate was 14*d.*, which gives a maximum percentage for the calculation of Exchange Compensation Allowance of R14-4-7 per cent. The actual market rate applied has been for the four quarters $14\frac{3}{8}d.$, $13\frac{5}{16}d.$, $13\frac{5}{32}d.$, and $13\frac{1}{4}d.$, which give an average rate for the whole year of just over $13\frac{1}{2}d.$—the exact average is $13\frac{67}{128}d.$—with an average percentage for calculation of Exchange Compensation Allowance of R16-10-2. The percentage has thus been raised by R2-5-7. The total increase, however, over an estimate of Rx. 1,113,300 is only Rx. 122,600, which falls far short of being proportionate to this increased rate of percentage. The reason for this is that the basis for an accurate estimate—namely, a knowledge of past actuals—was wanting in March last; and there seems also to have been some tendency to over-estimate the charge.

Such details as are necessary for exhibiting the difference between the Budget and the Revised Estimate are given in the following table:—

	Budget Estimate, 1894-95.			Revised Estimate, 1894-95.			Increase + Decrease — on Total.
	Imperial.	Provincial.	Total.	Imperial.	Provincial.	Total.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Civil Heads (including Marine and Post Office)	143,000	349,800	492,800	149,600	378,300	527,900	+ 35,100
Army	465,800	...	465,800	518,600	...	518,600	+ 52,800
State Railways Working Expenses	47,900	2,900	50,800	87,600	2,500	90,100	+ 39,300
Other Public Works heads (including Telegraph)	56,200	47,700	103,900	56,400	42,900	99,300	— 4,600
Total	712,900	400,400	1,113,300	812,200	423,700	1,235,900	+ 122,600

The only item which needs special notice is the increase under State Railways Working Expenses; the disproportionate increase in that case from Rx. 50,800 to Rx. 90,100 is due to the fact that provision was not made in the Budget for the payment of the allowance to Company's servants, the various Companies having adopted the principle only after the Budget was passed.

109. Of the increased charge under Refunds and Drawbacks, Rx. 38,200 occurs in Bombay, and is due mainly to refunds, etc., of Customs Duties. The increase is due partly to the refunds and drawbacks arising out of the new Cotton Duties imposed in December 1894, but partly also to the similar charges arising out of the new Customs Tariff of March 1894. For these refunds, provision was made in the Budget by deduction from the anticipated Revenue.

110. The increase under Interest is a consequence of the measures for the conversion of the Rupee Debt which were taken in the course of the year and have been briefly described above in Part I. Some further particulars are given in a separate section of this statement (see Section VI below).

The result of these measures has been to raise the charge for interest in the current year by Rx. 301,000 chiefly owing to the payment of an extra $\frac{1}{4}$ per cent. of interest up to 1st August 1895 under the terms first offered, as contained in the Notifications of 30th June and 13th August, and to the payment of the commission which was allowed to principals or agents actually tendering notes for conversion.

The expenditure under the head General Administration has also been slightly increased by these operations, owing to payments made to the Bank of England and to the Presidency Banks for the extra work involved in the conversion.

A saving of Rx. 524,800, however, in next year's estimates underthe head Interest results from the conversion operations (see paragraph 158), and this saving will be repeated in the Estimate of future years.

111. **The increased charges for the working expenses of State Railways are the necessary result of the improved Revenue; and have already been mentioned in connection with that improvement. (See paragraph 102.)**

112. The decrease under Land Revenue charges occurs chiefly in Bombay (Rx. 34,600) and the North-Western Provinces (Rx. 30,500), but there have been savings in all Provinces except Lower Burma, Bengal and the Punjab, where the charges have exceeded the Budget by Rx. 18,300, Rx. 10,300 and Rx. 3,300 respectively. In Bombay the principal savings are due to new establishments, for which provision was made, not having been entertained, and to savings in boundary marks expenditure, partly owing to large arrear recoveries, which are brought to account by deduction from expenditure. In the North-Western Provinces the saving is to a considerable extent nominal, being chiefly due to the transfer of certain charges from this head to Law and Justice. In Lower Burma the major part of the increased charge arises from increased commission paid on account of enhanced Land Revenue collections.

113. **The saving under Opium is due to the bad crop, to which reference has already been made (see paragraph 96).** When the Budget was framed, the expectation was entertained that there would be a very good crop; but the actual crop was the worst that has ever been secured. The result has been the large saving shown above.

114. Under Forests savings are expected everywhere, except in the Punjab, where there is a slight increase of Rx. 3,000. The largest savings occur in Madras (Rx. 14,500), Bombay (Rx. 10,700), and Lower Burma (Rx. 8,500).

115. The decrease of Rx. 44,000 in the expenditure in the Telegraph Department is attributed to (1) recoveries on account of the Kashmir, Mundra, Hurdwar and Gohna lines of telegraph, which have been treated as reduction of Capital

Expenditure, (2) the cost of establishment charged to, and the value of stores recovered from other Departments being larger than was anticipated, (3) an over-estimate of the cost of labour employed on workshops, and (4) savings in the establishment charges.

116. Under Jails there have been large savings in Bengal (Rx. 19,400) and the Punjab (Rx. 19,000), and smaller savings in most of the other Provinces. In Bengal the saving occurs under jail manufactures, and in the Punjab it is chiefly due to savings on rations owing to the low price of food grains and a smaller number of prisoners.

117. The savings in Police Expenditure have been general, except in Bengal and the North-Western Provinces, where a small excess over the Budget is expected, owing, in both cases, to increased exchange compensation allowance, and in the latter case also to an under-estimate of the ordinary charges of the District Police Force. The largest savings occur in Upper Burma (Rx. 27,500), where, first, a revision of the pay of Assistant Superintendents of Police, for which provision was made, was not carried into effect, and, further, both the District and the Special Police were under full sanctioned strength, and some reductions in the Special Police were effected, which more than counterbalanced heavy extra charges for Escorts and Rations. The savings in other Provinces are in no case large.

118. In the expenditure on Education there have been savings in every Province, the largest occurring in Bombay (Rx. 11,600) and Madras (Rx. 12,300); the saving in Bombay is to a large extent nominal, a sum of Rx. 9,900 for Building Grants having been transferred to other heads of account. In Madras there have been various petty savings, the largest being due to the estimate for Government Schools Special having been framed to include extra expenditure which has not been incurred.

119. Under Civil Works there are lapses in almost all the Provinces, but by far the largest saving, Rx. 101,700, occurs in Madras, chiefly under Local, and is apparently due to the expenditure having been estimated at a higher figure than the Local Authorities could arrange effectively to spend during the year.

120. Under the head of Army the expenditure in India shows a small saving on the whole. There have, however, been considerable increases under some of its sub-heads. The fall in the rate of exchange has raised the total charge for exchange compensation allowance by Rx. 52,800 (see paragraph 108), and the same cause has operated to raise the charge for British soldiers' pay. The rate taken for the latter in the Budget was $15\frac{1}{4}d.$, but it was revised in the course of the year, $14\frac{1}{4}d.$ being taken for the first quarter and $13\frac{1}{4}d.$ for each of the last three quarters, thus giving an average for the year of $13\frac{1}{2}d.$ The extra cost thus involved is Rx. 357,800. The Waziri Expedition is also estimated to cost Rx. 195,000 within the year, besides Rx. 90,000 which come into 1895-96; and some extra expense (about Rx. 35,000) has resulted from the excess over authorized establishment of the effective strength of British Cavalry and Infantry. All this extra expenditure has, however, been counterbalanced by savings in other directions, the largest being under Commissariat Supplies, owing to the generally prevailing low prices of food supplies, which have reduced both the direct charges for provisions for men and food for animals, and the indirect charges for the same which are given in the shape of compensation for dearness of Provisions and Forage. The total saving under the Commissariat Grant, due chiefly to the cause mentioned, is expected to be Rx. 504,800.

121. In sterling expenditure the saving of £33,800 is the net outcome of several increases and decreases, none being of any magnitude except

decreases of £70,700 under Interest, of £38,000 under Telegraphs, and of £55,600 under Army, and an increase of £39,700 under Special Defence Works. Under Interest the decrease was mainly due to the issue of £6,000,000 India 3 per cent. stock on which interest is payable for three quarters only within the year instead of £6,300,000 India Bills, in respect of which a whole year's interest was estimated, and to a reduction of the interest due on Temporary Loans from the Bank of England. These savings were lessened by the discount on the issue of the stock just mentioned. Under Telegraphs smaller indents for stores have been sent home, it having been found possible to diminish the time occupied in complying with indents and consequently to reduce the stocks held in India. Under Army the principal saving is in the non-effective charges, especially under Military pensions (£40,000), the charge for which has not increased so much as was expected. Under Special Defence Works the increase is partly due to payments which were provided for in 1893-94 having been actually made in 1894-95.

122. The decrease in sterling payments would have involved a decrease of Rx. 24,200 in the charge for exchange had the rate remained unchanged. The fall in the average rate of the Secretary of State's drawings from $14d.$ as estimated to $13{\cdot}09d.$ as realized is accordingly accountable for an increase of Rx. 1,880,500 in the Exchange.

Section III.—Budget Estimate of 1895-96.

123. The following Statement compares the Revenue and Expenditure in India and in England in the Budget Estimates of 1895-96 with that in those of 1894-95:—

		1894-95.	1895-96.	1895-96, better.	1895-96, worse.
REVENUE.					
India	Rx.	91,728,000	96,610,800	4,882,800	...
England	£	173,200	171,000	...	2,200
Exchange	Rx.	123,700	142,500	18,800	...
TOTAL	Rx.	92,024,900	96,924,300	4,899,400	...
EXPENDITURE.					
India —					
Imperial, Provincial, and Local	Rx.	66,373,500	68,332,000	...	1,958,500
Adjustment of Provincial and Local Surplus or Deficit	Rx.	—1,184,400	—623,300	...	561,100
NET	Rx.	65,189,100	67,708,700	...	2,519,600
England	£	15,830,300	15,910,600	...	80,300
Exchange	Rx.	11,307,400	13,258,800	...	1,951,400
TOTAL	Rx.	92,326,800	96,878,100	...	4,551,300
Surplus (+), Deficit(—)	Rx.	—301,900	+46,200	348,100	...

124. The general features of the Budget of 1895-96 compared with that of 1894-95 are a very large increase of Customs Duties, owing partly to the new duties on cotton yarn and goods imposed in December and partly to increased productiveness of the duties imposed in March last; a considerable increase in Land Revenue, due partly to suspensions carried forward from the current year and partly to increased assessments on revision of settlements; the usual progres-

sive improvement in the other Principal Heads of Revenue and in Railway Revenue; a large saving under Interest owing to the conversion of the Rupee Debt from 4 per cent. to $3\frac{1}{2}$ per cent.; a considerably increased charge under Army, due partly to the lower rate of exchange at which British soldiers' pay and exchange compensation allowance are estimated, and partly to the provision made for an increase to the Native Sepoys' pay, and for special warlike preparations in connection with the disturbances in Chitral; and a further largely increased charge under Exchange, caused by the fall in the value of the rupee from 14*d.* to 13·09*d.*

The net result is a small improvement, the deficit of Rx. 301,900 being converted into a surplus of Rx. 46,200.

125. The Revenue in India in 1895-96 is expected to exceed that taken in the Budget Estimate of 1894-95 by Rx. 4,882,800. Of this the sum of Rx. 1,515,000 is secured by new taxation.

126. The increase in Imperial Revenue is Rx. 3,999,100 and in Provincial and Local Rx. 883,700. The contributions from Provincial Governments amounting to Rx. 405,000, which were taken in the estimates of 1894-95 by reduction of the Provincial share of Land Revenue, disturbed the ordinary distribution of the Revenues as between Imperial and Provincial in that year; and as no contributions are taken in 1895-96 the comparison between the two years is to this extent affected. The Government of India's share in the increased Land Revenue of 1895-96 is almost exactly equivalent to the contributions taken last year from Local Governments, so that on the estimates as framed, though the total revenue under this head gives the substantial improvement of Rx. 666,000, the Imperial share shows a trifling reduction of Rx. 1,900 and the Provincial improvement amounts to Rx. 667,900. But for the disturbance of the ordinary distribution last year, the increase of Rx. 4,882,800 would have been distributed as Rx. 4,404,100 Imperial, and Rx. 478,700 Provincial and Local, and the Provincial share of the increased Land Revenue would have been Rx. 262,900. Under other heads than Land Revenue the Provincial and Local share of the increased Revenue amounts only to Rx. 215,800.

127. The only decreases of Revenue of any importance which are expected in 1895-96 are the following :—

	Imperial. Rx.	Provincial. Rx.	TOTAL. Rx.
Interest	47,200	—3,400	43,800
Gain by Exchange	61,600	...	61,600
Irrigation—Major Works Direct Receipts	—44,400	85,700	41,300
TOTAL	64,400	82,300	146,700

128. The falling off under Interest is due mainly to the reduction in the interest on the Paper Currency Reserve Investment from 4 to $3\frac{1}{2}$ per cent. which reduces the interest credited on that account from Rx. 326,400 to Rx. 285,600.

129. The factors which influence the amount taken to the head of Gain by Exchange have been explained in previous Financial Statements, and it is unnecessary to repeat them. The head is liable to extreme fluctuations; and it is only necessary to state here that the total fall of Rx. 61,600 is the outcome (1) of a falling off of Rx. 100,200 in Railway transactions, chiefly owing to the absence in 1895-96 of any gain on transactions with the Assam-Bengal Railway, and (2) of an improvement of Rx. 38,600 in other transactions, due to the much smaller difference between the official rate of exchange and the rate for Council drawings taken in the Budget Estimate for 1895-96.

130. Under Major Irrigation Works the falling off is the net result of a reduction of Rx. 87,900 in the North-Western Provinces, and of increases of Rx. 39,500 and Rx. 7,100 in the Punjab and Bombay. The falling off in the North-Western Provinces is attributed to the heavy and prolonged rainfall in Northern India during the cold weather season, which has considerably lessened the resort to irrigation. The estimate, however, which is that of the local officers, and which affects Provincial mainly, seems to err on the side of caution.

131. The principal increases of Revenue in India are the following :—

	Imperial. Rx.	Provincial. Rx.	TOTAL. Rx.
Land Revenue	—1,900	667,900	666,000
Opium	467,000	...	467,000
Salt	60,900	4,200	65,100
Stamps	26,500	59,900	86,400
Excise	165,600	51,100	216,700
Provincial Rates	—600	129,300	128,700
Customs	1,933,300	8,500	1,941,800
Assesed Taxes	30,000	28,300	58,300
Post Office	92,500	...	92,500
State and Guaranteed Railways	1,135,900	—24,500	1,111,400
Land Revenue due to Irrigation	61,200	...	61,200
TOTAL	3,970,400	924,700	4,895,100

132. Under Land Revenue there is an increase everywhere, except in Lower Burma (Rx. 14,000). The largest increases are in the North-Western Provinces Rx. 211,000, Madras Rx. 195,600, Central Provinces Rx. 99,000, and Bombay Rx. 111,500. In the North-Western Provinces Rx. 175,000, in the Central Provinces Rx. 54,200, and in Bombay a considerable amount are due to suspensions or postponements in the current year of revenue, which is expected to be realized in 1895-96. The rest of the increase in these Provinces is due to revisions of settlement. The same cause accounts for the greater part of the increase in Madras; but some of the improvement is also due to enhancement of water tax in the Godavari and Kistna Districts.

133. Under Opium the increase occurs chiefly in Bengal (Rx. 324,900), but there is also an increase of Rx. 124,600 in Bombay. The increase in Bengal is due to the higher level of prices now prevailing, which justifies us in taking a rate of Rs. 1,300 per chest, against Rs. 1,070 taken last year. The price of Bengal Opium is liable to great fluctuations, which render this head of Revenue one of the most difficult to estimate with even an approach to accuracy. But in view of the fact that the average price for the current year is ₹1,337$\frac{11}{16}$; that the price realised at the monthly sales has not been below ₹1,300 since June last; that the current market price is quoted at over ₹1,300; and that the estimate of the number of chests to be sold is based upon the present low scale, the estimate of ₹1,300 seems safe. The considerable increase in price, as compared with that taken in the Budget of 1894-95, much more than counterbalances the reduction in the number of chests sold from 42,300 to 37,260. In Bombay the increase is almost entirely due to the rate of duty having been raised from ₹600 to ₹650.

As explained below (paragraph 167) the opium expenditure has increased even more than the Revenue, and the net Opium Revenue in India is Rx. 33,000 below the Estimate for 1894-95.

134. The Salt Revenue fell off seriously in 1893-94; it was, however, anticipated that the fall would be only temporary, and the Budget of 1894-95 provided for a normal amount. This estimate has been fully realized, and the Revised Estimate now provides for an increase of Rx. 16,500 over the Budget of that

year. The Budget Estimate for 1895-96 provides for a further increase of Rx. 48,600, which is made up of increases in India, Burma, and Madras, and decreases in Bombay and Bengal, where the improvement during the current year has been largest and may not be maintained next year.

135. In the case of Stamps the usual progressive increase has been realized during 1894-95, the Revised providing for an excess of Rx. 58,600 over the Budget Estimate of the year. The Budget of 1895-96 provides for a further increase of Rx. 27,800, the only considerable increase being one of Rx. 18,000 in the North-Western Provinces and Oudh, where there has been a large falling off of Rx. 30,000 from the Budget of 1894-95, some portion of which, it is expected, will be recovered in 1895-96; the Budget figure for that Province is even now Rx. 12,000 below that for 1894-95.

136. As explained above (paragraph 98), the Excise Revenue in 1894-95 is expected to exceed the Budget by Rx. 195,500. The Budget, therefore, for 1895-96, which exceeds that of 1894-95 by Rx. 216,700, really provides only for the very moderate increase of Rx. 21,200 over the Revised Estimate of the preceding year.

137. The increase of Rx. 128,700 under Provincial Rates is made up principally of increases of Rx. 86,000 in Madras, and Rx. 20,700 in the North-Western Provinces and Oudh. The improvement in Madras is due partly to the village cess collections being made for the whole year, and not for nine months only as in 1894-95 (see paragraph 99 of Financial Statement for 1894-95), and partly to the causes which have led to increased Land Revenue in that Presidency. In the North-Western Provinces and Oudh the increase is largely due to suspensions carried forward from the current year, as in the case of Land Revenue (paragraph 132).

138. Of the total increase of Rx. 1,941,800 under Customs, the sum of Rx. 1,515,000 is due to the new duties on Cotton imposed in December 1894. The remainder of the increase is mainly due to the greater productiveness of the new duties imposed in March 1894. The distribution of the duties between the various detailed heads is shown in the table in paragraph 172.

139. Under Assessed Taxes the improvement in the Revised Estimate (see paragraph 100) is repeated in the Budget of 1895-96 with a very small further advance of Rx. 5,900.

140. Of the increase under Post Office, an improvement of Rx. 31,200 has already been secured in the Revised Estimate of 1894-95. The balance of Rx. 61,300 represents the normal annual progress, the rate of which is increasing year by year. There is of course increased expenditure to accompany the increased Revenue, but the net Revenue under this head is making steady progress (see paragraph 180).

141. The Estimate of Railway Revenue provides for an increase of Rx. 49,500 under Guaranteed Railways, and of Rx. 1,061,900 under State Railways. For State Railways the improvement in 1894-95 has been so marked, especially in the case of a few Railways (see paragraph 102), that it is not considered safe to estimate the Revenue for 1895-96 at the high figure provided in the Revised; the estimate for 1895-96 accordingly allows for ordinary progress on most lines, but for a reduction on the lines where the increase during the current year has been unusually large; but on the whole it falls short of the Revised by only Rx. 132,500. As regards the Guaranteed Railways, the Estimate anticipates that the whole of the falling-off during the current year will be rather more than recouped in 1895-96.

142. The Land Revenue due to Irrigation is expected to rise in Madras by Rx. 29,700, in the Punjab by Rx. 20,400, and in Bombay by Rx. 11,100, for reasons

which are explained in detail below (see paragraph 192). In the North-Western Provinces it remains stationary.

143. In the Sterling Revenue in England there are no large increases or decreases, and the total difference between the estimates is only £2,200, the main cause of which is a decrease of £5,000 under Interest, owing to the low rate now prevailing in London.

144. The principal increases of expenditure in India in 1895-96 are—

	Imperial.	Provincial and Local.	TOTAL.
	Rx.	Rx.	Rx.
Refunds	91,800	1,300	93,100
Opium	500,000	...	500,000
Law and Justice—Courts	—2,400	85,400	83,000
Police	—19,900	74,000	54,100
State Railways—			
Working Expenses	348,300	—53,100	295,200
Interest	188,300	400	188,700
Irrigation—			
Major Works	69,000	3,900	72,900
Minor Works	50,100	18,200	68,300
Military Works	146,500	...	146,500
Civil Works	127,600	33,200	160,800
Army	901,300	...	901,300
TOTAL	2,400,600	163,300	2,563,900

145. For Exchange Compensation the total amount taken in the Budget of 1895-96 is Rx. 1,456,500, calculated at the percentage of ₹19-3-8, the equivalent of a market rate of 13*d*., as against Rx. 1,113,300, calculated at the percentage of ₹14-4-7, the equivalent of 14*d*. to the rupee, in the Budget of 1894-95. The increase of Rx. 343,200, which is spread over all the Budget heads, is not, however, proportionate to the increase in the percentage, because, as explained above (see paragraph 108) the expenditure on this account was overestimated in 1894-95. Compared with the Revised Estimate of 1894-95, the increase is Rx. 220,600. Some details of the charge on this account are given in the following table and are compared with the corresponding figures for 1894-95:—

HEADS OF ACCOUNT.	Budget Estimate, 1894-95.	Revised Estimate, 1894-95.	Budget Estimate, 1895-96.	Increase of Budget, 1895-96, over Budget, 1894-95.
	Rx.	Rx.	Rx.	Rx.
Civil Departments (including Post Office and Marine)—				
Land Revenue	81,900	79,200	93,700	11,900
Law and Justice—Courts of Law	115,500	123,200	148,400	32,900
General Administration	61,500	70,600	80,100	18,600
Police	53,600	60,300	71,800	18,200
Other heads	180,400	194,600	243,200	62,800
TOTAL CIVIL DEPARTMENTS	492,800	527,900	637,200	144,400
Army	465,800	518,600	610,000	144,200
State Railways—Working Expenses	50,800	90,100	87,800	37,000
Other Public Works	103,900	99,300	121,500	17,600
GRAND TOTAL	1,113,300	1,235,900	1,456,500	343,200

The only head, under which more than proportionate increase occurs, is State Railways, the reason for which has already been explained in paragraph 108. But under all the heads indicated in the table, the increased charge due to the fall in the rate of exchange is considerable.

146. The increase in the case of Refunds occurs in Bombay (Rx. 81,300) and Bengal (Rx. 7,900). That in Bombay is due entirely to the provision made for refunds and drawbacks in connection with the Customs Duties, the provision for Customs refunds having been raised from Rx. 7,400 to Rx. 89,800. Out of this increase of Rx. 82,400 it is expected that Drawbacks on Cotton Duties, Customs and Excise, will amount to Rx. 50,000; the remainder is due to provision for the Customs refunds on other goods having been taken in the Budget for 1894-95 by deduction from the Revenue (see paragraph 109). The increase in Bengal also is due to the provision for Customs Duties, namely, Rx. 5,000 for Cotton Duties and Rx. 3,400 for other Customs Duties.

147. The increase under Opium is due to provision having been made for extra charges of Rx. 400,000 for the enhanced price of R6 instead of R5 a seer paid to the cultivators, and of Rx. 100,000 for the purchase of Malwa Opium for the manufacture of Excise Opium. A succession of six bad seasons, the last being the worst, has necessitated the action taken in both these cases, it being absolutely necessary to raise the price in order to prevent a wholesale reduction in the area cultivated with poppy, while the total absorption of the Opium Reserve rendered it advisable to purchase Malwa Opium for excise purposes, and thus set free a larger amount of the Bengal crop for building up again a suitable reserve.

148. Under Law and Justice the principal increase occurs in the North-Western Provinces and Oudh (Rx. 33,100), the greater part of which is nominal, being due to a transfer of certain charges from Land Revenue to this head. The only other variations of any magnitude are in Lower Burma (Rx. 16,600) and Bengal (Rx. 15,600). In Lower Burma provision is made for a second Additional Sessions Judge and his Establishment (about Rx. 5,800), and for the remuneration of copyists (Rx. 1,400) previously paid out of fees which were not brought to account. In Bengal the difference is mainly due to the increase in Exchange Compensation Allowance.

149. In Police expenditure there is almost everywhere an increase; the largest occurring in the North-Western Provinces and Oudh (Rx. 19,800), Madras (Rx. 20,600), and Bengal (Rx. 17,500). In the North-Western Provinces and Oudh provision is made for general re-organization of the District Police, and in Madras for a similar re-organization of the Railway Police. In Bengal extra expense is anticipated for Station Charge Allowances, for Police Clothing and for the new Military Police at Gnatong. In all these Provinces the increase is also swelled by the enhanced charge for Exchange Compensation Allowance. In Upper Burma a satisfactory reduction of Rx. 16,900 under this head is distributed between District and Special Police; reductions in the Police Force are being effected and the estimates provide for a reduction of two companies in the Military Police and for a smaller number of Mounted Police.

150. Under State Railways the increase in working expenses is a necessary concomitant of the increased revenue (see paragraph 111); while the larger interest charges, transferred from the head of Ordinary Debt, are the result of the increased capital expenditure.

151. The increase under Major Irrigation Works in made up of Rx. 44,000 for working expenses and Rx. 28,900 for Interest. Of the increase in working expenses Rx. 33,000 occurs in the Punjab, where it is more than covered by the improvement in receipts (see paragraph 130). The excess in Interest is due to the cause mentioned in the preceeding paragraph, namely, the increased Capital Expenditure which necessitates the transfer of a larger amount of interest from the head of Ordinary Debt.

152. The increase under Minor Irrigation Works occurs chiefly in Bombay (Rx. 36,900), Madras (Rx. 44,300), and the Punjab (Rx. 13,800), and there is, on the other hand, a reduction in Lower Burma (Rx. 28,300). The increase in Bombay is chiefly due to the provision made for special repairs to flood damages in Sind.

153. Under Military Works the expenditure was cut down as a measure of economy to help the Government towards securing equilibrium between Revenue and Expenditure. It has not been found possible to maintain the expenditure at this low rate for another year. Of the total amount of Rx. 1,166,300 provided under this head in England and India, only Rx. 297,600 are available for new works.

154. Of the increase under Civil Works, Rx. 127,600 is Imperial. The small balance of Rx. 33,200 is the net outcome of increases and decreases in the Provincial and Local Expenditure in various provinces.

The Imperial Expenditure under this head was cut down last year with the object mentioned in the preceding paragraph, and in this case also a larger expenditure is absolutely necessary, unless efficiency is to be sacrificed, maintenance and repair grants having been reduced in some cases in the current year in order to keep within the Budget Grant. Even with the increase now estimated the Imperial Expenditure does not come up to the standard of 1893-94.

The Provincial expenditure was also materially curtailed in 1894-95, partly to enable the Local Governments to make the contributions which were required to produce some approach to equilibrium in the Imperial Finances. In some cases the Local Governments have been able to provide for a slightly increased rate of expenditure in 1895-96, but others, whose arrangements were too far advanced to allow of their reducing their expenditure this year, are obliged to do so next year, so that the net result is a very small increase, as shown above. The increases and decreases are nowhere large, except in Lower Burma, where the Provincial and Local expenditure is reduced by Rx. 59,300.

155. Under Army the increase of Rx. 901,300 is largely due to the fall in Exchange which affects Exchange Compensation Allowance and the British soldiers' pay. The following table compares the actuals for 1893-94 and the Estimates for 1894-95 and 1895-96, distinguishing the above charges:—

	Accounts, 1893-94.	1894-95.		1895-96, Budget.	Excess of Budget for 1895-96 over Budget for 1894-95.
		Budget.	Revised.		
	Rx.	Rx.	Rx.	Rx.	Rx.
Exchange compensation allowance .	264,620	465,800	518,600	610,000	144,200
Additional payment to British soldiers on account of exchange (approximate)	852,200	776,500	1,134,300	1,156,400	379,900
Balance of expenditure in India .	14,848,016	14,926,900	14,465,700	15,304,100	377,200
TOTAL EXPENDITURE IN INDIA .	15,964,836	16,169,200	16,118,600	17,070,500	901,300

It will be seen that eliminating the items which increase directly with the fall in exchange the increase provided in the Budget for 1895-96 is only Rx. 377,200. Of this difference the sum of Rx. 180,000 is due to the proposed increase in the

pay of the Native sepoy and Rx. 150,000 to the provision for warlike preparations in connection with the disturbances in Chitral, thus leaving only a small balance of increase of Rx. 47,200 to be explained. This small increase is, however, the net outcome of several increases and decreases.

The principal increases and decreases, excluding those already mentioned, are as follows:—

INCREASES.	Rx.
Re-organisation of Army Commands and Staff in India (Rx. 10,000 was provided on this account in 1894-95)	11,300
No deduction made in 1895-96 for short strength of the British Army, which is now over strength	17,900
Revision of establishment of lance ranks in the British Army	13,400
Increased provision for good conduct pay to British troops and smaller deduction for probable savings	31,000
Increase in the number of reservists in the Native Army	13,000
Increased payments for remounts due to the price being fixed at £45 each converted at the prevailing market rate of exchange	13,000
Increased strength of volunteer corps	10,400
Increased cost of hutting Native Troops	18,500
Increased provision for special Expeditions, namely,—	
Waziri Expedition	90,000
Other Expedition charges (Rx. 69,000 *minus* Rx. 40,000 provided in 1894-95)	29,000
TOTAL	247,500

DECREASES.	
Fall in the price of articles of food	164,000
Absence of special provision made in 1894-95 for replacing the mobilisation stores destroyed by fire at Peshawar	38,200
Smaller provision for clothing materials	12,000
Smaller provision for Ordnance stores	18,500
TOTAL	232,700

156. The only heads under which there are important decreases of expenditure in India in the Budget of 1895-96 are the following:—

	Rx.
Assignments and Compensations	37,300
Interest on ordinary debt	783,200
Special Defences	43,500

157. Under Assignments and Compensations the decreases occur in the Central Provinces (Rx. 21,800), and in Bombay (Rx. 15,900). In the former special compensation to zemindars for resumption of abkari rights had to be provided in the Budget of 1894-95; this is not a recurring charge and disappears from the estimates of 1895-96. In Bombay the decrease occurs in the charges brought to account as Alienated Land Revenue, which were over-estimated in 1894-95.

158. Of the amount against Interest a saving of Rx. 565,600 is, as shown below, due to the conversion proceedings, against which, however, must be taken as a set-off the diminished receipt of Rx. 40,800 on account of the interest on the Currency Reserve (see paragraph 128):—

Saving due to Conversion Proceedings.

	Rx.
Saving of ½ per cent. on estimated amount of conversions into guaranteed and unguaranteed loans	462,800
Saving of 4 per cent. on amounts discharged or outstanding unpaid	102,800
TOTAL	565,600

A further reduction of Rx. 217,600 under this head is due to transfers to Interest on debt chargeable against Railways and Irrigation (see paragraphs 150 and 151).

159. Under Special Defence Works the expenditure is decreasing for the reasons explained in last year's Financial Statement (see paragraph 126 of that statement).

160. The expenditure in England is expected to exceed that of 1894-95 by £80,300. The only changes of any importance are savings of £24,600 under Interest, and of £19,700 under Telegraphs, and increases of £27,800 under Marine, of £29,000 under Political, and of £33,000 under Pensions. The first saving is the net outcome of decreases of £197,500 in the interest on India Bills, and of £10,000 in the interest on Temporary Loans from the Bank of England, and of an increase of £182,900, being one year's interest on £6,000,000 India 3 per cent. Stock issued to the public, and on £96,000 created pursuant to the Maharaja Dhuleep Sing's Estate Act. This Act authorized the creation of £72,000 of India 4 per cent. Stock as a provision for the Maharaja's younger children on his decease; such stock having, however, ceased to exist and the intention having been to make provision for a certain yearly income for the children, £96,000 of 3 per cent. stock has, with the consent of the trustees, been substituted for the stock specified in the Act, and has now been created and issued. The saving under Telegraphs is due, as in the case of the Revised Estimate of 1894-95, to lower indents for Stores. The increased charge under Marine is due to an increased contribution towards the expenses of Her Majesty's ships employed in the Indian Seas, the decision of the Arbitrator being that India must pay a share of the cost incurred by the Admiralty in the defence of Indian waters; and that under Political to the provision made for a possible visit of His Highness the Amir of Afghanistan to England. The pensionary charge continues to increase year by year, but the increase this year is somewhat larger than usual. Under Army Expenditure in England the total variation is very small, and there are no items which require special mention here.

161. Of the increase of Rx. 1,951,400 in the exchange on expenditure in England, Rx. 57,400 are due to the increased charges in England and the balance of Rx. 1,894,000 is due to the fall in the rate from 14*d.* to 13·09*d.* the rupee.

Section IV.—Examination of the Estimates under the more important heads of Revenue and Expenditure.

LAND REVENUE.

	Accounts, 1891-92.	Accounts, 1892-93.	Accounts, 1893-94.	1894-95. Budget.	1894-95. Revised.	1895-96, Budget.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
REVENUE—						
Including that due to Irrigation—						
India, General	138,673	139,065	175,044	150,400	152,700	154,100
Central Provinces	701,507	695,038	692,222	798,300	740,000	897,300
Upper Burma	582,561	602,178	722,809	770,000	825,000	794,000
Lower Burma	1,559,475	1,605,479	1,609,106	1,685,800	1,686,800	1,671,800
Assam	466,900	472,950	501,728	613,200	630,000	621,000
Bengal	3,867,957	3,849,609	3,871,432	3,850,000	3,870,000	3,885,000
North-Western Provinces and Oudh	6,045,467	6,044,912	6,054,373	6,075,800	5,879,300	6,286,800
Punjab	2,346,567	2,356,434	2,445,535	2,477,900	2,435,700	2,499,700
Madras	4,422,633	5,157,847	5,488,492	5,371,600	5,482,100	5,596,900
Bombay	4,507,123	4,644,122	4,715,794	4,770,100	4,686,500	4,892,700
TOTAL	24,638,963	25,627,634	26,336,535	26,572,100	26,388,100	27,209,300
Shown under XXIX.—Irrigation	673,189	722,356	746,926	868,500	879,400	929,700
Shown under I.—Land Revenue	23,965,774	24,905,328	25,589,609	25,703,600	25,508,700	26,369,600
EXPENDITURE—						
District Administration	2,209,498	2,245,258	1,836,660	2,367,500	1,836,400	1,876,300
Other charges	1,625,628	1,691,087	2,184,953	1,819,300	2,269,800	2,312,800
TOTAL	3,835,126	3,936,345	4,021,613	4,186,800	4,106,200	4,189,100

162. The distribution of the Land Revenue among the several Provinces is shown in the above table. Almost all the Provinces exhibit the usual progressive increase under this head. The only points requiring notice are that postponements of revenue in the Central Provinces, in the North-Western Provinces, in the Punjab, and in Bombay, have reduced the Revised Estimate for 1894-95, and raised the Budget Estimate for 1895-96 to an abnormal amount; that the increase in Madras is due partly to new settlements in Tanjore, Godavari, Trichinopoly and Malabar, and partly to the extension of irrigation, and to the enhanced water rate leviable in Godavari and Kistna; that the high figure in the Revised for both Upper and Lower Burma is due to the collection in the current year of specially large arrears, which will not recur in 1895-96; and that in the latter province a temporary check is stated to have been given to the normal increase in cultivation by a combination during the past two years among the purchasers, and the consequent low range of prices offered to the cultivators.

As far as the expenditure heads are concerned, a comparison with past years before 1893-94 and with the Budget of 1894-95 is affected by the transfer of a

share of certain District Establishments in the North-Western Provinces from this head to Law and Justice, and by a transfer of the charges for Kanungo Establishment from the sub-head District Administration to the sub-head Land Records and Agriculture, which is included under Other Charges.

OPIUM.

	Accounts, 1891-92.	Accounts, 1892-93.	Accounts, 1893-94.	1894-95. Budget.	1894-95. Revised.	1895-96, Budget.
Revenue—	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Bengal—Sale of Opium	5,949,660	6,093,265	4,808,376	4,526,100	5,321,400	4,813,800
Bombay—Pass Fees	1,839,270	1,670,730	1,600,530	1,665,100	1,800,000	1,790,000
Excise Opium and other Revenue	223,450	229,185	218,665	202,400	200,600	226,800
TOTAL Rx.	8,012,380	7,993,180	6,627,571	6,393,600	7,322,000	6,860,600
Expenditure—						
Payments to Cultivators Rx.	1,629,631	1,388,583	1,657,010	1,989,000	1,250,000	2,392,400
Other Charges Rx.	231,141	212,798	217,488	264,900	393,800	361,500
England £	726	696	1,278	800	1,400	700
Exchange Rx.	315	419	831	600	1,200	600
TOTAL Rx.	1,861,813	1,602,496	1,876,607	2,255,300	1,646,400	2,755,200
Statistics—						
Bengal—						
Chests sold	56,250	48,852	43,353	42,300	39,780	37,260
Average price R	1,058	1,247	1,109	1,070	1,338	1,300
Chests produced	44,522	33,679	40,506	...	33,329	...
Chests in Balance, March 31st	40,765	34,592	31,745	...	25,294	...
Reserve, December 31st	18,770	9,265	1,814	...	1,280	...
Bombay—						
Chests passed for export	30,654⅛	27,845½	26,675⅛	27,751	29,535⅛	27,538⅛
Rate of Duty R	600	600	600	600	600 & 650	650

163. The Budget Estimate of receipts in 1894-95 from Bengal Opium was based on the assumption that 42,300 chests would be sold at an average of R1,070 a chest. The crop was, however, so poor that there being no reserve, it became necessary to reduce the number of chests sold for the last six months of the year to 3,105 chests a month, thus making the total sales for the year 39,780. So great, however, has been the rise in price that it has much more than made

up for the fall in the number of chests sold. The course of prices is indicated by the following table of the average rates realized at each monthly sale :—

	₹		₹
April . . .	1,089	October . .	1,361
May . . .	1,199	November . .	1,370
June . . .	1,204	December . .	1,480
July . . .	1,301	January . .	1,523
August . .	1,403	February . .	1,540
September . .	1,321	March . . .	1,327

The average price realized for the whole year has been ₹1,337-11, or an excess of ₹267-11 a chest over the price taken as the basis of the estimate.

The fall at the March sale was very marked. It remains to be seen whether it was due to a cessation of the specially high prices in January and February caused by speculation in China, or to a specially low price in March, caused by speculations on the coming crop. Probably it had to do with both these causes. But whatever may have been the cause, it is not safe to take for the Budget of 1895-96 a higher rate than ₹1,300 a chest.

164. The quantity of Bengal Opium to be sold during 1895-96 is taken for the purposes of the estimate at 37,260, being the amount settled for the year 1895 by the notification in June last. The quantity to be sold in the last three months of the year will not, however, be settled till June next.

Though the number of chests is reduced by 5,040, the higher rate gives an increase of Rx. 317,700 in the Budget for 1895-96.

165. **The exports of Malwa Opium have fluctuated considerably from month to month ; but on the whole the export is expected in 1894-95 to exceed the standard of the last two years and to approximate to that of 1891-92.** The price of Malwa Opium both in India and in China rose so considerably during the year (though not to the same extent as that of Bengal Opium) that it was considered advisable in December to raise the rate of duty per chest from ₹600 to ₹650. This rise in the rate of duty has brought in Rx. 27,900 during the current year. For next year it is not considered safe to repeat the comparatively high results of 1894-95, but with the higher rate of duty the estimate very nearly comes up to the Revised Estimate of the current year.

166. The decrease in the Budget Estimate for 1894-95 on account of the sale of Excise Opium was, as explained in the last Financial Statement, due to the special measures adopted for restricting the use of Opium in Burma. The fall in that province has been slightly beyond what was estimated, and this accounts for the slight decrease in the Revised Estimate. The increase in the Budget Estimate is due to the raising of the price at which Bengal Opium is issued for excise purposes from ₹7-4 to ₹8-8 with effect from July 1st 1895, in consequence of the rise in the price paid to the cultivator.

167. The expenditure on an average crop was provided for in the estimate for 1894-95. The crop was far below the average and the expenditure in India has been below the estimate by the very large sum of Rx. 610,100. The saving would have been even larger had not some expenditure (Rx. 130,000) been incurred in **the purchase of Malwa Opium in order to set free a larger amount of the crop for the preparation of provision opium. The series of bad crops, extending over six successive years, not only absorbed the whole of the reserve of opium, but also threatened to render the cultivation unpopular, and so to result in a large reduction** in the area cultivated with poppy. It was accordingly decided, before the last sowings commenced, to raise the price paid to the cultivator from ₹5 to ₹6 a seer. This accounts for the large increase in the estimate of expenditure for 1895-96, which, however, only provides as before for a normal crop, together with Rx. 100,000 for the purchase of Malwa Opium to take, as far as possible, the place of the Bengal Opium issued to the Excise Department.

SALT.

	Accounts, 1891-92.	Accounts, 1892-93.	Accounts, 1893-94.	1894-95. Budget.	1894-95. Revised.	1895-96, Budget.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Northern India (*a*)	1,971,135	2,118,090	1,838,656	2,013,300	1,876,400	1,949,800
Burma (*b*)	161,015	162,213	167,590	150,900	119,300	150,300
Bengal (*b*)	2,404,487	2,410,119	2,374,133	2,380,000	2,470,000	2,459,500
Madras (*a*)	1,772,937	1,721,224	1,629,776	1,800,000	1,800,000	1,819,700
Bombay (*a*)	2,326,608	2,244,458	2,218,721	2,285,000	2,380,000	2,315,000
TOTAL .	8,636,182	8,656,104	8,228,876	8,629,200	8,645,700	8,694,300
Charges	459,034	458,707	474,405	518,600	497,600	534,100

(*a*) Chiefly excise on local manufacture. (*b*) Chiefly duty on imported salt.

168. The falling off in Revenue which occured in 1893-94 was expected to be only temporary and this has proved to be the case, the Revised Estimate providing for a total revenue in excess of that of 1891-92 and very little short of that of 1892-93. The Budget for 1895-96 provides for a further slight increase.

As regards expenditure the principal saving in the Revised occurs in Madras under the head of Salt purchase and freight. The large increase in the Budget of 1895-96 also occurs mainly in that Presidency, and is stated to be required in view of the necessity for affording full scope for the expansion of departmental operations which have hitherto not been fully developed.

STAMPS.

	Accounts, 1891-92.	Accounts, 1892-93.	Accounts, 1893-94.	1894-95. Budget.	1894-95. Revised.	1895-96, Budget.
REVENUE.						
Court Fees and Plain Paper . .	2,887,774	2,995,369	3,063,463	3,079,100	3,154,000	3,184,000
Commercial and other Stamps .	1,297,281	1,374,200	1,358,399	1,405,200	1,387,200	1,385,600
Other Revenue	77,101	78,971	77,489	77,500	79,200	78,600
TOTAL . Rx.	4,262,156	4,448,540	4,509,351	4,561,800	4,620,400	4,648,200
Charges—						
India . . . . . Rx.	89,531	91,170	92,424	95,000	93,300	95,200
England (Stores) . . . £	34,105	31,277	38,875	49,000	47,000	55,600
Exchange . . . . Rx.	14,811	18,817	25,263	35,000	39,200	46,300
TOTAL . Rx.	138,447	141,264	156,562	179,000	179,500	197,100

169. Stamp Revenue shows considerable progress on the whole, the largest contributions to the increase in the Revised being made by Bengal (Rx. 65,000) and Madras (Rx. 30,000). There has, however, been a falling off in the North-Western Provinces (Rx. 30,000), Punjab (Rx. 16,000) and Central Provinces

(Rx. 8,000). The Budget generally provides for a repetition of the Revised, the small increase being due to the expectation that some portion of the ground lost in the current year in the three Provinces just named will be recovered next year.

EXCISE.

Revenue.	Accounts, 1891-92.	Accounts, 1892-93.	Accounts, 1893-94.	1894-95. Budget.	1894-95. Revised.	1895-96, Budget.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Bengal	1,113,397	1,159,458	1,214,817	1,210,000	1,255,000	1,270,000
North-Western Provinces	524,303	549,877	572,202	570,000	580,000	580,000
Madras	1,213,964	1,211,146	1,287,466	1,290,000	1,350,000	1,370,000
Bombay	1,025,462	1,025,696	1,071,765	1,070,000	1,098,000	1,098,000
Other Provinces	1,240,138	1,296,266	1,242,323	1,177,600	1,230,100	1,216,300
Total	5,117,264	5,242,443	5,388,573	5,317,600	5,513,100	5,534,300
Charges	190,097	193,013	193,375	205,200	197,100	210,100

170. Excise Revenue has made considerable progress during 1894-95, and the progress has occurred everywhere except in the Central Provinces. The largest excesses over the Budget of 1894-95 have occured in Madras (Rx. 60,000), Bengal (Rx. 45,000), Lower Burma (Rx. 33,000) and Bombay (Rx. 28,000). In Lower Burma the Budget provided for a considerable falling off, owing to the restrictive measures already alluded to in connection with Opium, but the reduction has proved less than was anticipated. The Budget of 1895-96 provides for a slight improvement over the Revised of 1894-95, chiefly in Madras and Bengal.

PROVINCIAL RATES.

Revenue.	Accounts, 1891-92.	Accounts, 1892-93.	Accounts, 1893-94.	1894-95, Budget.	1894-95, Revised.	1895-96, Budget.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
District Local Funds	1,979,688	2,058,273	2,080,643	2,082,400	2,110,100	2,129,800
Provincial Cesses, including Famine Insurance	680,736	693,011	690,918	699,200	691,700	701,100
Village Service and Patwaris	738,922	840,972	608,886	618,300	638,600	695,400
Other Cesses	103,491	114,242	134,124	125,400	122,800	127,700
Total	3,502,837	3,706,498	3,514,571	3,525,300	3,563,200	3,654,000
Charges	58,703	55,659	53,809	53,000	56,800	55,900

171. The Provincial rates continue to progress with the Land Revenue. The variations under Village Service and Patwaris Rates are explained above (see paragraph 137).

CUSTOMS.

	Accounts, 1891-92.	Accounts, 1892-93.	Accounts, 1893-94.	1894-95. Budget.	1894-95. Revised.	1895-96, Budget.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Import Duties—						
Arms, Ammunition, and Military Stores	31,734	31,162	35,133	31,250	35,000	33,000
Liquors—Spirits	518,838	541,191	529,505	612,000	500,000	543,000
Other sorts	70,746	69,062	66,046		61,000	59,000
Articles of Food and Drink	...	...	18,871	246,000	296,000	292,000
Chemicals, Drugs, Medicines, etc.	501	450	3,498	62,950	94,000	91,000
Silver Bullion and Coin	...	...	3,697	100,000	355,000	250,000
Other Metals and Manufactures of Metals	...	...	36,230	210,500	208,000	206,000
Oils	174,662	202,309	263,868	392,000	310,000	369,000
Manufactured Articles	...	...	30,987	393,000	504,000	511,500
Raw Materials and Unmanufactured Articles	...	...		66,000	121,000	118,000
Cotton Goods	...	...	...	...	354,100	1,440,000
	796,481	844,174	987,835	2,113,700	2,898,100	3,912,500
Deduct—Refunds*	...	...	...	70,000	...	...
Total Import Duties	796,481	844,174	987,835	2,043,700	2,898,100	3,912,500
Excise Duty on Cotton Goods	...	...	...	...	12,500	75,000
Export Duties—						
Rice	881,057	743,356	663,026	801,300	842,700	780,200
Land Customs and Miscellaneous	22,850	30,103	31,512	27,900	49,700	47,000
Grand Total	1,701,288	1,617,633	1,682,373	2,872,900	3,803,000	4,814,700
Charges	136,363	140,634	143,736	209,500	187,500	210,300

* Taken as expenditure except in the Budget Estimate of 1894-95.

172. The above table gives full details of the heads under which the Customs Revenue has been collected. The variations between the realizations and the estimate in 1894-95 have been explained above (paragraph 99).

As regards the Estimate for 1895-96, it will be seen that it generally follows the Revised, the only important differences being that—

(1) A full year's collection of Cotton Duties is taken.

(2) The duty on silver is estimated on an import of 5 crores, it not being considered safe to assume the continuance of the high scale of import prevailing in the current year.

(3) Some improvement is taken against Oils, on the expectation that Petroleum imports will show some recovery from the check which resulted from the imposition of additional duties in March last.

(4) Export duties are estimated at a fair average amount.

ASSESSED TAXES.

	Accounts, 1891-92.	Accounts, 1892-93.	Accounts, 1893-94.	1894-95. Budget.	1894-95. Revised.	1895-96, Budget.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Deduction by Government from Salaries, Pensions, and Interest payments	412,228	416,786	435 138	441,500	459,200	448,800
Other Collections	1,240,595	1,269.355	1,304,033	1,299,400	1,334,100	1,350,400
Total	1,652,823	1,686,141	1,739,171	1,740,900	1,793 300	1,799,200
Charges	29,577	30,171	31,060	32,700	30,700	31,800

173. The revenue from Assessed Taxes makes slow but steady progress. The principal advance this year has occurred in Madras (Rx. 19,500) and Bengal (Rx. 20,000), but there has been no retrogression anywhere except in the Central Provinces, and there it is very slight.

FOREST.

	Accounts 1891-92.	Accounts, 1892-93.	Accounts, 1893-94.	1894-95, Budget.	1894-95, Revised.	1895-96, Budget.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Revenue	1,490,582	1,591,332	1,723 022	1,646,000	1,648,000	1,642,200
Expenditure	843,926	865,225	906,407	984,400	934,100	995,100
NET	646,656	726,107	816,615	661,600	713,900	647,100

174. The increase in Revenue in the Revised as compared with the Budget is the net outcome of several increases and decreases in the various Provinces, but the principal decrease occurs in the Central Provinces, where it was due to an over-estimate of the revenue. It was originally estimated that the revenue in those Provinces would show a large improvement of Rx. 26,600, but this anticipation has not been realized, and the Revised is now taken at about the same figure as the Actuals of 1893-94. The Budget for 1895-96 in the Central Provinces allows for an improvement of Rx. 11,300 over the Revised. The other Provinces either show an improvement or make no material change in the Revised for 1894-95 and in the Budget for 1895-96.

175. The expenditure shows a tendency to increase, but there are generally savings on the estimates, and it is not unlikely that the net produce of both years will be better than indicated by the above figures.

It must be observed, however, that the Government of India have recently laid down a policy of leniency in the supply of forest produce for domestic use, and in the matter of grazing in forest lands. In giving effect to this policy, a certain amount of revenue will be relinquished, and part of it, probably, during 1895-96. It is, however, impossible to estimate the amount beforehand, and it is believed that the decrease will be to some extent covered by corresponding reductions in preventive establishment.

INTEREST.

	Accounts, 1891-92.	Accounts, 1892-93.	Accounts, 1893-94.	1894-95. Budget.	1894-95. Revised.	1895-96, Budget.
RECEIPTS—						
India . Rx.	795,588	830,428	858,921	839,700	812,100	795,900
England . £	58,466	24,543	10,041	10,000	3,500	5,000
Exchange . Rx.	25,389	14,766	6,525	7,100	2,900	4,200
TOTAL . Rx.	879,443	869,727	875,487	856,800	818,500	805,100

	Accounts, 1891-92.	Accounts, 1892-93.	Accounts, 1893-94.	1894-95. Budget.	1894-95. Revised.	1895-96, Budget.
EXPENDITURE—						
Interest on Debt—						
India . . .	4,168,622	4,267,841	4,273,814	4,199,000	4,500,000	3,633,400
Deduct charged to—						
Irrigation . .	1,109,678	1,138,386	1,165,558	1,193,500	1,193,800	1,222,400
Railways .	3,004,576	3,169,522	3,346,574	3,498,700	3,520,600	3,687,400
Balance charged to Interest Rx	54,368	—40,067	—238,318	—493,200	—214,400	—1,276,400
England . £	2,639,288	2,433,496	2,505,280	2,682,700	2,612,000	2,658,100
Exchange . Rx.	1,146,144	1,464.053	1,628,094	1,916,200	2,176,600	2,215,100
Interest on other Obligations—						
Savings Bank Balances . Rx.	306,227	339,362	367,966	325,800	326,000	336,700
Other items— including Exchange . „	169,149	177,419	183,347	179,900	179,100	182,000
TOTAL . Rx.	4,315,176	4,374,263	4,446,369	4,611,400	5,079,300	4,115,500
Debt outstanding, March 31st—						
Sterling . . £	107,404,143	106,683,767	108,113,792	116,418,467	110,109,492	110,109,492
Rupee Debt—						
4 per cent. . Rx.	89,448,897	100,471,572	100,706,332	100,691,572	5,556,909	5,436,809
3½ per cent. . „	52,180	52,180	3,551,280	3,551,280	96,130,200	96,130,200
Other Debt . „	13,191,240	2,413,800	1,288,466	1,161,800	2,658,769	1,888,769
Savings Bank Balances . „	8,886,372	9,774,656	10,322,541	10,782,156	10,604,141	11,043,641

176. The reduction of the Receipts in India in the Revised is mainly the outcome of a reduction of Rx. 40,000 on account of the postponement till November 1896 of the payment of the instalment of interest on the Kidderpore Dock Loan, which fell due in November 1894, and of an increase of Rx. 20,400 in the profits on the note circulation, due to the payments made on conversion of the currency investment.

The conversion operations also account for the decrease in the Budget of 1895-96. The reduction by one-half per cent. of the interest payable on the currency investment reduces the profits of the note circulation by Rx. 40,800.

177. The reduction in the Receipts in England has already been explained (see paragraphs 105 and 143).

178. The alterations in the charge for Interest on Debt, both in India and in England, have also been fully explained elsewhere (see paragraphs 110, 121 158 and 160, and Section VI.)

179. The Budget of 1894-95 provided for a diminution in the charge for interest on Savings Bank Balances owing to the reduction in the rate of interest from $3\frac{3}{4}$ to $3\frac{1}{3}$ per cent. It seems probable that the actuals will approximate pretty closely to the Budget. Provision is made for a small increase in 1895-96 as the balances continue to advance every year.

POST OFFICE, TELEGRAPH, AND MINT.

	Accounts, 1891-92.	Accounts 1892-93.	Accounts, 1893-94.	1894-95. Budget.	1894-95. Revised.	1895-96, Budget.
POST OFFICE—	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Revenue	1,446,355	1,488,875	1,561,263	1,595,000	1,626,200	1,687,500
Expenditure	1,493,359	1,518,545	1,557,457	1,608,100	1,618,000	1,662,700
NET	—47,004	—29,670	+3,806	—13,100	+8,200	+24,800
TELEGRAPH—						
Revenue Accounts—						
Revenue	919,335	937,743	959,096	993,800	1,008,700	1,035,800
Expenditure	643,550	673,039	684,782	752,500	740,200	769,900
NET	+275,785	+264,704	+274,314	+241,300	+268,500	+265,900
Capital Expenditure	195,170	202,034	217,351	167,100	81,000	171,100
MINT—						
Revenue	210,046	310,335	227,355	67,700	32,500	57,700
Expenditure	97,109	112,007	91,080	68,100	52,400	53,800
NET	+112,937	+198,328	+136,275	—400	—19,900	+3,900

180. The Post Office net revenue continues to increase; the Budget for 1894-95 provided for a net charge, but it is now expected that there will be a small net revenue, which is raised a little in the Budget for 1895-96.

181. The Telegraph net revenue, excluding Capital Expenditure, shows an improvement of Rx. 27,200 in 1894-95; this is mainly due to the message traffic having exceeded expectation and to a reduction of the Establishment charges. The Budget for 1895-96 provides for an increase in the Receipts and for a return to the higher scale of Charges provided in 1894-95. The net Revenue is thus somewhat larger than that estimated in 1894-95, though it falls below the Revised Estimate. The Capital Expenditure has been reduced in the current year, owing to the measures taken to secure financial equilibrium by enforcing economy in optional expenditure. This expenditure is raised in the Budget to allow of a larger development of the telegraph lines which has been checked in the current year.

182. The Mints being now closed to the coinage of silver for the public, the only revenue of importance in the current year is the gain on copper coinage. The decreased revenue expected in the Revised is due to a smaller amount of copper coin having passed into circulation than was anticipated. The Budget for next year is based on a smaller issue of copper coins than that on which the Budget for the current year was based, though a small improvement over the Revised is taken, and it also provides for the revenue (Rx. 11,300) which will accrue from the projected coinage at Bombay of a British dollar for use in Eastern Trade. The arrangements for this coinage are now complete, the dies are expected to arrive shortly, and on their receipt the Mint is prepared to commence operations as soon as silver is tendered for coinage.

CIVIL DEPARTMENTS.

	Accounts, 1891-92.	Accounts, 1892-93.	Accounts, 1893-94.	1894-95. Budget.	1894-95. Revised.	1895-96, Budget.
General Administration { India	1,433,423	1,462,538	1,519,132	1,546,000	1,581,000	1,570,900
General Administration { England	249,532	255,545	265,812	252,900	274,600	251,900
General Administration { Exchange	108,302	153,742	172,742	180,600	228,800	209,900
Law and Justice { Courts	2,840,007	2,877,112	2,996,460	3,043,900	3,069,200	3,128,800
Law and Justice { Jails	899,732	918,060	924,053	960,000	914,900	957,700
Police	3,868,610	3,873,645	3,919,785	4,043,000	3,980,600	4,097,100
Marine { Imperial (a)	470,219	703,088	595,675	547,600	553,700	611,400
Marine { Provincial	157,732	154,021	158,581	150,400	141,300	156,500
Education	1,424,796	1,437,024	1,471,761	1,545,300	1,495,900	1,587,300
Ecclesiastical	161,596	108,107	176,602	186,700	185,200	195,400
Medical	884,684	941,642	979,122	1,005,600	1,001,300	1,044,600
Political	767,711	842,117	965,828	984,400	966,500	1,057,000
Scientific and Minor Departments	587,438	473,271	492,287	512,800	509,400	511,300
TOTAL Rx.	13,853,842	14,259,912	14,637,840	14,959,200	14,902,400	15,379,500

(a) Includes Upper Burma charges.

183. The tendency of the expenditure under these heads is to increase with the growing demands for improved administration. The growth of expenditure is not, however, great or rapid under any individual head. The only points requiring notice are that the falling rate of exchange has enhanced the charge for exchange compensation allowance under all the heads; that absolutley necessary police re-organization has increased the charges under Police in several provinces; and that under General Administration the expenditure, both in India and in England, is swelled this year by the inclusion of the amounts paid to the Presidency Banks and the Bank of England for the work done in connection with the conversion of the Rupee Debt (see paragraph 110).

MISCELLANEOUS CIVIL CHARGES.

	Accounts, 1891-92.	Accounts, 1892-93.	Accounts, 1893-94.	1894-95. Budget.	1894-95. Revised.	1895-96, Budget.
Territorial and Political Pensions	557,959	541,592	508,443	485,000	473,100	474,400
Civil Furlough and Absentee Allowances—						
India	657	1,335	1,548	1,000	1,800	1,000
England	192,228	207,826	197,521	208,000	223,000	218,000
Exchange	83,477	125,033	128,362	148,600	185,800	181,700
Superannuation Allowances and Pensions—						
India	848,506	881,190	910,547	933,900	949,200	962,600
England	1,726,046	1,810,546	1,784,051	1,779,500	1,797,300	1,812,500
Exchange	749,557	1,089,270	1,159,393	1,271,100	1,497,800	1,510,400
Stationery and Printing	602,885	647,973	683,181	679,800	696,300	697,500
Miscellaneous	285,307	233,075	273,831	247,100	273,400	245,500
TOTAL Rx.	5,046,622	5,537,840	5,646,877	5,754,000	6,097,700	6,103,700

184. The main increase under the heads in this group occurs in the charge for exchange on Furlough Allowances and Pensions, which, if paid in England are fixed either in sterling or in rupees convertible into sterling at a fixed rate. Independently of exchange, however, the tendency of the charges under this group is to rise slightly, pensions and furlough allowances with the increasing establishments, and stationery and printing with the increasing amount and complexity of public business. The first head is an exception, since Territorial and Political Pensions gradually diminish as the older pensioners die out. Under Miscellaneous the increase is in the English charges and Exchange, principally owing to a larger supply of stores for Miscellaneous Departments.

FAMINE RELIEF AND INSURANCE.

	Accounts, 1891-92.	Accounts, 1892-93.	Accounts, 1893-94.	1894-95. Budget.	1894-95. Revised.	1895-96. Budget.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Famine Relief	23,423	70,841	496	10,000	9,100	5,000
Construction of Protective Railways	484,795	984,469	1,060,954	...	...	...
Ditto ditto Irrigation Works	77,931	60,793	56,351	45,000	42,400	50,000
Reduction of Debt	682,170	...	...	...	...	...
TOTAL	1,268,319	1,116,103	1,117,801	55,000	51,500	55,000
Net Charge on account of the Bengal-Nagpur and the Indian Midland Railways shown in the Railway Revenue Account	231,681	383,897	371,768	368,800	392,400	366,800
TOTAL EXPENDITURE CHARGEABLE TO THE FAMINE GRANT	1,500,000	1,500,000	1,489,569	423,800	443,900	421,800

185. The direct expenditure on Famine Relief has occurred mainly in the Central Provinces (Rx. 5,600) and Bengal (Rx. 3,000), and in the latter province alone is provision made for such expenditure in the Budget.

186. As explained in last year's Financial Statement, financial exigencies necessitated in 1894-95 the cessation of the expenditure on Railways and the curtailment of the expenditure on Irrigation Works from the Famine Grant. The position remains unchanged, and in the Budget of 1895-96 it is possible to provide under this head only for the small expenditure on direct Famine Relief and for the renewal of the small grant of Rx. 50,000 for Protective Irrigation Works.

RAILWAY REVENUE ACCOUNT.

	Accounts, 1891-92.	Accounts, 1892-93.	Accounts, 1893-94.	1894-95. Budget.	1894-95. Revised.	1895-96, Budget.
STATE RAILWAYS—	Rx.	Rx.	Rx.	Rx.	Rx.	Rx
Gross Receipts	16,411,934	15,814,807	16,879,107	16,939,900	18,134,400	18,001,900
Working Expenses	8,214,480	7,944,868	8,263,975	8,401,800	8,813,000	8,697,000

	Accounts, 1891-92.	Accounts, 1892-93.	Accounts, 1893-94.	1894-95. Budget.	1894-95. Revised.	1895-96, Budget.
Interest and other Charges—						
India Rx.	3,012,015	3,180,215	3,358,968	3,513,200	3,534,900	3,702,600
England £	3,539,017	3,578,193	3,589,593	3,584,900	3,584,300	3,585,100
Exchange Rx.	1,536,862	2,152,731	2,332,751	2,560,700	2,986,900	2,987,600
Net Result "	+109,560	—1,041,200	—666,180	—1,120,700	—784,700	—970,400
GUARANTEED RAILWAYS—						
Net Traffic Receipts Rx.	3,493,118	3,244,413	3,383,812	3,445,500	3,039,000	3,495,000
Surplus Profits, Interest and other Charges—						
India "	794,087	614,020	607,753	655,200	638,700	620,200
England £	2,114,159	2,145,297	2,154,720	2,154,500	2,154,600	2,161,300
Exchange Rx.	918,100	1,290,665	1,400,277	1,538,900	1,795,500	1,801,100
Net Result "	—333,228	—805,569	—778,938	—903,100	—1,549,800	—1,087,600
Other Receipts "	32,994	17,883	34,054	23,000	38,900	39,900
Other Charges "	125,190	18,166	124,439	129,100	121,500	130,100
STATISTICS—						
State Railways—						
Capital Expenditure to March 31st—						
Expenditure by Government	105,423,578	110,202,627	114,277,052	117,781,633	118,907,152	122,616,552
Ditto by Companies	22,709,508	23,513,080	24,261,335	25,236,280	24,953,635	25,673,335
TOTAL	128,133,086	133,715,707	138,538,387	143,017,913	143,860,787	148,289,887
Miles open on 1st April	12,757	13,106	13,461	13,893	13,806	14,166
Guaranteed Railways—						
Miles open on 1st April	2,588	2,588	2,587	2,587	2,587	2,587

187. The improvement of the State Railway revenue in the current year and the falling off in the Guaranteed Railway Receipts have already been mentioned (see paragraph 102). The basis of the Budget Estimate for 1895-96 has also been explained (see paragraph 141). The Railway Revenue on the whole shows steady and almost continuous progress from year to year; the estimates are made on the usual cautious basis, and though it is not safe to estimate in the case of each individual Railway for a recurrence of the high receipts of this year, it is not unlikely, unless the reasons are unfavourable, that the results for 1895-96 will be considerably in excess of the Budget now framed.

IRRIGATION.

IRRIGATION.	Accounts, 1891-92.	Accounts, 1892-93.	Accounts, 1893-94.	1894-95. Budget.	1894-95. Revised.	1895-96, Budget.
MAJOR WORKS.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Revenue — Direct Receipts	1,404,737	1,510,730	1,349,685	1,391,600	1,356,300	1,350,300
Revenue — Land Revenue	673,189	722,306	746,926	868 500	879,400	929,700
Expenditure — Working Expenses	761,445	793.951	788,957	769,200	814,000	813,200
Expenditure — Interest	1,109,678	1,138,386	1,165,558	1,193,500	1,193,800	1,222 400
NET	+206,803	+300,699	+142,096	+297,400	+227,900	+244,400
MINOR WORKS.						
Receipts—Direct	194,114	185,866	199,798	203,700	199,900	204,300
Expenditure	1,073,896	1,008,142	908,052	946,700	974,000	1,014,900
STATISTICS OF MAJOR WORKS.						
Capital Outlay to March 31st	28,320,703	28,923,097	29,679,280	30,308,898	30,330,480	31,106,480

188. Under Major Works Direct Receipts the Revised shows a falling off of Rx. 35,300, which is due to a reduction of Rx. 35,200 in the Punjab, mainly the result of the rainfall on lands traversed by the Sirhind Canal having reduced the demand for canal water. In Bengal there is a small reduction of Rx. 4,000, the collections on the Midnapur and Orissa Canals having fallen off. In the North-Western Provinces, on the other hand, there is a small increase of Rx. 3,700, the Budget Estimate having been over-cautious. The falling off in the Budget for 1895-96 has already been explained in paragraph 130.

189. The increase in the Revised in Working Expenses occurs mainly in the Punjab (Rx. 27,000) on the Western Jamna, Bari Doab and Chenab Canals, and in Bombay (Rx. 18,200) on the Desert Canal, Eastern Nara Works, and Mahaswad Tank. The excess expenditure was for urgent works and was specially sanctioned by the Government of India.

190. Under Minor Works Receipts the falling off in the Revised occurs mainly in Imperial, and is due to a falling off in Baluchistan and the Punjab. The Budget for next year in the Punjab, however, provides for an even higher revenue than the Budget of the current year, owing mainly to the extension and development of irrigation from the Shahpur Canals.

The expenditure on these Minor Works has been increased in the Revised, mainly owing to special sanctions of Rx. 26,900 for repairs to embankments damaged by floods in Sind, and of Rx. 6,700 for certain urgent works in connection with the Muzaffargarh embankment and for the completion of the new Sahiwal Canal in the Punjab.

191. The Irrigation revenue is expected in 1895-96 to exceed the Revised Estimate of 1894-95 by Rx. 48,700. This amount is distributed between

Imperial on the one hand and Provincial and Local on the other in the table below:—

	Imperial.	Provincial and Local.	TOTAL.
	Rx.	Rx.	Rx.
Direct Receipts— Major Works	81,100	—87,100	—6,000
Minor Works	4,300	100	4,400
Share of Land Revenue— Major Works	50,300	...	50,300
TOTAL	135,700	—87,000	48,700

192. The principal increase in the Budget of 1895-96, as compared with the Revised Estimate of 1894-95, under the share of Land Revenue due to irrigation occurs in Madras (Rx. 20,600), and is due chiefly to an enhancement of water-rates in the Godavari and Kistna deltas, the recent revision of settlement in the Cauvery delta and the probable extension of irrigation from the Kistna delta and the Sangam anicut systems and the Rashkulya project. There are also increases of Rx. 9,800 in the Punjab chiefly in anticipation of increased credits to the Chenab Canal, and of Rx. 19,900 in Bombay, due partly to the anticipation of a return to normal Revenue and partly to the growth of irrigation on the Eastern Nara project.

193. The financial results obtained during 1892-93 and 1893-94 from Irrigation Works for which capital and revenue accounts are kept are given below:—

	1892-93.	1893-94.
MAJOR WORKS.		
Capital Outlay— Direct and Indirect — During the year	Rx. 614,290	Rx. 780,660
Direct and Indirect — To end of year	30,250,620	31,031,280
Revenue Account— Gross Revenue	2,268,054	2,130,271
Maintenance and Working	880,694	875,620
Net Revenue	1,387,360	1,254,651
Interest	1,138,382	1,165,554
Net Profit	248,978	89,097
Percentage of net Revenue of the year on the Capital Outlay to end of the year	4·59	4·04
MINOR WORKS.		
Capital Outlay— Direct and Indirect — During the year	99,452	85,512
Direct and Indirect — To end of year	4,736,103	4,821,615
MINOR WORKS.		
Revenue Account— Gross Revenue	481,567	560,806
Maintenance and Working	252,643	228,781
Net Revenue	228,924	332,025
Percentage of net Revenue of the year on the Capital Outlay to end of the year	4·83	6·89

The figures in this Table are taken from the administrative accounts. On Minor Works interest on the Capital Outlay is not charged, as the Capital Expenditure is incurred from Revenue.

BUILDINGS AND ROADS.

	Accounts, 1891-92.	Accounts, 1892-93.	Accounts, 1893-94.	1894-95. Budget.	1894-95. Revised.	1895-96, Budget.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
MILITARY WORKS—						
In Upper Burma	152,182	169,437	150,448	100,000	97,500	91,800
Elsewhere	1,062,336	1,027,362	1,030,160	906,800	911,000	1,074,500
Deduct receipts	49,794	45,274	45,894	46,800	50,800	45,800
Net	1,164,724	1,151,525	1,134,714	960,000	951,700	1,120,500
CIVIL WORKS—						
Imperial—						
Expenditure	881,358	772,731	836,288	661,100	652,700	796,300
Receipts	50,807	56,438	59,254	55,800	61,300	62,300
Provincial—						
Expenditure	2,461,115	2,162,357	2,116,812	2,026,000	1,999,600	2,077,000
Receipts	271,319	285,329	292,660	266,200	290,200	275,800
Local—						
Expenditure	1,651,761	1,714,593	1,677,144	1,795,200	1,691,700	1,777,400
Receipts	255,204	266,147	276,546	260,400	273,500	268,500

194. The principal variations under this head occur in the Imperial expenditure, which was, owing to financial exigencies, largely reduced last year both under Military and Civil Works. Larger grants have been made for 1895-96 as explained in paragraphs 153 and 154, but the Imperial expenditure is still considerably below the level of 1893-94. The estimates for the two years 1894-95 and 1895-96 for Provincial and Local Expenditure vary but slightly on the whole, though in the various Provinces considerable differences occur.

195. Full details of the proposed appropriation of the outlay provided for in the Provincial Civil Works Estimates are not available at present, but the distribution of the expenditure in the past two years and in the Budget Estimate of the current year is given below :—

	Accounts, 1892-93.	Accounts, 1893-94.	Budget, 1894-95.
	Rx.	Rx.	Rx.
Erection of new buildings	631,276	621,016	499,549
Construction of roads	230,421	214,447	149,566
Works of public improvement	93,331	45,254	57,793
Repairs of buildings	167,192	181,792	179,025
Repairs of roads	461,645	489,511	464,008
Repairs of works of public improvement	27,085	29,294	26,980
Reserve	...	...	15,280
Establishment	482,943	496,503	545,479
Tools and plant	42,106	26,039	36,152
Suspense	—2,804	—12,162	24,000
Miscellaneous expenditure by Civil officers in charge of Public Works	29,162	25,118	28,168
TOTAL	2,162,357	2,116,812	2,026,000

ARMY SERVICES.

	Accounts, 1891-92.	Accounts, 1892-93.	Accounts, 1893-94.	1894-95. Budget.	1894-95. Revised.	1895-96, Budget.
EFFECTIVE SERVICES—						
Regimental Pay and allowances—						
India Rx.	7,081,464	7,327,119	7,889,626	7,864,500	8,298,800	8,604,500
England £	1,018,679	1,327,172	1,070,454	1,118,000	1,097,200	1,100,000
Exchange Rx.	442,374	798,460	695,651	798,600	914,300	916,700
TOTAL Rx.	8,542,517	9,452,751	9,655,731	9,781,100	10,310,300	10,621,200
Less—Receipts Rx.	16,586	14,155	12,018	12,300	8,600	7,900
Net Rx.	8,525,931	9,438,596	9,643,713	9,768,800	10,301,700	10,613,300
Commissariat—						
India Rx.	3,681,012	3,664,059	3,402,755	3,585,000	3,080,200	3,392,900
England £	47,266	42,567	30,864	22,100	22,100	19,700
Exchange Rx.	20,526	25,610	20,057	15,800	18,400	16,400
TOTAL Rx.	3,748,804	3,732,236	3,453,676	3,622,900	3,120,700	3,429,000
Less—Receipts Rx.	373,355	412,173	443,707	432,000	450,700	456,800
Net Rx.	3,375,449	3,320,063	3,009,969	3,190,900	2,670,000	2,972,200
Ordnance—						
India Rx.	724,316	790,195	830,674	912,200	836,500	906,300
England £	841,464	593,772	557,264	448,500	405,700	419,000
Exchange Rx.	365,416	357,228	362,147	320,400	338,100	349,200
TOTAL Rx.	1,931,196	1,741,195	1,749,485	1,681,100	1,580,300	1,674,500
Less—Receipts Rx.	108,683	114,658	104,350	94,100	176,400	94,800
Net Rx.	1,822,513	1,626,537	1,645,135	1,587,000	1,403,900	1,579,700
Other Heads—						
Expenditure Rx.	4,034,978	3,736,616	3,743,641	3,722,000	3,985,500	4,265,900
Receipts Rx.	205,578	243,463	159,801	183,800	258,100	189,900
Net Rx.	3,829,400	3,493,153	3,543,840	3,538,200	3,727,400	4,076,000
NON-EFFECTIVE SERVICES—						
India Rx.	940,775	931,156	938,666	923,200	919,700	922,400
England £	2,149,070	2,388,297	2,250,122	2,350,500	2,300,600	2,334,600
Exchange Rx.	933,261	1,436,860	1,462,276	1,678,900	1,917,200	1,945,500
TOTAL Rx.	4,023,106	4,756,313	4,651,064	4,952,600	5,137,500	5,202,500
Less—Receipts Rx.	76,202	79,871	90,350	87,500	100,800	102,200
Net Rx.	3,946,904	4,676,442	4,560,714	4,865,100	5,036,700	5,100,300
GRAND TOTAL—						
India Rx.	15,741,062	15,589,091	15,964,836	16,169,200	16,118,600	17,070,500
England £	4,559,513	4,888,796	4,417,792	4,427,800	4,372,200	4,430,500
Exchange Rx.	1,980,026	2,941,224	2,870,969	3,162,700	3,643,500	3,692,100
TOTAL Rx.	22,280,601	23,419,111	23,253,597	23,759,700	24,134,300	25,193,100
Less—Receipts Rx.	780,404	864,320	850,226	809,700	994,600	851,600
Net Rx.	21,500,197	22,554,791	22,403,371	22,950,000	23,139,700	24,341,500

196. The general course of the Army Expenditure in India in 1894-95 and 1895-96 has been dealt with in paragraphs 120 and 155 of this statement, and it is necessary here only to make a few remarks in explanation of the detailed variations under the sub-heads entered in the preceding table.

197. Under Regimental Pay and Allowances the Revised shows in the Indian Expenditure an increase of Rx. 434,300. This is chiefly accounted for by the increased charge of Rx. 357,800 for exchange on the British soldiers' pay (see paragraph 120); the British Cavalry and Infantry have also been in excess of strength, which accounts for about Rx. 35,000 more of the increased charge, and a large proportion of the extra charge of Rx. 52,800 for exchange compensation allowance falls under this sub-head.

The Budget Estimate exceeds the Revised under this grant by Rx. 305,700, of which Rx. 180,000 is due to the provision for increasing the Native sepoy's pay, while Rx. 22,100 for British soldiers' pay and Rx. 54,300 for exchange compensation allowance are due to the further drop in exchange.

198. Under Commissariat Charges in India the Revised shows the large saving of Rx. 504,800. There have been some small savings under Establishments, but the bulk of the saving under this head is due to the prevailing low price of food-grains and other supplies which have affected both the cost of rations for men and food for animals and the payments of compensation in respect of dearness of such rations and food. The Budget for 1895-96 shows an increase of Rx. 312,700 over the Revised, as it is not considered safe to assume that the present low prices will continue throughout the year. There is a saving, however, of Rx. 192,100 as compared with the Budget of 1894-95, which is chiefly due to the present estimate being based upon lower prices than that of 1894-95.

199. Under Ordnance there is a considerable saving in the Revised of Rx. 75,700; the amounts required for local purchase of stores appear to have been over-estimated, partly owing to the favourable rates prevailing during the year. There is also a saving of Rx. 16,500 in the cost of manufacturing establishments, which is in part due to the introduction of a new system of paying them, whereby their pay for February will be disbursed in April instead of March. The Budget provides for a repetition generally of last year's estimates. The Receipts under this head have risen owing to specially large issues of Stores.

200. Under "Other Heads" the only charge meriting notice is that for the Waziri Expedition and Demarcation Commission, which amounts to Rx. 202,500 in 1894-95 and Rx. 107,400 in 1895-96. The Budget for 1895-96 also provides for Rx. 150,000 for special warlike preparations in connection with the disturbances in Chitral.

201. In the Sterling Expenditure the main differences between the Budget and Revised for 1894-95 have been explained above (paragraph 121).

SPECIAL DEFENCE WORKS.

202. The following table shows the expenditure on "Special Defence Works":—

	Rx.
To end of 1886-87	150,409
1886-87	325,620
1887-88	456,017
1888-89	789,595
1889-90	689,481
1890-91	491,837
1891-92	604,848
1892-93	458,060
1893-94	324,974
1894-95, Budget Estimate Rx. 152,300; Revised Estimate	184,600
1895-96, Budget Estimate	154 700
	4,630,147

203. The expenditure in 1894-95 is expected, apart from exchange, to amount to about the figure estimated in the Budget for that year. The Budget for 1895-96 differs but little from that for the current year.

204. The total expenditure on Special Defence Works being estimated at Rx. 5,030,000, there will remain for expenditure in future years Rx. 399,853 on the assumption that the amounts provided in the Estimates of 1894-95 and 1895-96 are spent.

Section V.—Capital Expenditure on Public Works not charged against Revenue.

205. Financial necessities having required the temporary suspension of the Famine Grant, the amount provided for Capital Expenditure on Railways and Irrigation Works in the Budget of 1894-95 was restricted to Rx. 4,000,000, made up of the ordinary grant of Rx. 3,500,000 and the special grant of Rx. 500,000 sanctioned by the Secretary of State to enable Companies to undertake new lines of railway and extensions. In the course of the year, however, the Government of India came to the conclusion that they could profitably apply to Railway Construction some portion of the excess balances which had accumulated in their treasuries in consequence of the failure of the Secretary of State's drawings in the previous year, and while fully alive to the necessity of doing nothing which would defeat the measures taken in connection with the currency, they thought that a moderate additional amount might be expended from the balances without endangering the success of their currency policy They accordingly drew up a programme which provided for the expenditure during 1894-95, and the two succeeding years of a total sum of Rx. 14,000,000 to be expended from State funds on construction of railways and canals, to be increased by any amount that might be available from the Famine Grant during the two later years. This total sum of 14 crores was distributed between the three years in the following manner:—

	Rx.
1894-95	5,200,000
1895-96	4,400,000
1896-97	4,400,000
	14,000,000

and the amounts in the two later years were to be increased by any amount available from the Famine Grant up to Rx. 1,000,000 a year.

206. The Revised Estimate for 1894-95 accordingly provides for an expenditure of Rx. 5,200,000, distributed as follows:—

	Rx.
Railways	4,610,000
Irrigation Works	590,000
	5,200,000

and, the Famine grant being still held in abeyance the Budget Estimate for 1895-96 provides for an expenditure of Rx. 4,400,000 which is distributed as follows:—

	Rx.
Railways	3,700,000
Irrigation Works	700,000
TOTAL	4,400,000

48.—STATE RAILWAYS—CONSTRUCTION.

207. The Budget grant for 1893-94 amounted to Rx. 3,854,300 as under—

	Rx.
Normal amount provided under "Not charged to Revenue"	3,500,000
Deduct—Provision for Irrigation Works	750,000
Leaving for Railways	2,750,000
Add—for Bareilly-Rampur-Moradabad Railway	50,000
Total provided under 48	2,800,000
Provided under 34	1,054,300
	3,854,300

208. The Revised Estimate provided for a total expenditure of Rx. 4,027,400 as under—

	Rx.
48—State Railways—Construction	2,947,700
34—Construction of Protective Railways	1,079,700
TOTAL	4,027,400

against which the actual expenditure incurred amounted to Rx. 4,000,522, thus falling short of the Revised Estimate by Rx. 26,878 and exceeding the Budget provision by Rx. 146,222. Of moneys placed at his disposal up to 30th November 1893 (date of despatch of indents from India), the Secretary of State was unable to spend £223,229, which, with exchange and charges upon it, amounted to Rx. 371,981.

209. The amounts provided for Railway Construction in the estimates are, as explained above, Revised Estimate, 1894-95, Rx. 4,610,000, and Budget Estimate, 1895-96, Rx. 3,700,000, the distribution of which is as follows:—

	Revised, 1894-95. Rx.	Budget, 1895-96. Rx.
Expenditure by State Agency—		
Open lines—		
North-Western	204,700	80,000
Oudh and Rohilkhand, including Lucknow-Rai Bareli	80,300	150,000
Eastern Bengal	64,500	120,000
Burma	34,700	—8,900
Warora Colliery	43,400	18,400
Umaria Colliery	5,200	5,200
Frontier Railway Reserve Material	1,400	...
Petroleum operations, Baluchistan	—200	...
Nagpur-Chhittisgarh Depreciation Account	2,800	...
TOTAL	436,800	364,700
Lines under construction—		
East Coast	768,000	500,000
Mu Valley	304,600	120,000
Bareilly-Rampur-Moradabad	86,200	..
North-Western Railway—Gradient Improvement Works	109,300	—26,100
Marri Attock	80,000	150,000
Mushkaf-Bolan	622,000	351,400
Karachi-Kotri (doubling line)	...	103,400
Kotri-Rohri	247,000	500,000
Wazirabad-Lyallpur	50,000	170,000
Cawnpore-Lucknow-Gogra (Linking up scheme)	105,300	140,000
TOTAL	2,372,400	2,008,700
TOTAL STATE AGENCY	2,809,200	2,373,400

	Revised, 1894-95. Rx.	Budget, 1895-96. Rx.
Expenditure by Agency of Companys—		
Open lines—		
East Indian, including Jherria Extension	354,100	310,000
Rajputana-Malwa system, including Palanpur-Deesa	160,000	70,000
Tirhoot	50,500	70,000
Bhopal	14,000	7,500
Wardha Coal	...	10,500
Dhond and Manmad	5,100	28,600
South Indian	20,000	85,000
Guntakal-Mysore Frontier	1,000	5,000
Bezvada Extension	500	...
TOTAL	605,200	586,600
Lines under construction—		
Godhra-Rutlam	193,400	35,000
Assam-Bengal { Land	127,500	195,000
Assam-Bengal { Construction	733,900	305,000
Rutlam Ujjain	30,000	240,000
Bezvada-Madras (Madras-Ennore Section)	17,000	30,000
TOTAL	1,101,800	805,000
TOTAL COMPANY'S AGENCY	1,707,000	1,391,600
TOTAL ALLOTMENTS	4,516,200	3,765,000
Add or *deduct*—Reserve or over-allotments	83,200	—200,000
GRANT AVAILABLE	4,599,400	3,565,000
Add—Increase in stores balance	10,600	...
Add—Indents thrown forward to 1895-96	...	135,000
	4,610,000	3,700,000

49.—IRRIGATION—CONSTRUCTION.

210. The figures of Accounts and Estimates for Capital Expenditure on Irrigation Works not charged to Revenue are—

Accounts, 1891-92.	Accounts, 1892-93.	Accounts, 1893-94.	1894-95, Budget.	1894-95, Revised.	1895-96, Budget.
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
729,664	531,091	681,684	550,000	590,000	700,000

The difference of Rx. 40,000 between the Budget and Revised has been transferred from the extra grant made for railways in the course of the year. The Budget grant provides for increased allotments, chiefly for Bombay.

Section VI.—Conversion of Four per cent. Rupee Debt.

211. The 4 per cent. Rupee Debt of the Government of India, dischargeable at three months' notice, was at the beginning of 1894-95 distributed over eight different loans, all of which were held on practically the same terms, the only difference being in the half-yearly dates for payment of interest. The outstanding

balances of these loans on the 30th June 1894, distributed between England and India, are shown in the following statement:—

	India.	England.	Total.
	Rx.	Rx.	Rx.
1. Loan of 1832-33	513,600	103,600	617,200
2. Loan of 1835-36	1,360,300	199,400	1,559,700
3. Loan of 1842-43	24,401,600	2,914,800	27,316,400
4. Loan of 1854-55	7,942,300	*16,506,000	24,448,300
5. Transfer Loan of 1st May 1865	32,015,900	3,519,800	35,535,700
6. Reduced Loan of 16th January 1879	3,840,100	1,776,700	5,616,800
7. Mysore Family Loan	50,000	...	50,000
8. East Indian Railway Commuted Stock	5,400	...	5,400
TOTAL	70,129,200	25,020,300	95,149,500

* Includes Rx. 1,598,900 Coupon loan held on the Indian Register.

Of the amount held in India of the loan of 1842-43, stock to the value of Rx. 8,159,500 formed the investment of the Paper Currency Reserve and was thus under the control of Government. The outstanding balance of that loan in the hands of the public in India and England was thus Rx. 19,156,900.

212. On the date mentioned above three Notifications issued with the object of initiating measures for the conversion of these loans from 4 per cent. to 3½ per cent. debt. The first Notification (No. 3257) gave formal notice of the discharge of the loan of 1842-43 on November 1st, 1894; but it also conveyed to holders the offer of an option, to be exercised on or before the 28th July, of transferring their holdings to a new 3½ per cent. loan bearing the same title and subject to the same conditions as the existing loan, save only that it would be guaranteed against discharge before 1st August 1904. If this offer was accepted, the reduction of interest was to take effect only from the 1st August 1895, but the transfer was to be effected at once, the difference of interest up to that date being paid in anticipation. To facilitate the conversion proceedings new notes were not at once issued, but the old notes were to be enfaced with a memorandum of the reduction of interest to 3½ per cent. and of the guarantee against discharge before August 1st, 1904. The second Notification (No. 3258) offered the same option, though not under notice of discharge, to the holders of notes in the loans of 1854-55 and 1st May 1865 and in the Reduced loan of 1879; while a third Notification (No. 3259) prohibited transfers from one 4 per cent. loan to another, but offered the same choice of conversion to holders of notes in the loans of 1832-33 and 1835-36 subject to the condition that the notes were transferred to the 3½ per cent. loan of 1st May 1865.

213. The Notifications were published simultaneously in England, and notes tendered for conversion were received by the Bank of England and disposed of there. In India notes were accepted for conversion at all Public Debt Offices and Treasuries, and there was, therefore, some inevitable delay in ascertaining, even approximately, the amounts tendered for conversion.

214. The result of this first stage of the operations was that of the 1842-43 loan, Rx. 23,421,200 in India and Rx. 2,558,700 in England, total Rx. 25,979,900 were converted, while the optional conversions of the other loans were ascertained on the 10th August to have amounted to about 1,400 lakhs. It is not possible

to give the exact amount of these latter loans converted under the Notifications of June 30th, because, as will be seen later, the offer in their case was renewed on precisely the same terms, and it has not been practicable to maintain separate accounts of the amounts coming in under the earlier and under the later offer.

215. The information in the possession of Government in the beginning of August, both in respect of the compulsory and optional conversions, thus seemed to justify further proceedings. And accordingly as the second step in the conversion two Notifications were issued on the 13th August. The first (No. 4092) notified for discharge on 1st December 1894 the Calcutta portion of the loan of 1st May 1865; but offered the same terms of conversion as before, save that the reduction in the rate of interest took effect from 1st February 1895 instead of 1st August, the terms now offered being thus ¼ per cent. worse than those originally put forward. This offer, however, remained practically inoperative till after the 27th August, for simultaneously a second Notification (No. 4093) was issued renewing absolutely as regards all loans except that of 1842-43 the offer made on June 30th. These Notifications were immediately followed on 18th August by a Notification (No. 4165) notifying for discharge on 1st December the two small loans numbered 7 and 8 in the list in paragraph 211. They were offered the same terms as the holders of the Calcutta portion of the loan of 1st May 1865, on condition of transferring their holdings to that loan.

216. The amounts converted on the terms offered on June 30th under both the original offer and the offers mentioned in the preceding paragraph are as follows:—

	India.	England.	TOTAL.
	Rx.	Rx.	Rx.
Loan of 1832-33	114,400	60,100	174,500
,, 1835-36	455,100	106,300	561,400
,, 1842-43	23,421,200	2,558,700	25,979,900
,, 1854-55	4,192,300	7,869,400	12,061,700
,, 1865	27,329,900	2,206,800	29,536,700
,, 1879	1,825,800	905,200	2,731,000
Mysore Loan and East Indian Railway Stock	55,200	...	55,200
TOTAL	57,393,900	13,706,500	71,100,400

217. The second offer still remained open for the Calcutta portion of the 1865 loan till 15th September, and under it Rx. 593,600 more were tendered. But, in the meantime, the satisfactory result, as far as the optional conversions of the other loans were concerned, led us to take the third step in the conversion, which was to notify on 1st September (No. 4426) for discharge on 31st December the unconverted balance of the 4 per cent. loan of 1854-55 with an option of conversion as before. The terms, however, were still less favourable, the reduction of interest taking effect from December 31st, 1894, if the notes were tendered on or before the 17th September, and from June 30th, if they were tendered after that date but on or before 3rd October. It was immediately followed on the 3rd September by two Notifications (Nos. 4460 and 4461), which offered to the holders of the unconverted portions of the other 4 per cent. loans up to September 17th conversion on the same terms as were admissible up to the same date to holders of notes of the loan of 1854-55. The paper of the two small loans of 1832-33 and 1835-36 was, as before, convertible only by transfer to the 3½ per cent. loan of 1865.

218. These Notifications brought in almost the whole balance of the 1854-55 loan and very considerable amounts of the other loans, the figures being as follows:—

	India. Rx.	England. Rx.	Total. Rx.
1832-33	332,000	14,800	346,800
1835-36	344,500	14,400	358,900
1854-55—			
Before 17th September	3,901,400	7,027,700	11,056,500
After 17th September	127,400		
1865	2,575,500	477,700	3,053,200
1879	1,640,600	301,700	1,942,300
TOTAL	8,921,400	7,836,300	16,757,700

219. The final step in the conversion proceedings was taken by the issue on 20th September of two Notifications (Nos. 4770 and 4771) notifying for discharge on December 31st all balances of the 4 per cent. loans which had not already been made liable to discharge by any of the previous Notifications, and offering conversion till 3rd October on the terms which were still open to holders of the 1854-55 loan, the two small loans being treated specially as before.

220. Under these Notifications the following amounts came in:—

	India. Rx.	England. Rx.	Total. Rx.
1832-33	15,400	17,800	33,200
1835-36	33,000	12,200	45,200
1865	445,400	483,600	929,000
1879	160,000	398,800	558,800
TOTAL	653,800	912,400	1,566,200

221. The original balances, the total amount converted into the guaranteed 3½ per cent. loans and the unconverted balance outstanding for each loan in India and in England after the operations already mentioned were completed, are shown below:—

	Original balance as in para. 211.	Amount Converted.			Total Outstanding Balance.
		India.	England.	Total.	
	Rx.	Rx.	Rx.	Rx.	Rx.
Loan of 1832-33	617,200	461,800	92,700	554,500	62,700
Ditto 1835-36	1,559,700	832,600	132,900	965,500	594,200
Ditto 1842-43	27,316,400	23,421,200	2,558,700	25,979,900	1,336,500
Ditto 1854-55	24,448,300	8,221,100	14,897,100	23,118,200	1,330,100
Ditto 1865	35,535,700	30,944,400	3,168,100	34,112,500	1,423,200
Ditto 1879	5,616,800	3,626,400	1,605,700	5,232,100	384,700
Mysore Railway Loan and East Indian Railway Stock	55,400	55,200	.....	55,200	200
TOTAL	95,149,500	67,562,700	22,455,200	90,017,900	5,131,600

The figures for the loan of 1835-36 include Rx. 362,000 held on account of the Hussainabad Endowment, which will probably yet be converted under the terms originally offered. In the case of some small amounts the actual conversion has been delayed owing to defects which may yet be cured; but the balances shown above, less Rx. 362,000 of the Hussainabad Endowment, may be taken as approximately the balances which have not been converted and will not be converted into guaranteed 3½ per cent. loans.

222. On the 3rd October all these balances were absolutely liable to discharge on some fixed date, either the 1st November, the 1st December or the 31st December 1894. As an alternative to discharge, and as a supplement to the conversion proceedings, the Government finally on October 8th offered transfer into the unguaranteed loan of 1893-94 on terms differing slightly for each loan, but involving in every case the surrender of accrued interest, and up to 9th March 1895 Rx. 2,007,800 have been converted into 3½ per cent. unguaranteed paper and Rx. 974,300 have been discharged:—

	Converted into unguaranteed paper. Rx.	Discharged. Rx.
1832-33	1,700	7,800
1835-36	82,000	5,500
1842-43	786,200	153,200
1854-55	433,800	573,800
1865	533,300	169,800
1879	170,800	64,200
TOTAL	2,007,800	974,300

223. The balance remaining unaccounted for under each loan is as follows:—

	Rx.
1832-33	53,200
1835-36	144,700
1842-43	397,100
1854-55	322,500
1865	720,100
1879	149,700
TOTAL	1,787,300

It is probable that this balance will come in very slowly, either for discharge or conversion into unguaranteed 3½ per cents.

Section VII.—Provincial Finance.

224. The general features of Provincial and Local Finance are indicated in the Table D appended as usual to the Financial Statement.

225. The accounts for 1893-94 closed with Provincial and Local Balances of Rx. 3,695,263, against a Revised Estimate of Rx. 3,527,754, thus showing, as indicated in paragraph 86, a net improvement of Rx. 167,509. The chief difference occurred in Madras, where the Local Balance turned out to be Rx. 73,511 better than estimated, the over-estimate for local Civil Works (see paragraph 89) having occurred largely in that Province.

226. In 1894-95 there has been a considerable improvement in Provincial and Local expenditure taken as a whole. It was estimated in the Budget that the Provincial and Local deficit, that is, the excess of expenditure which has to be charged against accumulated balances, would amount to Rx. 1,184,400; but as indicated above (see paragraphs 94 and 106) the Revised shows an improvement of Rx. 160,500 in Revenue and of Rx. 369,700 in Expenditure in this branch, and it is now anticipated that the deficit will be reduced to Rx. 654,200. The expenditure from Provincial and Local balances will thus be reduced by Rx. 530,200.

The improvement occurs everywhere except in the North-Western Provinces and Oudh, where the Provincial deficit is increased from Rx. 86,600 to Rx. 149,600, and the Central Provinces, where it is increased from Rx. 57,100 to Rx. 83,700, being mainly due in both cases to suspensions of Land Revenue (see paragraph 104), and in Lower Burma where the deficit is increased from

Rx. 258,200 to Rx. 283,200. The principal improvements occur in Bengal, Madras and Bombay, and are as follows:—

Bengal.—Provincial deficit of Rx. 77,000 converted into surplus of Rx. 74,90[illegible].

Madras.—Provincial deficit of Rx. 64,500 converted into Provincial surplus of Rx. 56,400.

Local deficit reduced from Rx. 256,600 to Rx. 73,900.

Bombay.—Provincial deficit reduced from Rx. 185,100 to Rx. 98,300.

In Bengal the improvement is mainly due to the Provincial share in the increased receipts of the Eastern Bengal Railway (see paragraph 102), which gives the Local Government Rx. 430,000, against Rx. 335,000 in the Budget. In Madras the Provincial Revenue and Expenditure show a general improvement, the largest being that of Rx. 37,600 under Land Revenue receipts, while there is also a lapse of Rx. 19,400 in the grant for Civil Works; the local deficit has been reduced, chiefly owing to a similar lapse of Rx. 81,600 (see paragraph 119), and Provincial rates also give an improved revenue of Rx. 50,400. In Bombay the expenditure generally shows savings under Civil Departments and Direct Demands upon revenue, the largest savings being under Land Revenue (Rx. 24,900), and Assignments and Compensations (Rx. 27,400).

227. In 1895-96 the Local Governments intend to spend from balances Rx. 623,000, against Rx. 1,184,400 entered in the Budget of 1894-95. Every Local Government, except that of the Central Provinces, proposes to spend a larger or smaller amount from balances, and everywhere, except in Bengal and Madras, the closing balance of 1895-96 is reduced to a figure not exceeding the prescribed minimum; in the Central Provinces the reduction of the balance below the prescribed minimum has been temporarily allowed for special reasons. The decrease, as compared with the previous year, is due partly to the contributions levied last year having reduced the balances at the disposal of Local Governments; this is especially the case in Lower Burma, where the difference between the two years is greatest, the Provincial Deficit in that Province being estimated at Rx. 14,000, against Rx. 258,200 in the Budget of 1894-95.

Section VIII.—Ways and Means.

HOME TREASURY.

228. The following are the usual details of the Home Treasury transactions:—

RECEIPTS.	Budget, 1894-95.	Revised, 1894-95.	Budget, 1895-96.
	£	£	£
Council Bills	17,000,000	17,000,000	17,000,000
Permanent Debt incurred	...	6,000,000	...
Temporary Debt incurred, net	2,300,000	...	...
Capital Receipts from Railway Companies	1,915,000	371,300	3,311,500
Deposits and Advances, net	−800	3,400	−1,300
Add—Opening Balance	959,988	1,300,564	2,446,164
TOTAL	22,174,188	24,675,264	22,756,364

OUTGOINGS.	Budget, 1894-95.	Revised, 1894-95.	Budget, 1895-96.
	£	£	£
Excess of Expenditure over Revenue	15,657,100	15,594,500	15,739,600
Expenditure not charged to Revenue	865,000	823,200	849,600
Permanent Debt discharged—			
India 4 per cent. Stock	...	4,300	...
Temporary Debt discharged, net	...	4,000,000	...
Issues to Railway Companies on Capital Account	2,826,400	902,000	3,733,700
On account of Remittances from India, net	1,114 200	905,100	757,000
Add—Closing Balance	1,711,488	2,446,164	1,676,464
TOTAL	22,174,188	24,675,264	22,756,364

229. In the Budget Estimate of 1894-95 the net disbursement at the Home Treasury was taken at £18,548,500, which was to be met by the sale of Council Bills on India to the amount of £17,000,000 and by temporary loans in England. The amount of drawings remains at the same figure as that shown in the Budget, but there was an improvement in the cash balances on 1st April 1894 of £340,576 as compared with the Budget Estimate, and the net disbursements in the year are now expected to be £17,854,400. The total increase in the closing cash balances of the year due to the above-mentioned variations should be £1,034,676 but the loans proposed in the Budget Estimate having been reduced by £300,000, the closing balance in the Revised is better than the Budget by £734,676 only. *1894-95 General Summary.*

230. It was stated in paragraph 186 of the last Financial Statement that the gross amount of temporary loans to be raised in England in 1894-95 by means of India Bills was £8,300,000, of which £6,000,000 were required for the discharge of the outstanding balance of similar loans raised in 1893-94, making the net loan £2,300,000. Owing to an improvement in the cash balances on 1st April 1894 of £340,576 the Secretary of State was able to reduce the net amount of the proposed loans by £300,000, but at the same time £6,000,000 out of the outstanding temporary loans were funded, and the entries in the Revised Estimates are as follows:— *1894-95 Sterling Loans.*

INCURRED.

	£
Permanent Debt—	
India 3 per cent. Stock issued	6,000,000
Temporary Debt—	
Temporary Loans on security of India Bills	2,000,000
Ditto ditto East India Bonds	1,000,000
TOTAL INCURRED	9,000,000

DISCHARGED.

Temporary Debt—	
Temporary Loans on security of India Bills	6,000,000
Ditto ditto East India Bonds	1,000,000
TOTAL DISCHARGED	7,000,000
NET INCURRED	2,000,000

1894-95. India Bills.

231. The Temporary Loan of £2,000,000 on the security of India Bills was raised early in May 1894, and has a currency of twelve months. It was issued at an average rate of interest of £1 18*s.* 6*d.* per cent. per annum.

1894-95. Permanent Debt.

232. The original intention was to borrow the whole of the requirements of the year only on loan for short periods, but the heavy fall in exchange since the publication of the Financial Statement made it inadvisable to adhere to the original intention, and on the 22nd May 1894 an advertisement was issued, inviting tenders for a loan of £6,000,000 India 3 per cent. Stock, which was subscribed on the 29th of that month at an average rate of £99 18*s.* 3*d.*

233. The Temporary Loans on security of East India Bonds were taken from the Bank of England for short periods and repaid in the course of the year.

1894-95. Capital transactions with Railway Companies.

234. The capital transactions with the Railway Companies vary with the changes in the programmes of the Companies. The Estimates for 1894-95 as now prepared show a reduction in the net issues of £380,700. The following statement gives the details of the transactions:—

	Budget.	Revised.
	£	£
RECEIPTS.		
Subscribed capital—		
(*a*) State Lines	1,815,000	67,400
(*b*) Guaranteed Lines	100,000	300,000
Miscellaneous	...	3,900
TOTAL	1,915,000	371,300
ISSUES.		
For discharge of debentures—		
State Railways	1,755,000	...
For Stores, Establishment Charges, etc.—		
State Railways	455,600	393,600
Guaranteed Lines	615,800	508,400
TOTAL	2,826,400	902,000

It was the original intention to replace Bengal-Nagpur and Southern Mahratta Railway debentures to the extent of £1,755,000 by fresh capital, but instead of this the debentures have been renewed. On the other hand, the receipts on account of Capital from the Assam-Bengal and the Bombay, Baroda and Central India Railways are now expected to be £7,400 and £200,000 respectively more than the Budget Estimate.

As generally happens, the Estimate of the demands of the Companies for Stores, Establishment Charges, etc., proved too high.

1894-95. Deposits and Advances.

235. In the Budget Estimate it was anticipated that there would be a net payment under the head of Deposits and Advances on account of Defence Works at Aden, but owing to the recovery from the Imperial Government of arrears of the share of the expenditure on these works, the result is now expected to be a net receipt in the year.

1894-95. Remittances to India.

236. The net reduction of £209,100 in the remittances to India is made up of an increase in the receipts of £42,000 and a decrease in the payments in England of £167,100. The more important items of increase in the receipts are (1) £20,600 on account of the sale-proceeds of securities, etc., received in respect of a portion of the legacy bequeathed by Miss Sarah Bruce towards the foundation and endowment of an Orphanage in or near Calcutta; and (2) £13,900 on account of larger repayments by Her Majesty's Treasury and other Public Departments in respect of advances or services in India. As regards the payments, the

Budget provision generally proved too high for (1) payments on account of Indian Money Orders; (2) Family Remittances for payment by the War Office; (3) advances to Railway Companies for purchase of stores; and (4) cost of stores for Provincial Railways.

1895-96. Home Treasury, Ways and Means.

237. The net disbursements at the Home Treasury in 1895-96, excluding Loans and Council Bills, are estimated at £17,769,700, against £18,548,500 entered in the Budget Estimate of 1894-95. This reduction is due to arrangements having been made for the raising by the Assam-Bengal Railway Company of fresh capital in England to the extent of £500,000 and to an expected falling-off in the demand for stores chargeable to Native States, Provincial and Local Funds, and to Railway Companies, and in the Money Order and Family Remittances.

It has been explained above that the cash balances in the Home Treasury on 31st March 1895 are now expected to be £734,676 more than the amount estimated in the Budget for 1894-95. If this excess is utilised in 1895-96 to meet a part of the net estimated disbursement of £17,769,700, it will be necessary to raise only about £17,000,000 by means of Bills on India. Accordingly it is the present intention of the Secretary of State to draw in 1895-96 £17,000,000 by Bills on India.

According to the programme now announced, no additions to the sterling debt will be made in the course of 1895-96, but it is intended to raise a temporary loan of £2,000,000 on the security of India Bills to repay the same amount of Bills raised this year which falls due on the 12th of May 1895.

It should be understood that in stating the present intentions of the Secretary of State no sort of pledge is given that he will adhere to the programme.

INDIA.

Ways and Means in India.

238. The following is a summary of the Estimate of Ways and Means in India:—

	1894-95.		1895-96.
	Budget.	Revised.	Budget.
	Rx.	Rx.	Rx.
RECEIPTS.			
1. Excess of Revenue in India over the Expenditure charged against it	26,538,900	29,580,400	28,902,100
2. Rupee Debt incurred	...	...	...
3. Increase of the Unfunded Debt, mostly Savings Bank Deposits, net	490,500	360,000	522,300
4. Other items, net	885,100	612,100	754,300
5. *For Remittance to Secretary of State, net*	1,107,000	902,800	754,500
Add—Opening Balance	26,251,756	25,565,588	22,679,488
TOTAL	55,273,256	57,020,888	53,612,688
OUTGOINGS.			
6. Excess Expenditure charged to Provincial Balances	1,184,400	654,200	623,300
7. Expenditure not charged to Revenue	2,517,100	3,690,800	2,842,400
8. Rupee debt discharged	151,000	1,200,200	890,100
9. Loans to Municipalities, etc., net	491,100	150,100	513,400
10. *Issues on Capital Account to Railway Companies, net*	102,500	197,100	196,800
11. Council Bills—*Sterling Amount*	17,000,000	15,532,300	17,706,800
12. Do. Exchange	12,142,900	12,916,700	14,777,200
Add—Closing Balance	21,684,256	22,679,488	16,062,688
TOTAL	55,273,256	57,020,888	53,612,688

The headings in italics are connected with, and explained by, the corresponding figures of the Secretary of State's account in England. The others refer to purely Indian transactions.

I

1894-95. General Summary.

239. For the Budget Estimate of 1894-95, the probable opening cash balance in India was taken at Rx. 26,251,756, but owing partly to larger payments of Council Bills in 1893-94 than were anticipated, and partly to certain heavy withdrawals of deposits, the actual balances in the Indian Treasuries amounted to Rx. 25,565,588, or Rx. 686,168 less than the estimate. The important operations of the year 1894-95 which affect the cash balances, but for which no provision was made in the Budget, have been (1) the notification for discharge, with option of conversion into $3\frac{1}{2}$ per cents. of all the 4 per cent. public loans, and (2) an increased grant for Capital Expenditure on Railways and Productive Irrigation Works. It is now expected that Rx. 1,000,000 out of the 4 per cent. loans will be paid off in 1894-95, and that the Capital Outlay in India will exceed the Budget provision by Rx. 1,173,700. Against these additional disbursements, aggregating Rx. 2,173,700, the net Revenues show an improvement of Rx. 3,571,700, and all the other transactions produce a net increase in the cash balances of Rx. 283,400. The cash balances on 31st March 1895 are now estimated at Rx. 22,679,488, against Rx. 21,684,256 taken in the Budget, giving an increase of Rx. 995,232.

Discharge of Rupee Debt.

240. Provision was made in the Budget Estimate for paying off in 1894-95 Rx. 150,000 out of the outstanding balance of the $4\frac{1}{2}$ per cent. loans notified for discharge on the 14th October 1893. It is now estimated that the actual payments this year will be about Rx. 200,000.

The operations for the conversion or discharge of the 4 per cent. public loans undertaken in the current year have already been fully explained. The amount of 4 per cent. paper tendered for discharge up to the 9th March 1895 was Rx. 974,300 out of Rx. 2,761,600 remaining unconverted on that date. The balances, as already stated, are coming in slowly either for conversion or discharge, and the total payments in discharge of the 4 per cent. loans are estimated at Rx. 1,000,000 in the current year and Rx. 750,000 in 1895-96.

Discharge of Gwalior Loan.

241. The loan of $3\frac{1}{2}$ crores taken from the Gwalior Durbar in 1887 is repayable, by annual instalments of twelve lakhs, after the Maharajah is invested with full powers of administration, the first instalment being due twelve months after the installation. The installation having taken place in December 1894, provision is made in the estimates of 1895-96 for the payment of the first instalment of Rx. 120,000. This amount is included in Rx. 890,100 shown as Rupee Debt Discharged in the table in paragraph 238.

Main Features. 1895-96.

242. I have already explained in Part I of this statement that the special resource operations of 1893-94 increased the sterling debt of the Government of India, and against this increase in the sterling liabilities there has been an accumulation of cash balances in India, which is being drawn against for capital expenditure of Government and discharge of rupee debt. There was therefore no public loan in India in 1894-95, and according to the present estimates no rupee loan will be required in 1895-96. The estimate of 1895-96 provides for the payment in India of Council Bills to the extent of £17,706,800, for though drawings are provided for in both 1894-95 and 1895-96 at the rate of £17,000,000, it is expected that owing to the large bill drawings, and the small amount of telegraphic transfers in demand at present, the balance of unpaid bills outstanding at the end of 1894-95 will be larger than usual, and thus the actual payments will not fall equally in the two years.

Public Loan.

243. Although, as above stated, it is not the present intention of the Government of India to raise any loan in 1895-96, full liberty is reserved, as usual, to alter the programme as now announced to any extent that may be considered desirable.

Savings Banks.

244. The following table gives the details of the transactions of Savings Banks during the last few years and the estimated transaction for 1894-95 and 1895-96:—

Year.	Net additions to deposits cash.	Interest.	Total addition.
	Rx.	Rx.	Rx.
1887-88	656,300	224,000	880,300
1888-89	685,200	261 800	947,000
1889-90	—362,900	272,200	—90,700
1890-91	250,700	279,700	530,400
1891-92	517,900	306,200	824,100
1892-93	548,900	339,400	888,300
1893 94	179,900	368,000	547,900
1894-95 Budget	111,400	325,800	437,200
1894-95 Revised	—44,400	326,000	281,600
1895-96 Budget	102,800	336,700	439,500

For the first time since 1889-90 the Post Office Savings Bank transactions appear likely to result in a net withdrawal of deposits, the credit of interest being disregarded. It was anticipated in the last Financial Statement that the reduction from $3\frac{3}{4}$ per cent. to $3\frac{1}{2}$ per cent. in the Savings Bank rate of interest, which took effect from 1st April 1894, would put a check upon deposits, and the net amount deposited in the Post Office Savings Banks was accordingly taken at the low figure of Rx. 100,000. The effect of the low rate in this direction has, however, been greater than was estimated, and a net withdrawal of Rx. 50,000 is now expected. If the withdrawals indicate, as they not improbably do, the diversion of practically permanent investment from Savings Banks to Government paper, the effect of the reduction of interest is a good one. The Presidency Savings Banks deposits also show a falling-off this year, but this is largely counterbalanced by an improvement in the receipts on account of the Provident institutions, the transactions of which are also included in the Savings Bank Accounts.

During the course of 1894 the Government of India considered, with reference to the reduction of the rate of interest on Savings Bank deposits, the rates that should be allowed on their various other interest-bearing obligations, and it was decided to reduce the rate to $3\frac{1}{2}$ per cent. in all cases in which the balances are held at call like ordinary Savings Bank deposits, and in which the interest is not given as a privileged rate to benefit a particular class of Government servants.

Loans to Municipalities and Agriculturists, &c.

245. The net issues on account of loans in 1894-95 are now expected to be Rx. 150,100 against Rx. 491,100 entered in the Budget Estimate. The improvement of Rx. 341,000 is due chiefly to large lapses from grants placed at the disposal of the Provincial Governments. The Madras Harbour Trust Board also repaid to Government a sum of Rx. 50,000 which was not entered in the Budget. The very ample cash balances in our treasuries have, I am glad to say, again enabled the Government to provide in full the demands of Local Governments for Agricultural, Municipal, and other local loans in 1895-96 as far as they can be foreseen at present, and the total estimate of net issues in 1895-96 on account of loans by Government is now placed at Rx. 513,400.

246. The year 1895-96 is estimated to close with a cash balance of Rx. 16,062,688, the result of the year's transactions producing a net reduction in the balances of Rx. 6,616,800.

Section IX.—Summary.

247. The principal features of this Statement are—

(1) The Accounts of 1893-94 have closed with a deficit of Rx. 1,546,998.

(2) The Revised Estimates of 1894-95 show a surplus of Rx. 990,500, against a deficit of Rx. 301,900 entered in the Budget. Excluding Exchange, there has been a large net improvement in the Revenue of Rx. 3,104,100, of which the most important improvements occur under Opium, Customs Duties and Railway Revenue; Army also shows a considerable net improvement notwithstanding payment of British soldiers' pay at a lower rate of exchange and special Waziristan charges. Exchange, which is taken at 13·09*d.* (or 18⅓ Rs. to the £) against 14*d.* in the Budget, absorbs Rx. 1,811,700 of the increase, thus reducing the net improvement to Rx. 1,292,400.

(3) The conversion of the Rupee Debt from 4 to 3½ per cent. has resulted in an excess net charge of Rx. 280,600 under interest, but it effects a net saving of Rx. 524,800 in future years. The debt converted now amounts to Rx. 92,025,700, including Rx. 2,007,800 converted into 3½ per cent. loan of 1893-94. It is expected that Rx. 1,000,000 will be paid off during 1894-95. The balance of the 4 per cent. debt outstanding at close of 1894-95 will thus be Rx. 2,123,800, including Rx. 362,000 of Husseinabad endowment, which will probably be wholly or partly converted. It is estimated that Rx. 750,000 more will be paid off in 1895-96.

(4) The Budget Estimate for 1895-96 shows a surplus of Rx. 46,200.

(5) The burdens of Government have been increased by—

(*a*) Charges dependent on the fall in Exchange, amounting to Rx. 2,503,700.

(*b*) Cessation of Contributions from Local Governments, amounting to Rx. 405,000.

(*c*) Increased grants for Imperial Public Works which add to the charges Rx. 280,000.

(*d*) Additional Opium payments of Rx. 460,000 due to rise in price paid to cultivator from R5 to R6, and to purchase of Opium in Malwa.

(*e*) Increased Army charges, other than those due to Exchange, amounting to Rx. 345,200, the principal items being Rx. 180,000 for an increase to the pay of Native sepoys, to take effect from 1st July, and Rx. 150,000 for military preparations in connection with the disturbances in Chitral.

(6) Against these burdens we have—

(*a*) Saving of Interest, Rx. 524,800.

(*b*) Improvement in Customs Duties, Rx. 1,882,900.

(*c*) A general net improvement under other heads, especially Railway Revenue, Land Revenue, and Opium.

(7) The rate of exchange is taken at 13·09 as in the Revised, which adds nearly Rx. 1,900,000 to the direct expenditure under exchange. Exchange Compensation Allowance is estimated to cost Rx. 1,456,500.

(8) The Famine Grant for Railway Construction is still held in abeyance.

(9) The Capital Expenditure on Railways and Irrigation Works not charged to Revenue was raised during the course of the year, and is now estimated for 1894-95 at Rx. 5,200,000, against the Budget Estimate of Rx. 4,000,000. The similar charge in 1895-96 is taken at Rx. 4,400,000.

(10) It is expected that the Secretary of State will in 1895-96 sell Council Bills to the amount of £17,000,000, and will renew the Temporary Loan of £2,000,000 which falls due in May. No other borrowing is contemplated. These announcements are accompanied by the usual reservation of entire liberty to the Secretary of State to vary the amounts to be obtained by bills or raised by loans as he may find occasion.

(11) It is estimated that the closing balance in the Treasuries in India on 31st March 1896 will without any borrowing stand at Rx. 16,062,688, and it is accordingly not intended to issue any public loan in India in 1895-96. Full liberty is, however, reserved to the Government of India to vary this intention in any way and to any extent which may be found expedient.

(12) The prospect of financial equilibrium is regarded as more hopeful than twelve months ago, and it is stated that while the crisis is not yet past, and the financial position cannot be looked upon as safe till the Famine Grant has been renewed, yet the Government of India may claim to have made a full year's progress towards the restoration of their fortunes.

J. WESTLAND.

CALCUTTA;
March 21, 1895.

APPENDIX.

ACCOUNTS AND ESTIMATES.

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General Statement of the Accounts and Estimates of the Revenue and Expenditure and Receipts and Disbursements of the Government of India, in India and in England.

	For details *vide* Statement.	RECEIPTS. Accounts, 1893-94.	Budget Estimate, 1894-95.	Revised Estimate, 1894-95.	Budget Estimate, 1895-96.
Revenue—					
Principal Heads of Revenue—					
Land Revenue	A	25,589,609	25,703,600	25,508,700	26,369,600
Opium	...	6,627,571	6,393,600	7,322,000	6,860,600
Salt	...	8,228,876	8,629,200	8,645,700	8,694,300
Stamps	...	4,509,351	4,561,800	4,620,400	4,648,200
Excise	...	5,388,573	5,317,600	5,513,100	5,534,300
Customs	...	1,682,373	2,872,900	3,803,000	4,814,700
Other Heads	...	8,167,247	8,127,400	8,218,000	8,307,300
TOTAL PRINCIPAL HEADS Rx.		60,193,600	61,606,100	63,630,900	65,229,000
Interest	A	875,487	856,800	818,500	805,100
Post Office, Telegraph, and Mint	,,	2,747,714	2,656,500	2,667,400	2,781,000
Receipts by Civil Departments	,,	1,631,302	1,611,700	1,602,800	1,630,200
Miscellaneous	,,	999,149	982,700	1,110,200	953,900
Railways	,,	20,296,973	20,408,400	21,212,300	21,536,800
Irrigation	,,	2,296,409	2,463,800	2,435,600	2,484,300
Buildings and Roads	,,	674,354	629,200	681,800	652,400
Receipts by Military Department	,,	850,226	809,700	994,600	851,600
TOTAL REVENUE Rx.	...	90,565,214	92,024,900	95,154,100	96,924,300
Debt, Deposits, and Advances—					
Permanent Debt (net Incurred)	C	4,043,311	...	4,795,500	...
Temporary Debt (net Incurred)	,,	6,000,000	2,300,000	...	...
Unfunded Debt (net Incurred)	,,	559,960	490,500	360,000	522,300
Deposits and Advances (net)	,,	4,344,848	...	925,600	...
Loans and Advances by Imperial Government (net Receipts)	,,	1,021,591	1,900	127,400	...
Remittances (net)	,,	...	...	...	...
Secretary of State's Bills drawn	,,	9,530,235	17,000,000	17,000,000	17,000,000
TOTAL RECEIPTS	...	116,065,159	111,817,300	118,362,600	114,446,600
Balance on 1st April—India Rx.	...	15,271,756	26,251,756	25,565,588	22,679,488
England £	...	2,268,388	959,988	1,300,564	2,446,164
GRAND TOTAL	...	133,605,303	139,029,044	145,228,752	139,572,252

	For details *vide* Statement.	DISBURSEMENTS. Accounts, 1893-94.	Budget Estimate, 1894-95.	Revised Estimate, 1894-95.	Budget Estimate, 1895-96.
Expenditure—					
Direct Demands on the Revenues	B	9,865,577	10,662,600	9,892,600	11,280,500
Interest	,,	4,446,369	4,611,400	5,079,300	4,115,500
Post Office, Telegraph, and Mint	,,	2,550,670	2,595,800	2,491,600	2,657,500
Salaries and Expenses of Civil Departments	,,	14,637,840	14,959,200	14,902,400	15,379,500
Miscellaneous Civil Charges	,,	5,646,877	5,754,000	6,097,700	6,103,700
Famine Relief and Insurance	,,	1,117,801	55,000	51,500	55,000
Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	,,	73,903	24,400	20,100	9,400
Railway Revenue Account	,,	21,832,476	22,538,300	23,629,400	23,685,000
Irrigation	,,	2,862,567	2,909,400	2,981,800	3,050,500
Buildings and Roads	,,	5,810,852	5,489,100	5,352,500	5,817,000
Army Services	,,	23,253,597	23,759,700	24,134,300	25,193,100
Special Defence Works	,,	324,974	152,300	184,600	154,700
TOTAL EXPENDITURE, IMPERIAL AND PROVINCIAL Rx.	...	92,423,503	93,511,200	94,817,800	97,501,400
Add—Provincial Surpluses: that is, portion of Allotments to Provincial Governments not spent by them in the year	End of B	100,777	...	55,100	...
Deduct—Provincial Deficits: that is, portion of Provincial Expenditure defrayed from Provincial balances	,,	*412,068*	*1,184,400*	*709,300*	*623,300*
TOTAL EXPENDITURE CHARGED AGAINST REVENUE Rx.	...	92,112,212	92,326,800	94,163,600	96,878,100
Expenditure not charged to Revenue—					
Capital Outlay on Railways and Irrigation Works Rx.	End of B	3,621,252	4,000,000	5,200,000	4,400,000
Debt, Deposits, and Advances—					
Permanent Debt (net Discharged)	C	...	151,000	...	890,100
Temporary Debt (net Discharged)	,,	...	...	4,000,000	...
Deposits and Advances (net)	,,	...	641,400	...	823,200
Loans and Advances by Imperial Government (net Advances)	,,	...	...	...	49,900
Loans and Advances by Provincial Governments (net Advances)	,,	195,799	493,000	277,500	463,500
Capital of Railway Companies (net Payments)	,,	711,466	1,013,900	727,800	619,000
Remittances (net)	,,	138,246	7,200	201,900	2,500
Secretary of State's Bills paid	,,	9,960,176	17,000,000	15,532,300	17,706,800
TOTAL DISBURSEMENTS	...	106,739,151	115,633,300	120,103,100	121,833,100
Balance on 31st March—India Rx.	...	25,565,588	21,684,256	22,679,488	16,062,688
England £	...	1,300,564	1,711,488	2,446,164	1,676,464
GRAND TOTAL	...	133,605,303	139,029,044	145,228,752	139,572,252
Revenue		90,565,214	92,024,900	95,154,100	96,924,300
Expenditure chargeable thereon		92,112,212	92,326,800	94,163,600	96,878,100
Surplus (+) or Deficit (—)		Rx. —1,546,998	—301,900	+990,500	+46,200

FORT WILLIAM,
FINANCE AND COMMERCE DEPARTMENT;
The 21st March 1895.

H. G. COWIE,
Deputy Comptroller General.

A. F. COX,
Offg. Comptroller General.

STEPHEN JACOB,
Offg. Secretary to the Government of India.

A.—*Statement of the Revenue of India, in India and in England.*

Heads of Revenue	Accounts, 1893-94. India. Imperial.	India. Provincial and Local.	England.	Exchange.* 14·547d.	Total.	Revised India. Imperial.	Revised India. Provincial and Local.
Principal Heads of Revenue—	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.
I.—Land Revenue	16,471,559	9,118,050	...	...	25,589,609	16,641,600	8,867,100
II.—Opium	6,627,571	...	...	...	6,627,571	7,322,000	...
III.—Salt	8,202,329	26,547	...	...	8,228,876	8,613,400	32,300
IV.—Stamps	1,190,868	3,318,483	...	...	4,509,351	1,223,200	3,397,200
V.—Excise	4,079,112	1,309,461	...	...	5,388,573	4,176,300	1,336,800
VI.—Provincial Rates	2,946	3,511,625	...	...	3,514,571	4,200	3,559,000
VII.—Customs	1,663,577	18,796	...	...	1,682,373	3,779,200	23,800
VIII.—Assessed Taxes	995,947	743,224	...	...	1,739,171	1,028,300	765,000
IX.—Forest	1,009,091	713,931	...	...	1,723,022	949,100	698,900
X.—Registration	209,405	206,741	...	...	416,146	209,300	206,400
XI.—Tributes from Native States	774,337	...	...	...	774,337	797,800	...
Total	41,226,742	18,966,858	...	...	60,193,600	44,744,400	18,886,500
XII.—Interest	714,895	144,026	10,041	6,525	875,487	662,700	149,400
Post Office, Telegraph, and Mint—							
XIII.—Post Office	1,553,651	7,612	...	...	1,561,263	1,618,300	7,900
XIV.—Telegraph	955,696	...	2,061	1,339	959,096	1,000,600	...
XV.—Mint	227,355	...	...	...	227,355	32,500	...
Total	2,736,702	7,612	2,061	1,339	2,747,714	2,651,400	7,900
Receipts by Civil Departments—							
XVI.—Law and Justice { Courts	20,014	352,391	...	...	372,405	19,600	346,100
XVI.—Law and Justice { Jails	42,269	263,922	...	...	306,191	39,500	266,200
XVII.—Police	14,640	402,891	...	...	417,531	17,100	384,700
XVIII.—Marine	25,878	126,546	...	...	152,424	17,100	130,100
XIX.—Education	1,256	214,922	...	...	216,178	1,600	210,600
XX.—Medical	323	71,621	1,934	1,257	75,135	300	77,400
XXI.—Scientific and other Minor Departments	10,981	79,530	562	365	91,438	9,600	79,300
Total	115,361	1,511,823	2,496	1,622	1,631,302	104,800	1,494,400
Miscellaneous—							
XXII.—Receipts in aid of Superannuation, etc.	166,975	49,177	97,904	63,625	377,681	162,700	46,500
XXIII.—Stationery and Printing	30,802	53,696	...	...	84,498	33,700	52,100
XXIV.—Exchange	106,920	...	...	...	106,920	190,300	...
XXV.—Miscellaneous	113,124	308,342	5,203	3,381	430,050	114,800	327,500
Total	417,821	411,215	103,107	67,006	999,149	501,500	426,100
Railways—							
XXVI.—State Railways (Gross Receipts)	15,882,589	996,138	230	150	16,879,107	17,059,100	1,074,900
XXVII.—Guaranteed Companies (Net Traffic Receipts)	3,383,812	...	...	...	3,383,812	3,039,000	...
XXVIII.—Subsidized Companies (Repayment of Advances of Interest)	34,054	...	...	...	34,054	38,900	...
Total	19,300,455	996,138	230	150	20,296,973	20,137,000	1,074,900
Irrigation—							
XXIX.—Major Works: Direct Receipts	604,462	745,223	...	...	1,349,685	654,700	701,600
Portion of Land Revenue due to Irrigation	746,926	...	...	...	746,926	879,400	...
XXX.—Minor Works and Navigation	54,240	145,558	...	...	199,798	46,800	153,100
Total	1,405,628	890,781	...	...	2,296,409	1,580,900	854,700
Buildings and Roads—							
XXXI.—Military Works	45,894	...	...	...	45,894	56,800	...
XXXII.—Civil Works	16,641	369,206	25,828	16,785	628,460	14,200	563,700
Total	62,535	369,206	25,828	16,785	674,354	71,000	563,700
Receipts by Military Department—							
XXXIII.—Army: Effective	694,482	...	39,836	25,758	759,876	790,000	...
Non-effective	73,761	...	10,055	6,534	90,350	82,500	...
Total	768,243	...	49,691	32,292	850,226	872,500	...
TOTAL REVENUES	66,748,382	23,497,659	193,454	125,719	90,565,214	71,326,200	23,457,600

Estimate, 1894-95. England.	Exchange.* 13·09d. (£1=Rx.18⅛).	Total.	Increase + Decrease − of Revised, as compared with Budget Estimates, 1894-95. (Excluding Exchange.)	Budget Estimate, 1895-96. India. Imperial.	India. Provincial and Local.	England.	Exchange* 13·09d. (£1=Rx.18⅛).	Total.	Increase + Decrease − of Budget, 1895-96, as compared with Budget Estimates, 1894-95. (Excluding Exchange.)	Increase + Decrease − of Budget, 1895-96, as compared with Revised Estimates, 1894-95. (Excluding Exchange.)
£	Rx.	Rx.		Rx.	Rx.	£	Rx.	Rx.		
...	...	25,508,700	−194,900	16,788,700	9,580,900	...	...	26,369,600	+666,000	+860,900
...	...	7,322,000	+928,400	6,860,600	...	...	...	6,860,600	+467,000	−461,400
...	...	8,645,700	+16,500	8,659,700	34,600	...	...	8,694,300	+65,100	+48,600
...	...	4,620,400	+58,600	1,232,600	3,415,600	...	...	4,648,200	+86,400	+27,800
...	...	5,513,100	+195,500	4,191,700	1,342,600	...	...	5,534,300	+216,700	+21,200
...	...	3,563,200	+37,900	4,200	3,649,800	...	...	3,654,000	+128,700	+90,800
...	...	3,803,000	+930,100	4,789,600	25,100	...	...	4,814,700	+1,941,800	+1,011,700
...	...	1,793,300	+52,400	1,028,200	771,000	...	...	1,799,200	+58,300	+5,900
...	...	1,648,000	+2,000	950,600	691,600	...	...	1,642,200	−3,800	−5,800
...	...	415,700	−24,300	212,600	209,800	...	...	422,400	−17,600	+6,700
...	...	797,800	+22,600	789,500	...	...	...	789,500	+14,300	−8,300
...	...	63,630,900	+2,024,803	45,508,000	19,721,000	...	...	65,229,000	+3,622,900	+1,598,100
3,500	2,900	818,500	−34,100	634,600	161,300	5,000	4,200	805,100	−48,800	−14,700
...	...	1,626,200	+31,200	1,679,300	8,200	...	...	1,687,500	+92,500	+61,300
4,400	3,700	1,008,700	+14,900	1,026,500	...	5,100	4,200	1,035,800	+41,500	+26,600
...	...	32,500	−35,200	57,700	...	...	...	57,700	−10,000	+25,200
4,400	3,700	2,667,400	+10,900	2,763,500	8,200	5,100	4,200	2,781,000	+124,000	+113,100
...	...	365,700	−12,900	18,800	352,400	...	...	371,200	−7,400	+5,500
...	...	305,700	−18,300	42,200	274,400	...	...	316,600	−7,400	+10,900
...	...	401,800	+3,000	16,700	397,000	...	...	413,700	+14,900	+11,900
...	...	147,200	+9,000	12,900	129,400	...	...	142,300	+4,100	−4,900
...	...	212,200	−1,100	1,900	213,300	...	...	215,200	+1,900	+3,000
...	...	80,800	+10,300	300	75,500	1,600	1,400	78,800	+8,300	−2,000
1,700	1,400	89,400	+1,000	9,900	82,000	300	200	92,400	+4,000	+3,000
300	200	1,602,800	−9,000	102,700	1,524,000	1,900	1,600	1,630,200	+18,400	+27,400
2,000	1,600	382,600	+8,100	132,800	46,900	93,500	77,900	371,100	−2,500	−10,600
94,600	78,800	85,800	+1,500	30,900	53,700	...	...	84,600	+300	−1,200
...	...	190,300	+40,300	88,400	...	...	...	88,400	−61,600	−101,900
...	...	451,500	+64,400	98,000	307,200	2,500	2,100	409,800	+24,800	−39,600
5,000	4,200	1,110,200	+114,300	370,100	407,800	96,000	80,000	953,900	−39,000	−153,300
99,600	83,000	18,134,400	+1,194,400	16,955,000	1,046,500	200	200	18,001,900	+1,061,900	−132,500
200	200	3,039,000	−406,500	3,495,000	...	...	...	3,495,000	+49,500	+456,000
...	...	38,900	+15,900	39,900	...	...	...	39,900	+16,900	+1,000
...	...	21,212,300	+803,800	20,489,900	1,046,500	200	200	21,536,800	+1,128,300	+324,500
200	200	1,356,300	−35,300	735,800	614,500	...	...	1,350,300	−41,300	−6,000
...	...	879,400	+10,900	929,700	...	...	...	929,700	+61,200	+50,300
...	...	199,900	−3,800	51,100	153,200	...	...	204,300	+600	+4,400
...	...	2,435,600	−28,200	1,716,600	767,700	...	...	2,484,300	+20,500	+48,700
...	...	56,800	+10,000	45,800	...	...	...	45,800	−1,000	−11,000
...	...	625,000	+38,900	14,300	544,300	26,200	21,800	606,600	+20,100	−18,800
25,700	21,400	681,800	+48,900	60,100	544,300	26,200	21,800	652,400	+19,100	−29,800
25,700	21,400	893,800	+141,100	701,600	...	26,100	21,700	749,400	+22,200	−118,900
56,600	47,200	100,800	+12,100	82,900	...	10,500	8,800	102,200	+13,000	+900
10,000	8,300	994,600	+153,200	784,500	...	36,600	30,500	851,600	+35,200	−118,000
66,600	55,500	95,154,100	+3,084,600	72,430,000	24,180,800	171,000	142,500	96,924,300	+4,880,600	+1,796,000
202,000	168,300									
	Add—Increase on account of Exchange, Rx.		+44,600				*Add*—Increase (+) or decrease (−) on account of Exchange. Rx.		+18,800	−25,800
	Total including Exchange Rx.		+3,129,200				Total including Exchange Rx.		+4,899,400	+1,770,200

* The columns headed "Exchange" show under the several heads of Revenue and Expenditure which include transactions in England Exchange thereon calculated in accordance with the average Rate obtained or estimated to be obtained for Bills and Telegraphic Transfers sold during the year.

B.—*Statement of the Expenditure chargeable on the Revenues of India, in India and in England.*

Heads of Expenditure.	Accounts, 1893-94. India. Imperial.	India. Provincial and Local.	England.	Exchange.* 14·547d.	Total.	Revised Estimate, 1894-95. India. Imperial.	India. Provincial and Local.
	Rx.	*Rx.*	£	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Direct Demands on the Revenues—							
1.—Refunds and Drawbacks	176,498	79,522	...	...	256,020	204,400	73,300
2.—Assignments and Compensations	513,526	1,014,734	...	...	1,528,260	527,200	1,022,100
Charges in respect of Collection, *viz.*:—							
3.—Land Revenue	386,678	3,634,795	85	55	4,021,613	405,300	3,700,200
4.—Opium (including cost of Production)	1,874,498	...	1,278	831	1,876,607	1,643,800	...
5.—Salt (including cost of Production)	415,762	56,701	1,177	765	474,405	435,400	61,500
6.—Stamps	—35,257	127,681	38,875	25,263	156,562	—38,400	131,700
7.—Excise	146,341	46,952	50	32	193,375	149,200	47,900
8.—Provincial Rates	...	53,809	...	...	53,809	...	56,800
9.—Customs	53,680	89,833	135	88	143,736	68,900	118,400
10.—Assessed Taxes	15,717	15,343	...	...	31,060	15,300	15,400
11.—Forest	507,213	397,094	1,273	827	906,407	522,000	410,800
12.—Registration	112,344	111,379	...	...	223,723	115,400	114,300
Total	4,167,000	5,627,843	42,873	27,861	9,865,577	4,048,500	5,752,400
Interest—							
13.—Interest on Debt† other than that charged to Railways and Irrigation Works	—347,821	109,503	2,505,280	1,628,094	3,895,056	—333,300	118,900
14.—Interest on other Obligations	548,205	2,753	215	140	551,313	501,000	3,900
Total	200,384	112,256	2,505,495	1,628,234	4,446,369	167,700	122,800
Post Office, Telegraph, and Mint—							
15.—Post Office	1,267,394	118,489	103,993	67,581	1,557,457	1,307,500	121,100
16.—Telegraph	672,178	...	139,378	90,577	902,133	654,600	...
17.—Mint	83,588	...	4,541	2,951	91,080	50,600	...
Total	2,023,160	118,489	247,912	161,109	2,550,670	2,012,700	121,100
Salaries and Expenses of Civil Departments—							
18.—General Administration	641,453	877,679	265,812	172,742	1,957,686	673,100	907,900
19.—Law and Justice { Courts	123,466	2,872,624	224	146	2,996,460	112,700	2,954,100
19.—Law and Justice { Jails	165,345	758,708	...	...	924,053	162,300	752,600
20.—Police	704,976	3,213,717	662	430	3,919,785	658,400	3,320,700
21.—Marine (including River Navigation)	190,727	158,581	245,443	159,505	754,256	205,700	141,300
22.—Education	25,280	1,443,747	1,657	1,077	1,471,761	28,100	1,464,900
23.—Ecclesiastical	176,376	...	137	89	176,602	185,000	...
24.—Medical	42,964	925,005	6,760	4,393	979,122	40,100	949,300
25.—Political	862,150	67,450	21,958	14,270	965,828	858,700	68,200
26.—Scientific and other Minor Departments	243,944	182,414	39,960	25,969	492,287	249,000	175,300
Total	3,176,681	10,499,925	582,613	378,621	14,637,840	3,173,100	10,734,200
Miscellaneous Civil Charges—							
27.—Territorial and Political Pensions	472,228	...	21,950	14,265	508,443	460,300	...
28.—Civil Furlough and Absentee Allowances	1,548	...	197,521	128,362	327,431	1,800	...
29.—Superannuation Allowances and Pensions	84,812	825,735	1,784,051	1,159,393	3,853,991	88,500	860,700
30.—Stationery and Printing	124,754	473,442	51,510	33,475	683,181	105,800	499,900
32.—Miscellaneous	67,032	162,162	27,055	17,582	273,831	39,600	162,100
Total	750,374	1,461,339	2,082,087	1,353,077	5,646,877	696,000	1,522,700
Famine Relief and Insurance—							
33.—Famine Relief	...	496	...	...	496	...	9,100
34.—Construction of Protective Railways	1,060,954	...	...	...	1,060,954	...	...
35.—Construction of Protective Irrigation Works	56,044	...	186	121	56,351	42,000	...
Total††	1,116,998	496	186	121	1,117,801	42,000	9,100
Carried over	11,434,597	17,820,348	5,461,166	3,549,023	38,265,134	10,140,000	18,262,300

Estimate, 1894-95. England.	Exchange.* 13·09d. (£1=Rs.18⅜.)	Total.	Increase+ Decrease— of Revised, as compared with Budget Estimates, 1894-95. (Excluding Exchange.)	Budget Estimate, 1895-96. India. Imperial.	India. Provincial and Local.	England.	Exchange.* 13·09d. (£1=Rs.18⅜.)	Total.	Increase + Decrease — of Budget, 1895-96, as compared with Budget Estimates, 1894-95. (Excluding Exchange.)	Increase+ Decrease— of Budget, 1895-96, as compared with Revised Estimates, 1894-95. (Excluding Exchange.)
£	*Rx.*	*Rx.*		*Rx.*	*Rx.*	£	*Rx.*	*Rx.*		
...	...	277,700	+46,100	252,200	72,500	...	...	324,700	+93,100	+47,000
...	...	1,549,300	—27,300	508,800	1,030,500	...	...	1,539,300	—37,300	—10,000
400	300	4,106,200	—80,500	424,500	3,763,900	400	300	4,189,100	+2,400	+82,900
1,400	1,200	1,646,400	—609,500	2,753,900	...	700	600	2,755,200	+499,900	+1,109,400
400	300	497,600	—21,200	460,500	72,900	400	300	534,100	+15,300	+36,500
47,000	39,200	179,500	—3,700	—39,700	134,900	55,600	46,300	197,100	+6,800	+10,500
...	...	197,100	—8,100	159,000	50,900	100	100	210,100	+4,800	+12,900
...	...	56,800	+3,800	...	55,900	...	...	55,900	+2,900	—900
100	100	187,500	—22,000	77,700	132,400	100	100	210,300	+800	+22,800
...	...	30,700	—2,000	15,900	15,900	...	...	31,800	—900	+1,100
700	600	934,100	—50,400	556,800	437,000	700	600	995,100	+10,600	+61,000
...	...	229,700	—200	119,500	118,300	...	...	237,800	+7,900	+8,100
50,000	41,700	9,892,600	—775,000	5,289,100	5,885,100	58,000	48,300	11,280,500	+606,300	+1,381,300
2,612,000	2,176,600	4,574,200	+208,100	—1,410,200	133,800	2,658,100	2,215,100	3,596,800	—807,800	—1,015,900
100	100	505,100	—600	515,000	3,300	200	200	518,700	+12,900	+13,500
2,612,100	2,176,700	5,079,300	+207,500	—895,200	137,100	2,658,300	2,215,300	4,115,500	—794,900	—1,002,400
103,300	86,100	1,618,000	—2,700	1,351,200	123,800	102,400	85,300	1,662,700	+42,800	+45,500
90,900	75,700	821,200	—82,000	740,800	...	109,200	91,000	941,000	+22,500	+104,500
1,000	800	52,400	—14,900	52,500	...	700	600	53,800	—13,300	+1,600
195,200	162,600	2,491,600	—99,600	2,144,500	123,800	212,300	176,900	2,657,500	+52,000	+151,600
274,600	228,800	2,084,400	+56,700	661,000	909,900	251,900	209,900	2,032,700	+23,900	—32,800
1,300	1,100	3,069,200	+25,000	116,200	3,008,800	1,900	1,600	3,128,500	+83,800	+58,800
...	...	914,900	—45,100	163,300	794,400	...	...	957,700	—2,300	+42,800
800	700	3,980,600	—62,700	668,800	3,427,400	500	400	4,097,100	+54,100	+116,800
189,800	158,200	695,000	—29,700	222,900	156,500	211,900	176,600	767,900	+24,800	+54,500
1,600	1,300	1,495,900	—49,600	32,100	1,552,300	1,600	1,300	1,587,300	+41,800	+91,400
100	100	185,200	—1,400	194,700	...	400	300	195,400	+8,600	+10,000
6,500	5,400	1,001,300	—4,800	42,200	990,500	6,500	5,400	1,044,600	+38,500	+43,300
21,600	18,000	966,500	—20,000	889,700	73,400	51,200	42,700	1,057,000	+45,800	+65,800
46,500	38,700	509,400	—10,800	265,700	189,500	30,600	25,500	511,300	+4,300	+15,100
542,800	452,300	14,902,400	—142,400	3,256,600	11,102,700	556,500	463,700	15,379,500	+323,300	+465,700
7,000	5,800	473,100	—9,800	457,200	...	9,400	7,800	474,400	—10,500	—700
223,000	185,800	410,600	+15,800	1,000	...	218,000	181,700	400,700	+10,000	—5,800
1,797,300	1,497,800	4,244,300	+33,100	88,600	874,000	1,812,500	1,510,400	4,285,500	+61,700	+28,600
49,400	41,200	696,300	+7,700	124,500	496,200	41,900	34,900	697,500	+15,200	+7,500
39,100	32,600	273,400	+8,500	28,500	177,800	21,400	17,900	245,600	—4,600	—13,100
2,115,800	1,763,200	6,097,700	+55,300	699,800	1,548,000	2,103,200	1,752,700	6,103,700	+71,800	+16,500
...	...	9,100	—900	...	5,000	...	...	5,000	—5,000	—4,100
...	...	...	...	...	...	...	...	...	...	...
200	200	42,400	—2,800	50,000	...	...	...	50,000	+5,000	+7,800
200	200	51,500	—3,700	50,000	5,000	...	...	55,000	...	+3,700
5,516,100	4,596,700	38,515,100	—757,900	10,544,800	18,801,700	5,588,300	4,656,900	39,591,700	+258,500	+1,016,400

* See foot-note to Statement A.

† The "Interest on Debt" is distributed as follows:—

	Accounts, 1893-94. India.	England.	Exchange.	Total.	Revised Estimate, 1894-95. India.	England.	Exchange.	Total.	Budget Estimate, 1895-96. India.	England.	Exchange.	Total.
	Rx.	£	*Rx.*	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*
Interest on Debt (other than that charged to Railways and Irrigation Works) as above	—256,318	2,505,280	1,628,094	3,805,056	—274,600	2,618,000	2,176,600	4,574,200	—1,276,600	2,658,100	2,215,100	3,596,800
Under Railway Revenue Account	3,346,574	1,214,411	789,203	5,350,188	3,510,600	1,202,100	1,001,700	5,724,400	3,687,400	1,198,900	999,100	5,885,400
Under Irrigation	1,185,558	...	...	1,185,558	1,193,800	...	...	1,193,800	1,222,400	...	...	1,222,400
Total	4,273,814	3,719,691	2,417,297	10,410,802	4,508,000	3,814,100	3,178,300	11,493,400	3,633,400	3,857,000	3,214,200	10,704,600

†† The following further sums, which are included under XXVI and 38 State Railways, are chargeable to the grant for Famine Relief and Insurance, as representing the net charge on the Revenues on account of Protective Railways constructed through the agency of Companies:—

	Accounts, 1893-94.	Revised Estimate, 1894-95.	Budget Estimate, 1895-96.
Indian Midland Railway	275,194	234,700	225,500
Bengal-Nagpur Railway	96,574	157,700	141,300
Total Rx.	371,768	392,400	366,800

B.—*STATEMENT of the EXPENDITURE chargeable on the Revenues of India, in India and in England*—continued.

HEADS OF EXPENDITURE.	ACCOUNTS, 1893-94.					REVISED ESTIMATE, 1894-95.	
	INDIA.		England.	Exchange.* 14·547d.	Total.	INDIA.	
	Imperial.	Provincial and Local.				Imperial.	Provincial and Local.
	Rx.	*Rx.*	£	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Brought forward	11,434,597	17,820,348	5,461,166	3,549,023	38,265,134	10,140,000	18,262,300
37.—Construction of Railways (Charged against Revenue in addition to that under Famine Insurance)	...	73,903	...	...	73,903	...	20,100
Railway Revenue Account—							
38.—State Railways: Working Expenses	7,879,011	384,964	...	...	8,263,975	8,425,500	387,500
Interest on Debt	3,114,405	212,754	997,463	648,216	4,972,838	3,286,500	214,700
Annuities in purchase of Railways	...	...	1,695,547	1,101,877	2,797,424	...	...
Interest chargeable against Companies on Advances	...	...	216,948	140,987	357,935	...	...
Interest on Capital deposited by Companies	31,809	...	679,635	441,671	1,153,115	33,700	...
39.—Guaranteed Companies: Surplus Profits, Land and Supervision	605,258	...	...	...	605,258	631,900	...
Interest	2,495	...	2,154,720	1,400,277	3,557,492	6,800	...
40.—Subsidized Companies: Land, etc.	6,766	14,234	...	...	21,000	4,200	14,100
41.—Miscellaneous Railway Expenditure	102,253	1,186	...	...	103,439	103,500	−300
TOTAL	11,741,997	613,138	5,744,313	3,733,028	21,832,476	12,492,100	616,000
Irrigation—							
42.—Major Works: Working Expenses	398,710	390,247	...	...	788,957	429,800	384,200
Interest on Debt	629,633	535,925	...	...	1,165,558	654,000	539,800
43.—Minor Works and Navigation	325,032	581,433	962	625	908,052	373,300	598,100
TOTAL	1,353,375	1,507,605	962	625	2,862,567	1,457,100	1,522,100
Buildings and Roads—							
44.—Military Works	1,154,268	...	15,965	10,375	1,180,608	965,400	...
45.—Civil Works	690,422	3,793,956	88,411	57,455	4,630,244	502,200	3,691,300
TOTAL	1,844,690	3,793,956	104,376	67,830	5,810,852	1,467,600	3,691,300
Army Services—							
46.—Army: Effective	15,026,170	...	2,167,670	1,408,693	18,602,533	15,198,900	...
Non-Effective	938,666	...	2,250,122	1,462,276	4,651,064	919,700	...
TOTAL	15,964,836	...	4,417,792	2,870,969	23,253,597	16,118,600	...
Special Defence Works—							
47.—Special Defence Works	162,947	...	98,206	63,821	324,974	70,400	...
TOTAL EXPENDITURE, IMPERIAL AND PROVINCIAL	42,502,442	23,808,950	15,826,815	10,285,296	92,423,503	41,745,800	24,111,800
Add—Portion of Allotments to Provincial Governments not spent by them in the year	...	100,777	...	...	100,777	...	55,100
Deduct—Portion of Provincial Expenditure defrayed from Provincial balances	...	*412,068*	...	...	*412,068*	...	709,300
Total Expenditure charged against Revenue	42,502,442	23,497,659	15,826,815	10,285,296	92,112,212	41,745,800	23,457,600

	ACCOUNTS, 1893-94.			
	India.	England.	Exchange.	Total.
Expenditure not charged to Revenue—				
Capital Outlay, Railways and Irrigation Works—				
	Rx.	£	*Rx.*	*Rx.*
48.—State Railways	1,764,912	711,971	462,685	2,939,568
49.—Irrigation Works	660,050	13,113	8,521	681,684
TOTAL	2,424,962	725,084	471,206	3,621,252

* See foot-note to Statement A.

ESTIMATE, 1894-95.			Increase + Decrease— of Revised, as compared with Budget Estimates, 1894-95. (Excluding Exchange.)	BUDGET ESTIMATE, 1895-96.				Increase + Decrease — of Budget, 1895-96, as compared with Budget Estimates, 1894-95. (Excluding Exchange).	Increase + Decrease— of Budget, 1895-96, as compared with Revised Estimates, 1894-95. (Excluding Exchange).
				INDIA.		England.	Exchange* 13·09d. (£1=Rx.13⅓).	TOTAL.		
England.	Exchange* 13·09d. (£1=Rx.13⅓).	TOTAL.		Imperial.	Provincial and Local.					
£	*Rx.*	*Rx.*		*Rx.*	*Rx.*	£	*Rx.*	*Rx.*		
5,516,100	4,596,700	38,515,100	−757,900	10,544,800	18,801,700	5,588,300	4,656,900	39,591,700	+ 258,500	+ 1,016,400
...	...	20,100	−4,300	...	9,400	...	...	9,400	− 15,000	− 10,700
...	...	8,813,000	+ 411,200	8,340,800	356,200	...	...	8,697,000	+ 295,200	− 116,000
983,200	819,300	5,303,700	+ 21,900	3,452,800	215,200	980,000	816,700	5,464,700	+ 185, 500	+ 163,600
1,702,700	1,418,900	3,121,600	...	...	...	1,705,900	1,421,600	3,127,500	+ 3,200	+ 3,200
218,900	182,400	401,300	...	...	...	218,900	182,400	401,300	...	...
679,500	566,300	1,279,500	− 800	34,600	...	680,300	566,900	1,281,800	+ 900	+ 1,700
...	...	631,900	− 19,700	618,000	...	...	...	618,000	− 33,600	− 13,900
2,154,600	1,795,500	3,956,900	+ 3,300	2,200	...	2,161,300	1,801,100	3,964,600	+ 5,400	+ 2,100
...	...	18,300	− 800	20,000	10,100	...	...	30,100	+ 11,000	+ 11,800
...	...	103,200	− 6,800	100,000	...	...	...	100,000	− 10,000	− 3,200
5,738,900	4,782,400	23,629,400	+ 408,300	12,568,400	581,500	5,746,400	4,788,700	23,685,000	+ 457,600	+ 49,300
...	...	814,000	+ 44,800	430,000	383,200	...	...	813,200	+ 44,000	− 800
...	...	1,193,800	+ 300	677,900	544,500	...	...	1,222,400	+ 28,900	+ 28,600
1,400	1,200	974,000	+ 26,600	384,400	629,400	600	500	1,014,900	+ 68,200	+ 41,600
1,400	1,200	2,981,800	+ 71,700	1,492,300	1,557,100	600	500	3,050,500	+ 141,100	+ 69,400
23,500	19,600	1,008,500	−11,100	1,137,000	...	16,000	13,300	1,166,300	+ 153,000	+ 164,100
82,100	68,400	4,344,000	−146,800	644,900	3,854,400	82,600	68,800	4,650,700	+ 159,500	+ 306,700
105,600	88,000	5,352,500	− 157,900	1,781,900	3,854,400	98,600	82,100	5,817,000	+ 312,500	+ 470,400
2,071,600	1,726,300	18,996,800	− 52,800	16,148,100	...	2,095,900	1,746,600	19,990,600	+ 920,700	+ 973,500
2,300,600	1,917,200	5,137,500	− 53,400	922,400	...	2,334,600	1,945,500	5,202,500	− 16,700	+ 36,700
4,372,200	3,643,500	24,134,300	− 106,200	17,070,500	...	4,430,500	3,692,100	25,193,100	+ 904,000	+ 1,010,200
62,300	51,900	184,000	− 3,400	70,000	...	46,200	38,500	154,700	− 19,900	− 16,500
15,796,500	13,163,700	94,817,800	− 549,700	43,527,900	24,804,100	15,910,600	13,258,800	97,501,400	+ 2,038,800	+ 2,588,500
...	...	55,100	+ 55,100	...	...	...	...	...	...	− 55,100
...	...	*709,300*	+ 475,100	...	*623,300*	...	...	*623,300*	+ 561,100	+ 86,000
15,796,500	13,163,700	94,163,600	− 19,500	43,527,900	24,180,800	15,910,600	13,258,800	96,878,100	+ 2,599,900	+ 2,619,400
	Add—Increase on account of Exchange . Rx.		+ 1,856,300				*Add*—Increase on account of Exchange . Rx.		+ 1,951,400	+ 95,100
	TOTAL INCLUDING EXCHANGE . . Rx.		+ 1,836,800				TOTAL INCLUDING EXCHANGE . . Rx.		+ 4,551,300	+ 2,714,500

REVISED ESTIMATE, 1894-95.				BUDGET ESTIMATE, 1895-96.			
India.	England.	Exchange.	Total.	India.	England.	Exchange.	Total.
Rx.	£	*Rx.*	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*
3,109,400	818,500	682,100	4,610,000	2,147,200	847,000	705,800	3,700,000
581,400	4,700	3,900	590,000	695,200	2,600	2,200	700,000
3,690,800	823,200	686,000	5,200,000	2,842,400	849,600	708,000	4,400,000

* See foot-note to State ment A.

C.—*Statement of Receipts and Disbursements of the Government of India, in India and in England.*

	Accounts, 1893-94.			Revised Estimate, 1894-95.			Budget Estimate, 1895-96.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£		*Rx.*	£		*Rx.*	£	
Revenue (from Statement A)	90,246,041	193,454	90,439,495	94,783,800	202,000	94,985,800	96,610,800	171,000	96,781,800
Exchange added to Revenue	125,719	...	125,719	168,300	...	168,300	142,500	...	142,500
TOTAL	90,371,760	193,454	90,565,214	94,952,100	202,000	95,154,100	96,753,300	171,000	96,924,300
Permanent Debt incurred—									
Sterling Debt—									
3 p. c. Stock	...	1,300,000		...	6,000,000		...	...	
3½ p. c. Debentures	...	1,386,000		...	...		...	...	
Rupee Debt—									
Rupee Loan	3,499,113	...		...	...		...	...	
Loan from Rampur State	220,000	...		...	...		...	...	
TOTAL	3,719,113	2,686,000	6,405,113	...	6,000,000	6,000,000	...	...	...
NET			4,043,311			4,795,500			...
Temporary Debt incurred—									
Temporary Loans	...	10,750,000	10,750,000	...	3,000,000	3,000,000	...	2,000,000	2,000,000
NET			6,000,000			...			...
Unfunded Debt—									
Treasury Notes	8,120	...		600	...		...	...	
Deposits of Service Funds	142,155	...		145,400	...		150,900	...	
Savings Bank Deposits	4,309,409	...		4,110,200	...		4,260,300	...	
TOTAL	4,459,684	...	4,459,684	4,256,200	...	4,256,200	4,411,200	...	4,411,200
NET			559,960			360,000			522,300
Deposits and Advances—									
Balances of Provincial Allotments	100,777	...		55,100	...		...	...	
Excluded Local Funds	842,238	...		816,300	...		788,000	...	
Railway Funds	483,465	...		476,100	...		484,300	...	
Deposits of Sinking Funds	10,124	...		10,700	...		68,700	...	
Departmental and Judicial Deposits	18,088,572	...		17,218,900	...		16,994,800	...	
Advances	7,398,419	2,000		2,997,200	3,200		2,746,100	100	
Suspense Accounts	175,397	...		62,700	...		12,100	...	
Exchange on Remittance Accounts, net	4,987,510	...		155,700	...		127,700	...	
Miscellaneous	46,096	16		1,250,000	300		...	...	
TOTAL	32,132,598	2,016	32,134,614	23,042,700	3,500	23,046,200	21,221,700	100	21,221,800
NET			4,344,848			925,600			...
Carried over	130,683,155	13,631,470		122,251,000	9,205,500		122,386,200	2,171,100	

	Accounts, 1893-94.			Revised Estimate, 1894-95.			Budget Estimate, 1895-96.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£		*Rx.*	£		*Rx.*	£	
Expenditure, Imperial and Provincial (from Statement B)	66,311,392	15,826,815	82,138,207	65,857,600	15,796,500	81,654,100	68,332,000	15,910,600	84,242,600
Exchange, charged as Expenditure	10,285,296	...	10,285,296	13,163,700	...	13,163,700	13,258,800	...	13,258,800
Add—Provincial Surpluses, transferred to "Deposits"	100,777	...	100,777	55,100	...	55,100	...	...	...
Deduct—Provincial Deficits, charged against "Deposits"	412,068	...	412,068	709,300	...	709,300	623,300	...	623,300
TOTAL	76,285,397	15,826,815	92,112,212	78,367,100	15,796,500	94,163,600	80,967,500	15,910,600	96,878,100
Expenditure not charged to Revenue—									
Capital outlay on Railways and Irrigation Works	2,424,962	725,084		3,690,800	823,200		2,842,400	849,600	
Exchange on Expenditure not charged to Revenue	471,206	...		686,000	...		708,000	...	
TOTAL	2,896,168	725,084	3,621,252	4,376,800	823,200	5,200,000	3,550,400	849,600	4,400,000
Permanent Debt discharged—									
Sterling Debt—									
India 5 p. c. Stock	...	125		...	...		...	...	
India 4 p. c. Stock	...	1,890		...	4,300		...	...	
India 3½ p. c. Debentures	...	...		...	...		...	...	
Oudh and Rohilkhund Railway Debentures	...	729,000		...	...		...	...	
South Indian Railway Debentures	...	520,200		...	...		...	...	
Rupee Debt—									
5½ p. c. Loans	300	...		...	...		...	...	
5 p. c. Loans	107	...		...	...		...	...	
4½ p. c. Loans	1,109,907	...		200,000	...		20,000	...	
4 p. c. Loans	157	...		1,000,000	...		870,000	...	
Provincial Debentures	...	...		100	...		...	...	
Stock Notes	116	...		100	...		100	...	
TOTAL	1,110,587	1,251,215	2,361,802	1,200,200	4,300	1,204,500	890,100	...	890,100
NET			...			...			890,100
Temporary Debt discharged—									
Temporary Loans	...	4,750,000	4,750,000	...	7,000,000	7,000,000	...	2,000,000	2,000,000
NET			...			4,000,000			...
Unfunded Debt—									
Special Loans	409	...		200	...		...	...	
Treasury Notes	7,670	...		2,000	...		...	...	
Deposits of Service Funds	96,562	...		98,500	...		98,500	...	
Savings Bank Deposits	3,795,483	...		3,795,500	...		3,790,400	...	
TOTAL	3,899,724	...	3,899,724	3,896,200	...	3,896,200	3,888,900	...	3,888,900
NET			...			...			...
Deposits and Advances—									
Balances of Provincial Allotments	412,068	...		709,300	...		623,300	...	
Excluded Local Funds	858,799	...		797,100	...		796,500	...	
Railway Funds	439,896	...		577,800	...		484,300	...	
Departmental and Judicial Deposits	17,797,536	...		17,173,900	...		16,948,400	...	
Advances	7,913,171	854		2,840,100	100		2,557,700	1,400	
Suspense Accounts	52,385	...		22,300	...		22,900	...	
Miscellaneous	314,829	228		...	...		610,500	...	
TOTAL	27,788,684	1,082	27,789,766	22,120,500	100	22,120,600	22,043,600	1,400	22,045,000
NET			...			...			823,200
Carried over	111,980,560	22,554,196		109,960,800	23,624,100		111,340,500	18,761,600	

C.—*Statement of Receipts and Disbursements of the Government of India, in India and in England*—continued.

	Accounts, 1893-94.			Revised Estimate, 1894-95.			Budget Estimate, 1895-96.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£		*Rx.*	£		*Rx.*	£	
Brought forward	130,683,155	13,631,470		122,251,000	9,205,500		122,386,200	2,171,100	
Loans and Advances by Imperial Government	1,156,880	...	1,156,880	217,700	...	217,700	114,000	...	114,000
Net			1,021,591			127,400			...
Loans and Advances by Provincial Governments	357,965	...	357,965	367,800	...	367,800	345,100	...	345,100
Net			...			...			...
Capital Receipts from Railway Companies—									
On account of Subscribed Capital	67,506	88,688		...	367,400		...	3,308,500	
Repayments	1,070,446	4,033		1,044,800	3,900		1,141,300	3,000	
Total	1,137,946	92,721	1,230,667	1,044,800	371,300	1,416,100	1,141,300	3,311,500	4,452,800
Net			0			0			0
Remittances—									
Inland Money Orders	19,290,843	...		20,400,000	...		21,500,000	...	
Other Local Remittances	...	...		400	...		...	...	
Other Departmental Accounts	802,029	...		1,245,000	...		1,407,500	...	
Net Receipts by Civil Treasuries from—									
Post Office	683,953	...		445,600	...		613,900	...	
Telegraph	47,160	...		101,600	...		48,000	...	
Guaranteed Railways	3,801,017	...		3,018,500	...		3,607,000	...	
Public Works	323,696	...		1,161,600	..		1,538,500	...	
Net Receipts from Civil Treasuries by—									
Marine	185,513	...		203,600	...		208,800	...	
Military	14,715,228	...		14,839,500	...		15,982,900	...	
Remittance Account between England and India	1,031,348	167,720		1,073,700	177,800		899,300	121,700	
Total	40,880,787	167,720	41,048,507	42,489,500	177,800	42,667,300	45,865,900	121,700	45,987,600
Net			...			...			...
Secretary of State's Bills drawn	...	9,530,235	9,530,235	...	17,000,000	17,000,000	...	17,000,000	17,000,000
Total Receipts	174,216,733	23,422,146		166,370,800	26,754,600		169,852,500	22,604,300	
Opening Balance	15,271,756	2,268,388		25,565,588	1,300,564		22,679,488	2,446,164	
GRAND TOTAL	189,488,489	25,690,534		191,936,388	28,055,164		192,531,988	25,050,464	

	Accounts, 1893-94.			Revised Estimate, 1894-95.			Budget Estimate, 1895-96.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£		*Rx.*	£		*Rx.*	£	
Brought forward	111,980,560	22,554,196		109,960,800	23,624,100		111,340,500	18,761,600	
Loans and Advances by Imperial Government	135,289	...	135,289	90,300	...	90,300	163,900	...	163,900
Net			0			0			49,900
Loans and Advances by Provincial Governments	553,764	...	553,764	645,300	...	645,300	808,600	...	808,600
Net			195,799			277,500			463,500
Payments to Railway Companies on Capital Account—									
For discharge of Debentures	...	...		...	...		...	2,778,500	
For Expenditure	1,194,509	747,624		1,241,900	902,000		1,338,100	955,200	
Total	1,194,509	747,624	1,942,133	1,241,900	902,000	2,143,900	1,338,100	3,733,700	5,071,800
Net			711,466			727,800			619,000
Remittances—									
Inland Money Orders	19,294,478	...		20,400,000	...		21,500,000	...	
Other Local Remittances	68,521	...		...	...		...	...	
Other Departmental Accounts	800,711	...		1,245,000	...		1,407,500	...	
Net Payments into Civil Treasuries by—									
Post Office	683,950	...		445,600	...		613,900	...	
Telegraph	47,324	...		101,600	...		48,000	...	
Guaranteed Railways	3,801,017	..		3,018,500	...		3,667,000	...	
Public Works	303,708	...		1,361,600	...		1,538,500	...	
Net Issues from Civil Treasuries to—									
Marine	184,875	...		203,600	...		208,800	...	
Military	14,715,228	...		14,839,500	...		15,982,900	...	
Remittance Account between England and India	138,725	1,088,150		170,900	1,082,900		144,800	878,700	
Total	40,098,603	1,088,150	41,186,753	41,786,300	1,082,900	42,869,200	45,111,400	878,700	45,990,100
Net			138,246			201,900			2,500
Secretary of State's Bills paid	9,960,176	...	9,960,176	15,532,300	...	15,532,300	17,706,800	...	17,706,800
Total Disbursements	163,922,961	24,389,970		169,256,900	25,609,000		176,469,300	23,374,000	
Closing Balance	25,565,588	1,300,564		22,679,488	2,446,164		16,062,688	1,676,464	
GRAND TOTAL	189,488,489	25,690,534		191,936,388	28,055,164		192,531,988	25,050,464	

FORT WILLIAM,
FINANCE AND COMMERCE DEPARTMENT;
The 21st March 1895.

H. G. COWIE,
Deputy Comptroller General.

A. F. COX,
Offg. Comptroller General.

STEPHEN JACOB,
Offg. Secretary to the Government of India.

D.—*Account of Provincial and Local Savings charged to Revenue, and held at the disposal of Provincial Governments under their Provincial Contracts.*

Provincial and Local Balances.

NOTE.—These balances do not include the Balances of Deposits and Advances upon Local Fund Accounts.

	India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
	Rx.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Accounts, 1893-94.										
Balance at end of 1892-93	13,569	269,029	580,704	149,435	390,975	607,197	365,161	875,825	754,659	4,006,554
Added in 1893-94 . .	1,467	...	...	...	46,448	...	...	...	52,862	100,777
Spent in 1893-94 . .	...	60,932	96,530	9,126	...	4,652	17,675	223,153	...	412,068
Balance at end of 1893-94 .	15,036	208,097	484,174	140,309	437,423	602,545	347,486	652,672	807,521	3,695,263
Revised Estimate, 1894-95.										
Balance at end of 1893-94 (by Accounts).	15,036	208,097	484,174	140,309	437,423	602,545	347,486	652,672	807,521	3,695,263
Added in 1894-95 . .	300	...	...	...	54,800	...	...	...	...	55,100
Spent in 1894-95 . .	...	86,400	308,300	4,200	...	168,700	21,600	17,500	102,600	709,300
Balance at end of 1894-95 .	15,336	121,697	175,874	136,109	492,223	433,845	325,886	635,172	704,921	3,041,063
Budget Estimate, 1895-96.										
Balance at end of 1894-95 (by Revised Estimate).	15,336	121,697	175,874	136,109	492,223	433,845	325,886	635,172	704,921	3,041,063
Spent in 1895-96 . .	400	300	67,100	58,400	45,500	148,300	42,100	143,700	117,500	623,300
Balance at end of 1895-96 .	14,936	121,397	108,774	77,709	446,723	285,545	283,786	491,472	587,421	2,417,763

H. G. COWIE, *Deputy Comptroller General.*

A. F. COX, *Offg. Comptroller General.*

STEPHEN JACOB, *Offg. Secretary to the Government of India.*

FORT WILLIAM,
FINANCE AND COMMERCE DEPARTMENT;
The 21st March 1895.

E.—*Statement of Net Revenue and Expenditure—India and England.*

OLD FORM.

Net Revenue.

ACCOUNTS, 1893-94.					REVISED ESTIMATE, 1894-95.				BUDGET ESTIMATE, 1895-96.				
	Gross Revenue.	Refunds and Drawbacks.	Total after deducting Refunds and Drawbacks.	Charges in respect of Collection.	Net Revenue.	Gross Revenue.	Refunds and Drawbacks.	Total after deducting Refunds and Drawbacks.	Charges in respect of Collection.	Net Revenue.
	Rx.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Land Revenue	25,589,609	51,614	25,537,995	4,021,613	21,516,382	25,508,700	47,800	25,460,900	4,106,200	21,354,700	26,369,600	46,800	26,322,800	4,189,100	22,133,700
Opium	6,627,571	3	6,627,568	1,876,807	4,750,761	7,322,000	100	7,321,900	1,646,400	5,675,590	6,869,600	100	6,869,500	2,755,200	4,105,300
Salt	8,228,876	32,266	8,196,610	474,405	7,722,205	8,645,700	35,900	8,609,800	497,600	8,112,200	8,694,300	35,700	8,658,600	534,100	8,124,500
Stamps	4,509,351	52,446	4,456,905	159,362	4,300,543	4,620,400	53,700	4,566,700	179,500	4,387,200	4,648,200	52,000	4,596,200	197,100	4,399,100
Excise	5,388,573	35,396	5,353,177	193,375	5,159,802	5,513,100	27,200	5,485,900	197,100	5,288,800	5,534,300	29,000	5,505,300	210,100	5,295,200
Provincial Rates	3,514,571	11,467	3,503,104	53,809	3,449,295	3,563,200	5,800	3,557,400	56,800	3,500,600	3,654,000	6,000	3,648,000	55,900	3,592,100
Customs	1,682,373	45,313	1,637,060	143,736	1,493,324	3,803,000	86,600	3,716,400	187,500	3,528,900	4,814,700	137,800	4,676,900	210,300	4,466,600
Assessed Taxes	1,739,171	21,544	1,717,627	31,060	1,686,567	1,793,300	13,200	1,780,100	30,700	1,749,400	1,799,200	14,000	1,785,200	31,800	1,753,400
Forest	1,723,022	4,338	1,718,684	906,407	812,277	1,648,000	5,400	1,642,600	934,100	708,500	1,642,200	2,300	1,639,900	995,100	644,800
Registration	416,146	1,133	415,013	223,723	191,290	415,700	1,100	414,600	229,700	184,900	422,400	1,000	421,400	237,800	183,600
Tributes from Native States	774,337	500	773,837	...	773,837	797,800	900	796,900	...	796,900	789,500	...	789,500	...	789,500
	60,193,600	256,020	59,937,580	8,081,297		63,630,900	277,700	63,353,200	8,065,600	55,287,600	65,229,000	324,700	64,904,300	9,416,500	55,487,800
DEDUCT—Assignments and Compensations					51,856,283					1,549,300					1,539,300
TOTAL NET REVENUE					1,528,360					53,738,300					53,948,500
					50,328,023										

Net Expenditure.

ACCOUNTS 1893-94.				REVISED ESTIMATE, 1894-95.			BUDGET ESTIMATE, 1895-96.			
	Gross Expenditure.	Receipts.	Net Expenditure.	Gross Expenditure.	Receipts.	Net Expenditure.	Gross Expenditure.	Receipts.	Net Expenditure.	
	Rx.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	
Interest .	4,446,369	875,487	3,570,882	4,115,500	805,100	3,310,400	5,079,300	818,500	4,260,800	
Post Office, Telegraph, and Mint	2,550,670	2,747,714	—197,044	2,657,500	2,781,000	—123,500	2,491,600	2,667,400	—175,800	
Civil Departments .	14,637,840	1,631,302	13,006,538	15,379,500	1,630,200	13,749,300	14,902,400	1,602,800	13,299,600	
Miscellaneous Civil Charges	5,646,877	999,149	4,647,728	6,103,700	953,900	5,149,800	6,097,700	1,110,200	4,987,500	
Famine Relief and Insurance .	1,117,801	...	1,117,801	55,000	...	55,000	51,500	...	51,500	
Construction of Rys. (charged against Rev. in addition to that under Famine Insurance)	73,903	...	73,903	9,400	...	9,400	20,100	...	20,100	
Railway Revenue Account	21,832,476	20,296,973	1,535,503	23,685,000	21,536,800	2,148,200	23,629,400	21,212,300	2,417,100	
Irrigation .	2,802,567	2,296,409	506,158	3,050,500	2,484,300	566,200	2,981,800	2,435,600	546,200	
Buildings and Roads .	5,810,852	674,354	5,136,498	5,817,000	652,400	5,164,600	5,353,500	681,800	4,670,700	
Army Services .	23,253,597	850,226	22,403,371	25,193,100	851,600	24,341,500	24,134,300	994,600	23,139,700	
Special Defence Works .	324,974	...	324,974	154,700	...	154,700	184,600	...	184,600	
	82,557,926	30,371,614	52,186,312	86,220,900	31,695,300	54,525,600	84,935,200	31,523,200	53,102,000	
Provincial and Local Surpluses and Deficits .	+100,777 } —412,068 }	...	—311,291	... —623,300 }	...	—623,300	+55,100 } —709,300 }	...	—654,200	
							54,747,800			
							+990,500			
TOTAL NET EXPENDITURE Surplus (+) or Deficit (—) .			51,875,021 —1,546,998				53,738,300			
			50,328,023							

H. G. COWIE, *Deputy Comptroller General.*

A. F. COX, *Offg. Comptroller General.*

STEPHEN JACOB, *Offg. Secretary to the Government of India.*

FORT WILLIAM,
FINANCE AND COMMERCE DEPARTMENT;
The 21st March 1895.

E.—*Statement of Net Revenue and Expenditure—India and England.*

NEW FORM.

Part I.—Income.

Revenue.	Accounts, 1893-94.		Revised Estimate, 1894-95.		Budget Estimate, 1895-96.	
	Rx.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
I.—Land Revenue, etc.:						
1. Land Revenue	25,537,995		25,460,900		26,322,800	
2. Forest	1,718,684		1,642,600		1,639,900	
3. Tributes from Native States	773,837		796,900		789,500	
	28,030,516		27,900,400		28,752,200	
Deduct,—*Assignments*	*1,102,709*		*1,108,800*		*1,115,000*	
NET	—	26,927,807	—	26,791,600	—	27,637,200
II.—Opium	6,627,568		7,321,900		6,860,500	
Deduct,—*Assignments*	*4,912*		*5,100*		*5,100*	
NET	—	6,622,656	—	7,316,800	—	6,855,400
III. Taxation:						
1. Salt	8,196,610		8,609,800		8,758,600	
2. Stamps	4,436,905		4,566,700		4,596,200	
3. Excise	5,353,177		5,485,900		5,505,300	
4. Provincial Rates	3,503,104		3,557,400		3,648,000	
5. Customs	1,637,060		3,710,400		4,076,900	
6. Assessed Taxes	1,717,627		1,780,100		1,785,200	
7 Registration	415,013		414,600		421,400	
	25,270,496		28,130,900		29,291,600	
Deduct,—*Assignments*	*420,639*		*435,400*		*419,200*	
NET	—	24,858,857	—	27,695,500	—	28,872,400
IV.—Commercial Services, (*i.e.*, Post Office and Telegraph)	—	60,769	—	195,700	—	119,600
V.—Miscellaneous Receipts. (*i.e.*, Mint, Gain by Exchange and Miscellaneous)	—	399,414	—	348,500	—	256,500
		58,869,503		62,348,100		63,741,100
Excess of Expenditure over Income		1,546,998		...		...
		60,416,501		62,348,100		63,741,100

Part II.—Expenditure.

Charges.	Accounts, 1893-94.		Revised Estimate, 1894-95.		Budget Estimate, 1895-96.	
	Rx.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
I.—Debt Services	—	3,570,882	—	4,260,800	—	3,310,400
II.—Military Services:						
1. Army	22,403,371		23,130,700		24,341,500	
2. Military Works	1,134,714		951,700		1,120,500	
3. Special Defence Works	324,974		184,600		154,700	
TOTAL	—	23,863,059	—	24,276,000	—	25,616,700
III.—Collection of Revenue:						
1. Land Revenue, including District Administration	4,021,613		4,106,200		4,189,100	
2. Opium	1,876,607		1,646,400		2,755,200	
3. Forest	906,107		934,100		995,100	
4. Other Heads	1,276,670		1,378,900		1,477,100	
TOTAL	—	8,081,297	—	8,065,600	—	9,416,500
IV Commercial Services:						
1. Railway	1,535,593		2,417,100		2,148,200	
2. Irrigation	566,158		546,200		566,200	
TOTAL	—	2,101,661	—	2,963,300	—	2,714,400
V. Civil Services:						
1. Civil Departments	13,006,538		13,299,000		13,749,300	
2. Miscellaneous Civil Charges	4,910,807		5,355,900		5,402,400	
3. Famine Relief and Insurance	1,117,801		511,500		55,000	
4. Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	73,903		20,100		10,400	
5. Civil Works	4,001,784		3,719,000		4,044,100	
	23,110,893		22,146,100		23,260,200	
Add or Deduct,—Provincial Surplus or Deficit	*311,291*		*654,200*		*633,300*	
TOTAL	—	22,799,602	—	21,791,900	—	22,636,900
Excess of Income over Expenditure		60,416,501		61,357,600		63,694,900
		...		990,500		46,200
		60,416,501		62,348,100		63,741,100

H. G. COWIE,
Deputy Comptroller General.

A. F. COX,
Offg. Comptroller General.

STEPHEN JACOB,
Offg. Secretary to the Government of India.

FORT WILLIAM,
FINANCE AND COMMERCE DEPARTMENT;
The 21st March 1895.

F.—*Statement of Net Revenue and Expenditure of the Government of India in India and in England for the Ten years from 1883-84 to 1892-93.*

Part I.—Income.

Revenue.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
I.—LAND REVENUE, ETC.:										
1. Land Revenue	22,140,310	21,783,670	22,544,599	23,020,515	23,141,295	22,970,289	23,926,384	23,995,227	23,901,284	24,850,328
2. Forest	1,049,987	984,752	1,083,548	1,102,471	1,121,674	1,347,174	1,483,388	1,442,693	1,484,925	1,588,847
3. Tributes from Native States	720,487	699,017	689,575	695,415	743,597	745,233	777,707	760,421	775,961	790,112
	23,910,784	23,467,439	24,317,722	24,818,401	25,006,566	25,062,696	26,187,479	26,198,341	26,162,170	27,229,287
DEDUCT—*Assignments*	*793,353*	*833,186*	*909,981*	*1,004,811*	*1,020,901*	*1,032,141*	*1,037,100*	*1,031,355*	*1,061,590*	*1,127,898*
NET	23,117,431	22,634,253	23,407,741	23,813,590	23,985,665	24,030,555	25,150,379	25,166,986	25,100,580	26,101,389
II.—OPIUM	9,555,790	8,816,080 (*a*)	8,942,299 (*a*)	8,942,908 (*a*)	8,515,333	8,562,270	8,582,990	7,879,181	8,012,368	7,993,045
DEDUCT—*Assignments*	...	*300*	*300*	*300*	*1,676*	*1,669*	*31,349*	*4,762*	*4,740*	*9,633*
NET	9,555,790	8,815,780	8,941,999	8,942,608	8,513,657	8,560,601	8,551,641	7,874,419	8,007,628	7,983,412
III.—TAXATION:										
1. Salt	6,110,816	6,476,256	6,317,813	6,627,283	6,636,267	7,630,297	8,151,927	8,487,708	8,598,070	8,626,118
2. Stamps	3,473,929	3,561,517	3,617,725	3,705,786	3,831,996	3,883,338	4,040,464	4,022,498	4,214,958	4,394,796
3. Excise	3,806,483	3,985,446	4,126,037	4,336,430	4,501,102	4,678,961	4,861,703	4,917,330	5,086,909	5,210,203
4. Provincial Rates	2,868,044	2,785,264	2,954,715	2,993,011	3,027,353	3,037,374	3,403,433	3,486,983	3,497,374	3,698,649
5. Customs	1,156,103	1,004,998	1,167,570	1,218,175	1,316,761	1,301,861	1,458,231	1,697,040	1,654,311	1,558,797
6. Assessed Taxes	510,119	496,873	485,271	1,327,668	1,411,487	1,504,588	1,581,665	1,600,871	1,638,097	1,670,526
7. Registration	258,063	285,713	306,999	297,937	310,159	330,758	352,946	364,619	398,439	428,666
	18,183,557	18,596,067	18,976,130	20,506,290	21,035,125	22,367,177	23,850,369	24,577,049	25,088,158	25,587,755
DEDUCT—*Assignments*	*445,487*	*441,956*	*486,256*	*441,826*	*446,386*	*452,425*	*475,999*	*473,975*	*465,530*	*430,245*
NET	17,738,070	18,154,111	18,489,874	20,064,464	20,588,739	21,914,752	23,374,370	24,103,074	24,622,628	25,157,510
IV.—COMMERCIAL SERVICES (*i.e.*, Post Office and Telegraph)	(*b*)	(*b*)	(*b*)	(*b*)	(*b*)	(*c*) 38,056	(*c*) 35,510	22,813	(*c*) 80,615	(*c*) 62,670
V.—MISCELLANEOUS RECEIPTS (*i.e.*, Mint, Gain by Exchange and Miscellaneous)	147,784	156,799	405,461	107,879	986,652	1,072,624	686,122	435,143	279,989	398,901
	50,559,075	49,760,943	51,245,075	52,928,541	54,071,713	55,616,588	57,798,022	57,602,435	58,091,440	59,703,882
Excess of Expenditure over Income	...	386,446	2,801,726	...	2,028,832	...	...	...	...	833,412
	50,559,075	50,147,389	54,046,801	52,928,541	56,103,545	55,616,588	57,798,022	57,602,435	58,091,440	60,537,294

(*a*) Compensation to Native States, etc., are included under Assignments on account of Land Revenue, etc.
(*b*) In these years the Expenditure exceeded the Income. (*c*) Telegraph only.

Part II.—Expenditure.

	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
I.—DEBT SERVICES	3,667,208	3,907,818	3,631,879	3,639,855	4,695,199	3,870,437	3,367,762	3,264,254	3,435,738	3,504,586
II.—MILITARY SERVICES:										
1. Army	17,155,473	16,148,633	19,133,907	18,540,039	19,357,119	19,239,478	19,733,107	19,904,433	21,500,197	22,554,791
2. Military Works	975,397	909,232	927,762	873,254	1,191,647	1,065,662	1,094,944	1,176,631	1,164,724	1,151,525
3. Special Defence Works	...	...	...	325,626	456,017	789,595	689,481	491,837	604,848	458,060
TOTAL	18,130,870	17,057,865	20,061,669	19,738,919	21,004,783	21,094,735	21,517,532	21,572,901	23,269,769	24,164,376
III.—COLLECTION OF REVENUE:										
1. Land Revenue (including District Administration)	3,329,206	3,363,387	3,414,292	3,464,252	3,486,685	3,513,937	3,624,194	3,676,596	3,835,126	3,936,345
2. Opium	1,854,983	2,966,640	3,057,674	2,729,063	2,424,575	2,597,905	1,605,107	2,180,797	1,861,813	1,602,496
3. Forest	650,715	679,397	680,988	719,765	719,794	792,000	780,035	784,113	843,926	865,225
4. Other Heads	1,029,580	1,073,353	1,049,613	1,171,642	1,114,164	1,119,181	1,114,892	1,148,754	1,220,084	1,232,564
TOTAL	6,864,484	8,082,777	8,202,567	8,084,722	7,745,218	8,023,043	7,124,228	7,790,260	7,760,949	7,636,630
IV.—COMMERCIAL SERVICES:										
1. Post Office and Telegraph	410,825	441,207	433,795	217,702	183,746	60,912	(*b*) 75,372	(*a*) 687,291	(*b*) 47,004	(*b*) 29,670
2. Railways	305,239	1,051,751	731,713	1,188,668	2,122,386	2,233,392	1,852,601	315,864	569,550	1,847,052
3. Irrigation	548,175	573,017	715,469	653,949	747,372	722,246	661,629	672,979	521,577	521,577
TOTAL	1,264,239	2,065,975	1,880,977	2,060,319	3,053,504	3,016,550	2,589,602	1,256,841	1,035,847	2,398,299
V.—CIVIL SERVICES:										
1. Civil Departments	9,933,805	10,370,023	10,816,283	11,236,858	11,410,622	11,505,582	11,679,034	11,774,192	12,197,685	12,652,036
2. Miscellaneous Civil Charges	3,653,668	3,655,039	3,855,556	3,860,740	3,984,211	4,043,051	4,087,014	3,954,268	4,316,390	4,861,419
3. Famine Relief and Insurance	1,522,813	1,548,357	1,500,000	309,020	91,408	78,336	600,000	600,000	1,268,319	1,116,103
4. Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	(*c*) 176,295	263,501	632,055	183,077	80,945	22,401	4,974	(*c*) 4,812	163,233	339,487
5. Civil Works	4,283,257	3,484,948	2,941,933	3,600,939	3,667,064	3,640,317	3,666,847	3,904,987	4,416,904	4,041,767
	19,217,248	19,321,868	19,745,827	19,190,634	19,234,250	19,289,687	20,037,869	20,228,633	22,362,531	23,010,812
Add or *deduct*—Provincial Surplus or Deficit	464,679	288,944	523,882	35,665	370,591	285,118	548,996	198,627	240,924	177,359
TOTAL	18,752,569	19,032,924	20,269,709	19,226,299	19,604,841	19,574,805	20,586,865	20,030,008	22,121,607	22,833,453
	48,679,368	50,147,389	54,046,801	52,750,114	56,103,545	55,579,570	55,185,989	53,914,264	57,623,905	60,537,294
Excess of Income over Expenditure	1,879,707	...	...	178,427	...	37,018	2,612,033	3,688,171	467,535	...
	50,559,075	50,147,389	54,046,801	52,928,541	56,103,545	55,616,588	57,798,022	57,602,435	58,091,440	60,537,294

(*a*) This year the Income exceeded the Expenditure. (*b*) Post Office only. (*c*) Refund of past expenditure.

H. G. COWIE,
Deputy Comptroller General.

A. F. COX,
Offg. Comptroller General.

STEPHEN JACOB,
Offg. Secretary to the Government of India.

FORT WILLIAM,
FINANCE AND COMMERCE DEPARTMENT;
The 21st March 1895.

APPENDIX.

TABLE I.—Miscellaneous.

	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95. Revised Estimate.	* 1895-96. Budget.
Recorded Revenue compared with the recorded expenditure, excluding Capital Expenditure on Public Works not charged against Revenue—										
SURPLUS . . . . . Rx.	178,427	.....	37,018	2,612,033	3,688,171	467,535	.....	.....	990,500	46,200
DEFICIT . . . . . Rx.	.....	2,028,832	.....	.....	.....	.....	833,412	1,546,998	.....	.....
Capital Expenditure on Public Works not charged against Revenue* . . . . . Rx.	5,670,484	2,784,824	1,638,001	3,173,390	3,365,632	3,500,000	3,986,290	3,621,252	5,200,000	4,400,000
Capital charge involved in Redemption of Liabilities . . £	4,914,546	.....	10,336,049	.....	4,692,557	.....	.....	.....	.....	.....
Net Public Debt incurred	9,727,538	5,435,799	13,487,881	5,129,018	6,293,714	3,038,293	—376,405	4,043,311	4,795,500	—890,100
NET PUBLIC DEBT incurred, including Capital transactions with Guaranteed Railways and other Companies	9,043,165	4,861,672	9,456,342	3,913,426	3,639,498	1,891,901	315,875	3,331,845	4,067,700	—1,509,100
Value of commodities exported, excluding Gold and Silver . Rx.	88,470,000	90,544,000	97,049,000	103,460,000	100,227,000	108,173,000	106,595,000	106,503,000		
Ditto imported, ditto ditto . . Rx.	61,777,000	65,085,000	69,440,000	69,197,000	71,975,000	69,432,000	66,265,000	77,021,000		
EXCESS OF EXPORTS OVER IMPORTS, excluding Gold and Silver Rx.	26,693,000	25,539,000	27,609,000	34,263,000	28,252,000	38,741,000	40,330,000	29,482,000		
Net Imports of Gold . . . . . Rx.	2,177,000	2,993,000	2,814,000	4,615,000	5,636,000	2,414,000	—2,813,000	641,000		
Ditto of Silver . . . . . Rx.	7,156,000	9,229,000	9,247,000	10,938,000	14,175,000	9,022,000	12,864,000	13,720,000		
TOTAL NET IMPORTS OF GOLD AND SILVER . . . . Rx.	9,333,000	12,221,000	12,061,000	15,553,000	19,811,000	11,436,000	10,051,000	14,361,000		
Excess of Exports over Imports, including Gold and Silver . Rx.	17,360,000	13,318,000	15,548,000	18,710,000	8,441,000	27,305,000	30,279,000	15,121,000		
Grand Total value of Imports and Exports of all kinds . Rx.	163,021,000	170,979,000	182,119,000	192,024,000	196,260,000	195,615,000	196,829,000	206,086,000		
SECRETARY OF STATE'S BILL Sold (Rupees) . . . . R	16,70,03,150	21,81,23,993	20,89,91,221	22,41,86,638	21,18,69,300	23,08,28,115	26,47,84,151	15,72,36,031	31,16,67,000	31,16,67,000
Sterling Equivalent received . . . . . £	12,136,279	15,358,577	14,262,859	15,474,496	15,969,034	16,093,854	16,532,215	9,530,235	17,000,000	17,000,000
SILVER coined at the Indian Mints . . . . . Rx.	4,616,537	10,788,425	7,282,255	8,541,158	13,193,473	5,553,970	12,611,528	4,902,499		
Maximum PRICE IN PENCE OF AN OZ. TROY STANDARD SILVER IN LONDON	47⅛ (Jan.)	45⅛ (Dec.)	44 7/16 (Sept.)	44⅛ (Jan.)	54⅛ (Sept.)	46⅛ (July)	41⅛ (June)	38¾ (June)	30¾ (Aug.)	
Minimum ditto ditto	42 (Aug.)	43 (Mar.)	41¾ (May)	41 15/16 (May)	43¾ (April)	39 (Mar.)	37⅛ (Mar.)	27 (Mar.)	27 31/32 (Dec. & Jan.)	
AVERAGE EXCHANGE upon Secy. of State's Bills sold per rupee .	1s. 5·441d.	1s. 4·899d.	1s. 4·379d.	1s. 4·566d.	1s. 6·089d.	1s. 4·733d.	1s. 2·985d.	1s. 2·547d.	1s. 1·091d.	1s. 1·091d.
Fixed RATE OF EXCHANGE for the ADJUSTMENT of transactions between the Indian and Imperial Treasuries	1s. 6⅛d.	1s. 6d.	1s. 5d.	1s. 4⅛d.	1s. 5d.	1s. 6⅛d.	1s. 4⅛d.	1s. 2⅜d.	1s. 3⅛d. for 1st quarter & 1s. 1⅛d. for the last three quarters.	1s. 1⅛d.
Maximum RATE OF DISCOUNT ON LOANS on demand at the BANK OF BENGAL, Calcutta	8 (June, July, Feb. & Mar.)	9 (Apl. & May.)	12 (Feb. & Mar.)	11 (Feb. & Mar.)	12 (April)	5 (Jan.—Mar.)	6 (Jan.)	10 (Feb.)	9 (Apl.)	

* Excludes Capital charge involved in redemption of Liabilities.

	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95. Revised Estimate.	1895-96. Budget.
Minimum RATE of DISCOUNT ON LOANS ON demand at the BANK of BENGAL, Calcutta	5 (Nov., Dec. & Jan.)	3 (Oct. to Dec.)	4 (May to Sept.)	4 (June, July & Oct.)	3 (Aug. to Feb.)	2 (Aug. & Sept.)	3 (May to Dec.)	4 (June 29 to Nov. 15) & (Nov. 30 to Jan. 10.)	3 (Sept. to Dec.)	
Maximum RATE OF DISCOUNT at the BANK OF ENGLAND . .	5 (Dec. & Jan.)	4 (Sept. to Jan.)	5 (Oct. to Jan.)	6 (Jan. & Feb.)	6 (Nov.)	5 (May & June)	3 (Apl., Oct., Nov., Dec. & Jan.)	5 (Aug. & Sept.)	2	
Minimum ditto ditto	2 (Apl. & May)	2 (Apl. to Aug.)	2 (Apl. & May)	2½ (Apl. & July)	3 (Apl., May, June, Feb. & Mar.)	2½ (July, Aug. & Sept.)	2 (May to Oct.)	2 (Feb. & Mar.)	2	
Maximum GOVT. BALANCES at the three PRESIDENCY BANKS Rx.	4,594,600 (June)	3,595,900 (Feb.)	4,385,500 (June)	4446,400 (Mar.)	4,083,800 (June)	4,743,700 (June)	4,123,600 (May)	3,685,400 (June)	4,392,000 (Jan.)	
Minimum ditto ditto . . . . . Rx.	3,396,500 (Sept.)	2,861,500 (Dec.)	2,791,900 (Nov.)	2,856,900 (Nov.)	2,937,300 (Oct.)	2,871,600 (Oct.)	2,751,900 (Nov.)	3,016,400 (Nov.)	3,165,700 (Nov.)	
Maximum price in Calcutta of GOVT. FOUR PER CENT. RUPEE SECURITIES	98—2 (Sept.)	100 (Oct.)	101—1 (Sept.)	100—10 (July)	106—6 (Jan.)	108—4 (June)	109—2 (May)	108—12 (June)	105—2 (June.)	
Minimum ditto ditto	95—0 (Feb.)	95—4 (Apl.)	96—6 (Jan.)	96—3 (Jan.)	99—7 (Apl.)	104—10 (Feb.)	103—7 (Sept.)	99—4 (Feb.)	100 (Sept. to Nov.)	
Maximum amount outstanding on London Register of RUPEE SECURITIES ENFACED FOR INTEREST DRAFTS . . . Rx.	19,707,100 (Oct.)	20,812,800 (Mar.)	21,701,500 (Mar.)	21,962,100 (Nov.)	26,724,500 (Mar.)	27,921,500 (Feb.)	27,256,600 (Apl.)	25,978,300 (July.)		
Minimum ditto ditto . . . . . Rx.	19,053,000 (Mar.)	18,916,300 (Oct.)	19,278,500 (May)	21,586,900 (Mar.)	21,498,900 (Apl.)	26,531,900 (Aug.)	25,927,100 (Mar.)	24,127,500 (Mar.)		
Maximum price in London of 4 per cent. (Rupee) Securities in Gold	73⅛ (Nov.)	70⅞ (Sept.)	69⅛ (Sept.)	70⅛ (Jan.)	90⅛ (Aug.)	78⅞ (July)	70⅝ (June)	71 (June.)	59⅝ (Aug.)	
Minimum ditto ditto	65⅛ (Aug.)	67 (Apl.)	65⅛ (May)	66⅛ (Sept.)	70⅛ (Apl.)	66⅜ (Mar.)	62 5/16 (Aug.)	56⅞ (Feb.)	53 5/16 (May)	
Maximum price in London of India 3½ per cent. Stock . .	102 (May)	108 (Mar.)	108⅛ (Mar.)	109⅜ (May)	110 (Feb.)	108⅜ (Apl.)	110 (Mar.)	110⅛ (Apl.)	115⅛ (Jan.)	
Minimum ditto ditto	100⅜ (Sept.)	100⅛ (Sept.)	104 (Oct.)	106⅛ (Dec.)	104⅜ (Nov).	103⅛ (June)	105 (Aug.)	106¾ (Sept.)	108¼ (June.)	
Maximum price in London of India 3 per cent. Stock . .	90 (Apl.)	99⅛ (Mar.)	100⅛ (Feb.)	102 (Aug.)	100⅛ (Apl.)	97⅜ (Apl.)	100⅛ (Mar.)	100¾ (Apl.)	105 (Jan.)	
Minimum ditto ditto	85 (Feb.)	87¾ (Apl.)	96 (May)	99 (Apl.)	94⅜ (Nov.)	93 (June)	95 (Aug.)	97 (Sept.)	98⅜ (June)	
Maximum GOVERNMENT PAPER CURRENCY outstanding . Rx.	14,678,200 (Nov.)	18,610,300 (Nov.)	18,955,300 (July)	16,667,800 (Nov.)	27,660,300 (Jan.)	27,040,700 (July)	29,065,000 (Aug.)	30,505,900 (Jan.)	32,355,400 (Nov.)	
Minimum ditto ditto . . . . . Rx.	13,779,400 (Apl.)	13,903,200 (May)	14,829,800 (Feb.)	15,466,500 (Dec.)	17,419,600 (Apl.)	22,624,200 (Jan.)	23,958,100 (Apl.)	24,215,000 (Apl.)	29,500,000 (Jan.)	
Number of SAVINGS BANKS	6,230	6,152	6,237	6,546	6,642	6,642	6,594	6,544		
Number of depositors in Savings Banks	289,090	331,867	383,267	431,805	475,329	528,752	588,477	644,658		
Amount deposited in Savings Bank . . . . . Rx.	5,795,249	6,675,571	7,622,544	7,531,868	8,062,241	8,886,372	9,774,819	10,322,430		
Average of each deposit . . . . . Rx.	20	20	20	18	17	17	17	16		
Net addition to deposits . . . . . Rx.	714,066	880,322	946,973	—90,676	530,373	824,131	888,447	547,775		

APPENDIX.

COMMERCIAL AND FINANCIAL STATISTICS.

TABLE II.—Sea-borne Trade for the year.

(Principal articles arranged in order of their declared value.)

No.	EXPORTS.		1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
1	COTTON—						
	Raw—						
	Quantity	Cwt.	6,320,342	5,913,923	4,424,947	4,789,201	4,788,888
	Value	Rx.	18,668,404	16,502,775	10,754,312	12,743,679	13,296,670
	Average declared value per lb— Annas		4·3	4·0	3·6	3·10	4·0
	Average declared value per lb— Pence, at average exchange		4·4	4·52	3·66	3·59	3·64
	Twist and yarn—						
	Quantity	Lbs.	141,949,951	169,275,304	161,253,234	189,174,726	134,066,243
	Value	Rx.	5,748,732	6,543,364	5,771,033	6,773,482	4,974,133
	Average declared value per lb	Annas	6·6	6·2	5·9	5·9	5·11
	Other manufactures—Value	Rx.	1,005,011	1,159,275	1,264,003	1,327,175	1,268,425
	Average declared value per yard— Grey or unbleached	Annas	1·9	1·10	1·10	1·10	1·11
	Average declared value per yard— Coloured, printed or dyed	,,	4·6	4·8	4·7	4·5	5·1
	Percentage of manufactures on whole value exported	,,	26·57	31·82	39·55	38·86	31·95
2	SEEDS—						
	Quantity	Cwt.	15,794,742	14,798,999	19,164,522	16,509,161	24,229,341
	Value	Rx.	10,627,553	9,343,252	12,208,458	11,031,015	16,753,251
	Average declared value of linseed per cwt.— Rupees		6-10-0	6-2-9	6-4-0	7-1-1	7-5-3
	Average declared value of linseed per cwt.— Shillings, at average exchange		9·15	9·3	8·71	8·83	8·88
3	JUTE—						
	Raw and manufactured—Value	Rx.	11,431,103	10,083,972	9,361,594	11,182,217	11,965,917
	Average declared value of raw jute per cwt.— Rupees		8-6-9	6-5-6	8-0-5	7-8-7	9-12-11
	Average declared value of raw jute per cwt.— Shillings, at average exchange		11·63	9·56	11·19	9·41	11·89
	Percentage of manufactures on whole value exported		24·42	24·61	26·84	28·96	28·76
4	RICE AND PADDY—						
	Quantity	Cwt.	27,098,906	34,963,341	33,166,929	27,938,325	24,647,907
	Value	Rx.	10,110,482	12,877,740	13,385,971	12,406,719	10,384,739
	Average declared value of husked rice per cwt.— Rupees		3-12-1	3-11-3	4-1-0	4-7-8	4-4-3
	Average declared value of husked rice per cwt.— Shillings, at average exchange		5·18	5·58	5·66	5·59	5·17
5	OPIUM—						
	Quantity	Chests	85,166	85,753	87,558	75,384	70,841
	Value	Rx.	10,115,936	9,261,815	9,562,261	9,255,014	8,019,428
	Average declared value per chest in Rupees		1,188	1,080	1,092	1,228	1,132
6	TEA—						
	Quantity	Lbs.	103,760,104	107,014,993	120,149,407	114,722,447	126,332,475
	Value	Rx.	5,277,650	5,219,233	5,968,129	6,292,348	6,585,835
	Average declared value per lb— Annas		8-2	7-10	7-11	8-9	8-4
	Average declared value per lb— Shillings, at average exchange		·7	·74	·69	·68	·63
7	HIDES AND SKINS—						
	Quantity	No.	30,955,168	32,733,651	35,862,345	37,425,517	36,215,661
	Value	Rx.	4,524,261	4,695,919	5,186,002	5,591,935	5,801,328
	Percentage of dressed or manufactured on whole value exported		55·79	53·99	54·36	52·82	55·74
8	WHEAT—						
	Quantity	Cwt.	13,799,224	14,320,496	30,303,425	14,973,453	12,156,551
	Value	Rx.	5,791,377	6,042,426	14,380,462	7,440,383	5,193,885
	Average declared value per cwt.— Rupees		4-3-2	4-3-6	4-11-11	4-15-6	4-4-4
	Average declared value per cwt.— Shillings, at average exchange		5·8	6·36	6·62	6·2	5·18
9	INDIGO—						
	Quantity	Cwt.	157,116	118,425	125,327	126,703	131,399
	Value	Rx.	3,863,084	3,073,125	3,214,076	4,141,179	4,182,128
	Average declared value per cwt.— Rupees		245-14-0	259-8-0	256-7-3	326-13-6	318-4-5
	Average declared value per cwt.— Sterling, at average exchange	£	16·97	19·56	17·88	20·41	19·29
10	COFFEE—						
	Quantity	Cwt.	239,795	233,451	311,864	296,687	278,735
	Value	Rx.	1,489,872	1,454,985	1,998,659	2,066,862	2,002,171
	Average declared value per cwt.— Rupees		62-2-1	62-5-2	64-1-5	69-10-8	71-13-3
	Average declared value per cwt.— Shillings, at average exchange		85·77	93·95	89·37	87·	87·07
11	WOOL—						
	Raw and manufactured—Value	Rx.	1,211,438	1,072,489	1,108,653	1,236,658	1,226,434
	Average declared value of raw wool per lb— Annas		7-3	7-3	7-3	7-3	7-1
	Average declared value of raw wool per lb— Pence, at average exchange		7·51	8·2	7·58	6·79	6·44
12	LAC—Value	Rx.	489,380	781,945	751,474	784,950	960,330
13	SILK—						
	Raw and manufactured—Value	Rx.	900,539	724,249	702,584	814,752	940,516
	Average declared value of raw silk per lb— Rupees		3-1-0	2-15-4	3-1-11	3-6-3	3-15-1
	Average declared value of raw silk per lb— Shillings, at average exchange		4·23	4·46	4·35	4·23	4·78
14	SUGAR—Value	Rx.	917,179	417,562	508,417	507,914	892,741
15	OILS—Value	,,	555,007	563,784	604,046	633,626	535,881
16	TEAK WOOD—						
	Quantity	Cubic tons	71,342	42,803	48,190	58,350	45,964
	Value	Rx.	762,998	425,303	474,852	570,102	457,447
	Average declared value per cubic ton— Rupees		106-15-2	99-5-10	98-8-7	97-11-3	99-8-4
	Average declared value per cubic ton— Sterling, at average exchange	£	7·38	7·49	6·87	6·1	6·03
17	SALTPETRE—						
	Quantity	Cwt.	422,229	399,690	389,185	443,931	321,933
	Value	Rx.	411,276	380,059	365,618	438,940	338,102
	Average declared value per cwt.— Rupees		9-11-10	9-8-2	9-6-4	9-14-2	10-8-0
	Average declared value per cwt.— Shillings, at average exchange		13·45	14·34	13·1	12·34	12·73

APPENDIX.

COMMERCIAL AND FINANCIAL STATISTICS.

TABLE II.—Sea-borne Trade for the year—*continued.*

No.	IMPORTS.		1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
1	COTTON—						
	Twist and yarn—						
	Quantity	Lbs.	46,383,843	50,973,105	50,410,630	38,296,716	42,824,221
	Value	Rx	3,482,747	3,768,505	3,514,763	2,684,963	3,110,069
	Average declared value per lb— Annas		12·01	11·83	11·16	11·22	11·62
	Average declared value per lb— Pence, at average exchange		12·43	13·37	11·67	10·51	10·56
	Other manufactures—						
	Value	Rx.	26,398,597	27,248,395	25,180,682	22,974,002	29,297,739
	TOTAL COTTON GOODS—Gross imports	,,	29,881,344	31,016,900	28,695,445	25,658,965	32,407,808
	Re-exports—						
	Twist and yarn—						
	Quantity	*Lbs.*	1,270,444	1,243,380	1,648,822	1,357,955	1,108,901
	Value	*Rx.*	91,382	83,801	113,665	90,822	79,966
	Other manufactures—						
	Value	,,	1,728,358	1,710,493	1,817,165	1,732,879	1,645,931
	Total re-exports	,,	1,819,740	1,794,294	1,930,830	1,823,701	1,725,897
	TOTAL COTTON GOODS—Net imports	,,	28,061,604	29,222,606	26,764,615	23,835,264	30,681,911
2	METALS	Value ,,	5,983,709	6,024,466	6,033,543	5,815,867	6,727,725
3	OILS	,, ,,	2,645,213	2,634,187	2,635,955	2,919,162	3,570,188
4	SILK (raw and manufactured)	,, ,,	2,845,159	2,501,430	3,014,698	2,817,651	3,188,053
5	SUGAR	,, ,,	2,200,049	3,399,886	2,561,996	2,625,683	2,824,190
6	MACHINERY AND MILLWORK	,, ,,	2,491,428	2,160,483	2,180,019	2,477,835	2,607,028
7	RAILWAY PLANT AND ROLLING-STOCK	,, ,,	2,907,086	3,236,786	2,505,471	2,321,989	2,334,563
8	WOOLLEN MANUFACTURES	,, ,,	1,597,549	1,952,600	1,874,896	1,674,088	2,028,427
9	PROVISIONS	,, ,,	1,506,565	1,476,070	1,771,793	1,862,055	1,782,868
10	LIQUORS	,, ,,	1,489,121	1,438,081	1,449,414	1,447,267	1,458,333
11	APPAREL	,, ,,	1,200,020	1,235,804	1,274,497	1,272,263	1,444,869
12	COAL (excluding coke and patent fuel)	,, ,,					
	Quantity	Tons	609,218	799,149	759,709	681,997	576,645
	Value	Rx.	1,304,591	1,551,667	1,269,777	1,181,606	992,953
	Average declared value per ton— Rupees		21·41	19·42	16·71	17·33	17·22
	Average declared value per ton— Shillings, at average exchange		29·56	29·27	23·3	21·64	20·87
13	SPICES	Value Rx.	852,350	813,115	797,196	623,633	873,655
14	SALT—						
	Quantity	Tons	410,808	395,243	373,953	360,042	412,876
	Value	Rx.	894,532	779,034	627,953	576,694	791,067
	Average declared value per ton— Rupees		21·77	19·71	16·79	16·02	19·16
	Average declared value per ton— Shillings, at average exchange		30·05	29·71	23·41	20·	23·23

TABLE III.—Sea-borne Trade for the first eleven months of the year.

(Principal articles arranged in order of their declared value.)

	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
	Rx.	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Value of commodities Exported, excluding gold and silver	89,726,199	97,121,568	94,651,294	95,562,500	99,299,360
,, ,, Imported ,, ,, ,,	65,893,996	63,228,773	60,227,814	70,232,959	67,331,684
EXCESS EXPORTS	23,832,203	33,892,795	34,423,480	25,329,541	31,967,676
Net Imports of silver	13,256,180	6,757,530	11,773,557	12,718,816	5,576,723
,, ,, of gold	5,289,211	2,761,390	—2,964,982	961,433	—4,908,362
TOTAL NET IMPORTS OF GOLD AND SILVER	18,545,391	9,518,920	8,808,575	13,680,249	668,361
GRAND TOTAL IMPORTS AND EXPORTS OF ALL KINDS	178,052,317	175,181,058	177,219,520	186,413,171	182,924,949

APPENDIX.

COMMERCIAL AND FINANCIAL STATISTICS.

TABLE III.—Sea-borne Trade for the first eleven months of the year—*continued.*

No.	EXPORTS.	Eleven months, 1st April to the end of February. 1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
1	COTTON, RAW — Quantity . . . Cwt.	5,014,020	3,736,951	4,177,229	4,007,902	3,076,555
	Value . . . Rx.	14,104,585	9,170,455	10,679,631	11,170,486	7,980,650
	Average value per lb . . . R	0-4-0	0-3-0	0-3-8	0-4-0	0-3-8
	,, MANUFACTURES—					
	Twist and yarn — Quantity . . . Lbs.	155,991,420	148,139,276	172,295,305	118,069,436	145,449,400
	Value . . . Rx.	6,005,325	5,342,604	6,101,487	4,392,476	5,197,550
	Average value per lb . . . R	0-6-3	0-5-9	0-5-8	0-5-11	0-5-9
	Other manufactures—Value . . . Rx.	1,057,389	1,121,810	1,210,580	1,136,754	1,356,497
	TOTAL COTTON (RAW AND MANUFACTURED)—Value . . . ,,	21,227,299	15,634,869	17,991,758	16,699,716	14,534,697
2	JUTE (raw and manufactured)—Value . . . Rx.	9,272,242	8,843,939	10,339,638	11,024,686	13,609,946
3	SEEDS — Quantity . . . Cwt.	13,340,316	17,331,454	14,302,375	21,898,776	19,626,362
	Value . . . Rx.	8,410,065	10,963,820	9,948,101	15,211,900	13,349,724
	Average value per cwt. . . . R	6-4-11	6-5-3	6-15-3	6-15-2	6-12-10
4	RICE AND PADDY — Quantity . . . Cwt.	28,562,506	27,020,659	21,787,509	20,024,783	27,876,294
	Value . . . Rx.	10,679,965	10,967,914	9,999,037	8,714,628	11,432,551
	Average value per cwt. . . . R	3-11-10	4-0-11	4-9-5	4-5-8	4-1-7
5	OPIUM — Quantity . . . Chests	79,747	80,924	70,201	66,455	65,432
	Value . . . Rx.	8,632,376	8,783,417	8,593,894	7,541,865	8,617,608
	Average value per chest . . . R	1,082-7-6	1,085-6-3	1,224-2-11	1,134-14-2	1,317-0-6
6	TEA — Quantity . . . Lbs.	104,560,038	117,599,484	113,756,547	125,061,810	126,716,964
	Value . . . Rx.	5,103,727	5,861,567	6,240,214	6,520,798	7,426,071
	Average value per lb . . . R	0-7-10	0-8-0	0-8-9	0-8-4	0-9-4
7	HIDES AND SKINS — Quantity . . . Cwt.	732,613	773,551	773,491	740,706	842,924
	Value . . . Rx.	4,186,839	4,676,085	4,951,751	5,186,836	5,874,626
	Average value per cwt. . . . R	57-2-5	60-7-2	64-0-3	69-3-0	69-11-1
8	INDIGO — Quantity . . . Cwt.	111,715	121,165	122,562	123,782	155,926
	Value . . . Rx.	2,930,555	3,121,033	4,035,959	4,001,224	4,505,907
	Average value per cwt. . . . R	262-5-2	257-9-4	329-4-9	323-4-0	288-15-8
9	WHEAT — Quantity . . . Cwt.	13,505,683	28,587,884	14,518,266	11,488,839	6,592,480
	Value . . . Rx.	5,691,051	13,506,942	7,206,490	4,944,148	2,454,847
	Average value per cwt. . . . R	4-3-5	4-11-7	4-15-5	4-4-10	3-11-7
10	COFFEE — Quantity . . . Cwt.	195,785	211,201	203,862	201,752	203,612
	Value . . . Rx.	1,217,545	1,336,844	1,383,017	1,444,860	1,579,862
	Average value per cwt. . . . R	62-3-0	63-4-9	67-13-5	71-9-10	77-9-6
11	WOOL (raw and manufactured)—Value . . . Rx.	932,654	1,016,880	1,127,040	1,099,635	1,436,031
12	LAC—Value . . . ,,	693,894	624,279	683,493	803,569	1,215,869
13	OILS—Value . . . ,,	493,646	557,514	565,482	476,125	678,226
14	SILK (raw and manufactured)—Value . . . ,,	651,491	640,035	713,287	859,735	585,175
15	TEAK WOOD — Quantity . . . Cubic tons	38,867	42,131	53,768	40,968	51,967
	Value . . . Rx.	386,835	422,758	524,469	409,052	522,901
	Average value per cubic ton . . . R	99-8-5	100-5-6	97-8-8	99-13-7	100-9-11
16	SUGAR—Value . . . Rx.	335,677	455,449	418,636	715,127	511,366
17	SALTPETRE — Quantity . . . Cwt.	351,749	337,410	407,980	296,844	334,078
	Value . . . Rx.	336,137	316,693	402,317	310,246	388,001
	Average value per cwt. . . . R	9-8-11	9-6-2	9-13-9	10-7-3	11-9-10

APPENDIX.

COMMERCIAL AND FINANCIAL STATISTICS.

TABLE III.—Sea-borne Trade for the first eleven months of the year—*concluded.*

No.	IMPORTS.	Eleven Months, 1st April to the end of February. 1890-91.	1891 92.	1892-93.	1893-94.	1894-95.
1	COTTON — Twist and yarn — Quantity . . . Lbs.	46,539,279	46,671,847	35,493,526	38,971,912	36,579,056
	Value . . . Rx	3,446,744	3,255,329	2,471,858	2,821,488	2,537,184
	Average value per lb . . . R	0-11-10	0-11-2	0-11-2	0-11-7	0-11-1
	,, in sterling, at average exchange	1s. 1⅞d.	11⅞d.	10½d.	10⅝d.	9d.
	Other manufactures—Value . . . Rx.	24,853,696	22,787,025	21,118,447	26,352,935	27,625,688
	TOTAL COTTON GOODS—Gross imports . . . ,,	28,300,440	26,042,354	23,590,305	29,174.423	30,162,872
	Re-exports—					
	Twist and yarn — Quantity . . . Lbs.	1,096,760	1,511,343	1,166,231	1,045,521	1,700,315
	Value . . . Rx.	74,171	104,752	78,136	76,144	108,892
	Average value per lb . . . R	0-10-10	0-11-1	0-10-9	0-11-8	0-10-3
	Other Manufactures—Value . . . Rx.	1,566,313	1,646,278	1,565,428	1,514,695	1,954,102
	Total re-exports . . . ,,	1,640,484	1,751,030	1,643,564	1,590,839	2,062,994
	TOTAL COTTON GOODS—Net imports . . . ,,	26,659,956	24,291,324	21,946,741	27,583,584	28,099,878
2	METALS . . . Value ,,	5,455,500	5,415,524	5,196,917	6,137,131	4,936,744
3	RAILWAY PLANT AND ROLLING-STOCK . . . ,, ,,	3,007,161	2,316,905	1,946,469	2,070,338	2,627,510
4	SUGAR . . . ,, ,,	3,151,785	2,343,207	2,411,748	2,504,116	2,508,088
5	MACHINERY AND MILLWORK . . . ,, ,,	1,990,591	2,003,485	2,210,794	2,427,495	2,335,515
6	SILK (raw and manufactured) . . . ,, ,,	2,325,637	2,781,800	2,599,167	2,997,401	2,163,199
7	OILS . . . ,, ,,	2,333,735	2,380,008	2,502,668	3,258,222	1,894,038
8	WOOLLEN MANUFACTURES . . . ,, ,,	1,826,269	1,776,770	1,584,000	1,935,698	1,599,221
9	PROVISIONS . . . ,, ,,	1,371,276	1,635,619	1,737,502	1,680,861	1,452,251
10	LIQUORS . . . ,, ,,	1,305,065	1,307,768	1,517,482	1,343,815	1,329,080
11	COAL (excluding coke and patent fuel) — Quantity . . . Tons	721,367	656,702	600,075	497,746	729,229
	Value . . . Rx.	1,409,911	1,099,769	1,041,318	853,140	1,280,652
	Average value per ton . . . R	19-8-9	16-11-11	17-5-8	17-2-3	17-9-0
12	APPAREL . . . ,, ,,	1,144,296	1,177,139	1,161,311	1,349,581	1,220,735
13	SALT — Quantity . . . Tons	366,090	341,356	323,276	377,355	469,750
	Value . . . Rx.	717,839	575,185	518,194	716,611	765,551
	Average value per ton . . . R	19-9-9	16-13-7	16-0-6	18-15-10	16-4-9
14	SPICES . . . Value Rx.	738,982	722,841	562,400	790,946	718,888

TABLE IV.—Wholesale prices of typical commodities in Gold and Silver in London and Calcutta in December in each year.

(Prices of March 1873=100.)

IN LONDON—(*prices quoted from the* LONDON ECONOMIST.)	MEASURED IN GOLD. 1887.	1888	1889.	1890.	1891.	1892.	1893.	1894.	MEASURED IN SILVER.* 1887.	1888.	1889.	1890	1891.	1892.	1893	1894.
Scotch Pig Iron (Warrants)	37	35	50	40	40	35	37	36	49	50	68	50	54	54	69	75
Coals, Hetton, Wallsend (London)	49	51	63	55	52	48	70	47	66	71	86	69	71	73	131	99
Copper, Chili Bars	95	87	55	62	52	53	48	44	127	121	75	79	70	82	91	93
Tin, Straits	115	68	67	64	63	64	52	43	153	95	92	80	85	97	98	90
Wheat	56	55	55	59	71	57	49	36	74	78	75	74	96	86	91	76
Flour, Town-made	54	61	57	65	66	52	47	38	73	85	78	82	89	80	88	80
Beef, inferior	75	67	87	70	80	75	80	75	100	95	119	88	108	115	150	137
Cotton, No. 40, mule twist	62	65	64	68	57	57	54	44	84	91	88	85	77	87	100	92
Wool, South Down Hogs	55	54	59	59	59	55	55	52	73	75	80	74	79	84	103	116
Sugar Manilla, low brown	56	53	45	55	58	51	45	35	75	75	61	69	78	78	84	74
Coffee	102	101	112	118	114	120	119	119	136	142	153	149	155	183	223	250
Saltpetre	77	77	78	78	77	77	78	79	103	107	107	99	103	118	147	166
Gold	...	...	...	...	...	...	...	...	134	140	137	126	135	153	187	210
Silver	75	71	73	79	74	65	53	47	...	...	...	...	...	...	...	...
IN CALCUTTA—(*prices quoted from the* CALCUTTA PRICE CURRENT)																
Grey Shirtings (8 to 9 lbs.)									79	81	76	74	74	77	70	70
Mule twist, grey yarn, Banner mill, 10 lbs.									72	75	74	71	65	73	69	70
,, ,, Turkey red, No. 40, full weight									58	57	57	56	57	61	62	62
,, ,, orange, Nos. 40—60									86	85	85	77	73	76	80	80
Copper sheathing									90	99	69	72	72	80	83	93
Iron, flat, bolt, bar and square, common									59	65	79	64	64	97	96	103
Spelter, hard									128	107	144	151	151	217	125	130
Hides, buffalo, slaughtered, Patna									69	74	Nom.	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Indigo, good, middling to good									82	93	76	88	74	114	108	99
Jute [C.C.]									153	192	192	123	219	186	222	167
Shell-lac, Europe, 1st orange									68	76	102	76	102	Nom.	127	161
Linseed, bold									94	112	115	99	112	128	53	127
Rice, Ballam, No. 1									118	147	165	159	168	196	200	162
Silk, raw, Cossimbazar									64	76	87	71	64	79	71	69
Tea, Souchong, Fair									50	52	50	48	41	59	43	61
Wheat, Doodiah, Club No. 2									76	87	81	86	103	56	78	81
Gold									131	135	131	122	131	148	146	169

The values measured in silver in London have been calculated from the values in gold on the basis of the price of standard silver in London.

APPENDIX.

COMMERCIAL AND FINANCIAL STATISTICS.

TABLE V.—Statement showing the true financial results to the Revenues of India of the guarantee of interest upon the Capital of Guaranteed Railway Companies.

	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	Revised Estimate, 1894-95.	Budget Estimate, 1895-96
	Miles.	*Miles.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*
Open mileage at end of official year	3,243	*2,588	2,588	2,587	2,587	2,587	2,587
	Rx.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Gross traffic receipts	6,534,567	6,753,013	6,846,420	6,301,935	6,461,042	6,069,000	6,560,000
Working expenses	3,365,933	3,251,739	3,353,302	3,057,522	3,077,230	3,030,000	3,065,000
Percentage of working expenses on receipts	51·50	48·15	48·98	48·52	47·63	49·93	46·72
Net traffic receipts	3,168,634	3,501,274	3,493,118	3,244,413	3,383,812	3,039,000	3,495,000
Net gain by the remittance to England of Capital receipts and disbursements in India at the contract rates of exchange instead of at the average yearly rates obtained for the Secretary of State's bills	...	...	...	...	...	...	...
Total Revenue	3,168,634	3,501,274	3,493,118	3,244,413	3,383,812	3,039,000	3,495,000
Gross guaranteed interest paid in India	9,468	7,597	37,171	2,673	2,495	6,800	2,150
Ditto in London £	2,337,058	2,354,130	2,114,159	2,145,297	2,154,720	2,154,600	2,161,300
Total guaranteed interest (sterling payments converted at the average exchange of the year)	3,395,279	3,130,941	3,069,430	3,438,635	3,557,493	3,956,900	3,964,600
Surplus paid to Railway Companies	441,933	473,334	737,659	581,924	571,255	599,800	585,000
Land and Supervision	30,952	42,987	19,257	29,423	34,003	32,100	33,000
Net loss on receipts and disbursements of Capital in India calculated in the same way as the gain	142,733	87,538	131,960	145,383	133,548	62,100	80,600
Total Expenditure	4,010,897	3,734,800	3,958,306	4,195,365	4,296,299	4,650,900	4,663,200
Net Expenditure from the Public Treasury	842,263	233,526	465,188	950,952	912,487	1,611,900	1,168,200
Net Revenue	...	...	...	...	...	...	...

* The South Indian Railway, 654¼ miles, was purchased by the State on the 1st January 1891, and the mileage is shown under State Railways.

APPENDIX.

COMMERCIAL AND FINANCIAL STATISTICS.

TABLE VI.—Actual Capital expenditure on State Railways in 1893-94, and estimated expenditure on such works in 1894-95 and 1895-96, and to end of 1895-96.

Railways.	To end of 1892-93.	Accounts, 1893-94.	Revised Estimate, 1894-95.	Budget Estimate, 1895-96.	To end of 1895-96.	Sanctioned outlay.	Balance remaining unspent.
Open Lines.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
East Indian, including Jherria Extension	15,079,819	543,377	354,100	310,000	16,287,296	16,287,296	...
Rajputana-Malwa	9,316,362	38,340	146,200	39,300	9,540,202	9,540,202	...
Holkar	1,306,264	2,179	300	5,800	1,314,543	1,314,543	...
Cawnpore-Achnera	1,154,939	7,590	5,500	10,800	1,178,829	1,178,829	...
Rewari-Ferozepore	1,281,052	1,731	7,200	7,700	1,297,683	1,297,683	...
Palanpur-Deesa	11,433	9,163	800	6,400	27,796	27,796	...
Bhopal	194,605	19,215	14,000	7,500	235,320	235,320	...
Wardha Coal	498,769	...	...	10,500	509,269	509,269	...
Warora Colliery	156,434	11,260	43,400	18,400	229,494	229,494	...
Umaria Colliery	103,770	—4,247	5,200	5,200	109,923	109 923	...
Burma	5,282,445	63,688	34,700	—8,900	5,371,933	5,371,933	...
Jorhat	78,899	2,184	1,100	4,600	86,783	86,783	...
Cherra-Companyganj	77,830	70	200	...	78,100	78,100	...
Eastern Bengal	8,532,004	105,544	64,500	120,000	8,822,048	8,822,048	...
Tirhoot	2,485,903	12,460	50,500	70,000	2,618,863	2,618,863	...
Lucknow-Rae Bareli Section	163,289	82,520	80,300	164,300	11,620,757	11,620,757	...
Oudh and Rohilkhand	10,344,159	36,566					
Bareilly-Rampur-Moradabad	270,448	392,975	86,200				
Lucknow-Bareilly	512,114	...	...	...	512,114	512,114	...
North Western	34,971,352	183,972	204,700	84,000	35,444,024	35,444,024	...
Guntakal-Mysore frontier	575,879	9,931	1,000	5,000	591,810	591,810	...
South Indian	7,210,330	75,035	20,000	85,000	7,390,365	7,390,365	...
Bezvada Extension	142,153	500	500	...	143,153	143,153	...
Dhond and Manmad	1,108,704	9,382	5,100	28,600	1,151,786	1,151,786	...
Mayavaram-Mutupet	163,176	63,993	12,800	3,800	243,769	243,769	...
Hyderabad-Umarkot	163,042	7,655	6,000	1,000	177,697	177,697	...
Petroleum Operations	14,381	—1,914	—200	...	12,267	12,267	...
Frontier Railway Reserve Material	421,948	13,847	1,400	...	437,195	437,195	...
Peshawar Railway Reserve Material	36,776	...	...	...	36,776	36,776	...
Total	101,658,279	1,687,016	1,145,500	979,000	105,469,795	105,469,795	...
Lines under construction.							
Rutlam-Ujjain	...	...	30,000	240,000	270,000	466,842	196,842
Godhra-Rutlam	924,253	427,045	193,400	35,000	1,579,698	*1,580,441	743
Mu Valley	1,528,733	270,309	304,600	120,000	2,223,642	2,368,121	144,479
Assam-Bengal, (Construction)	...	...	733,900	305,000	1,038,900	1,038,900	...
Ditto (Land)	14,231	67,004	127,500	195,000	403,735	431,835	28,100
Gradient Improvements	491,953	144,860	109,300	—26,100	720,013	*718,622	—1,391
Karachi-Kotri (doubling line)	...	...	...	103,400	103,400	*577,724	474,324
Kotri-Rohri	...	...	247,000	500,000	747,000	1,346,294	599,294
Wazirabad-Lyallpur	...	...	50,000	170,000	220,000	392,115	172,115
Mushkaf-Bolan	451,183	561,486	622,000	351,400	1,986,069	*2,263,705	277,636
Mari-Attock	299,011	83,602	80,000	150,000	612,613	1,372,856	760,243
East Coast	2,853,997	975,989	768,000	500,000	5,097,986	5,576,737	478,751
Madras-Bezvada (Ennore Section)	...	...	17,000	30,000	*47,000	60,000	13,000
Cawnpore-Lucknow-Gogra	...	...	105,300	140,000	245,300	*376,926	131,626
Total	6,563,361	2,530,295	3,388,000	2,813,700	15,295,356	18,571,118	3,275,762
Carried forward	108,221,640	4,217,311	4,533,500	3,792,700	120,765,151	124,040,913	3,275,762

* Estimated cost not yet sanctioned.

APPENDIX.

TABLE VI.—Actual Capital expenditure on State Railways in 1892-93, and estimated expenditure on such works in 1894-95 and 1895-96, and to end of 1895-96—*continued.*

RAILWAYS.	To end of 1892-93.	Accounts, 1893-94.	Revised Estimate, 1894-95.	Budget Estimate, 1895-96.	To end of 1895-96.	Sanctioned outlay.	Balance remaining unspent.
	Rx.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Brought over	108,221,640	4,217,311	4,533,500	3,792,700	120,765,151	124,040,913	3,275,762
LINES IN ABEYANCE OR TRANSFERRED TO COMPANIES, ETC.							
Ranaghat-Bhagwangola	30,244	...	...	...	30,244	30,244	...
Southern Mahratta (Depreciation on stores, etc.)	52,707	...	...	...	*52,707	52,707	...
Bellary-Kistna	1,657,753	...	...	...	1,657,753	1,657,753	...
Bilaspur-Etawah	7,514	...	...	...	7,514	7,514	...
Vizagapatam-Raipur	24,504	...	...	...	24,504	24,504	...
Nagpur-Chhattisgarh Depreciation Account	49,730	3,702	2,800	...	56,232	56,232	...
TOTAL	1,822,452	3,702	2,800	...	1,828,954	1,828,954	...
Stores and Reserve	158,535	—146,589	93,800	116,700	222,446	222,446	...
	110,202,627	4,074,424	4,630,100	3,909,400	122,816,551	126,092,313	...
Deduct—Over allotments	...	...	...	—200,000	—200,000	—200,000	...
TOTAL	110,202,627	4,074,424	4,630,100	3,709,400	122,616,551	125,892,313	3,275,762
Distributed as under—							
CAPITAL EXPENDITURE ON PUBLIC WORKS (not charged against Revenue)—							
State Railways—Construction	65,841,402	2,039,568	4,610,000	3,700,000	77,090,970		
Redemption of Liabilities	33,553,451	...	...	...	33,553,451		
FAMINE RELIEF AND INSURANCE—							
Protective Railways	4,403,243	1,060,954	...	...	5,464,197		
CONSTRUCTION OF RAILWAYS (charged against Revenue in addition to that under Famine Insurance)	6,404,531	73,902	20,100	9,400	6,507,933		
TOTAL AS ABOVE	110,202,627	4,074,424	4,630,100	3,709,400	122,616,551	125,892,313	3,275,762

*Represents depreciation on works and stores allowed by Government on transfer to the Company.

APPENDIX.

COMMERCIAL AND FINANCIAL STATISTICS.

TABLE VII.—Capital Expenditure on Irrigation—Major Works, in 1893-94, and estimated expenditure on such works in 1894-95, 1895-96, and to the end of 1895-96, &c.

IRRIGATION WORKS.	Accounts, 1893-94.	Revised Estimate, 1894-95.	Budget Estimate, 1895-96.	Total Actual and Estimated outlay to end of 1895-96.	Sanctioned Estimate.	Balance of sanctioned estimate remaining to be spent.
	Rx.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
CAPITAL EXPENDITURE NOT CHARGED AGAINST REVENUE.						
Bengal.						
ORISSA CANALS	35,682	29,500	11,100	2,573,270	3,145,490 (a)	572,220
MIDNAPORE CANAL. Old outlay	...	...	...	822,251	831,677	...
MIDNAPORE CANAL. Outlay against Open Capital sanctions	260	...	1,000	4,880	5,632	752
HIDGELLEE TIDAL CANAL. Old outlay	...	...	...	179,549	177,269	...
HIDGELLEE TIDAL CANAL. Outlay against supplementary estimate	—828	10,600	16,500	73,826	76,915	3,089
SONE CANALS. Old outlay	...	...	...	2,535,663	2,788,870	...
SONE CANALS. Outlay against Open Capital sanctions	16,680	4,900	3,700	68,451	71,264	2,813
North-Western Provinces and Oudh.						
GANGES CANAL. Old outlay	...	...	...	2,685,061	2,923,592	...
GANGES CANAL. Outlay against Open Capital sanctions	12,675	27,500	35,900	103,950	81,164	...
LOWER GANGES CANAL. Old outlay	...	...	...	3,099,851	3,273,832	...
LOWER GANGES CANAL. Outlay against Open Capital sanctions	29,941	26,200	19,600	118,215	115,523	...
Ditto Fatehpur Branch	...	...	49,200	49,200	342,000	292,800
AGRA CANAL. Old outlay	...	...	...	849,147	871,752	...
AGRA CANAL. Outlay against Open Capital sanctions	3,589	7,300	9,700	25,529	27,172	1,643
EASTERN JUMNA CANAL. Old outlay	...	...	...	318,507	344,191	...
EASTERN JUMNA CANAL. Outlay against Open Capital sanctions	1,004	5,000	6,600	22,019	22,308	289
Punjab.						
WESTERN JUMNA CANAL. Old outlay	...	...	...	1,051,643	1,078,050	...
WESTERN JUMNA CANAL. Outlay against Open Capital sanctions	12,225	26,000	40,500	105,977	122,057	16,080
WESTERN JUMNA CANAL, SIRSA BRANCH (STATE OUTLAY)	44,163	50,000	10,000	282,033	289,269	7,236
BARI DOAB CANAL. Old outlay	...	...	...	1,572,350	1,579,860	...
BARI DOAB CANAL. Outlay against Open Capital sanctions	51,090	36,000	22,500	144,955	132,954	...
Carried over	206,481	223,000	226,300	16,686,327	...	...

(a) Includes Rx. 5,868 sanctioned for supplementary works.

APPENDIX.

TABLE VII.—Capital Expenditure on Irrigation—Major Works, in 1893-94, and estimated expenditure on such works in 1894-95, 1895-96, and to the end of 1895-96, &c.—*continued.*

	Accounts, 1893-94.	Revised Estimate, 1894-95.	Budget Estimate, 1895-96.	Total Actual and Estimated outlay to end of 1895-96.	Sanctioned Estimate.	Balance of sanctioned estimate remaining to be spent.
Punjab—contd.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Brought over	206,481	223,000	226,300	16,686,327	...	...
SIRHIND CANAL (STATE OUTLAY). Old outlay	...	...	...	2,188,086	2,226,440	...
SIRHIND CANAL (STATE OUTLAY). Outlay against Open Capital sanctions	20,355	6,000	10,900	111,719	195,000	83,281
CHENAB CANAL (INCLUDING EXTENSION)	229,468	170,000	197,900	1,655,375	2,568,418	913,043
Madras.						
GODAVARI DELTA SYSTEM. Old outlay	...	...	...	1,083,306	1,108,933	...
GODAVARI DELTA SYSTEM. Outlay against Open Capital sanctions	254	500	1,300	9,850	11,687	1,837
KISTNA DELTA SYSTEM	38,184	41,000	44,800	1,128,406	1,391,978	263,572
SANGAM ANICUT SYSTEM. Old outlay	5,188	...	...	306,696	313,000	...
SANGAM ANICUT SYSTEM. Outlay against Open Capital sanctions	...	2,900	1,700	4,600	...	...
PERIYAR PROJECT	131,411	90,000	64,400	794,024	847,100	53,076
Bombay.						
DESERT CANAL. Old outlay	...	...	...	122,089	123,479	...
DESERT CANAL. Outlay against Open Capital sanctions	20	...	...	269	248	...
BEGAR „ Old outlay	...	...	...	162,561	162,561	...
EASTERN NARA WORKS	37,533	36,200	18,600	631,969	609,029	...
JAMRAO CANALS	...	14,800	139,800	154,600	696,653	542,053
MUTHA CANALS	12,030	7,600	6,900	638,743	621,421	...
Other projects	18,908	16,800	13,400	3,317,613	...	...
	699,832	608,800	726,000	28,996,233	...	...
Deduct—Outlay incurred from Ordinary Revenues	18,148	18,800	26,000	5,567,815	...	...
TOTAL	681,684	590,000	700,000	23,428,418		
FAMINE RELIEF AND INSURANCE.						
PROTECTIVE IRRIGATION WORKS.						
North-Western Provinces and Oudh.						
BETWA CANAL. Old outlay	...	...	...	398,447	425,141	...
BETWA CANAL. Outlay against Open Capital sanctions	2,060	600	800	3,460	2,027	...
Punjab.						
SUKH RIVER CANAL. Old outlay	...	...	...	347,689	354,581	...
SUKH RIVER CANAL. Outlay against Open Capital sanctions	2,087	300	13,200	16,308	2,363	
Madras.						
RAMNIKULVA PROJECT	40,063	30,000	30,000	397,094	436,800	39,706
Bombay.						
NIRA CANAL	11,416	10,400	2,100	531,978	573,465	41,487
Other projects	725	1,100	3,900	415,272	...	...
	56,351	42,400	50,000	2,110,248	...	...
Deduct—Outlay incurred from Ordinary Revenues	...	...	...	285,434	...	...
TOTAL	56,351	42,400	50,000	1,824,814	...	...
GRAND TOTAL	738,035	632,400	750,000	25,253,232	...	

APPENDIX.

COMMERCIAL AND FINANCIAL STATISTICS.

TABLE VIII.—Gross traffic receipts, working expenses, and net traffic receipts of Guaranteed and State Railways for five years ending 1893-94, with Revised Estimates for 1894-95 and Budget Estimates for 1895-96.

	Accounts. 1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	Revised Estimate, 1894-95.	Budget Estimate, 1895-96.
GUARANTEED RAILWAYS.	*M.*	*M.*	*M.*	*M.*	*M.*	*M.*	*M.*
Open mileage at beginning of year	3,241	3,243	2,588*	2,588	2,587	2,587	2,587
Gross Traffic Receipts.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Madras	942,442	963,219	946,852	979,209	1,049,883	1,054,000	1,075,000
South Indian	582,050	468,015	...	...	...	...	...
Bombay, Baroda and Central India	1,308,085	1,325,745	1,422,293	1,435,202	1,518,105	1,600,000	1,585,000
Great Indian Peninsula	3,701,990	3,996,034	4,477,276	3,887,524	3,893,054	3,415,000	3,900,000
TOTAL	6,534,567	6,753,013	6,846,421	6,301,935	6,461,042	6,069,000	6,560,000
Working Expenses.							
Madras	536,576	497,965	548,941	526,892	519,380	545,000	545,000
South Indian	377,325	281,260	...	...	...	..	...
Bombay, Baroda and Central India	559,210	537,342	599,949	579,392	539,789	585,000	620,000
Great Indian Peninsula	1,892,822	1,935,172	2,204,413	1,951,238	2,018,061	1,900,000	1,900,000
TOTAL	3,365,933	3,251,739	3,353,303	3,057,522	3,077,230	3,030,000	3,065,000
Net Traffic Receipts.							
Madras	405,866	465,254	397,911	452,317	530,503	509,000	530,000
South Indian	204,725	186,755	...	...	...	...	...
Bombay, Baroda and Central India	748,875	788,403	822,344	855,810	978,316	1,015,000	965,000
Great Indian Peninsula	1,809,168	2,060,862	2,272,863	1,936,286	1,874,993	1,515,000	2,000,000
TOTAL	3,168,634	3,501,274	3,493,118	3,244,413	3,383,812	3,039,000	3,495,000

South Indian Railway, 654½ miles, was purchased by the State on the 1st January, 1891 and the mileage is shown under State Railways.

APPENDIX.

STATE RAILWAYS.	Accounts. 1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	Revised Estimate, 1894-95.	Budget Estimate, 1895-96.
	M.	*M.*	*M.*	*M.*	*M.*	*M.*	*M.*
Open mileage at beginning of year	10,407	11,055	(*a*) 12,757	13,106	13,461	13,806	14,166
Gross Traffic Receipts.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
East Indian	4,474,030	4,428,495	4,957,632	4,888,869	} 5,122,906	5,220,400	5,250,400
Nalhati	10,444	10,008	9,235	...			
Patna-Gya	52,151	51,749	60,771	28,650			
Rajputana-Malwa	1,938,223	1,851,105	2,205,116	2,247,595	2,307,621	} 2,550,000	2,550,000
Godhra-Rutlam	...	...	...	...	7,394		
Sindia	7,108	...	...	...	...	...	...
Bhopal	7,916	8,777	13,088	15,310	16,916	16,200	17,500
Palanpur-Deesa	...	...	...	...	1,458	4,200	4,500
Warora Colliery	} 82,187	90,930	{ 54,425	54,407	56,147	53,500	53,500
Wardha Coal			25,897	23,299	21,086	22,000	24,000
Bengal-Nagpur	218,157	319,391	637,317	603,259	680,890	675,000	680,000
Umaria Colliery	26,408	33,979	27,996	36,524	37,214	41,700	45,000
Burma	348,338	376,678	406,038	} 695,172	619,009	600,000	635,000
Tounghoo-Mandalay	161,449	193,310	210,027				
Mu Valley	...	...	13,614	23,154	28,076	30,000	55,000
Assam-Bengal	...	...	...	...	...	...	35,000
Jorhat	6,046	6,198	6,402	6,641	7,093	7,000	7,300
Cherra-Companyganj	1,235	1,713	1,953	1,846	2,298	2,700	2,700
Eastern Bengal	1,145,727	1,220,112	1,146,384	1,182,955	1,249,481	1,430,000	1,300,000
Tirhoot	211,182	69,726	} 488,854	538,398	524,159	565,000	565,000
Bengal and North-Western and Tirhoot	...	320,600					
Bengal Central	72,991	74,047	76,110	78,006	* 78,110	82,500	82,500
Oudh and Rohilkhand	784,746	734,471	879,286	845,934	898,055	1,095,000	950,000
Indian Midland	314,730	331,908*	436,012	444,354	432,366	532,500	550,000
Bareilly-Pilibhit	10,985	9,954	1,991	...	} 76,662	95,000	85,000
Lucknow-Sitapur-Seramau	31,888	33,729	...	23			
Lucknow-Bareilly	...	7,356	56,314	69,469			
North Western	2,905,416	2,730,774	3,309,010	} 2,569,878	3,031,471	3,250,000	3,150,000
Amritsar-Pathankot	10,154	11,225	11,224				
South Indian	...	147,044	} 725,984	797,602	781,522	830,000	840,000
Villupuram-Guntakal	...	1,995					
,, ,, Nellore Branch	25,454	24,260					
Mysore	101,156	122,768	134,356	151,225	159,574	150,000	150,000
Bezváda Extension	7,667	7,473	8,737	9,878	9,292	18,000	} 255,000
East Coast	...	...	...	...	75,055	160,000	
Madras-Bezvada	...	...	...	...	...	...	3,000
Guntakal-Mysore frontier	...	...	...	...	29,183	36,300	40,000
Mayavaram-Mutupet	...	...	...	...	...	21,200	22,500
Dhond and Manmad*	24,943	26,313	30,858	32,834	34,857	37,200	40,000
Southern Mahratta	407,133	457,136	477,303	463,116	576,958	595,000	595,000
Hyderabad-Umarkot	...	...	...	6,409	14,253	14,000	14,000
TOTAL	13,387,864	13,703,224	16,411,934	15,814,807	16,879,106	18,134,400	18,001,900

* The working of this line was transferred to the Great Indian Peninsula Railway from 1st January 1881; the Government of India only receive a percentage of the gross receipts.

(*a*) Includes the length of the South Indian and Bengal and North-Western Railways.

APPENDIX.

	Accounts. 1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	Revised Estimate, 1894-95.	Budget Estimate, 1895-96.
Working Expenses.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
East Indian	1,682,537	1,484,563	1,643,008	1,607,100	} 1,564,367	1,800,000	1,700,000
Nalhati	7,594	7,832	4,818	...			
Patna-Gya	25,395	23,739	25,983	12,303			
Rajputana-Malwa	1,020,867	926,066	1,087,885	1,018,701	1,077,782	} 1,144,300	1,140,000
Godhra-Rutlam	...	...	...	...	2,998		
Sindia	3,372	...	...	...	...	...	...
Bhopal	8,458	10,434	8,228	9,670	11,712	10,300	11,000
Palanpur-Deesa	...	...	...	...	568	2,800	3,000
Warora Colliery	} 57,343	64,772	{ 43,149	50,674	56,683	49,500	49,500
Wardha Coal			19,952	19,889	12,164	13,200	13,200
Bengal-Nagpur	147,176	234,881	303,037	309,681	329,705	335,000	335,000
Bilaspur-Etawah	...	...	...	1,321	...	...	...
Umaria Colliery	22,418	23,681	25,976	33,179	34,277	40,000	40,000
Burma	204,756	207,845	228,128	} 351,915	365,924	355,000	322,500
Tounghoo-Mandalay	120,702	108,278	110,167				
Mu Valley	...	...	12,039	54,010	55,342	53,000	67,500
Assam-Bengal	...	...	...	...	...	...	30,000
Jorhat	6,231	5,797	6,090	5,495	5,658	6,200	6,400
Cherra-Companyganj	2,672	1,917	1,909	1,750	1,975	2,100	2,300
Eastern Bengal	510,317	542,205	626,279	561,629	542,513	570,000	570,000
Tirhoot	90,553	31,093	2,216	} 395,397	389,490	400,000	402,500
Bengal and North-Western and Tirhoot	...	131,952	415,490				
Bengal Central	45,648	49,263	57,001	53,808	55,114	57,000	57,500
Oudh and Rohilkhand	343,935	350,043	381,473	368,691	377,963	480,000	435,000
Indian Midland	234,086	254,146	267,555	292,086	285,654	303,000	313,500
Bareilly-Pilibhit	7,300	7,893	...	...	} 47,921	58,800	51,500
Lucknow-Sitapur-Seramau	21,266	23,529	...	...			
Lucknow-Bareilly	...	4,428	33,108	42,737			
North Western	1,856,235	1,749,515	1,953,535	1,811,838	1,908,197	1,900,000	1,850,000
South Indian	...	70,577	} 497,698	507,014	490,754	500,000	525,000
Villupuram-Guntakal	...	1,344					
,, ,, Nellore Branch	18,369	17,149					
Mysore	90,598	96,446	102,932	98,812	122,894	110,000	110,000
Bezváda Extension	6,083	5,837	5,828	7,038	7,441	9,800	} 175,000
East Coast	...	...	...	...	59,599	130,000	
Madras-Bezvada	...	...	...	...	...	...	1,600
Guntakal-Mysore frontier	...	...	...	...	17,411	23,800	25,000
Mayavaram-Mutupet	...	...	...	...	...	13,200	14,000
Dhond and Manmad*	...	...	...	...	...	...	...
Southern Mahratta	330,529	336,715	350,996	323,709	428,462	435,000	435,000
Hyderabad-Umarkot	...	...	...	6,421	11,407	11,000	11,000
TOTAL	6,864,440	6,771,940	8,214,480	7,944,868	8,263,975	8,813,000	8,697,000

* The working of this line was transferred to the Great Indian Peninsula Railway from 1st January 1881; the Government of India only received a percentage of the gross receipts.

APPENDIX.

	Accounts.					Revised Estimate, 1894-95.	Budget Estimate, 1895-96.
	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.		
Net Traffic Receipts.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
East Indian	2,791,493	2,943,932	3,314,624	3,281,769	3,558,539	3,420,400	3,550,400
Nalhati	2,850	2,176	4,418	...			
Patna-Gya	26,756	28,010	34,788	16,347			
Rajputana-Malwa	917,356	925,039	1,117,231	1,228,894	1,229,839	1,405,700	1,410,000
Godhra-Rutlam	...	...	...	...	4,396		
Sindia	3,736	...	...	...	...	...	...
Bhopal	—542	—1,657	4,861	5,640	5,204	5,900	6,500
Palanpur-Deesa	...	...	...	...	890	1,400	1,500
Warora Colliery*	24,844	26,158	11,276	3,733	—536	4,000	4,000
Wardha Coal			5,945	3,410	8,922	8,800	10,800
Bengal-Nagpur	70,981	84,510	334,280	293,578	351,185	340,000	345,000
Bilaspur-Etawah	...	...	...	—1,321	...	...	...
Umaria Colliery	3,990	10,298	2,020	3,345	2,937	1,700	5,000
Burma	143,582	168,833	177,910	343,257	253,085	245,000	312,500
Toungboo-Mandalay	40,747	85,032	99,861				
Mu Valley	...	...	1,575	—30,856	—27,266	—23,000	—12,500
[illegible]-Bengal	...	...	...	...	...	...	5,000
[illegible]	—185	401	311	1,146	1,435	800	900
Cherra-Companyganj	—1,437	—204	44	96	323	600	400
Eastern Bengal	635,410	677,907	520,104	621,326	706,968	860,000	730,000
Tirhoot	120,629	38,633	—2,216	143,001	134,669	165,000	162,500
Bengal and North-Western and Tirhoot	...	188,648	73,364				
Bengal Central	27,343	24,784	19,109	24,198	22,996	25,500	25,000
Oudh and Rohilkhand	440,811	384,428	497,813	477,243	520,092	615,000	515,000
Indian Midland	80,644	77,762	168,457	152,268	146,712	229,500	236,500
Bareilly-Pilibhit	3,685	2,061	1,991	...			
Lucknow-Sitapur-Seramau	10,622	10,200	...	23	28,741	36,200	33,500
Lucknow-Bareilly	...	2,928	23,206	26,732			
North Western	1,049,181	981,259	1,355,475	758,040	1,123,274	1,350,000	1,300,000
Amritsar-Pathankot	10,154	11,225	11,224				
South Indian	...	76,467					
Villupuram-Guntakal	...	651	228,286	290,588	290,768	330,000	315,000
„ „ Nellore Branch	7,085	7,111					
Mysore	10,558	26,322	31,423	52,413	36,680	40,000	40,000
Dornakal Extension	1,584	1,636	2,909	2,840	1,851	8,200	80,000
[illegible]	...	...	...	...	15,456	30 000	
[illegible]-Bezwada	...	...	...	...	...	...	1,400
Cuddapah-Mysore Frontier	...	...	...	...	11,772	12,500	15,000
Tripasyaram-Mutupet	...	...	...	...	...	8,000	8,500
Dhond and Manmad*	24,943	26,313	30,858	32,834	34,857	37,200	40,000
Southern Mahratta	76,604	120,421	126,307	139,407	148,496	160,000	160,000
Hyderabad-Umarkot	...	...	...	—12	2,846	3,000	3,000
TOTAL	6,523,424	6,931,284	8,197,454	7,869,939	8,615,131	9,321,400	9,304,900

* See foot-note to page 533.

APPENDIX.

COMMERCIAL AND FINANCIAL STATISTICS.

TABLE IX.—Gross receipts, working expenses, and net earnings of Irrigation—Major Works, for five years ending 1893-94, with Revised Estimate for 1894-95, and Budget Estimate for 1895-96.

	Actuals.					Revised Estimate, 1894-95.	Budget Estimate, 1895-96.
	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.		
DIRECT RECEIPTS—	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Orissa canals	30,422	34,501	37,100	49,766	37,657	31,900	32,800
Midnapore canal	27,761	23,720	28,470	28,018	30,494	25,200	27,700
Hidgellee Tidal canal	4,195	2,804	3,692	5,346	5,920	6,500	6,000
Sone canals	89,750	73,648	91,009	105,637	93,191	82,400	83,500
Ganges canals	199,141	248,974	261,685	248,145	251,757	246,700	210,000
Lower Ganges canal	133,309	140,604	178,594	180,863	181,404	157,200	134,500
Agra canal	56,566	61,390	60,100	54,280	49,042	62,500	50,000
Eastern Jumna canal	63,514	83,255	81,294	77,536	95,758	89,200	70,000
Betwa canal	7,585	7,455	10,229	8,547	7,392	5,500	5,000
Western Jumna canal (including Sirsa Branch)	113,116	160,321	151,127	117,126	105,433	145,200	150,000
Chenab canal	7,711	9,793	10,294	19,100	36,217	50,000	91,000
Bari Doab canal	139,663	149,559	169,840	231,345	203,901	210,800	214,600
Sirhind canal	133,917	168,523	201,595	243,032	108,665	95,600	120,000
Swat River canal	24,941	25,048	20,369	28,922	25,599	28,000	28,800
Godavari Delta System	11,492	12,236	11,096	11,974	12,128	12,000	12,000
Kistna „ „	4,502	5,047	4,831	5,299	5,084	5,000	5,000
Sangam Anicut „	91	127	74	91	68	100	100
Desert canal	5,193	2,803	974	2,872	1,787	3,500	3,500
Begari „	4,404	2,836	1,435	2,961	2,993	2,900	3,200
Eastern Nara Works	1,753	2,206	2,044	2,025	2,090	2,100	2,100
Mutha canals	20,625	21,881	24,756	22,520	25,128	26,400	31,400
Nira canal	2,756	3,609	4,449	8,550	7,754	8,100	10,500
Other projects	50,177	44,343	49,680	56,775	60,223	59,500	58,600
TOTAL	1,132,584	1,284,683	1,404,737	1,510,730	1,349,685	1,356,300	1,350,300
PORTION OF LAND REVENUE DUE TO IRRIGATION—							
Ganges canal	54,731	66,446	69,008	71,559	71,559	71,600	71,600
Lower Ganges canal	20,959	20,959	20,959	20,959	20,959	21,000	21,000
Eastern Jumna „	22,153	23,292	24,614	24,980	24,980	24,900	24,900
Western Jumna „	4,737	2,368	...	...	...	...	...
Chenab canal	...	...	112	1,752	2,282	12,800	22,500
Bari Doab canal	42,467	44,046	24,988	11,897	19,263	17,900	17,900
Godavari Delta System	200,371	204,703	215,151	222,382	217,899	267,100	271,900
Kistna „ „	150,618	167,461	173,970	174,845	186,038	232,500	243,200
Sangam Anicut „	12,000	12,946	814	16,159	16,583	24,100	25,800
Desert canal	13,120	12,854	1,458	8,969	2,707	14,400	14,400
Begari „	22,498	18,922	22,255	30,540	28,440	29,900	30,000
Eastern Nara Works	42,908	38,890	37,197	41,323	40,897	36,800	56,600
Mutha canals	*—538*	*—595*	*—718*	*—524*	*—713*	...	...
Nira canal	*—128*	*—171*	*—213*	*—419*	*—381*	...	...
Other projects	103,870	96,875	83,594	97,884	116,413	126,400	129,900
TOTAL	689,766	708,996	673,189	722,306	746,926	879,400	929,700
TOTAL REVENUE—							
Orissa canals	30,422	34,501	37,100	49,766	37,657	31,900	32,800
Midnapore canal	27,761	23,720	28,470	28,018	30,494	25,200	27,700
Hidgellee Tidal canal	4,195	2,804	3,692	5,346	5,920	6,500	6,000
Sone canals	89,750	73,648	91,009	105,637	93,191	82,400	83,500
Ganges canal	253,872	315,420	330,693	319,704	323,316	318,300	281,600
Lower Ganges canal	154,268	161,563	199,553	201,822	202,363	178,200	155,500
Agra canal	56,566	61,390	60,100	54,280	49,042	62,500	50,000
Eastern Jumna canal	85,667	106,547	105,908	102,516	120,738	114,100	94,900
Betwa canal	7,585	7,455	10,229	8,547	7,392	5,500	5,000
Western Jumna canal (including Sirsa Branch)	117,853	162,689	151,127	117,126	105,433	145,200	150,000
Chenab canal	7,711	9,793	10,406	20,852	38,499	62,800	113,500
Bari Doab canal	182,130	193,605	194,828	243,242	223,164	228,700	232,500
Sirhind canal	133,917	168,523	201,595	243,032	108,665	95,600	120,000
Swat River canal	24,941	25,048	20,369	28,922	25,599	28,000	28,800
Godavari Delta System	211,863	216,939	226,247	234,356	230,027	279,100	283,900
[illegible]	155,120	172,508	178,891	189,144	191,123	227,500	248,200
Net Withdrawals	8,52,000	21,55,000	40,31,000	—1,73,000	1,84,000	20,63,000	102,500	197,100	196,800

* Exchange omitted under the orders of the Comptroller General.

APPENDIX.

COMMERCIAL AND FINANCIAL STATISTICS.

TABLE IX.—Gross receipts, working expenses, and net earnings of Irrigation—Major Works, for five years ending 1893-94, with Revised Estimate for 1894-95, and Budget Estimate for 1895-96—*continued*.

	Actuals.					Revised Estimate, 1894-95.	Budget Estimate, 1895-96.
	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.		
	Rx.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Working Expenses—							
Orissa canals	43,170	43,946	39,609	47,551	50,660	47,000	44,000
Midnapore canal	20,067	19,925	25,733	18,658	20,123	25,700	31,200
Hidgellee Tidal canal	2,572	5,197	4,867	3,177	5,422	5,000	5,000
Sone canals	69,747	66,059	65,208	70,148	69,313	69,000	68,800
Ganges canal	95,789	104,495	104,938	105,922	106,446	102,300	99,600
Lower Ganges canal	90,792	88,981	84,774	83,174	80,401	80,600	81,800
Agra canal	25,975	23,225	23,839	24,591	25,562	24,200	23,100
Eastern Jumna canal	24,718	29,804	28,439	30,127	32,320	30,400	29,700
Betwa canal	10,721	10,534	9,795	10,138	9,936	9,500	9,600
Western Jumna canal (including Sirsa Branch)	47,917	56,050	48,207	49,092	61,307	65,000	72,000
Chenab canal	9,823	8,951	10,724	25,327	30,911	44,500	43,400
Bari Doab canal	56,970	56,593	72,424	67,691	56,009	61,000	58,700
Sirhind canal	60,404	58,600	54,948	65,485	58,242	56,000	61,000
Swat River canal	9,221	10,247	9,579	9,388	8,815	8,300	7,600
Godavari Delta System	46,792	56,050	51,569	54,694	46,490	50,100	50,600
Kistna „ „	36,552	38,576	42,038	42,535	46,750	44,900	46,000
Sangam Anicut „	4,830	5,213	3,569	4,434	4,133	4,000	4,200
Desert canal	3,690	3,715	11,152	9,422	8,525	13,000	3,800
Begari „	7,583	6,052	6,314	3,715	2,686	3,200	9,000
Eastern Nara Works	8,266	9,375	8,277	10,194	9,981	11,900	8,200
Mutha canals	7,712	7,085	7,333	7,977	6,021	6,700	6,400
Nira canal	2,466	2,734	3,882	5,175	5,491	4,500	4,600
Other projects	41,781	47,006	44,227	45,336	43,413	47,200	44,900
Total	727,558	758,413	761,445	793,951	788,957	814,000	813,200
Net Revenue—							
Orissa canals	*—12,748*	*—9,445*	*—2,509*	2,215	*—13,003*	*—15,100*	*—11,200*
Midnapore canal	7,694	3,795	2,737	9,360	10,371	*—500*	*—3,500*
Hidgellee Tidal canal	1,623	*—2,393*	*—1,175*	2,169	498	1,500	1,000
Sone canals	20,003	7,589	25,801	35,489	23,878	13,400	14,700
Ganges canal	158,083	210,925	225,755	213,782	216,870	216,000	182,000
Lower Ganges canal	63,476	72,582	114,779	118,648	121,962	97,600	73,700
Agra canal	30,591	38,165	36,261	29,689	23,480	38,300	26,900
Eastern Jumna canal	60,949	76,743	77,469	72,389	88,418	83,700	65,200
Betwa canal	*—3,136*	*—3,079*	434	*—1,591*	*—2,544*	*—4,000*	*—4,600*
Western Jumna canal (including Sirsa Branch)	69,936	106,639	102,920	68,034	44,126	80,200	78,000
Chenab canal	*—2,112*	842	*—318*	*—4,475*	7,588	18,300	70,100
Bari Doab canal	125,160	137,012	122,404	175,551	167,155	167,700	173,800
Sirhind canal	73,513	109,923	146,647	177,547	50,423	39,600	59,000
Swat River canal	15,720	14,801	10,790	19,534	16,784	19,700	21,200
Godavari Delta System	165,071	160,889	174,678	179,662	183,537	229,000	233,300
Kistna „ „	118,568	133,932	136,763	137,609	144,372	192,600	202,200
Sangam Anicut „	7,261	7,860	*—2,681*	11,816	12,518	20,200	21,700
Desert canal	14,623	11,942	*—8,720*	2,419	*—4,031*	4,900	14,100
Begari „	19,319	15,706	17,376	29,786	28,747	29,600	24,200
Eastern Nara Works	36,395	31,721	30,964	33,154	33,006	27,000	50,500
Mutha canals	12,375	14,201	16,705	14,019	18,394	19,700	25,000
Nira canal	162	704	354	2,956	1,882	3,600	5,900
Other projects	112,266	94,212	89,047	109,323	133,223	138,700	143,600
Total	1,094,792	1,235,266	1,316,481	1,439,085	1,307,654	1,421,700	1,466,800

APPENDIX.

CAPITAL ACCOUNT OF GUARANTEED AND SUBSIDIZED RAILWAYS.

TABLE X.—Abstract of Budget Estimates of Capital transactions of Guaranteed and Subsidized Railways, 1894-95 and 1895-96.

Railways.	Amount in Rupees.			Amount of Exchange.			Amount in Pounds Sterling.		
	1894-95.		Budget, 1895-96.	1894-95.		Budget, 1895-96.	1894-95.		Budget, 1895-96.
	Budget.	Revised.		Budget.	Revised.		Budget.	Revised.	
GUARANTEED RAILWAYS.	₹	₹	₹	₹	₹	₹	£	£	£
Receipts.									
Madras	22,00,000	22,50,000	25,00,000	1,83,000	1,88,000	2,08,000	201,700	206,200	229,200
Bombay, Baroda and Central India	28,75,000	28,25,000	30,50,000	2,40,000	2,35,000	2,54,000	263,500	259,000	279,600
Great Indian Peninsula	71,50,000	66,50,000	69,00,000	5,96,000	5,54,000	5,75,000	655,400	609,600	632,500
Total	1,22,25,000	1,17,25,000	1,24,50,000	10,19,000	9,77,000	10,37,000	1,120,600	1,074,800	1,141,300
Advances.									
Madras	19,00,000	21,00,000	24,00,000	1,58,000	1,75,000	2,00,000	174,200	192,500	220,000
Bombay, Baroda and Central India	20,50,000	31,00,000	35,00,000	1,71,000	2,58,000	2,92,000	187,900	284,200	320,800
Great Indian Peninsula	45,00,000	48,50,000	43,80,000	3,75,000	4,04,000	3,65,000	412,500	444,600	401,500
Reserve	...	3,27,000	...	...	27,000	...	...	30,000	...
Total	84,50,000	1,03,77,000	1,02,80,000	7,04,000	8,64,000	8,57,000	774,600	951,300	942,300
Net Receipts.									
Madras	3,00,000	1,50,000	1,00,000	25,000	13,000	8,000	27,500	13,700	9,200
Bombay, Baroda and Central India	8,25,000	—2,75,000	—4,50,000	69,000	—23,000	—38,000	75,600	—25,200	—41,200
Great Indian Peninsula	26,50,000	18,00,000	25,20,000	2,21,000	1,50,000	2,10,000	242,900	165,000	[illegible]
Reserve	...	—3,27,000	...	...	—27,000	...	...	—30,000	
Total	37,75,000	13,48,000	21,70,000	3,15,000	1,13,000	1,80,000	346,000	123,500	[illegible]
SUBSIDIZED RAILWAYS.									
Receipts.									
Capital received in India. — Nilgiri Railway	6,25,000	...	...	...	...	...	62,500	...	...
Gain on remittances to India. — Southern Mahratta	...	...	...	3,05,000	1,63,000	3,10,000	—30,500	—16,300	—31,000
Mysore	...	...	...	...	...	...	...	...	...
Assam-Bengal	...	...	...	4,55,000	3,41,000	...	—45,500	—34,100	...
Indian Midland	...	...	...	3,44,000	2,16,000	1,11,000	—34,400	—21,600	—11,100
Bengal Central	...	...	...	5,000	4,000	6,000	—500	—400	[illegible]
Bengal-Nagpur	...	...	...	1,05,000	66,000	1,27,000	—10,500	—6,600	[illegible]
Total	6,25,000	...	...	12,14,000	7,90,000	5,54,000	—58,900	—79,000	[illegible]
Withdrawals.									
Southern Mahratta	—1,00,000	—51,000	—1,12,000	—17,000	—8,000	—19,000	—8,300	—4,300	—9,300
Mysore	2,40,000	92,000	2,50,000	60,000	23,000	62,000	18,000	6,900	18,800
Assam-Bengal	37,47,000	33,06,000	60,59,000	11,45,000	11,02,000	27,54,000	260,200	220,400	330,500
Indian Midland	4,78,000	—1,77,000	—2,25,000	95,000	—35,000	—45,000	38,200	—14,200	—18,000
Bengal Central	29,000	28,000	63,000	7,000	7,000	16,000	2,200	2,100	4,700
Bengal-Nagpur	84,000	—7,000	1,26,000	19,000	—2,000	29,000	6,500	—500	9,700
Lucknow-Bareilly	1,23,000	1,12,000	40,000	46,000	*...	*...	7,700	11,200	4,000
Nilgiri	6,51,000	2,00,000	...	...	...	...	65,100	20,000	...
Total	52,52,000	35,03,000	62,01,000	13,56,000	10,87,000	27,97,000	389,600	241,600	340,400
Net Withdrawals	46,27,000	35,03,000	62,01,000	1,42,000	2,97,000	22,43,000	448,500	320,600	395,800
GUARANTEED AND SUBSIDIZED RAILWAYS.									
Net Withdrawals	8,52,000	21,55,000	40,31,000	—1,73,000	1,84,000	20,63,000	102,500	197,100	196,800

* Exchange omitted under the orders of the Comptroller General.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2nd HALF OF JANUARY 1895.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pra (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	12 0	12 0	12 14	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	12 0	12 0
Tavoy	...	...	...	...	13 0	12 6	14 9	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	14 3	14 3
Moulmein and Amherst	7 0	7 0	...	...	11 6	11 3	14 0	13 7	...	...	...	...	...	...	...	...	11 6	11 3	14 0	22 12	7 12	8 0	140 0	140 0	14 0	14 0
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	20 8	20 8	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	6 0	6 0	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	9 8	9 8	11 10	11 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 3	14 3
Bassein	...	...	...	...	11 6	11 6	15 1	15 1	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	9 1	10 3	9 13	11 5	...	...	...	...	...	...	...	...	...	...	...	...	7 0	7 0	200 0	200 0	14 2	14 0
Tharrawaddy	...	...	...	...	13 8	13 8	16 7	16 7	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	450 0	450 0	14 13	14 13
Henzada	...	...	...	...	10 11	12 0	10 11	12 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	188 8	188 8	16 2	16 2
Prome	10 6	10 6	...	...	10 12	9 15	13 4	11 1	...	...	...	...	...	...	...	...	13 3	13 3	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	13 3	13 3	14 14	14 14	...	...	...	...	...	...	...	...	11 6	11 6	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	10 5	11 3	...	...	14 0	14 0	15 5	15 5	...	...	...	...	...	...	...	...	18 5	19 11	†	22 9	8 10	8 10	196 0	196 0	11 9	11 9
Upper Burma—																										
Mandalay	12 9	12 4	...	...	12 13	13 6	14 1	14 12	21 10	22 9	...	...	...	...	...	...	13 14	13 14	24 0	24 0	9 5	10 1	85 0	85 0	15 2	14 6
Bamo	...	...	...	...	7 6	7 3	9 14	9 11	...	...	...	...	...	...	...	...	9 3	9 11	...	...	7 3	7 3	200 0	200 0	9 10	9 10
Pakôkku	...	...	...	...	9 2	9 2	11 9	11 9	41 0	40 0	...	...	...	...	...	...	18 0	18 2	...	...	5 9	5 9	113 0	113 0	12 10	12 10
Meiktila	†	4 3	...	...	17 1	19 7	19 11	19 11	...	†	...	...	...	...	...	...	17 11	22 2	51 6	67 0	7 2	7 2	361 13	361 13	16 1	10 12
Arakan—																										
Sandôway	...	...	...	...	24 0	20 9	30 13	28 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	22 6	16 12
Kyaukpyu	...	...	...	...	16 10	17 0	17 8	17 13	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	25 4	25 4
Akyab	...	...	...	...	13 0	13 8	16 0	17 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	160 0	160 0	15 8	15 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	13 0	13 2	16 12	16 10	...	...	...	...	...	...	...	...	12 4	13 3	...	...	...	...	...	...	11 4	12 4
Cachar	8 0	8 6½	...	...	10 0	10 0	15 0	15 0	...	...	...	...	...	...	...	...	10 13	11 6½	...	...	...	...	80 0	80 0	10 0	10 5
Khási and Jaintia Hills	5 12	6 10	...	...	5 6	5 3	6 4	6 6	...	...	...	...	...	...	...	...	8 0	8 0	11 8	10 0	...	...	80 0	80 0	7 9	7 6
Garo Hills	...	...	...	...	6 0	6 0	17 0	16 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	6 8	6 8
Brahmaputra—																										
Goálpára	13 0	12 0	...	...	6 12	6 12	14 8	14 8	...	...	...	...	...	...	...	...	11 8	11 8	...	...	...	...	140 0	140 0	10 8	10 8
Khárúp	9 0	9 8	...	...	10 0	10 0	13 4	14 0	...	...	...	...	...	...	...	...	12 4	11 0	...	...	...	...	160 0	160 0	10 0	10 0
Dimang	9 0	8 0	...	...	8 0	8 0	12 0	12 0	...	...	...	...	...	...	...	...	11 0	12 0	...	...	...	...	...	...	10 0	10 0
Mangang	...	...	...	...	8 8	8 8	11 8	11 8	...	...	...	...	...	...	...	...	8 8	8 8	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	9 0	9 0	13 0	12 0	...	...	...	...	...	...	...	...	11 0	10 0	...	...	...	...	160 0	160 0	9 0	9 0
Lakhimpur	7 8	8 0	...	...	6 8	6 8	11 0	12 0	...	...	...	...	...	...	...	...	10 0	11 0	10 0	12 0	...	...	140 0	140 0	8 0	8 0
Manipur	...	...	...	...	20 0	19 0	30 0	27 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	80 0	80 0	2 11	2 11
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hill Tipperas (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	...	...	...	...	5 8	5 8	...	...	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	16 0	15 8	18 0	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	80 0	80 0	11 4	11 4
Noakhali	...	...	...	...	13 8 to 16 0	12 0 to 16 0	18 0	21 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	...	...	...	...	9 12	9 2
Chittagong	10 0	10 0	...	...	14 8	14 0	15 12	15 4	...	...	...	...	...	...	...	...	11 8	11 8	...	...	...	...	90 0	90 0	10 0	10 0
Tippera	10 0	10 0	...	...	13 0	16 0	18 0	20 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	...	...	10 0	10 0
Dacca	11 10	11 10	...	...	11 0	11 0	16 10	14 10	...	...	...	...	...	...	...	...	13 0	13 0	...	...	9 0	9 0	140 0	140 0	9 10	9 10
Mymensingh	9 8	9 8	...	...	13 0	13 0	14 0	14 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	80 0	80 0	8 0	8 0
Deltaic—																										
Khulna	...	...	...	...	16 0	13 0	17 8	21 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	11 0	11 0	160 0	160 0	9 12	9 12
24-Parganas	...	...	...	...	9 6	10 0	13 14½	13 12	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 13	12 5	106 10	98 8	11 7	11 7
Midnapore	12 0	13 6	...	...	13 0	14 8	18 4	17 8	...	...	...	...	...	...	...	...	14 0	16 0	...	...	11 0	11 0	200 0	200 0	11 0	10 10
Howrah	...	...	...	...	13 0	12 8	15 8	14 8	...	...	...	...	...	...	...	...	...	...	...	...	11 0	11 0	105 0	105 0	11 0	10 10
Calcutta	12 4	12 4	17 12	16 13	8 10	8 6	11 0	11 0	18 4	18 13	16 0	15 3	...	...	...	...	15 3	15 3	18 13	18 13	16 0	16 0	80 0	85 0	11 13	12 1
Hooghly	13 0	13 0	20 8	...	8 0	8 0	13 0	12 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	18 0	18 0	160 0	160 0	10 12	10 12
Nadia (Krishnagar)	16 0	16 0	20 0	...	8 0	7 7	16 0	16 0	...	...	...	...	...	...	...	...	17 10	17 10	...	...	16 0	16 0	128 0	128 0	11 6	11 6
Jessore	...	10 0	...	...	10 0	10 0	18 0	18 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 0	21 0	120 0	120 0	10 0	10 0
Faridpur	13 0	13 0	16 0	16 0	7 4	7 4	13 0 and 16 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	120 0	120 0	10 8	10 8
Central—																										
Bankura	14 8	14 8	...	...	16 4	16 4	21 8	21 4	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 5	13 5	320 0	320 0	11 0	11 0
Burdwan	13 6	13 6	...	...	15 4	16 0	16 8	17 12	...	...	...	...	...	...	...	...	14 8	13 6	...	...	16 0	16 0	80 0	80 0	11 8	11 8
Birbhum	10 8	10 8	...	...	13 8	13 8	18 0	18 0	...	...	...	...	...	...	...	...	13 8	13 8	...	...	12 0	12 0	120 0	120 0	11 0	11 0
Murshidabad	13 0	13 0	...	...	11 0	11 0	15 8	16 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	180 0	180 0	10 8	10 8
Santhal Parganas	11 0	11 8	...	...	12 8	13 0	17 8	18 8	...	...	...	...	...	...	...	...	14 0	14 0	24 0	25 0	18 0	17 0	120 0	120 0	10 8	10 8
Pabna	16 4	15 12	22 8	...	6 6	6 0	17 12	17 4	...	...	...	...	...	...	...	...	13 5	13 0	...	...	19 8	18 12	200 0	200 0	9 12	9 12
Bogra	12 12	13 8	...	...	11 4	12 0	16 8	17 4	...	...	...	...	...	...	...	...	13 8	13 8	...	...	...	...	90 0	90 0	9 12	9 12
Rajshahi	10 8	10 8	19 8	19 8	10 8	12 0	15 0	16 8	...	...	...	...	...	...	...	...	15 12	15 12	...	...	14 11	15 8	240 0	240 0	9 9	9 9
Malda	10 0	14 0	...	...	10 0	10 0	18 0	16 0	...	...	20 0	20 0	...	...	13 0	13 0	15 0	14 0	25 0	24 0	10 8	10 8	160 0	160 0	9 8	9 4
Northern—																										
Rangpur	13 0	13 0	...	...	9 0	9 0	12 4	12 0	..	...	...	...	...	...	...	...	16 0	16 0	...	...	9 0	9 0	120 0	120 0	10 0	10 0
Dinajpur	10 15	...	...	...	10 15	11 0	12 0	15 0	14 5	...	...	...	...	...	...	...	13 0	13 12	...	...	...	...	120 0	120 0	10 0	10 0
Jalpaiguri	12 0	12 0	...	13 0	10 0	10 0	14 0	14 0	...	...	...	...	...	...	...	...	14 0	15 0	...	...	10 0	11 0	160 0	160 0	10 0	10 0
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	13 0	13 0	...	...	...	...	15 0	14 0	...	...	10 0	11 0	22 0	21 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	12 0	12 0	...	...	11 1	13 2	19 11	21 0	...	...	...	...	...	...	...	...	15 8	13 10	...	...	17 1	15 12	80 0	80 0	11 8	11 8
Cuttack	13 2	14 7	...	...	11 13	11 13	20 5	19 11	...	...	...	...	...	...	...	...	20 5*	17 1*	...	...	17 1	17 1	80 0	80 0	10 12	10 12
Balasore	16 0	16 0	8 0	8 0	12 0	11 0	20 0	19 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	10 8	10 8	120 0	128 0	11 0	11 0
Chota-Nagpur—																										
Singhbhum	12 0	12 0	...	...	12 0	12 0	16 0	15 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	12 0	12 0	100 0	100 0	8 0	8 0
Manbhum	13 4	13 4	16 0	18 0	18 8	18 0 to 19 0	20 0 to 22 0	20 0 to 22 0	...	...	...	...	...	...	...	...	16 0 to 17 0	16 0 to 17 0	...	...	21 0	20 0	...	...	10 10	10 10
Lohardaga	7 8 to 11 0	8 0 to 11 0	12 0	12 0	15 0	15 0	19 0	18 0	...	...	...	...	28 0	28 0	...	...	12 0 to 13 0	12 0 to 13 0	17 0	18 0	10 0 and 12 8	9 0 and 12 0	180 0	180 0	9 4	9 4
Palámau	10 11	10 15	14 10	14 10	11 8	9 9	15 3	14 1	...	...	...	...	20 4	20 4	...	...	11 6	11 4	18 9	18 9	14 1	18 0	...	...	9 0	9 0
Hazáribágh	11 0	11 8	12 0	12 0	8 0	8 0	16 0	16 0	...	...	...	...	22 0	21 0	...	...	15 0	15 0	20 0	19 0	13 0	13 0	240 0	240 0	8 0	8 0

* Kalai.

† Not procurable.

(a) Not stated.

RETAIL PRICES FOR THE 2nd HALF OF JANUARY 1895—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Bihár, south—																										
Monghyr	13 0 to 15 0	13 0 to 14 0	16 8	16 12	10 0 to 11 0	11 0 to 12 0	15 0 to 16 0	15 0 to 16 0	16 0 to 17 0	...	...	...	...	20 0	12 0	12 8 to 13 0	17 0 to 18 8	17 8 to 19 0	17 0 to 19 4	19 0 to 20 0	14 0 to 16 0	13 0 to 15 0	126 0 to 160 0	160 0	10 0	9 0 to 10 0
Gaya	11 8	11 4	17 0	16 0	9 4	9 4	15 8	16 0	15 4	17 0	...	...	22 8	23 0	12 0	12 0	17 8	17 8	19 0	19 0	17 0	19 0	140 0	140 0	11 8	10 8
Patna	14 0 and 15 8	15 0 and 16 0	21 0	23 0	10 0	10 0	17 8	18 0	21 0	22 0	...	...	24 0	...	18 0	19 0	18 0	18 0	21 0	21 0	17 0	17 0	130 0	130 0	11 0	11 0
Shahabad	12 0	13 0	18 0	16 0	8 0	8 0	14 0	15 0	...	...	...	...	...	...	...	8 0	14 0	16 0	19 0	20 0	...	16 0	120 0	120 0	10 8	10 8
Bihár, north—																										
Purnea	13 0	13 0	...	...	14 0	16 0	16 0	19 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	320 0	320 0	10 0	10 0
Bhágalpur	13 14	13 14	12 10	15 2	14 8	13 14	17 10	17 10	...	...	...	...	...	...	...	...	15 2	16 6	20 3	20 3	15 0	15 2	151 8	151 8	10 0	10 0
Darbhanga	14 8	16 4	17 0	19 12	11 0	11 8	16 0	16 4	...	...	...	...	24 0	27 0	...	...	14 0	16 4	20 0	21 12	14 0	12 8	160 0	176 0	11 0	11 0
Muzaffarpur	14 0 to 13 8	13 0	16 0 to 18 0	18 0	8 8	9 0	14 0	14 0	...	...	...	...	...	...	...	...	15 0 to 16 0	15 0	18 0 to 21 0	20 8	13 0 to 15 0	14 8	160 0	160 0	11 0	11 0
Saran	14 12	14 4	20 0	20 0	10 0	11 0	15 8	16 0	...	...	...	...	20 0	20 0	12 0	13 0	16 0	16 0	20 8	20 0	15 0	15 0	160 0	160 0	10 8	10 8
Champaran	14 0	14 8	24 0	19 8	8 8	8 8	17 0	18 0	...	...	...	...	...	...	...	...	16 8	16 8	23 4	23 0	14 0	14 0	180 0	180 0	10 8	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 8	13 8	18 0	18 0	7 0	7 0	13 0	13 0	18 0	18 0	18 0	18 0	...	...	11 8	11 8	18 0	18 0	18 0	18 0	17 0	17 0	100 0	100 0	9 0	9 0
Benares	13 6½	13 4½	16 12½	15 11½	8 11	8 6	12 1	11 15	16 4½	15 5	14 10	13 13	...	...	14 10	15 7½	16 8	16 6	17 3½	15 15½	15 3	15 7	110 0	110 0	9 4½	9 4
Ghazipur	13 0	12 12	16 8	16 8	7 12	7 12	14 8	14 8	16 4	10 4	10 0	16 0	...	...	12 0	12 0	15 8	15 4	16 8	16 8	15 0	15 0	160 0	160 0	9 8	9 8
Jaunpur	12 8	12 8	17 0	16 0	7 0	7 0	12 8	12 0	...	...	...	...	...	...	...	...	15 0	14 0	...	...	10 0	10 0	145 0	145 0	9 8	9 8
Allahabad	12 8	12 8	16 7	16 8	10 3	10 4	13 0	13 0	17 0	16 0	15 0	15 0	...	...	18 0	19 0	17 3	17 4	17 4	17 0	16 0	16 0	80 0	80 0	10 0	10 0
Central—																										
Bánda	13 8	13 0	15 0	15 0	7 0	7 0	11 8	11 8	16 0	16 0	...	...	...	...	...	...	17 8	16 0	...	...	16 0	16 0	160 0	140 0	10 0	10 0
Fatehpur	12 8	12 4	18 8	16 4	12 0	7 0	13 0	8 0	18 0	...	16 0	14 0	...	...	18 0	...	17 8	16 4	...	...	19 0	18 8	160 0	160 0	10 0	10 0
Hamírpur	14 8	14 0	18 0	17 0	8 0	8 0	11 8	11 8	18 0	15 8	17 4	...	...	...	...	...	20 8	18 8	...	...	20 8	20 8	140 0	140 0	10 0	10 0
Jalaun	14 0	14 0	17 0	17 0	9 0	9 0	10 0	10 0	20 0	20 0	15 0	15 0	16 0	16 0	16 0	16 0	18 0	16 0	16 0	16 0	20 0	20 0	160 0	160 0	11 0	11 0
Cawnpore	16 8	16 0	21 0	20 0	7 8	7 8	13 0	13 0	19 0	19 0	18 0	18 0	...	...	18 0	16 8	20 8	20 0	20 0	19 0	19 0	18 0	130 0	130 0	11 8	11 8
Etáwah	15 6	15 4	18 6	18 4	5 0	5 0	13 0	12 0	18 12	18 12	18 4	18 4	18 0	18 0	14 0	14 0	20 12	20 12	22 4	22 4	21 8	21 0	160 0	140 0	10 0	10 0
Farukhabad	15 4	13 12	21 0	19 0	5 4	5 4	7 8	7 8	19 12	17 4	22 8	19 8	...	...	...	...	19 12	18 0	19 0	18 4	19 12	18 4	120 0	120 0	11 0	11 0
Mainpuri	15 8	15 8	19 0	19 0	4 8	4 8	11 0	11 0	17 8	18 4	16 8	17 4	...	...	...	...	19 0	19 0	19 8	19 8	21 0	20 8	160 0	160 0	10 4	10 4
Etah	16 4	16 8	20 8	20 8	6 0	6 0	11 8	11 8	19 8	19 8	18 8	18 8	19 8	19 8	10 8	10 8	19 8	20 8	22 8	22 8	16 4	16 8	120 0	120 0	10 8	11 0
Western—																										
Jhánsi	13 2	13 8	17 8	17 8	6 0	9 0	9 4	12 8	18 4	18 0	16 4	16 0	...	...	...	...	18 3	18 0	...	...	22 0	12 0	160 0	160 0	11 0	11 0
Agra	14 8	14 8	22 0	20 0	5 0	5 0	8 0	8 0	21 0	20 0	19 0	17 8	...	...	10 0	10 0	22 0	20 8	22 0	22 0	13 0	13 0	95 0	95 0	11 8	11 8
Muttra	16 0	15 0	24 0	22 8	7 8	7 8	12 0	12 0	24 0	22 0	20 0	18 0	...	...	12 0	12 0	25 0	23 0	...	19 0	20 0	20 0	120 0	120 0	11 0	11 8
Aligarh	15 12	15 12	20 4	22 4	5 8	5 8	11 8	11 8	20 12	20 8	18 8	19 0	...	...	17 8	17 0	22 8	22 12	21 12	22 12	20 8	20 8	120 0	120 0	11 8	12 0
Bulandshahr	16 0	15 8	23 0	21 0	6 0	6 0	10 0	10 0	20 8	20 8	20 0	17 4	...	...	13 0	12 0	22 12	21 4	22 0	18 8	16 0	14 0	120 0	120 0	11 4	11 0
Sub-montane—																										
Ballia	14 8	14 8	18 0	18 0	9 0	9 0	14 0	14 0	19 0	19 0	19 0	...	...	...	...	...	18 0	18 0	19 0	19 0	18 0	18 0	115 0	115 0	11 0	11 0
Azamgarh	11 14	11 14	16 4	15 8	7 8	7 8	11 14	11 14	...	...	...	...	...	...	...	...	16 0	14 12	...	...	11 14	10 6	177 0	177 0	9 13	9 13
Gorakhpur	12 2	12 9	17 2	16 3	8 8	8 1	14 6	14 6	...	...	...	...	17 2	6 5	17 2	18 7	14 13	13 15	18 0	17 9	14 6	13 15	160 0	160 0	9 10	9 10
Basti	13 4	13 4	16 8	16 8	8 12	8 12	12 0	12 0	12 0	12 0	...	...	12 0	12 0	8 0	8 0	16 0	16 0	19 0	19 0	12 12	14 0	160 0	160 0	10 0	10 0
Shahjahánpur	14 12	14 4	21 0	20 0	7 0	7 0	7 4	7 4	19 8	18 4	15 8	15 8	...	...	16 0	12 0	21 12	19 0	20 8	19 4	17 12	19 0	120 0	120 0	10 12	10 12
Budaun	16 0	15 8	19 8	19 8	6 0	6 0	12 0	12 8	18 0	17 4	15 8	15 8	...	...	15 0	15 0	20 0	18 8	20 0	20 0	19 8	21 0	144 0	144 0	10 8	10 4
Pilibhit	13 12	15 0	20 0	20 0	12 8	12 12	13 12	13 12	19 0	16 0	16 0	16 4	...	...	...	...	19 8	18 0	21 0	24 0	...	...	120 0	120 0	10 0	10 0
Bareilly	12 14	12 14	18 12	18 12	4 11	4 11	11 12	11 12	17 9	16 6	18 3	14 0	...	...	12 8	12 8	19 6	18 3	18 12	18 12	16 0	16 6	112 8	112 8	10 0	10 0
Moradabad	14 12	14 6	22 8	22 8	5 0	5 0	12 8	12 8	19 8	19 0	17 0	17 6	...	...	10 0	10 2	21 2	20 4	21 1	21 8	19 0	18 12	110 0	100 0	11 4	11 4
Naini Tal	11 0	11 0	14 0	15 0	8 0	8 4	9 0	9 0	20 0	20 0	16 14	16 14	...	...	17 8	17 8	14 8	14 8	18 12	18 12	8 0	8 0	160 0	160 0	7 0	7 0
Almora	16 0	14 14	23 1	21 10	10 2	10 2	11 8	11 8	19 2	18 9	18 0	18 0	14 0	14 0	16 0	15 0	21 2	18 14	...	...	...	...	90 0	90 0	10 11	7 8
Bijnor	17 4	16 0	24 4	27 8	5 8	5 8	11 8	11 0	19 3	21 0	17 8	18 11	...	...	...	...	25 4	19 4	21 0	20 15	12 10	12 9	110 0	110 0	11 0	11 0
Muzaffarnagar	15 0	15 0	21 0	27 0	5 0	5 0	13 0	13 0	21 0	21 0	17 0	17 0	...	...	10 0	10 0	21 0	21 0	21 0	21 0	21 0	21 0	100 0	100 0	11 4	11 4
Meerut	15 0	15 0	22 8	22 0	5 0	5 0	10 0	10 0	18 0	18 0	17 0	17 0	25 0	25 0	16 0	16 0	20 0	20 0	20 0	20 0	14 0	14 0	100 0	90 0	10 0	10 0
Saháranpur	13 6	13 8	19 0	19 0	8 0	10 0	18 0	18 0	16 0	16 0	18 0	18 0	18 0	20 0	18 0	20 0	17 14	16 8	18 0	17 0	20 0	20 0	160 0	160 0	10 0	10 0
Dehra Dún	11 0	12 0	18 0	20 0	5 0	5 0	7 0	8 0	...	...	...	...	18 0	20 0	18 0	20 0	10 0	10 0	...	...	7 0	7 0	160 0	160 0	6 8	6 8
Garhwál																										
Oudh—																										
Southern—																										
Partabgarh	12 0	13 0	16 0	16 0	8 0	8 0	12 0	12 12	15 0	16 0	14 0	15 0	17 8	18 8	17 0	18 4	16 0	16 0	16 0	16 0	11 0	11 8	140 0	140 0	9 12	9 4
Sultanpur	13 0	13 0	18 0	17 8	8 0	8 0	14 8	14 0	16 4	15 8	12 4	10 0	36 0	18 0	17 8	18 0	17 0	16 8	17 8	18 0	17 0	16 8	160 0	160 0	10 0	10 0
Rae-Bareli	13 12	12 8	16 0	16 0	8 0	8 0	14 8	14 0	17 4	16 8	16 0	16 8	19 0	18 8	12 8	14 0	18 12	17 0	17 8	18 0	18 0	18 0	200 0	190 0	11 0	11 0
Unao	14 0	14 0	18 0	17 0	8 0	8 0	13 0	13 0	20 0	16 0	16 0	16 8	...	...	16 0	16 0	19 0	18 8	18 0	18 0	14 0	15 0	160 0	160 0	11 0	11 0
Lucknow	15 0	13 0	20 0	18 8	6 0	6 0	12 8	12 0	19 0	17 0	17 8	16 8	21 0	19 0	17 0	16 0	20 0	18 8	20 0	18 8	17 8	16 8	190 0	190 0	10 12	10 8
Hardoi	16 0	14 0	20 0	19 0	7 0	7 0	14 0	14 0	19 0	17 8	16 0	16 8	...	...	...	...	22 0	19 0	20 0	20 0	13 0	13 0	120 0	120 0	10 0	10 0
Northern—																										
Fyzabad	14 8	14 12	19 4	19 12	10 12	10 12	14 0	14 7	17 8	18 0	15 8	15 8	...	...	10 4	11 4	19 12	18 14	19 0	19 0	17 12	17 4	155 0	147 8	10 8	10 8
Barabanki	13 0	14 0	17 0	18 0	8 0	8 0	13 0	13 0	18 0	19 0	15 0	16 0	24 0	25 0	14 0	16 0	19 0	18 0	18 0	18 0	16 0	20 0	120 0	120 0	10 0	10 0
Gonda	15 1	15 1	18 0	18 0	12 0	12 0	14 4	15 0	...	...	15 8	15 8	...	...	8 0	8 0	17 0	17 1	20 8	20 8	20 0	20 8	200 0	200 0	10 4	10 4
Bahraich	13 8	13 8	17 0	17 0	10 0	10 0	13 8	13 8	20 8	22 0	16 0	16 0	28 0	28 0	13 0	16 0	17 0	17 0	22 0	22 0	15 0	17 0	160 0	160 0	10 0	10 0
Sitapur	14 0	14 0	19 0	19 0	10 0	10 0	13 0	13 0	17 0	17 0	16 0	16 0	...	...	20 0	20 0	20 0	20 0	18 0	18 0	17 0	17 0	120 0	120 0	10 0	10 0
Kheri	14 0	14 0	20 0	20 0	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	20 0	19 0	22 0	18 8	16 0	22 0	160 0	160 0	10 0	10 0
Rajputana—																										
Eastern—																										
Partábgarh	15 0	15 0	26 4	25 0	8 12	8 9	11 4	11 4	21 4	20 0	15 0	15 0	...	...	...	...	30 8	27 8	27 8	28 12	27 8	25 0	...	...	14 4	14 4
Bánswara	21 4	21 4	25 0	25 0	7 8	7 8	15 0	15 0	...	...	...	...	...	...	...	...	32 0	32 8	36 4	37 8	15 0	15 0	...	...	10 0	10 0
Meywar (Oodeypore	15 3½	15 3½	33 9½	31 4	10 2½	10 15	11 11½	29 11	28 2	...	15 10	15 10	*Nil*	*Nil*	15 10	15 10	27 5½	28 2	33 9½	33 9½	10 15	10 2½	160 0	160 0	10 8½	10 8½
Sirohee	14 0	15 8	30 0	30 0	6 0	6 0	7 0	7 0	...	...	18 0	18 0	...	...	...	...	20 0	22 0	24 0	24 0	...	...	160 0	160 0	11 8	11 8
Erinpura	15 12½	16 5	28 11	28 6	6 6	6 6	7 6	7 6	24 8	24 8	20 12	20 5	...	...	...	...	23 5	30 8	...	...	...	...	200 0	200 0	12 0	12 0
Ajmere	14 8	16 0	26 0	26 0	5 0	5 0	8 0	8 0	22 10	22 11	19 0	19 0	...	...	15 0	15 0	26 5	26 5	26 11	26 8	...	...	90 0	90 0	12 0	12 0
Abu	14 6½	14 14	20 4	20 4	5 12	5 12	7 4	7 4	...	...	12 8	12 8	...	...	...	...	20 4	20 4	...	...	...	...	160 0	160 0	11 0	11 0
Kishengarh	15 4	14 4	27 8	26 4	8 8	7 0	9 8	8 0	28 4	27 0	21 8	20 8	†	†	†	†	26 8	27 0	27 12	27 0	†	†	*	*	13 0	12 8
Boondee	12 4	12 0	31 0	35 0	8 0	8 0	8 4	8 8	33 0	31 0	19 0	...	...	...	...	...	43 0	47 8	35 0	35 0	...	10 8	169 0	160 0	10 8	10 4
Kotah	13 0	13 0	24 0	24 0	7 0	8 8	24 0	24 0	16 0	16 0	18 0	18 0	...	...	...	...	35 0	40 0	22 8	22 8	25 0	25 0	240 0	240 0	10 12	10 12
Jhallawar	12 15	13 4½	21 5	22 5	7 14	7 14	11 0	10 3	21 2	21 11	14 12	14 12	...	...	13 6	13 6	26 5½	28 1½	23 8	23 15	11 0	11 0	175 0	175 0	9 7½	9 7½
Tonk	11 8	11 8	25 0	24 0	4 0	4 0	7 0	7 0	25 0	25 0	20 8	22 0	...	...	...	...	30 0	29 8	26 8	27 8	...	...	100 0	100 0	10 8	10 8
Jeypore	14 8	14 4	29 0	27 8	5 0	5 0	7 4	7 4	27 0	24 0	21 0	20 4	†	†	22 0	22 0	24-0 & 28 8	23-0 & 27 0	30 0	29 0	28 0	28 8	95 0	95 0	12 0	12 0
Kesowlee	13 12	13 12	22 8	23 12	9 6	9 6	10 0	10 0	21 9	20 0	18 12	19 6	...	...	18 12	18 12	25 0	25 0	...	...	27 8	28 12	200 0	200 0	10 5	10 0
Dholpur	14 8	15 4½	18 11½	21 6	8 6	8 7	9 5	9 4½	18 2½	19 10½	18 0	18 10	...	...	15 12	15 12	20 2½	21 7	...	...	24 12	22 8	90 0	90 0	11 13	11 13
Bhurtpore	15 5	15 2	23 4	23 3	5 2½	5 5½	5 5½	5 5½	22 3	22 8	18 9	18 13	...	...	13 8	13 10	22 12	23 0	20 0	20 0	22 0	22 0	140 0	120 0	11 8	11 8
Ulwur	17 7	16 13	23 4	23 3	6 10	6 10	9 2½	9 2½	24 1	25 2	21 7	21 5	...	...	14 0	14 0	24 10	23 7	24 0	24 6	25 0	25 4	140 0	140 0	12 0	12 0
Deoli Cantonment	14 5½	14 4	33 6½	33 3½	4 0	4 0	7 0	7 0	32 8	32 8	26 8	26 3	...	...	...	...	32 4	32 13	...	...	...	...	190 0	190 0	12 4	11 0
Nusseerabad Cantonment	14 0	14 8	...	...	6 8	6 8	7 0	7 0	25 0	25 0	18 0	18 0	†	†	...	...	27 0	28 0	...	...	†	†	90 0	100 0	13 0	13 0
Hilly Tracts of Meywar	15 0	16 0	34 0	37 0	...	...	15 0	17 0	...	...	...	...	...	...	...	...	35 0	36 0	38 0	38 0	...	...	‡	‡	11 8	11 8
Balmer	15 11	16 4	...	...	5 3	5 3	7 8	7 8	...	...	24 6	24 6	...	...	...	...	16 4	16 4	...	...	...	...	260 0	260 0	13 8	13 8
Anádia	16 4½	16 4	23 0	23 0	6 0	6 0	8 0	8 0	...	...	14 8	14 8	...	...	...	...	22 4	24 10	...	...	...	...	400 0	400 0	12 0	12 0
Shahpoora	13 4	13 4	32 0	32 8	8 8	8 4	14 0	14 0	24 0	24 0	22 0	20 0	...	...	...	...	27 0	29 0	32 0	30 4	...	...	160 0	160 0	11 9	11 8
Western—																										
Jodhpore	14 0	14 1	21 14	21 14	6 4	6 4	7 8	7 8	21 4	20 10	18 2	16 14	...	...	...	...	26 2	26 4	21 4	21 4	11 4	11 4	...	...	13 2	13 2
Jeysulmere	13 12	13 10	...	...	7 0	7 0	11 4	11 0	20 4	21 12	16 6	17 4	...	...	...	...	16 12	18 0	...	...	...	...	240 0	240 0	21 0	21 0
Bickaneer	13 0	13 0	...	...	6 8	3 0	3 0	6 8	...	...	17 0	17 0	...	...	...	...	22 0	22 0	...	...	10 0	11 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	13 0	13 4	22 0	23 0	8 0	8 0	9 0	9 0	22 0	22 8	18 0	18 0	...	...	...	...	20 8	20 0	26 0	26 0	17 8	17 8	120 0	120 0	10 8	10 8
Nimach Cantonment	15 0	15 0	...	...	8 0	8 0	12 0	12 0	25 0	23 8	18 0	18 0	†	†	...	...	26 0	27 0	...	...	13 0	23 0	160 0	160 0	12 2	12 2
Goona	12 8	13 0	18 0	18 0	8 0	8 0	9 0	9 0	20 0	20 0	...	...	...	...	...	...	21 12	23 0	21 0	23 0	...	...	200 0	200 0	10 0	10 0
Gwalior	13 9¾	13 11	22 3½	23 6	5 5	5 5	8 8	8 8	17 8½	17 12½	17 0	17 12¾	...	...	14 14	17 8½	14 9¾	14 12	18 9½	19 2	15 6½	15 10¾	191 4	191 4	10 14½	11 0½

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

RETAIL PRICES FOR THE 2nd HALF OF JANUARY 1895—*continued*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorgnum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Panjab—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Southern—																										
Hissar	21 0	18 0	33 0	29 0	...	...	12 0	12 0	29 0	28 0	24 0	24 0	†	†	†	†	33 0	30 0	†		†	†	100 0	100 0	10 0	11 8
Ferozepore	21 0	19 0	39 0	29 0	...	...	10 0	9 0	26 0	23 0	22 0	19 0	†	†	20 0	16 0	33 0	27 0	26 0	27 0	11 0	11 0	100 0	100 0	12 8	12 0
Montgomery	21 0	20 0	29 0	26 0	...	...	10 0	10 0	24 0	25 0	†	†	†	†	30 0	30 0	29 0	26 0	25 0	26 0	9 0	9 0	190 0	190 0	12 0	12 0
Central—																										
Gurgáon	19 0	17 0	27 0	24 0	...	...	9 0	9 0	22 0	22 0	22 0	21 0	†	†	†	†	27 0	24 0	20 0	20 0	22 0	22 0	100 0	100 0	10 0	10 0
Delhi	17 0	14 0	24 0	23 0	...	...	12 0	12 0	24 0	22 0	20 0	19 0	†	†	11 0	12 0	26 0	23 0	20 0	20 0	20 0	20 0	60 0	60 0	11 0	11 0
Rohtak	17 0	16 0	24 0	24 0	...	...	12 0	12 0	25 0	24 0	20 0	19 0	†	†	12 0	12 0	29 0	27 0	20 0	20 0	18 0	18 0	120 0	120 0	11 0	11 0
Karnál	16 0	14 0	22 0	20 0	...	...	12 0	12 0	24 0	25 0	18 0	17 0	16 0	16 0	12 0	12 0	27 0	24 0	25 0	24 0	15 0	15 0	120 0	120 0	10 0	10 0
Lahore	21 0	19 0	42 0	30 0	...	...	11 0	11 0	29 0	25 0	23 0	22 0	‡	‡	24 0	24 0	29 0	25 0	29 0	25 0	10 0	10 0	77 0	78 0	13 0	13 0
Sub-montane—																										
Umballa	20 0	20 0	26 0	26 0	...	...	11 0	11 0	23 0	23 0	20 0	20 0	‡	‡	8 0	8 0	28 0	25 0	27 0	25 0	‡	‡	110 0	110 0	12 12	12 13
Ludhiána	22 0	20 0	31 0	30 0	...	...	11 0	10 0	24 0	24 0	23 0	21 0	†	†	17 0	17 0	29 0	27 0	30 0	28 0	13 0	13 0	85 0	85 0	13 0	13 0
Jullundur	22 0	19 0	28 0	26 0	...	...	10 0	10 0	24 0	23 0	19 0	18 0	‡	‡	20 0	20 0	27 0	24 0	27 0	25 0	‡	‡	80 0	80 0	13 0	13 0
Hoshiárpur	20 0	18 0	29 0	25 0	...	...	10 0	10 0	20 0	21 0	20 0	17 0	16 0	16 0	15 0	15 0	25 0	23 0	24 0	23 0	10 0	10 0	90 0	90 0	12 8	12 0
Gurdáspur	24 0	22 0	32 0	32 0	...	...	12 0	12 0	28 0	28 0	26 0	26 0	26 0	26 0	12 0	12 0	27 0	24 0	24 0	24 0	‡	‡	100 0	100 0	12 0	12 0
Amritsar	22 0	20 0	33 0	27 0	...	...	11 0	11 0	22 0	21 0	22 0	21 0	†	†	18 0	22 0	27 0	25 0	26 0	23 0	‡	‡	80 0	80 0	12 0	12 0
Hills—																										
Simla	13 0	15 0	18 0	18 0	...	...	8 0	9 0	14 0	14 0	15 0	15 0	16 0	17 0	9 0	9 0	18 0	15 0	18 0	16 0	10 0	9 0	90 0	90 0	9 0	9 0
Kángra	16 0	16 0	22 0	22 0	...	...	13 0	14 0	14 0	14 0	14 0	14 0	24 0	24 0	6 0	6 0	17 0	19 0	17 0	17 0	10 0	10 0	120 0	120 0	10 0	10 0
North-western—																										
Sialkot	19 0	20 0	35 0	35 0	...	...	14 0	13 0	30 0	35 0	‡	‡	‡	‡	‡	‡	26 0	25 0	25 0	25 0	‡	‡	120 0	120 0	13 8	13 8
Gujránwála	22 0	20 0	43 0	38 0	...	...	13 0	12 0	25 0	27 0	27 0	26 0	‡	‡	20 0	20 0	33 0	29 0	25 0	24 0	‡	‡	115 0	110 0	13 0	13 0
Gujrát	22 0	23 0	31 0	32 0	...	...	15 0	15 0	28 0	29 0	25 0	24 0	‡	‡	10 0	10 0	25 0	27 0	25 0	20 0	‡	‡	110 0	110 0	14 0	14 0
Jhelum	25 0	24 0	40 0	36 0	...	...	14 0	14 0	*	*	27 0	27 0	*	*	*	*	28 0	25 0	28 0	27 0	*	*	120 0	120 0	14 0	14 0
Rawalpindi	24 0	23 0	37 0	36 0	...	...	8 0	8 0	*	*	27 0	27 0	*	*	18 0	18 0	27 0	25 0	29 0	28 0	*	*	70 0	70 0	13 8	13 6
Hazára	22 0	22 0	37 0	37 0	...	...	13 0	13 0	‡	‡	24 0	24 0	†	†	24 0	24 0	24 0	24 0	27 0	28 0	†	†	90 0	90 0	11 0	11 0
Peshawar	20 0	20 0	36 0	36 0	...	...	10 0	10 0	30 0	30 0	24 0	24 0	†	†	20 0	21 0	22 0	23 0	30 0	30 0	27 0	‡	92 0	93 0	42 0	42 0
Kohát	24 0	25 0	46 0	47 0	...	...	11 0	12 0	42 0	46 0	33 0	33 0	†	†	26 0	26 0	32 0	29 0	33 0	33 0	‡	‡	154 0	154 0	61 3	61 0
Western—																										
Sháhpur	24 0	24 0	35 0	35 0	...	...	10 0	10 0	32 0	32 0	26 0	25 0	20 0	20 0	23 0	23 0	30 0	30 0	21 0	21 0	†	†	160 0	160 0	13 0	13 0
Jhang	20 0	20 0	33 0	29 0	...	...	10 0	10 0	26 0	26 0	16 0	16 0	32 0	32 0	32 0	32 0	28 0	26 0	27 0	30 0	8 0	5 0	160 0	160 0	12 0	12 0
Mooltan	18 0	18 0	28 0	28 0	...	...	12 0	12 0	24 0	24 0	22 0	22 0	†	†	16 0	16 0	24 0	24 0	24 0	24 0	†	†	90 0	90 0	12 0	12 0
Bannu	25 0	30 0	55 0	70 0	...	..	15 0	15 0	44 0	52 0	29 0	37 0	9 0	9 0	9 0	9 0	29 0	43 0	40 0	49 0	19 0	19 0	90 0	90 0	62 8	51 0
D. I. Khan	22 0	23 0	38 0	44 0	...	...	8 0	9 0	33 0	38 0	26 0	25 0	‡	‡	4 0	4 0	32 0	33 0	20 0	25 0	11 0	13 0	107 0	107 0	37 0	37 0
Muzaffargarh	20 0	21 0	33 0	34 0	...	...	17 0	17 0	26 0	26 0	23 0	23 0	‡	‡	‡	‡	23 0	23 0	‡	‡	8 0	9 0	140 0	140 0	12 0	12 0
D. G. Khan	18 0	18 0	30 0	31 0	...	...	7 0	7 0	33 0	31 0	25 0	25 0	20 0	20 0	18 0	18 0	23 0	25 0	15 0	15 0	‡	‡	125 0	125 0	24 4	23 12
Sind and Baluchistan—																										
Karáchi	15 0	15 0	...	...	8 0	8 0	9 0	9 0	18 0	18 0	16 0	16 0	‡	‡	...	...	19 0	19 0	...	...	8 0 and 10 0	8 0 and 10 0	80 0	80 0	14 8	14 8
Hyderabad	14 0	14 0	...	...	8 0	8 0	10 0	10 0	17 0	17 0	16 0	16 0	‡	‡	...	...	18 0	18 0	...	...	...	...	106 11	106 11	12 8	12 8
Thar and Párkar (Umarkot)	12 0	13 0	...	...	13 0	13 0	15 0	15 0	15 0	15 0	17 8	17 8	‡	‡	...	...	8 4	8 4	...	...	10 0	10 0	116 6	116 6	12 0	12 0
Sukkur (Shikárpur)	17 8	18 8	...	...	8 0	8 0	12 0	12 0	24 0	24 0	21 0	21 0	‡	‡	...	...	23 0	23 0	...	...	...	...	160 0	160 0	12 0	12 0
Upper Sind Frontier	17 0	17 0	...	...	10 0	10 0	13 0	13 0	26 0	26 0	22 0	22 0	‡	‡	...	...	20 0	20 0	...	...	...	...	128 0	128 0	11 0	11 0
Quetta	18 0	18 0	25 0	25 0	5 0	5 0	7 0	7 0	24 0	24 0	15 0	15 0	‡	‡	6 0	6 0	17 0	18 0	27 0	27 0	9 0	9 0	53 5	53 5	9 0	9 0
Bombay—																										
Konkan—																										
Karwar (Kánara)	10 3	10 3	...	...	10 2	9 3	11 2	10 2	15 3	15 3	13 2	13 2	21 9	21 9	...	...	12 8	12 8	...	...	...	...	312 0	312 0	9 12	9 12
Ratnágiri	10 13	10 13	...	...	10 14	10 14	11 6	11 6	15 12	15 12	15 4	15 4	14 2	14 2	...	...	13 14	13 14	...	...	*	*	134 6	134 6	11 8	11 8
Alibág (Colába)	10 3	11 2	...	...	10 13	10 13	11 11	11 11	11 9	11 9	12 12	12 12	*	*	...	...	11 14	13 10	...	...	*	*	99 9	99 9	11 14	11 14
Bombay	13 0	11 11	...	...	6 6	6 6	10 6	10 6	13 8	13 8	13 15	13 15	13 8	13 8	...	...	13 12	13 12	...	...	13 4	13 4	79 7	79 7	11 9	11 0
Tanna	12 12	12 12	...	...	10 3	10 3	11 2	11 2	*	*	16 3	16 3	*	*	...	...	14 3	14 3	...	...	*	*	112 0	89 10	12 4	12 4
Deccan—																										
Dharwar	20 3	20 3	...	...	11 0	11 0	11 8	11 8	24 1	23 9	22 13	22 13	...	*	...	...	14 10	14 10	...	...	16 10	17 2	100 0	100 0	11 6	11 6
Belgaum	18 4	17 5	...	...	10 12	10 12	11 9	11 0	21 13	21 13	20 8	21 15	27 0	27 0	...	...	16 0	15 0	...	...	15 9	14 8	124 13	92 7	11 14	11 14
Satara	14 5	14 5	...	...	8 14	8 14	10 2	10 2	17 5	17 5	15 5	15 5	*	...	...	...	14 7	14 7	...	...	...	...	91 3	91 3	12 5	12 5
Sholapur	16 12	16 12	...	...	7 10	7 10	10 12	10 12	19 11	19 11	20 9	20 9	*	*	...	...	18 0	18 0	...	...	*	*	80 0	80 0	11 10	11 10
Bijápur	20 7	20 7	...	...	8 9	8 5	11 6	11 6	23 6	23 6	22 15	23 13	...	...	...	...	17 14	17 14	...	...	17 5	...	80 0	80 0	11 6	11 6
Poona	15 2	15 2	...	...	9 11	9 11	10 13	10 13	18 13	18 13	16 2	16 2	15 13	15 13	...	...	16 11	16 11	...	...	17 2	17 2	86 14	86 14	11 13	11 13
Khandesh—																										
Ahmadnagar	21 0	20 5	...	...	8 14	9 9	10 9	10 9	24 12	24 12	21 15	20 8	*	*	...	...	19 7	18 12	...	...	18 7	18 7	80 0	80 0	12 6	12 6
Násik	15 13	17 0	...	...	8 14	8 14	11 11	11 11	28 0	25 3	18 6	18 6	23 0	23 0	...	...	17 2	17 2	...	...	...	...	128 0	128 0	12 6	12 1
Dhulia (Khandesh)	17 8	19 4	...	...	7 7	7 7	9 7	10 6	22 7	22 7	20 3	18 6	*	*	...	...	14 14	14 14	...	...	*	*	80 0	80 0	10 9	10 9
Guserat—																										
Surat	13 14	13 14	...	...	6 15	7 6	7 14	8 5	16 3	16 3	13 6	13 6	*	*	...	...	12 15	13 6	...	...	15 12	15 4	84 4	84 4	12 0	12 0
Broach	13 8	13 8	...	...	8 0	8 0	11 0	11 0	16 8	16 8	13 8	13 0	*	*	...	...	20 0	20 0	...	...	17 0	17 0	100 0	100 0	13 4	13 4
Kaira	13 8	13 8	...	...	8 0	8 0	13 8	13 8	20 0	19 0	15 0	15 0	22 8	23 0	...	...	16 0	16 0	...	...	*	*	106 11	106 11	12 0	12 0
Baroda (Camp)	11 8	11 8	...	...	8 0	8 0	10 0	10 0	16 0	16 0	14 0	13 8	*	*	...	...	13 0	13 8	...	...	*	*	91 7	91 7	11 0	11 0
Ahmadabad	14 0	14 0	...	...	12 8	13 0	14 0	14 0	20 0	20 0	15 8	16 0	...	...	...	...	22 0	22 0	...	...	...	...	70 0	70 0	13 10	13 10
Godhra (Panch Máhals)	13 8	13 8	...	...	11 0	11 0	12 0	12 8	19 8	19 8	16 0	16 0	24 0	24 0	...	...	25 0	25 0	...	...	20 0	20 0	182 0	182 0	12 8	12 8
Deesa Cantonment	15 0	15 0	...	...	8 8	8 8	10 8	10 8	20 0	20 0	18 0	16 0	*	*	...	...	20 0	20 0	...	...	*	*	192 0	192 0	11 0	11 0
Kattywar—																										
Rájkot	12 5	12 5	...	...	5 8	5 8	7 0	7 0	17 6	17 6	13 1	13 1	*	*	..	...	16 11	16 11	...	...	*	*	70 0	70 0	56 2	56 2
Central Provinces—																										
Western—																										
Nimar	15 1	15 1	...	...	6 12	6 12	13 1	13 1	24 13	24 13	...	...	...	...	...	...	17 4	17 4	...	...	11 2	11 2	100 0	100 0	10 13	10 13
Khandwa-Asirgarh Cant.	13 0	14 0	...	...	9 0	9 0	12 8	13 0	22 0	23 0	21 0	19 0	...	...	...	...	16 0	16 0	...	...	...	...	160 0	160 0	10 0	10 0
Hoshangabad	14 12	14 11	...	...	8 1	8 1	11 4	11 4	16 13	16 13	...	...	...	...	...	...	16 10	16 10	...	...	12 0	12 0	160 0	220 0	9 8	9 8
Betúl	14 6	14 6	...	...	...	...	9 13	9 13	21 5	21 5	...	...	...	...	...	...	14 6	17 4	...	...	10 4	10 4	240 0	240 0	9 2	9 2
Chhindwára	13 13	12 10	10 0	8 0	11 7	11 7	18 0	20 9	...	...	...	...	...	...	...	...	16 14	16 14	...	...	12 0	12 0	160 0	160 0	9 2	9 2
Nágpur	14 6	15 0	10 10	10 0	12 8	12 8	19 6	18 12	...	...	...	...	...	...	...	...	14 1	15 10	...	...	10 10	11 14	125 0	125 0	10 2	10 0
Wardha	14 9	14 9	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	...	...	14 9	14 9	...	...	13 5	13 5	160 0	120 0	10 10	10 10
Central—																										
Narsinghpur	13 0	13 0	8 0	8 0	9 2	9 2	22 0	22 0	...	...	...	...	...	...	...	...	16 0	18 0	...	...	18 0	18 0	200 0	200 0	9 2	9 2
Saugor	11 12	11 4	10 3	9 1	11 1	9 6	15 0	15 0	...	...	...	...	...	...	...	...	17 10	16 7	...	...	15 12	19 6	130 0	130 0	9 2	9 2
Damoh	11 12	11 12	11 4	11 4	11 13	11 13	...	...	...	...	...	...	...	...	...	...	15 0	15 0	...	...	10 0	10 0	160 0	160 0	9 8	9 8
Jubbulpore	13 0	14 0	10 12	10 4	15 0	15 4	18 0	18 8	...	...	...	...	...	...	...	...	16 8	18 0	...	...	10 8	11 0	120 0	120 0	9 4	9 6
Baghalkhand (Sutna)	13 6	12 8	8 0	7 0	17 0	15 8	16 0	16 8	16 0	15 8	...	...	*	10 0	10 0	10 0	16 5	17 6	...	*	17 8	17 8	160 0	160 0	9 4	10 6
Mandla	17 0	15 0	13 0	13 0	17 0	17 0	...	...	...	...	...	...	...	...	...	...	25 0	24 0	...	...	10 8	10 8	200 0	200 0	9 0	9 12
Seoni	16 9	16 9	9 12	9 12	12 13	...	...	...	...	...	...	...	...	...	...	...	16 0	...	...	...	11 8	11 8	190 0	190 0	8 12	8 12
Bálághát	11 0	11 0	9 0	9 0	16 0	16 0	...	...	...	...	...	...	...	...	...	...	11 0	13 0	...	...	8 0	9 0	140 0	140 0	8 0	8 0
Bhandára	15 0	15 0	10 0	...	13 4	12 8	...	...	...	...	...	...	...	...	...	...	15 0	15 0	...	...	10 0	10 0	200 0	200 0	9 0	9 0
Chánda	13 8	13 8	...	...	12 8	12 8	16 5	16 5	...	...	...	...	...	...	...	...	12 8	12 8	...	...	12 0	12 14	320 0	320 0	10 14	10 0
Eastern—																										
Biláspur	18 15	18 15	14 10	14 10	19 3	19 3	...	...	...	...	...	...	...	...	...	...	16 0	16 0	...	...	...	...	130 0	130 0	8 0	8 0
Raipur	17 0	17 8	10 0	11 6	15 0	17 8	...	...	...	...	...	...	...	...	...	...	11 0	14 14	...	...	13 0	14 3	100 0	100 0	9 0	9 0
Sambalpur	15 5	14 12	12 4	12 4	18 13	19 11	...	...	...	...	...	...	...	...	...	...	13 0	15 0	...	..	9 0	9 0	120 0	120 0	9 10	9 10
Berar—																										
Buldána	18 0	18 0	7 0	7 0	10 0	10 0	27 0	27 0	20 0	20 0	...	...	...	...	...	...	18 0	18 0	...	...	12 0	13 0	182 0	182 0	10 0	10 0
Basim	17 0	18 0	7 0	7 0	12 0	11 0	26 0	26 0	...	...	...	...	...	...	...	...	16 0	17 0	...	...	12 0	14 0	60 0	65 0	8 12	9 0
Akola	15 8	17 0	6 8	6 8	8 8	8 0	23 8	23 8	17 8	18 8	...	...	...	...	...	...	16 8	17 8	...	...	11 8	10 8	96 0	96 0	11 8	12 0
Ellichpur	14 8	14 8	6 0	6 0	8 0	8 0	20 8	19 8	15 0	15 0	...	...	...	...	...	...	13 0	13 0	...	...	14 0	14 0	120 0	120 0	10 0	10 0
Amraoti	14 8	14 8	7 0	7 0	10 0	10 0	20 0	20 0	15 0	16 0	...	...	...	...	...	...	14 8	15 0	...	...	12 0	12 0	95 0	90 0	11 0	11 0
Wún	12 0	14 0	8 0	8 0	10 0	10 0	20 0	20 0	16 0	16 0	...	...	...	...	...	...	12 0	14 0	...	...	20 0	18 0	240 0	240 0	9 8	9 8
Nizam's Territories—																										
Secunderabad	13 3	13 13	*	*	7 2	7 2	9 13	9 9	13 3	13 3	17 12	17 12	22 3	22 3	*	*	12 11	13 3	*	*	17 12	17 12	90 0	90 0	8 12	8 14
Bolárum	15 3	15 3	*	*	8 2	8 2	11 11	11 11	17 10	17 14	*	*	*	*	*	*	13 14	14 11	*	*	*	*	116 14	116 14	9 5	9 5
Chadarghat	8 8	11 8	*	*	6 0	7 8	10 0	13 0	16 0	18 8	20 0	20 0	*	*	*	*	11 0	12 8	*	*	*	*	90 0	120 0	8 0	9 9

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

RETAIL PRICES FOR THE 2nd HALF OF JANUARY 1895—*concluded.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jawar or cholum (*Sorghum vulgare*). Present fortnight.	Jawar or cholum (*Sorghum vulgare*). Past fortnight.	Bajra or cumbu (*Penicillaria spicata*). Present fortnight.	Bajra or cumbu (*Penicillaria spicata*). Past fortnight.	Ragi (*Eleusine coracana*). Present fortnight.	Ragi (*Eleusine coracana*). Past fortnight.	Marua or	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Past fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	12 0	12 0	11 8	11 8	9 0	9 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0		26 0	26 0	12 0	11 8	...	...	15 0	15 0	96 0	96 0	11 3	11 3
S. Canara	13 3	12 12	10 4	9 8	9 0	7 0	9 0	7 8	28 0	22 10	18 0	...	28 0	28 0		29 0	28 0	12 0	12 0	...	...	14 0	14 0	96 0	96 0	11 14	11 14
South, central—																										
Coimbatore	12 0	10 8	10 4	10 0	10 0	9 0	10 8	9 8	23 0	23 0	31 0	18 0	29 0	29 0		33 0	33 0	13 0	10 4	...	...	13 0	13 0	150 0	150 0	11 2	11 2
Nilgiris	12 8	11 0	9 0	9 0	9 0	8 0	9 8	8 0	23 0	20 0	30 0	31 0	33 0	33 0		34 0	33 0	14 0	13 0	...	...	13 0	13 0	224 0	224 0	10 8	10 8
Salem	...	...	...	...	...	...	...	...	...	...	...	...	44 0	44 0		44 0	44 0	10 0	10 0	...	...	13 0	13 0	200 0	200 0	10 8	10 8
Central—																										
Bellary	10 0	10 0	10 0	10 0	8 0	8 0	10 0	10 0	...	...	...	...	31 8	31 8		35 0	35 0	11 0	11 0	...	...	13 0	13 0	240 0	240 0	9 0	9 0
Anantapur	14 3	13 10	...	...	7 14	7 6	12 1	12 10	29 2	29 5	26 11	...	35 11	35 11		40 0	40 0	12 10	12 10	...	...	15 4	15 4	240 0	240 0	10 8	10 8
Cuddapah	15 0	15 0	14 0	14 0	9 0	9 0	9 8	10 0	30 0	30 0	23 3	23 3	32 0	32 0		36 0	36 0	14 0	14 0	...	...	14 0	14 0	320 0	320 0	9 3	9 3
Kurnool																										
East Coast, north—																										
Ganjam	12 13	12 13	14 14	15 6	11 2	11 2	13 6	11 3	19 14	17 14	26 2	26 2	27 3	28 11		36 0	40 0	25 8	25 8	...	...	15 0	15 0	96 0	96 0	13 13	13 8
Vizagapatam	11 5	10 13	14 13	14 13	11 5	11 5	14 14	14 14	20 5	17 14	20 5	20 5	21 0	21 0		34 0	34 0	9 4	9 4	...	...	14 0	14 0	96 0	96 0	12 11	12 11
Godavari	14 0	11 6	14 0	14 0	11 2	11 5	14 0	14 0	19 3	17 5	26 11	26 11	21 0	22 8		32 0	32 0	9 4	9 4	...	...	14 0	14 0	96 0	96 0	12 11	12 11
East Coast, central—																										
Kistna	14 14	15 6	14 14	15 6	11 2	11 2	13 6	11 3	17 14	17 14	26 2	26 5	27 3	28 11		36 0	40 0	25 8	25 8	...	...	15 0	15 0	96 0	96 0	13 13	13 8
Nellore	14 13	14 13	14 13	14 13	11 5	11 5	14 14	14 14	20 5	17 14	20 5	20 5	21 0	22 8		32 0	32 0	9 4	9 4	...	...	14 0	14 0	96 0	96 0	12 11	12 11
West Coast, south—																										
Madras	11 2	11 2	13 6	...	11 2	11 2	13 6	11 3	19 6	19 6	26 11	26 11	21 14	21 14		26 0	26 0	11 8	11 8	...	...	15 0	15 0	96 0	96 0	13 13	13 8
Chingleput	11 5	11 5	13 6	...	11 5	11 5	13 6	11 5	23 10	...	29 5	30 13	21 14	21 14		26 0	26 0	11 8	11 8	...	...	15 0	15 0	96 0	96 0	13 13	13 8
N. Arcot	11 5	11 5	14 14	14 14	11 5	11 5	14 14	14 14	...	...	24 11	26 2	25 11	25 11		29 0	28 0	12 10	12 10	...	...	15 0	15 0	96 0	96 0	13 13	13 8
S. Arcot	13 6	13 6	...	...	11 3	11 3	13 6	11 3	17 14	17 14	26 2	20 5	25 11	25 11		29 0	28 0	12 10	12 10	...	...	15 0	15 0	96 0	96 0	13 13	13 8
Tanjore	11 5	11 5	13 6	13 6	11 2	11 2	13 6	11 3	19 6	19 6	26 11	26 11	21 14	21 14		26 0	26 0	11 8	11 8	...	...	15 0	15 0	96 0	96 0	13 13	13 8
Trichinopoly	11 5	11 5	13 6	13 6	11 2	11 2	13 6	11 3	19 6	19 6	26 11	26 11	21 14	21 14		26 0	26 0	11 8	11 8	...	...	15 0	15 0	96 0	96 0	13 13	13 8
Southern—																										
Tinnevelly	11 5	11 5	13 6	13 6	11 2	11 2	13 6	11 3	19 6	19 6	26 11	26 11	21 14	21 14		26 0	26 0	11 8	11 8	...	...	15 0	15 0	96 0	96 0	13 13	13 8
Madura	11 5	11 5	13 6	13 6	11 2	11 2	13 6	11 3	19 6	19 6	26 11	26 11	21 14	21 14		26 0	26 0	11 8	11 8	...	...	15 0	15 0	96 0	96 0	13 13	13 8
Mysore—																										
Mysore	12 0	12 0	11 8	11 8	9 0	9 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0		26 0	26 0	12 0	11 8	...	...	15 0	15 0	96 0	96 0	9 12	9 8
Bangalore	13 3	12 12	10 4	9 8	9 0	7 0	9 0	7 8	28 0	22 10	18 0	...	28 0	28 0		29 0	28 0	12 0	12 0	...	...	14 0	14 0	96 0	96 0	10 0	10 0
Kolar	12 0	10 8	10 4	10 0	10 0	8 8	9 8	10 0	23 0	23 0	31 0	18 0	29 0	29 0		33 0	33 0	13 0	10 4	...	...	13 0	13 0	150 0	150 0	10 0	10 0
Tumkur	12 8	11 0	9 0	9 0	9 0	8 0	9 8	8 0	23 0	20 0	30 0	31 0	33 0	33 0		34 0	33 0	14 0	13 0	...	...	13 0	13 0	224 0	224 0	10 0	10 0
Hassan	...	...	...	...	...	...	...	...	...	...	...	...	44 0	44 0		44 0	44 0	10 0	10 0	...	...	13 0	13 0	200 0	200 0	8 8	8 8
Kadur	10 0	10 0	...	10 0	8 0	8 0	10 0	10 0	...	...	...	...	31 8	35 11		44 0	44 0	11 0	11 0	...	...	13 0	13 0	240 0	240 0	9 0	9 0
Shimoga	14 3	13 10	...	...	7 14	7 6	12 1	12 10	29 2	29 6	...	...	35 0	34 0		40 0	40 0	12 10	12 10	...	...	15 4	15 4	240 0	240 0	10 8	10 8
Chitaldroog	15 0	15 0	14 0	14 0	9 0	9 0	9 8	10 0	30 0	30 0	20 0	24 0	32 0	32 0		36 0	36 0	14 0	14 0	...	...	14 0	14 0	320 0	320 0	9 3	9 3
Coorg—																										
Coorg	8 8	9 0	7 8	7 8	10 0	10 0	12 0	12 0	...	...	...	...	29 8	26 8		...	...	25 8	25 8	...	...	...	...	110 0	110 0	10 0	9 8
Aden	7 0	7 0	...	...	5 14	5 14	6 9	6 9	10 3	10 3	9 4	9 4	...	...		...	...	9 4	9 4	...	...	...	...	65 5	65 5	32 0	31 0

* Not sold.

STEPHEN JACOB,
Offg. Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. on Saturday, March 9th, 1895.

General Summary.—The high pressure conditions in Northern India, which have been a marked feature in the weather for some time past, continued during the first part of the week, and was associated with unusually high temperature, especially in North-Western India. The barometer fell rapidly in the Punjab and Upper Sind on Monday morning, and a very shallow depression was shown in the West Punjab which however filled up during the next 24 hours. Pressure gave way generally over the whole country on Thursday, the fall being large in the sub-montane districts of Northern India, and was followed by another large fall on Friday in Baluchistan, Upper Sind and Central Rajputana. A well marked depression and disturbance of the hot weather type was formed over Baluchistan, Upper Sind and the South-West Punjab, in which pressure was nearly two-tenths of an inch below the normal. Weather was still more disturbed in North-Western India on Saturday, and numerous duststorms and thunderstorms were reported from stations in the Punjab, Rajputana, Kathiawar and Central India. The falls of rain registered were however not large, the most important being ·76 inch at Rajkot and ·64 inch at Mount Abu.

Conditions have been abnormal in Southern India, where unusually clear and dry weather has obtained, while at the same time temperature has been considerably below the normal, especially at the hill stations. At Wellington on Wednesday the minimum or night temperature was 9° in defect.

Daily Summary.—*Sunday.*—Pressure had increased slightly in Baluchistan, the Punjab and Upper Sind, and decreased slightly elsewhere. Pressure was in moderate to considerable excess in Northern and Central India, and normal or in slight excess in the Peninsula. Temperature had decreased in North-Western and Central India, the fall in the Punjab averaging nearly 6° and in Sind and Rajputana 4½°. In Madras temperature was more than 3° in defect of the normal. Local duststorms and thunderstorms had occurred in Rajputana, the Punjab and Upper India hill districts. Simla received ·23 inch and Jeypore ·2 inch.

Monday.—Pressure had fallen rapidly in the Punjab and Upper Sind and briskly in Baluchistan and Northern India. A very shallow depression was shown lying over the West Punjab, and pressure was very uniform, differing but slightly from the normal, except in the depression area and in Central Rajputana. Temperature had risen briskly in the Punjab and Central India, but was nearly 4° below the normal in Madras. The highest temperature registered was 98°·6 at Rangoon. Showers of rain had fallen at Malegaon, Sibsagar and Mussooree, and snow at Gnatong. The heaviest fall was ·39 inch at Sibsagar.

Tuesday.—Pressure had increased slightly to briskly everywhere except in Baluchistan and South Madras, and the depression in the West Punjab had filled up. Pressure was highest in Central Rajputana where it was nearly a tenth

of an inch above the normal. Temperature had fallen nearly 2° in Madras and had risen 2° in Central India. Surat and Thayetmyo registered maximum temperatures exceeding 98°. Indore reported a fall of rain amounting to ·5 inch and Sibsagar ·3 inch.

Wednesday.—The pressure changes everywhere were small in amount. Pressure was in moderate to considerable excess in Rajputana, Central India and the Upper India hill districts. Temperature had increased generally, except in Madras, where it had fallen very slightly, and was 7° above the normal in the Punjab, 5° in Sind and Rajputana and 3° in Central India. The excess was most marked in the day temperatures. Thayetmyo had recorded a maximum temperature of 99°·1 and Poona 99°. Gnatong reported a light fall of snow.

Thursday.—The barometer had fallen rapidly in the sub-montane districts of Northern India, slightly in Southern India, and briskly elsewhere. Pressure was lowest in North Bihar and North Bengal, and was in considerable defect in that area, but continued in considerable excess at the Upper India hill stations as compared with the neighbouring plains stations. Moderate to strong westerly winds were blowing in the Gangetic Plain and North and Central Bengal, and winds had shifted again to north-west in South-West Bengal and Orissa. Temperature had increased slightly in Gujarat, Central India and Bombay, and high maximum temperatures were registered in Gujarat and Kathiawar, the highest being Surat 104°·2, Deesa 101°·4, Ahmedabad 100°·3 and Rajkot 99°·9. Colombo had received ·6 inch of rain.

Friday.—Pressure had decreased by large amounts in Baluchistan, Upper Sind and Central Rajputana, and briskly over the remainder of North-Western and Central India. A well marked depression lay over Baluchistan, Upper Sind and the South-West Punjab, in which pressure was nearly ·200″ in defect. Temperature had increased nearly 2° in the Central Provinces, Central India, Gujarat, Rajputana and Sind, and 1½° in Madras. The highest temperatures registered were 103°·2 at Surat, 102°·4 at Deesa, 102°·3 at Ahmedabad and 100°·4 at Rajkot. Duststorms and thunder storms were reported by stations in Sind, Gujarat and Rajputana, and the depression in Sind was causing unsettled weather in North-Western and Central India.

Saturday.—The barometer had risen briskly to rapidly in North-Western and Central India, but had fallen briskly in Baluch istan, and a deepish depression, probably the continuation of the one in Sind the day before, was shown covering Baluchistan and Sind. The changes of pressure elsewhere were small in amount. Numerous duststorms and thunderstorms were reported, chiefly by stations in the Punjab, Rajputana, Kathiawar and Central India, and temperature had in consequence fallen very rapidly in Sind, Rajputana, Central India, Gujarat and Kathiawar. The fall of temperature was greatest at Deesa, where it amounted to nearly 19°.

Temperature.—Unusually high temperature has prevailed during the greater part of the week in Northern and Central India and the Central Provinces, and unusually low temperature in Madras. The excess was greatest in the Punjab, where, with the exception of the first and second days of the week, temperature ranged between 5° and 7° above the normal. At the close of the week a series of duststorms and thunderstorms caused a very rapid fall of temperature in Central India, Gujarat, Sind and Rajputana. The fall averaged 8½° in Sind and Rajputana.

The following table gives the variation of the mean temperature from the normal in the different provinces of India for each day of the week:—

Province.	March, 1895. 3rd.	4th.	5th.	6th.	7th.	8th.	9th.	Mean variation of week.
	°	°	°	°	°	°	°	°
Burma	—0·4	+0·7	+0·1	+0·1	—0·2	—1·1	—0·7	—0·2
Bengal and Assam	—0·1	+1·2	+1·2	+1·8	+0·9	+1·4	+2·0	+1·2
North-Western Provinces and Oudh	+1·6	+2·3	+1·7	+2·4	+2·9	+2·4	+3·5	+2·4
Punjab	+2·3	+4·6	+6·0	+7·0	+6·8	+7·2	+5·2	+5·6
Bombay	+0·3	+0·7	+1·1	+1·5	+2·7	+2·6	+1·1	+1·4
Central Provinces and Berar	—0·2	+0·9	+0·4	+1·4	+1·0	+2·5	+2·0	+1·1
Central India and Gujarat	+1·1	+3·3	+1·1	+2·8	+3·8	+5·2	—2·4	+2·1
Sind and Rajputana	+1·8	+2·2	+2·9	+4·8	+4·8	+6·4	—2·2	+3·0
Madras	—3·1	—3·6	—1·9	—2·4	—1·9	—0·6	+0·4	—1·9
	°	°	°	°	°	°	°	°
Mean for whole of India	+0·4	+1·4	+1·4	+2·2	+2·3	+2·9	+1·0	+1·6

The mean temperature of the week was practically normal in Burma and 2° in defect in Madras. In all other provinces it was in excess, the excess averaging 5°·6 in the Punjab, 3° in Sind and Rajputana, and upwards of 2° in the North-Western Provinces, Gujarat and Central India.

The mean temperature for the whole of India was above the normal throughout the week. For the whole week it averaged 1°·6 in excess.

Rainfall.—Light but fairly general rain fell at the close of the week in the West and North-West Punjab. Rain was received in 19 of the 52 rainfall divisions during the week, but the amounts registered were in all cases small and of but little importance. The heaviest average rainfall was only ·36 inch in West Rajputana, and in nine divisions it did not exceed a tenth of an inch. The rainfall of the week was in excess of the normal by small amounts in Tenasserim, Khandesh, Central India, Rajputana and the western and central districts of the Central Provinces.

A new rainfall period commences with this week.

Province.	Division.	Rainfall data for week ending 9th March 1895.			Rainfall data from 3rd March to 9th March 1895.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, 3rd March to 9th March.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0·05	0·02	+0·03	0·05	0·02	+ 150
	Lower Burma	0	0	0	0	0	0
	Central do.	0	0·02	—0·02	0	0·02	— 100
	Upper do.	0	?	?	0	?	?
	Arakan	0	0·06	—0·06	0	0·06	— 100
Bengal and Assam	Eastern Bengal	0	0·45	—0·45	0	0·45	— 100
	Assam (Surma)	0	1·24	—1·24	0	1·24	— 100
	Do. (Brahmaputra)	0·15	0·59	—0·44	0·15	0·59	— 75
	Deltaic Bengal	0	0·35	—0·35	0	0·35	— 100
	Central do.	0	0·20	—0·20	0	0·20	— 100
	North do.	0	0·22	—0·22	0	0·22	— 100
	Orissa	0	0·27	—0·27	0	0·27	— 100
	Chota Nagpur	0	0·31	—0·31	0	0·31	— 100
	Bihar (South)	0·01	0·14	—0·13	0·01	0·14	— 93
	Do. (North)	0	0·16	—0·16	0	0·16	— 100
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·09	—0·09	0	0·09	— 100
	North-Western Provinces Submontane (*a*)	0	0·13	—0·13	0	0·13	— 100
	Oudh (South)	0·10	0·12	—0·02	0·10	0·12	— 17
	Do. (North)	0	0·17	—0·17	0	0·17	— 100
	North-Western Provinces (Central)	0	0·13	—0·13	0	0·13	— 100
	North-Western Provinces (West)	0·02	0·15	—0·13	0·02	0·15	— 87
	North-Western Provinces (Submontane) B	0	0·47	—0·47	0	0·47	— 100
Punjab	Punjab (South)	0·04	0·16	—0·12	0·04	0·16	— 75
	Do. (Central)	0·04	0·19	—0·15	0·04	0·19	— 79
	Do. (Submontane)	0·01	0·44	—0·43	0·01	0·44	— 98
	Do. (Hill Districts)	0·20	0·80	—0·60	0·20	0·80	— 77
	Do. (North-West)	0·21	0·51	—0·30	0·21	0·51	— 59
	Do. (West)	0·13	0·16	—0·03	0·13	0·16	— 19
Bombay and Malabar Coast Districts (Madras)	Malabar	0	0·12	—0·12	0	0·12	— 100
	Madras (South Central)	0·03	0·12	—0·09	0·03	0·12	— 75
	Coorg	0	0·22	—0·22	0	0·22	— 100
	Mysore	0	0·07	—0·07	0	0·07	— 100
	Konkan	0	0	0	0	0	0
	Bombay Deccan	0	0·02	—0·02	0	0·02	— 100
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0·01	0	+0·01	0·01	0	0
Central Provinces and Berar.	Berar	0	0·03	—0·03	0	0·03	— 100
	Central Provinces (West)	0·12	0·02	+0·10	0·12	0·02	+ 500
	Do. (Central)	0·16	0·08	+0·08	0·16	0·08	+ 100
	Do. (East)	0	0·22	—0·22	0	0·22	— 100
Bombay (North)	Gujarat	0	0	0	0	0	0
	Kathiawar	0	0·06	—0·06	0	0·06	— 100
	Sind	0·11	0·15	—0·04	0·11	0·15	— 27
Rajputana and Central India.	Central India (East)	0·15	0·03	+0·12	0·15	0·03	+ 400
	Rajputana (East), Central India (West)	0·23	0·06	+0·17	0·23	0·06	+ 283
	Rajputana (West)	0·30	0·01	+0·35	0·30	0·01	+ 3,500
Madras	East Coast (North)	0	0·13	—0·13	0	0·13	— 100
	Do. (do.) (*a*)	0	0·01	—0·01	0	0·01	— 100
	Hyderabad (South)	0	0·08	—0·08	0	0·08	— 100
	Madras (Central)	0	0·02	—0·02	0	0·02	— 100
	East Coast (Central)	0	0·07	—0·07	0	0·07	— 100
	Do. (South)	0	0·10	—0·10	0	0·10	— 100
	Madras (South)	0	0·16	—0·16	0	0·16	— 100

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

SIMLA, *14th March, 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 16th March.*—No rain except scattered showers at four stations. The past drought is much felt in the Southern districts. Water-supply generally short. Cultivation season drawing to a close. Standing crops fair, but withered or withering in parts, except in the Circars. Harvest continues with generally fair outturn. Pasture generally scarce, but fodder sufficient. Prices rising in seven districts, but are stationary or easier elsewhere.

Bombay.—*For week ending 20th March.*—Rain fell in parts of Sind and four districts of the Presidency Proper. Standing crops damaged by frost, blight, hailstones or rain, in parts of Sind. Poppy diseased in parts of Baroda territory. Reaping of late crops continues in parts of seventeen districts, and preparations for next season's crops in parts of five. Cotton-picking in progress in parts of Gujarat and the Karnatac. Fodder-supply sufficient and agricultural stock in good condition. Prices normal except in parts of Ahmednagar and Sholapur.

Bengal.—*For week ending 18th March.*—There was rain in several districts during the week, but it was insignificant in amount except in Murshidabad, Dacca, Chittagong, and the Bettiah sub-division of Champaran. More rain is required for the standing crops in Eastern Bengal and for the cultivation of the hot-weather crops there and in Northern Bengal. In Orissa rain is required to mature the spring rice. The spring harvest is in progress and promises generally to yield a good outturn. The collection of opium is going on satisfactorily, but in Gaya the weather is said to be not very favourable. The young indigo is generally doing well. Cattle in good condition except in the north-west of Dacca and Khulna. The price of common rice continues normal and almost stationary.

North-Western Provinces and Oudh.—*For week ending 20th March.*—Weather generally cloudy. Slight showers of rain in Benares, Allahabad, Banda, Farukhabad, and Moradabad. Hail fell in Banda and one tahsil of Jhansi doing slight damage. Violent hail-storms also prevailed in three tahsils of Farukhabad and Lalitpur sub-division, causing somewhat serious damage in the latter. The spring harvest is in progress, the outturn being below normal in Fyzabad and Partabgarh. Crops are good elsewhere. Poppy yield small in some districts. Supplies sufficient, but fodder is scarce in Sitapur, one tahsil of Rae Bareilly, and two tahsils of Cawnpore. Prices falling in Benares and Sitapur, low in Fyzabad, Banda, and Moradabad, risen slightly in Allahabad, and normal elsewhere.

Punjab.—*For week ending 20th March.*—Rain has fallen in all districts except Hissar, Umballa, and Sialkot. Reaping of rapeseed has commenced in Lahore and sowings of cotton and tobacco are in progress. Land is being prepared for other autumn crops. Spring crops are ripening and their condition and prospects are said to be good to average. The recent rain has improved the condition of standing crops in some districts. Crops have been much damaged by hail in one and slightly in two tahsils of Sialkot, and they have similarly suffered in one tahsil of Dera Ismail Khan. Field rats have also been destructive in one tahsil of Lahore. Cattle are generally in good condition, and pasturage and fodder sufficient throughout the Province. Prices falling in Shahpur and Dera Ismail Khan, below normal in Sialkot, continue normal in Umballa, and low elsewhere.

Central Provinces.—*For week ending 20th March.*—Light sowers of rain have fallen in most districts accompanied in three by hail. Reaping and threshing of winter crops in progress. Prices above normal in Seoni, falling in two districts, and continue normal elsewhere. Fodder-supply sufficient and agricultural stock in good condition.

Burma.—*For week ending 16th March.*—Slight rain fell in the northern part of the Province and some also in Arakan. Harvesting of main paddy crop completed everywhere in Upper Burma. Sowing and transplanting of dry-weather paddy and cultivation of miscellaneous food-crops progressing favourably, while early wet-weather paddy operations have commenced in two districts. Prospects generally good. Paddy market fairly steady with slight fall in five districts of Lower Burma. Prices above normal in Lower Burma and below normal in Upper Burma. Fodder and water-supply sufficient.

Assam.—*For week ending 19th March.*—Weather seasonable. Ploughing for early rice progressing. Pressing of sugarcane continues. Condition of cattle fair, and fodder and water sufficient.

Mysore and Coorg.—*For week ending 20th March.*—MYSORE: Standing crops in good condition. Prospects of season good. Prices normal.

COORG: Threshing of rice almost over. Fodder and water for cattle fairly sufficient. Prices of food-grains normal.

Berar and Hyderabad.—*For week ending 20th March.*—BERAR: Weather warm and cloudy. Cutting of winter crops completed in two districts. Land is being prepared for ensuing rain crop. Fodder and water sufficient. Prices risen in two districts, fallen in one, and stationary elsewhere.

HYDERABAD: No rain during the week. State of crops favourable. Water in wells and tanks sufficient for cultivation. Prices normal.

Central India.—*For week ending 20th March.*—Slight rain fell in four Agencies during the week. Agricultural operations completed in Bhopal and are in progress in other Agencies. Condition of standing crops indifferent in Isagarh but fairly good elsewhere. Condition of cattle fair except in Bhopal, Narsingarh, and Isagarh. Pasturage good and sufficient except in five districts of Gwalior. Prices of food-grains high in Bundelkhand, Goona, and Isagarh; rising in Chanderi and Dhar; stationary in Bhopal and Western Malwa; and normal elsewhere. Condition of opium indifferent in Isagarh, partially injured by rain in Bhopawar and Goona, and fairly good elsewhere.

Rajputana.—*For week ending 20th March.*—Fairly heavy rain fell in Dholepore, Ulwar, and Bickaneer, and slight in Jhallawar, Haraoti, and Kerowli. Agricultural operations satisfactory. Harvesting commenced in parts. Standing crops, prospects, and agricultural stock generally good. Fodder sufficient but failing in Dholepore. Prices falling in two States, below average in one, and steady elsewhere.

Kashmir.—*For week ending 18th March.*—KASHMIR VALLEY: Rain fell all over Kashmir during the week. The spring crops are reported to be in good condition. Prices below normal.

JAMMU PROVINCE.—***For week ending 20th March.***—Slight rain fell during the week. Cattle in good condition and fodder sufficient. Prices stationary.

Nepal.—*For week ending 16th March.*—No rain. Weather fine.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first eleven months of the official year 1894-95, and of the twenty-three preceding years.

(IN THOUSANDS OF RUPEES.)

YEAR.	FOR THE ELEVEN MONTHS, APRIL TO FEBRUARY.												TOTAL BRITISH INDIA.			
	BENGAL.			BOMBAY.			SINDH.			MADRAS.			BURMA.			
	On Imports of Liquors.	On other Imports.	Total Revenue.	On Imports of Liquors.	On Exports.	Total Revenue.	On Imports of Liquors.	On Exports.	Total Revenue.	On Imports of Liquors.	On Exports.	Total Revenue.	On Imports of Liquors.	On Exports.	Total Revenue.	Total Revenue.
1871-72	9,67	66,57	23,12	99,36	5,74	44,09	4,72	54,05	1,04	1,26	2,04	4,34	3,46	11,53	12,85	27,84
1872-73	10,92	63,46	25,56	99,94	5,11	40,48	3,39	48,98		97	1,16	3,97	3,56	11,27	10,34	25,17
1873-74	10,27	60,67	20,39	91,33	5,85	45,55	3,63	55,03	1,22	93	1,13	3,28	3,44	12,72	13,26	29,42
1874-75	10,86	70,33	17,53	98,72	6,51	45,29	4,23	56,03	1,04	83	1,48	3,35	3,37	12,30	12,41	28,08
1875-76	12,03	68,51	19,11	99,65	6,77	42,10	4,21	53,08	1,22	96	1,14	3,32	4,25	12,39	10,44	27,08
1876-77	12,01	60,19	18,90	91,10	7,78	39,36	1,09	48,23	1,34	71	31	2,86	4,93	10,96	6,20	22,09
1877-78	13,26	74,49	19,46	1,07,21	7,92	45,48	1,24	54,64	1,73	84	44	3,01	5,52	9,09	2,23	16,84
1878-79	11,87	58,82	19,35	90,04	7,78	41,56	2,17	51,51	1,75	57	29	2,61	4,98	8,56	4,41	17,95
1879-80	11,89	54,65	13,86	79,90	8,73	36,93	2,23	47,89	3,02	70	32	4,04	4,66	8,46	7,43	20,55
1880-81	12,10	54,84	15,27	82,21	8,11	51,41	2,41	61,93	4,50	1,14	23	5,87	4,80	9,62	7,08	21,50
1881-82	12,31	47,15	17,23	76,69	9,35	44,14	1,77	55,26	3,65	1,21	40	5,26	4,58	8,88	4,37	17,83
1882-83	13,08	14	18,11	31,33	9,59	−1,01*	1,78	10,36	3,16	4	55	3,75	5,02	6	3,53	8,61
1883-84	13,37	35	17,29	31,01	9,89	52	1,53	11,94	3,36	5	53	3,94	4,58	8	5,38	10,04
1884-85	11,43	34	13,77	25,54	9,97	47	1,91	12,35	3,66	6	57	4,29	4,41	5	4,41	8,87
1885-86	12,33	24	15,82	28,39	11,01	53	1,29	12,83	3,94	7	85	4,86	4,63	10	3,39	8,12
1886-87	13,13	38	13,27	26,78	11,37	52	1,66	13,55	4,72	11	90	5,73	6,13	17	4,54	10,84
1887-88	11,93	83	17,77	30,53	13,34	80	2,07	16,21	4,68	7	76	5,51	9,23	16	4,31	13,70
1888-89	13,37	5,75	14,83	33,95	13,53	3,71	1,55	18,79	4,93	70	47	6,10	9,55	87	4,72	15,14
1889-90	13,38	8,41	13,47	35,26	14,33	3,65	2,09	20,07	4,97	60	66	6,23	9,36	79	5,72	15,87
1890-91	14,73	8,87	18,05	41,65	15,79	4,24	1,71	21,74	5,75	1,01	76	7,52	10,25	1,12	4,07	15,44
1891-92	14,47	10,14	19,20	43,81	15,65	4,11	1,60	21,36	5,62	93	72	7,27	9,34	1,11	3,32	13,77
1892-93	15,19	11,02	16,23	42,44	15,99	4,67	2,31	22,97	5,15	1,06	72	6,93	9,42	78	3,77	13,97
1893-94	15,11	15,46	15,06	45,63	17,10	6,98	1,92	26,00	5,30	1,10	55	6,95	8,82	1,17	4,52	14,51
1894-95	16,32	59,65	17,51	93,48	16,36	1,01,37	3,51	1,21,64	4,84	8,46	74	14,04	10,13	14,12	6,35	30,60

YEAR.	TOTAL BRITISH INDIA.			
	On other Imports.	Total Import Revenue.	Export Revenue.	Total Revenue.
1871-72	1,27,51	1,48,97	60,02	2,08,99
1872-73	1,21,14	1,44,48	69,45	2,13,93
1873-74	1,24,66	1,48,47	60,73	2,09,20
1874-75	1,35,05	1,60,32	51,09	2,11,41
1875-76	1,28,82	1,56,54	60,65	2,17,19
1876-77	1,16,26	1,46,13	48,60	1,94,73
1877-78	1,35,87	1,68,85	43,50	2,12,35
1878-79	1,16,07	1,48,48	48,55	1,97,03
1879-80	1,07,28	1,41,42	49,85	1,91,27
1880-81	1,24,73	1,58,66	56,73	2,15,39
1881-82	1,08,88	1,45,56	57,29	2,02,85
1882-83	−70*	37,46	64,67	1,02,13
1883-84	1,12	39,49	56,97	96,46
1884-85	99	37,28	43,74	81,02
1885-86	1,00	38,87	55,78	94,65
1886-87	1,33	45,32	54,27	99,59
1887-88	1,89	49,23	59,12	1,08,35
1888-89	11,96	61,37	46,03	1,07,40
1889-90	15,47	65,18	57,60	1,22,78
1890-91	15,79	70,48	74,24	1,44,72
1891-92	17,06	69,91	70,35	1,40,26
1892-93	18,48	73,13	57,70	1,30,83
1893-94	25,52	79,39	53,23	1,32,62
1894-95	1,93,37	2,49,13	74,09	3,23,22

* The amount refunded was greater than the duty collected.

STEPHEN JACOB,
Offg. Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT
(Statistical Branch)
Calcutta, 18th March 1895.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 10TH MARCH 1894, AND FROM 1ST JANUARY TO 9TH MARCH 1895.

N.B.—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st-half of 1894.	Week ending 10th March 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 9th March 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st January to 10th March 1894.	Earnings from 1st January to 9th March 1895.	Increase.	Decrease.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	655	1,634	11,25,065	689	1,687	11,72,493	695	1,14,31,853	1,09,10,773	...	5,12,080
Bengal-Nágpur	189	862	1,77,910	206	862	1,77,910	206	17,56,567	18,27,323	70,756	...
Indian Midland (*a*)	162	752	1,14,148	152	752	1,16,539	155	12,02,456	11,23,523	...	78,933
Bezwada extension	108	21	2,082	99	21	2,796	133	19,085	28,300	9,215	...
Metre gauge—											
Rajputana-Malwa (*b*)	324	1,710	5,29,745	310	1,790	4,84,630	271	54,55,059	53,90,340	...	64,719
Pálanpur-Deesa	47	17	850	50	17	970	57	7,311	9,874	2,563	...
South Indian	143	1,043	1,48,763	143	1,042	1,66,142	159	12,84,775	15,17,800	2,33,025	...
Máyavaram-Mutupet	61	...	...	...	54	3,507	65	...	34,440	34,440	...
Southern Mahratta (*c*)	115	1,165	1,29,840	111	1,165	1,40,541	121	11,60,575	12,30,203	69,628	...
Bengal and North-Western (*d*)	162	756	1,04,412	138	756	1,20,030	159	11,38,501	11,86,646	48,145	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	223	21,533	97	231	20,390	88	2,00,153	1,99,886	...	267
TOTAL	286	8,183	23,72,896	290	8,377	24,05,948	287	2,36,56,335	2,34,68,108	...	1,88,227
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	255	2,507	6,16,004	246	2,511	5,93,095	236	62,19,006	64,95,939	2,76,933	...
Oudh and Rohilkhand (state)	287	741	1,87,714	254	797	2,03,266	255	20,30,828	25,66,252	5,35,424	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	281	813	2,02,729	249	813	2,32,550	286	25,13,265	27,17,495	2,04,230	...
Bengal Central (*f*)	126	125	16,566	133	135	19,220	154	1,54,009	1,65,936	11,927	...
East Coast (state)	107	266	21,018	79	353	33,618	95	1,96,364	3,18,230	1,21,866	...
Metre gauge—											
Burma (state)	199	730	2,00,403	275	746	1,85,736	249	16,89,948	17,32,764	42,816	...
Special gauges—											
Jorhát (state provincial)	44	28	1,177	42	28	1,247	45	10,450	12,357	1,907	...
Cherra-Companyganj (state provincial)	60	8	453	57	8	575	72	4,582	6,116	1,534	...
TOTAL	244	5,218	12,46,064	239	5,381	12,69,307	236	1,28,18,452	1,40,15,089	11,96,637	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	596	1,490	8,96,166	601	1,490	8,08,800	543	96,57,475	78,15,974	...	18,41,501
Bombay, Baroda and Central India	801	461	3,48,536	756	461	3,43,000	744	32,36,209	32,63,980	27,771	...
Madras	237	840	2,06,169	245	840	2,15,855	257	19,14,222	20,39,836	1,25,614	...
TOTAL	522	2,791	14,50,871	520	2,791	13,67,655	490	1,48,07,906	1,31,19,790	...	16,88,116
TOTAL (GUARANTEED AND STATE)	313	16,192	50,69,831	313	16,549	50,42,910	305	5,12,82,093	5,06,02,987	...	6,79,706
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	167	161	24,616	153	161	26,626	165	2,28,316	2,46,730	18,414	...
Tarkessur	308	22	10,290	468	22	6,586	299	65,012	62,876	...	2,136
Metre gauge—											
Rohilkund and Kumaon (Company section)	149	67	14,815	221	66	7,230	110	87,397	53,033	...	34,364
Bengal Dooars	80	32	1,675	52	36	2,710	75	22,442	28,215	5,773	...
Dibru-Sadiya	133	78	10,645	136	78	12,569	161	1,02,998	1,13,559	10,561	...
Special gauge—											
Darjeeling-Himalayan	232	51	10,553	207	51	10,764	211	94,922	1,03,957	9,035	...
TOTAL	166	411	72,594	177	414	66,485	161	6,01,087	6,08,370	7,283	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	185	333	66,218	199	333	71,976	216	5,53,538	6,55,439	1,01,901	...
The Gaekwar's Petlád	112	13	1,326	102	13	1,360	105	12,322	11,518	...	804
Rájpura-Bhátinda	192	108	19,959	185	108	56,647	525	1,65,825	3,96,870	2,31,045	...
Kolar Gold-fields	306	...	...	...	10	1,729	173	...	20,714	20,714	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	88	362	30,234	84	362	36,226	100	2,07,134	3,26,152	29,018	...
The Gaekwar's Mehsána	98	93	9,679	104	93	6,870	74	91,266	68,856	...	22,410
Kolhápur	92	29	2,466	85	29	2,529	87	21,285	21,702	417	...
Special gauge—											
The Gaekwar's Dabhoi	81	72	6,572	91	72	4,150	58	56,084	37,005	...	19,079
Cooch Behar	30	22	675	31	22	1,180	54	4,087	12,132	8,045	...
TOTAL	130	1,032	1,37,169	133	1,042	1,82,667	175	12,01,541	15,50,388	3,48,847	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	131	334	52,851	156	334	37,777	113	4,14,368	3,78,643	...	35,725
Jetalsar-Rájkot	68	46	3,944	86	46	3,598	78	29,655	34,091	4,436	...
Jodhpore-Bickaneer	75	364	30,140	83	364	21,440	59	2,69,480	2,02,773	...	66,707
Special gauge—											
Morvi	75	94	6,691	71	94	6,657	71	68,154	64,106	...	4,048
TOTAL	97	838	93,026	111	838	69,472	83	7,81,657	6,79,613	...	1,02,044
GRAND TOTAL	290	18,473	53,72,620	291	18,843	53,61,534	285	5,38,66,978	5,34,41,358	...	4,25,620

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

CALCUTTA, *the 22nd March, 1895.*

H. P. BURT,
Offg. Under Secretary.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XLVIII OF 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

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

Railway.	Average earnings per mile per week in 1893-94.	Week ending 10th March 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 9th March 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st April 1893 to 10th March 1894.	Earnings from 1st April 1894 to 9th March 1895.	Increase.	Decrease.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	602	1,634	11,25,065	689	1,687	11,72,493	695	4,80,66,042	4,93,20,259	12,54,217	...
Bengal-Nágpur	149	862	1,96,458	228	862	1,77,910	206	60,95,357	61,60,673	65,316	...
Indian Midland (*a*)	132	752	1,14,148	152	752	1,16,539	155	48,11,457	53,33,263	5,21,806	...
Bezwada extension	95	21	2,082	99	21	2,796	133	98,249	1,74,859	76,610	...
Metre gauge—											
Rajputana-Malwa (*b*)	261	1,710	5,29,745	310	1,790	4,84,630	271	2,16,37,101	2,35,65,931	19,28,830	...
Pálanpur-Deesa	41	17	850	50	17	970	57	(*c*) 11,747	37,062	25,315	...
South Indian	144	1,043	1,48,763	143	1,042	1,66,142	159	73,65,826	78,20,342	4,54,516	...
Máyavaram-Mutupet	...	...	...	...	54	3,507	65	...	(*d*) 1,96,455	1,96,455	...
Southern Mahratta (*e*)	100	1,165	1,29,840	111	1,165	1,40,541	121	56,46,293	59,04,018	2,57,725	...
Bengal and North-Western (*f*)	132	756	1,04,412	138	756	1,20,030	159	48,77,125	52,94,893	4,17,768	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	223	21,533	97	231	20,390	88	7,19,443	8,80,979	1,61,536	...
TOTAL	250	8,183	23,72,896	290	8,377	24,05,948	287	9,93,28,640	10,46,88,734	53,60,094	...
State lines worked by the State.											
Standard gauge—											
North-Western (state) (*g*)	232	2,507	6,16,004	246	2,511	5,93,095	236	2,81,62,893	3,06,36,455	24,73,562	...
Oudh and Rohilkhand (state)	242	741	1,87,714	254	797	2,03,266	255	83,81,257	1,04,70,241	20,88,984	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	309	813	2,02,729	249	813	2,32,550	286	1,19,62,504	1,35,42,509	15,80,005	...
Bengal Central (*h*)	120	125	16,566	133	125	19,220	154	7,34,316	7,85,278	50,962	...
East Coast (state)	71	266	(*i*) 21,018	79	353	33,618	95	(*i*) 6,67,414	14,75,244	8,07,830	...
Metre gauge—											
Burma (state)	171	730	2,00,403	275	746	1,85,736	249	59,26,792	58,04,214	...	1,22,578
Special gauges—											
Jorhat (state provincial)	49	28	1,177	42	28	1,247	45	66,986	69,898	2,912	...
Cherra-Companyganj (state provincial)	54	8	453	57	8	575	72	21,032	24,980	3,948	...
TOTAL	226	5,218	12,46,064	239	5,381	12,69,307	236	5,59,23,194	6,28,08,819	68,85,625	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*j*)	510	1,490	8,96,166	601	1,490	8,08,800	543	3,69,05,449	3,17,75,956	...	51,29,493
Bombay, Baroda and Central India	638	461	3,48,536	756	461	3,43,000	744	1,42,69,483	1,48,64,258	5,94,775	...
Madras	238	840	2,06,169	245	840	2,15,855	257	97,71,006	98,32,224	61,218	...
TOTAL	440	2,791	14,50,871	520	2,791	13,67,655	490	6,09,45,938	5,64,72,438	...	44,73,500
TOTAL (GUARANTEED AND STATE)	277	16,192	50,69,831	313	16,549	50,42,910	305	21,61,97,772	22,39,69,991	77,72,219	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	148	161	24,616	153	161	26,626	165	11,45,865	12,65,702	1,19,837	...
Tarkessur	253	22	10,290	468	22	6,586	299	2,69,991	2,84,292	14,301	...
Metre gauge—											
Rohilkhand and Kumaon (Company section)	137	67	14,815	221	66	7,230	110	4,38,986	3,87,745	...	51,241
Bengal Dooars	77	32	1,675	52	36	2,710	75	1,23,499	2,02,035	78,536	...
Dibru-Sadiya	130	78	10,645	136	78	12,569	161	4,92,347	5,11,644	19,297	...
Special gauge—											
Darjeeling-Himalayan	238	51	10,553	207	51	10,764	211	5,94,846	5,99,966	5,120	...
TOTAL	155	411	72,594	177	414	66,485	161	30,65,534	32,51,384	1,85,850	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	158	333	66,218	199	333	71,976	216	25,53,578	30,11,870	4,58,292	...
The Gaekwar's Petlád	92	13	1,326	102	13	1,360	105	58,277	64,660	6,383	...
Rájpura-Bhátinda	129	108	19,999	185	108	56,647	525	6,91,147	14,69,559	7,78,412	...
Kolar Gold-fields	...	...	...	...	10	1,729	173	...	(*k*) 96,485	96,485	...
Metre gauge—											
Southern Mahratta (Mysore section) (*l*)	95	362	30,234	84	362	36,226	100	16,28,007	15,79,408	...	48,599
The Gaekwar's Mehsána	75	93	9,679	104	93	6,870	74	3,34,033	3,26,322	...	7,711
Kolhápur	77	29	2,466	85	29	2,529	87	1,07,586	1,14,573	6,987	...
Special gauge—											
The Gaekwar's Dabhoi	67	72	6,572	91	72	4,150	58	2,35,584	2,04,240	...	31,344
Cooch Behar	20	22	675	31	22	1,180	54	(*m*) 9,933	45,750	35,817	...
TOTAL	114	1,032	1,47,169	133	1,042	1,82,667	175	56,18,145	69,12,867	12,94,722	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	118	334	52,251	156	334	37,777	113	19,01,969	16,64,615	...	2,37,354
Jetalsar-Rájkot	60	46	3,944	86	46	3,598	78	(*n*) 1,32,662	1,51,097	18,435	...
Jodhpore-Bickaneer	54	364	30,140	83	364	21,440	59	9,28,723	10,09,999	81,276	...
Special gauge—											
Morvi	67	94	6,691	71	94	6,657	71	3,11,089	2,99,036	...	12,053
TOTAL	81	838	93,026	111	838	69,472	83	32,74,443	31,24,747	...	1,49,696
GRAND TOTAL	256	18,473	53,72,620	291	18,843	53,61,534	285	22,81,55,894	23,72,58,989	91,03,095	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 8th November 1893 to 10th March 1894.
(*d*) Total earnings from 2nd April 1894 to 9th March 1895.
(*e*) Total earnings from 2nd April 1894 to 9th March 1895.
(*f*) Includes the Guntakal-Mysore frontier section.
(*g*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the earnings of the Bezwada-Gódávari section.
(*j*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*k*) Total earnings from 1st June 1894 to 9th March 1895.
(*l*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*m*) Total earnings from 15th September 1893 to 10th March 1894.
(*n*) Total earnings from 12th April 1893 to 10th March 1894.
(*o*) Includes the Jammu and Kashmir and the Hyderábad-Umarkot railways.

CALCUTTA, *the 22nd March, 1895.*

H. P. BURT,
Offg. Under Secretary.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

GEOLOGY and MINERALS.

REMARKS ON THE ANNUAL REPORT OF THE GEOLOGICAL SURVEY OF INDIA AND GEOLOGICAL MUSEUM FOR 1894.

Extract from the Proceedings of the Government of India, Department of Revenue and Agriculture, No. $\frac{5}{35}$ (Geology and Minerals), dated Calcutta, the 19th March 1895.

READ—

Letter No. 193, dated the 26th February 1893, from the Director, Geological Survey of India, submitting the annual report of the Geological Survey of India and Geological Museum, Calcutta, for the year 1894.

RESOLUTION.

1. The work upon which the officers of the Department were engaged during the year under review is shown in the following table :—

Name of officer.	Locality where employed.	Character of work.	Whether main object scientific or practical.
Dr. King . . .	Calcutta . .	Administrative.	
„ . . .	Madras . .	To arrange for the mineral survey of Madras.	Practical.
„ . . .	Mysore . .	To inspect gold mines . . .	Ditto.
Mr. Griesbach . .	Baluchistan . .	Geological survey . .	Scientific.
„ . .	Calcutta . .	Administrative.	
Mr. Oldham . . .	Rewah . .	Geological survey . . .	Scientific.
Dr. Noetling . . .	Warora . .	Investigation into causes of accidents at the collieries.	Practical.
„ . . .	Yenangyaung . .	Inspection of oil region . .	Scientific.
„ . . .	Calcutta . .	Description of the older palæozüc strata of the Salt Range and of the cretaceous and jurassic fossils obtained from Baluchistan.	Ditto.
Mr. La Touche . .	Sukkur . . .	Oil-boring	Practical.
Mr. Bose . . .	Rewah . . .	Geological survey . .	Scientific.
„ . . .	Chhattisgarh, Central Provinces.	Ditto	Ditto.
Mr. Middlemiss . .	Salem . . .	Investigation of the mineral resources and petrology of Salem with special reference to the occurrence of corundum.	Practical.
Dr. Warth . . .	Pondicherry . .	Study of the cretaceous rocks of Pondicherry.	Scientific.
Mr. Holland . .	Himalayas . .	Examination of the Gohna Lake .	Practical.
„ . . .	Calcutta . .	In Charge of Museum and Lecturer to Geological students at the Presidency College.	Scientific and educational.
Mr. Datta . . .	Narsinghpur, Chindwara and Bhandara Districts, Central Provinces.	Geological survey . . .	Scientific.
„ . . .	Rewah . . .	Ditto	Ditto.
Mr. Smith . . .	Baluchistan . .	Ditto	Ditto.
„ . . .	Ditto . . .	Coal exploration . . .	Practical.

The work of the Department may be divided into two branches—the scientific and the practical—and though a clear distinction cannot in all cases be drawn, the following indicates roughly the character of the results achieved during the year.

2. The most extensive of the scientific investigations of the year were those carried on in Baluchistan, the Central Provinces and Rewah. In Baluchistan Mr. Griesbach continued the work which he had begun during the previous field season, with the result that a geological survey of about 3,400 square miles of the country has been completed; and Mr. Smith, who was also employed in this Province, succeeded in geologically mapping some 2,000 square miles in the direction of the Marri hills. In Rewah, where the geological survey was continued by Mr. Bose, and is now being conducted by Mr. Oldham and Mr. Datta, a considerable area has been surveyed. In the Central Provinces the beginning of the year was utilised in the examination by Mr. Datta of a portion of the Nagpur, Chindwara and Bhandara districts, while later on in the year the surveys commenced by Dr. King in Chhattisgarh were taken up and continued by Mr. Bose. At head-quarters Mr. Holland was again employed in the museum, and the Government of India are glad to find that in spite of interruptions considerable progress has been made in this section of the Department. The literary work of the Department has at the same time been adequately advanced: the geology of the Salt Range having been further examined in the Records by Dr. Noetling, and several publications of a valuable character being almost ready for issue.

3. Practical work was carried on by officers of the Department in four widely separated parts of the country. At Yenangyaung in Burma the oil-bearing strata have been carefully examined by Dr. Noetling, who has in hand a report on the subject. At Sukkur, in Sindh, the borings for oil have been steadily continued under the superintendence of Mr. LaTouche, and though there has so far been no discovery of oil, there are indications which show that oil may be found at a depth lower than that already reached. In the Salem district of Madras Mr. Middlemiss was employed on a detailed investigation of the mineral resources of that district with special reference to the occurrence of corundum, and his observations in regard to the latter are said to show that corundum is not an original constituent of the rocks in which it occurs, but is the result of a mineral change of the matrix rock. Lastly, Mr. Holland studied the features of the remarkable landslip which occurred at Gohna in the Kumaun hills, and the results of the overflow of the lake have fulfilled very closely the anticipations expressed by him.

Work of an economic character has also been accomplished by officers engaged on scientific enquiries. Reports have, for instance, been received on certain economic features in Rewah from Messrs. Datta and Bose; the Quetta coal tract has been examined by Mr. Smith, and the Warora collieries have been inspected by Dr. Noetling.

The first step was taken in pursuance of the policy laid down in Resolution, No. 3—74, dated 8th March 1893, by the appointment in November 1894 of a specialist, Mr. Anderson, who has since been posted to Chota Nagpur for the examination of the supposed metalliferous belt of rocks in that region. Moreover steps have been taken during the year with a view to the preparation of working-plans for the development of the mineral resources of India.

Circular No. 7, dated the 7th July 1894.

Finally, a new feature of considerable importance in the economic development of the country may be noticed in the enquiries prosecuted during the year by Mr. Grundy, the Inspector of Mines, who, though not a member of the Geological Survey Department, is placed under the orders of the Director of that Department. His first report was received in July of last year and has been separately dealt with.

4. The Directorship of the Department was taken over in July last by Mr. C. L. Griesbach, C.I.E., from Dr. William King, who has retired after a service of 37 years, of which seven were spent in the post of Director. In Dr. King the Government has lost a valuable and experienced servant, and the recent development of the economic side of the geological investigations undertaken by Government in this country has been largely due to his appreciation of the objects which the Government have had in view and to his hearty co-operation in carrying out those objects in practice.

ORDER.—Ordered that a copy of the foregoing Resolution be forwarded to the Director, Geological Survey of India, and to Local Governments and Administrations, and that it be published in the Supplement to the *Gazette of India*.

(True Extract.)

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

RESULTS OF THE WORKING OF CONTINUOUS AUTOMATIC BRAKES IN USE ON RAILWAYS IN INDIA DURING THE SIX MONTHS ENDED THE 30th JUNE 1894.

No. 55 R. Stat., dated Simla, the 6th March 1895.

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

Read again—

Public Works Department letter No. 62 R. Stat., dated the 19th October 1891.
Public Works Department letter No. 354 R. Stat., dated the 4th September 1894.
Public Works Department order No. 371 R. Stat., dated the 26th September 1894.

Read also—

Endorsement No. 044 Stat., dated the 18th February 1895, from the Director General of Railways, forwarding tables Nos. I and II showing the railways on which continuous automatic brakes were in use, the number and proportion of rolling-stock fitted with the brakes, the progress made in fitting stock since the previous half-year, and the results of working the brakes during the six months ended the 30th June 1894.

ORDER.—Ordered, that tables Nos. I and II be forwarded, for information, to the Local Governments and Administrations, and to the officers noted in the margin.

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

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

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

H. P. BURT,
Offg. Under Secretary.

Documents accompanying.

Tables Nos. I and II showing the railways on which continuous automatic brakes were in use, the number and proportion of rolling-stock fitted with the brakes, the progress made in fitting stock since the previous half-year, and the results of working the brakes during the six months ended the 30th June 1894.

Table No. I.

Statement showing, for the half-year ended the 30th June 1894, the railways on which continuous automatic brakes were in use, the mileage run by trains fitted with the brakes, the number and proportion of rolling-stock fitted, and the progress made in fitting stock since the previous half-year.

Railways (including branch lines worked).	Period.	Locomotives.		Vehicles.			Number of miles run by trains fitted.	Total number of instances in which the brakes failed to act or caused delay in the working of trains.	Proportion per cent.		Number of failures as compared with mileage run by trains fitted.
		Fitted.	Net fitted.	Braked.	Piped.	Not fitted.			Of vehicles piped or fitted on total.	Of mileage run by trains fitted on total train mileage	
1	2	3	4	5	6	7	8	9	10	11	12
Standard gauge.											
State lines worked by companies.											
East Indian	2nd-half, 1893	42	534	188	141	10,186	271,764	12	3·13	5·52	1 in 22,647
	1st-half, 1894	62	518	208	149	10,167	529,243	7	3·39	9·43	1 in 75,606
Indian Midland	2nd-half, 1893			Returns not received.							
	1st-half, 1894	7	105	10	...	2,575	...	...	0·39	...	...
State lines worked by the State.											
North Western (state)	2nd-half, 1893	(a) 289	(b) 207	(c) 1,394	107	(b) 10,646	652,130	44	12·36	15·08	1 in 14,821
	1st-half, 1894	(a) 317	(b) 271	(c) 1,415	134	(b) 10,599	1,036,830	9	12·75	21·16	1 in 115,203
Oudh and Rohilkhand (state)	2nd-half, 1893	15	142	111	12	4,842	200,928	1	2·48	16·62	1 in 200,928
	1st-half, 1894	15	142	111	13	4,841	210,732	8	2·50	14·12	1 in 26,341
Eastern Bengal (state)	2nd-half, 1893	15	82	104	13	2,457	209,160	...	4·55	20·42	...
	1st-half, 1894	15	82	104	31	2,445	245,714	1	5·23	27·36	1 in 245,714
Lines worked by guaranteed companies.											
Great Indian Peninsula	2nd-half, 1893	86	519	260	105	9,270	399,632	6	3·79	9·36	1 in 66,605
	1st-half, 1894	95	510	260	130	9,245	531,690	9	4·05	10·07	1 in 59,077
Bombay, Baroda and Central India	2nd-half, 1893	57	77	167	55	3,940	57,178	2	5·33	5·41	1 in 28,589
	1st-half, 1894	67	75	384	55	3,656	314,186	12	10·72	23·26	1 in 26,182
Metre gauge.											
State line worked by company.											
South Indian	2nd-half, 1893	20	184	22	8	4,167	(d)	...	0·71	...	...
	1st-half, 1894	20	184	26	31	4,157	(d)	...	1·35	...	...
State line worked by the State.											
Eastern Bengal (state)—											
Northern and Behar sections	2nd-half, 1893			Returns not received.							
	1st-half, 1894	4	68	45	4	2,133	...	...	2·24	...	...

(a) Excludes 4 locomotives made over to the Mushkaf Bolán railway.
(b) Excludes stock belonging to the late salt branch and the Ferozepore tramway.
(c) Excludes 47 vehicles made over to the Mushkaf-Bolán railway.
(d) Brakes not yet brought into use.

Table No. II.

Statement showing, for the six months ending 30th June 1894, all cases in which the continuous automatic brakes failed to act when required to be brought into action, or caused delay in the working of trains.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required. (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with each description of continuous automatic brake.
Standard gauge.				
State lines worked by company.				
East Indian	Vacuum Automatic.	30th January 1894	(iii) Failure of material.—No. 2 down chord mail detained four minutes between Sháhdara and Gháziabad in releasing brakes. The engine is said to have struck some obstruction on the road, causing the breakage of ball of drip valve.	
		31st January 1894	(iii) Neglect of servants.—No. 1 up mail lost five minutes at Hooghly and 10 minutes between Ondál and Raneegunge in consequence of insufficient vacuum, owing to the disc of the driver's handle, which had not been properly fitted, drawing air.	
		3rd February 1894	(iii) Neglect of servants.—No. 1 up chord mail detained four minutes at Ásansol and 11 minutes between Ásansol and Sítárampur in raising vacuum. The brake apparatus on engine was defective and vacuum had to be disconnected at Sítárampur.	
		25th March 1894	(iii) Failure of material.—No. 9 up loop mail came to a stand at mile 189¼ owing to vacuum having been destroyed in consequence of the front vacuum hose pipe breaking through the engine having run over a cow.	529,243.
		2nd April 1894	(iii) Neglect of servants.—No 1 up chord mail lost 90 minutes between Howrah and Ásansol in consequence of leakage of engine train pipes and ejector disc.	
		18th May 1894	(iii) Neglect of servants.—No. 9 up loop mail worked from Rampore Haut to Jamálpur without vacuum brake, owing to the vacuum having failed in consequence of the disc drawing air.	
		30th May 1894	(iii) Failure of machinery.—Vacuum on No. 1 up chord mail failed at Serámpore owing to the little ejector having got out of order. The train was detained 10 minutes at Hooghly in disconnecting.	
State lines worked by the State.				
North Western (state)	Vacuum Automatic.	20th January 1894	(iii) Failure of material.—Piston on No. 61 up goods drawing air badly and the vacuum big ejector stuffing box cracked at Lála Músa. No detention.	
		21st January 1894	(iii) Neglect of servants.—No. 6 down mail delayed 4 minutes at Ludhiána in creating vacuum, owing to the porter having failed to replace the vacuum hose pipe on the stopper after detaching pipes.	
		25th January 1894	(iii) Failure of material.—No. 66 down goods detained 3 hours at Ráwalpindi owing to the piston rubber rolling ring on engine No. 252 having broken. Another engine was in consequence lit up to work the train.	See page 2.
		17th March 1894	(iii) Failure of material.—The fork end of brake shaft on engine No. 263 of a down empty ballast train broken in the Ráwalpindi yard. No detention.	
		21st March 1894	(iii) Failure of material.—The brake shaft on engine No. 264 on a down special goods train broken between Ráwalpindi and Golra. No detention.	

Table No. II—*contd.*

Statement showing, for the six months ending 30th June 1894, all cases in which the continuous automatic brakes failed to act when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required. (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with each description of continuous automatic brake.
Standard gauge—*contd.* **State lines worked by the State—*contd.*** North Western (state) .	Vacuum Automatic.	27th March 1894 .	(iii) Neglect of servants.—No. 19 up mixed detained 50 minutes at Hamíra, owing to brake gearing on one end of bogie carriage No. 1631 having been taken up too tightly.	1,036,830.
		20th May 1894 .	(iii) Neglect of servants.—No. 27 up mail detained 15 minutes at Jacobabad. The driver could not move the train owing to want of sufficient steam to blow up the vacuum and release the brakes.	
		27th May 1894 .	(iii) Neglect of servants.—No. 19 up mixed detained 3 minutes at Meerut cantonment, owing to brake gearing on one end of composite bogie No. 287 having been taken up too tightly.	
		28th May 1894 .	(iii) Neglect of servants.—Brake gearing on No. 4 down mail taken up too tightly at Umballa. No detention.	
Oudh and Rohilkhand (state).	Vacuum Automatic.	3rd January 1894 .	(iii) Failure of material.—No. 2 down mail, Lucknow to Fyzabad, detained 34 minutes near Málipur up distant signal, owing to the rubber pipe leading to the vacuum chamber having given way in consequence of one of the left driving spring hangers having fallen on it.	210,732.
		6th February 1894	(iii) Failure of material.—No. 2 down mail, Lucknow to Moghal Sarai, detained 4 minutes at Lucknow in consequence of leakage of universal coupling.	
		14th March 1894 .	(iii) Failure of material.—No. 2 down mail, Chandausi to Sháhjahánpur, detained 7 minutes between Aonla and Basháratganj, owing to small pipe leading from train pipe to bottom of engine cylinder having broken by coming in contact with some obstruction.	
		11th April 1894 .	(iii) Failure of material.—No. 1 up mail, Sháhjahánpur to Chandausi, detained 9 minutes between Aorla and mile 378, owing to the universal pipe and dummy bracket having broken in consequence of the engine coming in contact with a cow on the line.	
		5th May 1894 .	(iii) Failure of material.—No. 1 up mail, Moghal Sarai to Lucknow, detained 5 minutes near Lucknow distant signal, owing to the vacuum pipe on the buffer beam having broken in consequence of the engine striking a buffalo.	
		10th May 1894 .	(iii) Failure of material.—No. 1 up mail, Sháhjahánpur to Chandausi, detained 5 minutes at Sháhjahánpur. The universal pipe coupling on engine No. 131 D was found defective.	
		20th May 1894 .	(iii) Inexperience of servants.—No. 1 up mail, Moghal Sarai to Lucknow, detained 3 minutes at Jalálganj, owing to a brakesman having applied the brake through ignorance.	

Table No. II—*contd.*

Statement showing, for the six months ending 30th June 1894, all cases in which the continuous automatic brakes failed to act when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required. (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with each description of continuous automatic brake.
Standard gauge—*contd.* **State lines worked by the State—*concld.*** Oudh and Rohilkhand (state).	Vacuum Automatic.	30th May 1894 .	(iii) Neglect of servants.—No. 1 up mail, Sháhjahánpur to Chandausi, detained 10 minutes at Bareilly, owing to universal coupling of train not having been properly secured.	
Eastern Bengal (state) .	Vacuum Automatic.	19th January 1894	(iii) No. 18 down train detained 4 minutes at Tittaghur owing to the brake blocks not having released in consequence of the rubber rolling ring of the engine working the train having broken.	245,714.
Lines worked by guaranteed companies. Great Indian Peninsula .	Vacuum Automatic.	22nd January 1894	(iii) Failure of machinery.—The jaw of brake-shaft of brakevan No. 1364 on 130 up mail not having been central with the piston rod, caused the piston rod to jam on journey between Ráichúr and Sholápur. The train was leaked off and worked non-automatic from Ráichúr cantonment to Bombay.	531,690.
		29th January 1894	(iii) Neglect of servants.—The driver states that the brake of 2nd class carriage No. 476 on 158 up at Shelárvádi could not be released. Ten minutes lost at the station in disconnecting the brake gear of this vehicle. (On examining the cylinder no defect could be traced.)	
		20th February 1894	(iii) Failure of material.—The vacuum steam pipe nut of engine No. 25 on 153 down train broke in halves and pipe became disconnected on journey. The train had to be leaked off and worked with hand-brakes only from Byculla to Karjat.	
		27th February 1894	(iii) Failure of material.—Small flexible pipe leading to cylinder of brakevan No. 1040 on 29 down train discovered broken at Victoria terminus at the time of starting. The train was detained 4 minutes to plug up the broken pipe.	
		9th May 1894 .	(iii) Neglect of servants.—One horn of universal coupling of postal van No. 1391 (returned in a defective condition by the Madras railway) on 130 up mail found broken. Brake pipe could not be coupled up and the train was worked non-automatic from Ráichur to Bombay.	
		22nd May 1894 .	(iii) Failure of machinery.—Brake blocks of Madras railway 1st class carriage No. 15 on 130 up mail could not be released from wheels at Neral station. The train was delayed 10 minutes in uncouplihg the piston of this carriage.	
		25th May 1894 .	(iii) Failure of machinery.—Tender brake of engine No. 500 on 115 down train could not be released, the pistons having jammed, 10 minutes' delay at Victoria terminus in leaking off the train which was worked non-automatic to Kalyán and back.	
		30th May 1894 .	(iii) Failure of material.—On 149 down train a defective washer on clayton coupling of brakevan No. 465 was discovered. Seven minutes' delay in starting from Victoria terminus in order to replace the defective washer.	
		8th June 1894 .	(iii) Failure of machinery.—Push rod of brake-van No. 1349 on 130 up mail broke at mileage 23¾. Ten minutes lost in uncoupling the push rod.	

Table No. II—*contd.*

Statement showing, for the six months ending 30th June 1894, all cases in which the continuous automatic brakes failed to act when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required. (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with each description of continuous automatic brake.
Standard gauge—*contd.*				
Lines worked by guaranteed companies—*contd.*				
Bombay, Baroda and Central India.	Vacuum Automatic.	16th February 1894	(iii) Failure of machinery.—On No. 1 down mail the automatic brake failed to release brake blocks, owing to valve having been slightly cut through a piece of grit getting on the face of the disc valve. Delay 25 minutes between Amroli and Sáyan.	
		17th February 1894	(iii) Neglect of servants.—Two nuts on the train pipe on No. 2 up mail being slack caused leakage, and the small ejector being out of order, sufficient vacuum could not be obtained. Five minutes lost between Daman and Bombay in using the hand brake.	
		24th February 1894	(iii) Neglect of servants.—On No. 2 up mail the vacuum ejector on engine failed, as it was not properly put in order. Delay 17 minutes at Surat.	
		7th March 1894 .	(iii) Failure of machinery.—Ejectors on No. 1 down mail could not maintain the necessary vacuum to keep the brake off through leakage on train pipes, engine and tender. Automatic brake was disconnected and the train worked with hand-brake from Colába. No delay.	
		15th March 1894 .	(iii) Failure of machinery.—Sufficient vacuum could not be obtained on 48 up ordinary (local) as the ejector failed through leakage. The train was worked with hand-brake from Máhim to Colába. No delay.	See page 5.
		17th March 1894 .	(iii) Failure of machinery.—Some dirt was found in ejector on No. 5 down ordinary, which could not, therefore, maintain more than 12" of vacuum. Delay 10 minutes at Dáhánu and 5 minutes between Dáhánu and Gholvad.	
		25th March 1894 .	(iii) Failure of machinery.—On No. 1 down mail the vacuum connection pipes between rear brakevan and the vehicle next to it leaked, owing to a piece of string having come between the pipe washers while coupling. Delay 4 minutes at Anand in putting the defect right.	
		30th March 1894 .	(iii) Failure of machinery.—Blocks of the rear brakevan on No. 1 down mail failed to come off. The train was detained 40 minutes at Ahmedabad in getting the brakevan changed.	
		1st April 1894 .	(iii) Failure of machinery.—Small ejector on No. 1 down mail failed from some dirt getting in. The train was worked with hand-brake from Pálghar to Surat. No delay.	

Table No. II—*concld.*

Statement showing, for the six months ending 30th June 1894, all cases in which the continuous automatic brakes failed to act when required to be brought into action, or caused delay in the working of trains—concld.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required. (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with each description of continuous automatic brake.
Standard gauge—*concld.*				
Lines worked by guaranteed companies—*concld.*				
Bombay, Baroda and Central India—*concld.*	Vacuum Automatic.	15th April 1894 .	(iii) Failure of machinery.—On No. 2 up mail brakes on front brakevan and two carriages could not act freely owing to piston sticking in the cylinder. Delay 10 minutes at Navsári.	314,186.
		17th April 1894 .	(iii) Neglect of servants.—No. 2 up mail could not maintain 15" of vacuum owing to dirt in the drift pipe and to the valve and ejector having been dirty. Delay 10 minutes at Bulsár.	
		3rd May 1894 .	(iii) Failure of machinery.—Brake blocks on No. 83 down ordinary local jammed on the road. Six minutes' delay at Church gate to find out the cause.	

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GOVERNMENT OF INDIA.

HOME DEPARTMENT.

COMPULSORY SEGREGATION IN ASYLUMS OF LEPERS FOUND VAGRANT IN MUNICIPALITIES AND PROHIBITION OF THE CARRYING ON OF CERTAIN TRADES OR CALLINGS BY LEPERS IN MUNICIPALITIES.

No. $\frac{2 \text{ Medical}}{138-149}$.

Extract from the Proceedings of the Government of India, in the Home Department (Medical),—under date Calcutta, the 23rd March 1895.

READ—

Home Department Resolution No. $\frac{8 \text{ Medical}}{624-633}$, dated the 26th September 1888.

Home Department Resolution No. $\frac{5 \text{ Medical}}{351-361}$, dated the 15th June 1889, and the draft Bill to provide for the isolation of lepers and the amelioration of their condition published with it.

The replies of Local Governments and Administrations to the above Resolution.

The Report (1893) of the Leprosy Commission in India appointed at the instance of the National Leprosy Fund in 1890.

The Memorandum on that Report, as prepared by a Special Committee appointed for the purpose by the National Leprosy Fund, and endorsed or annotated by members of the Executive Committee of the Fund.

Home Department Circular letter No. $\frac{11 \text{ Medical}}{561-570}$, dated the 15th September 1893, forwarding, for the opinion of Local Governments and Administrations, the above-mentioned Report and Memorandum, together with a Memorandum by the Surgeon-General with the Government of India.

The replies of Local Governments and Administrations to that Circular letter.

Home Department letter No. 48 Medical, dated the 7th February 1895, to the Government of Bengal, conveying the approval of the Governor General in Council to the introduction in the local Legislative Council of a draft Bill to provide for the segregation of pauper lepers and the regulation of the exercise by lepers of certain trades or callings.

RESOLUTION.

THE question whether it would not be possible for the State to take a more direct part in the prevention or treatment of leprosy in India has been for some years under the consideration of the Government of India. In the Resolution, dated the 26th September 1888, the Governor General in Council observed that so far as had been ascertained at the census of 1881 there were 131,618 lepers in British India, that these figures did not in all probability afford a true measure of the disease, and that about 1 per cent. only of the lepers actually known to exist came under organised relief in Institutions maintained by charity or assisted by Government. It was stated that the great majority of lepers preferred to be the objects of local charity and appeared to disapprove of the small amount of restraint to which they were liable in institutions maintained for their treatment. The Governor General in Council was of opinion that the absolute segregation of the sexes and the confinement for life of all affected by leprosy, which His Excellency in Council was then assured was the only effectual measure for stamping out the disease, would not only be repugnant to public opinion but would be impracticable in India. After a careful consideration of the subject the Governor General in Council came to the conclusion that, for the time at all events, the State could not attempt more than the encouragement of the grant of medical and charitable relief to lepers in voluntary hospitals and Leper Asylums. His Excellency in Council expressed the opinion that in such institutions the necessity of strictly segregating the sexes should invariably be kept in view and desired that this condition should be enforced in the case of every institution for the relief of lepers receiving aid from public funds, and that every effort should be made to induce the supporters of institutions of the kind maintained by voluntary contributions to adopt a similar rule.

2. Subsequently, upon a further examination of the question, the Governor General in Council considered that some additional measures might be taken with the object of promoting the establishment of asylums or retreats for lepers and giving legislative sanction to the retention of lepers in such retreats. His Excellency in Council accordingly directed the preparation of a Bill providing for the detention of lepers at their own request in accordance with the voluntary system adopted in regard to Habitual Drunkards by the Statute 42 and 43 Vict., Cap. 19, and authorising Magistrates to arrest and commit to retreats persons proved to be lepers who might be found asking for alms or wandering about without any employment or visible means of subsistence. The Bill contained a provision requiring the segregation of the sexes at retreats and protecting a leper from being sent against his will to a retreat where attendance at any religious observance or at any instruction in religious subjects was obligatory upon the inmates. In inviting the views of the local authorities upon the provisions of the Bill on the 15th June 1889, the Government of India requested the Local Governments and Administrations to state whether, in the opinion of persons qualified to judge, leprosy was on the increase or not.

3. The replies showed that very great uncertainty existed as to the cause and character of the disease of leprosy, and the opinions of those consulted differed very much upon these points. The opinion was expressed by many of the highest medical authorities consulted that the disease is not contagious except by inoculation, and that the part played by inoculation in determining its spread is very small. It then became a matter for the consideration of the Government of India whether it would not be desirable to introduce the Bill in an amended form, on the one hand limiting its application to persons suffering from the disease in an advanced and specially dangerous stage, and on the other hand extending the power of arrest and compulsory detention so as to cover all such dangerous lepers who might after warning persist in coming out and mixing with the public. The conclusion at which the Government of India then arrived was

that there was no safe basis even for an enactment of this restricted description. At the time the English National Leprosy Fund, formed under the presidency of His Royal Highness the Prince of Wales for the purpose of perpetuating the memory of Father Damien who died of leprosy contracted during his work among the lepers of Hawaii, contemplated the appointment of a Leprosy Commission to visit India, and the Government of India, after communicating their views to Her Majesty's Secretary of State for India, decided to await the recommendations of the Commission.

4. The Commission, which consisted of five gentlemen of the medical profession, three * selected in England by the National Leprosy Fund in conjunction with the Councils of the Royal College of Physicians and the Royal College of Surgeons, London, and two †—officers of the Indian Medical Service—deputed by the Government of India, commenced its investigations in the winter of 1890-91. The Commissioners unanimously reported their opinion that:—(1) leprosy is a disease *sui generis;* it is not a form of syphilis or tuberculosis, but has striking ætiological analogies with the latter; (2) leprosy is not diffused by hereditary transmission, and for this reason, as well as because of the large extent of sterility among lepers, the disease has a natural tendency to die out; (3) though in a scientific classification of diseases leprosy must be regarded as contagious and also inoculable, yet the extent to which it is propagated by these means is exceedingly small; (4) leprosy is not directly originated by the use of any particular article of food, nor by any climatic or telluric conditions, nor by insanitary surroundings; neither does it peculiarly affect any race or caste; (5) leprosy is indirectly influenced by insanitary surroundings, such as poverty, bad food, or deficient drainage or ventilation, for these by causing a predisposition increase the susceptibility of the individual to the disease; and (6) leprosy in the great majority of cases originates *de novo*, that is, from a sequence or concurrence of causes and conditions, dealt with in the report, which are related to each other in ways at present imperfectly known.

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Surgeon-Major S. J. Thomson, D.P.H.

5. The Commissioners observed that "the presence of a leper in a healthy community is a source of danger no greater than the presence of an individual suffering from tuberculosis. Both diseases are contagious in an equal and minimal degree. The amount of ulceration which exists in both diseases is to some extent a measure of the danger of contagion." They held that their conclusions as to the nature of the disease did not justify any recommendation for absolute segregation, and for the same reasons they found it impossible to advise compulsory partial isolation. They advocated the adoption of a voluntary isolation as extensive as local circumstances would allow, and suggested that, if marriages among lepers were permitted, this plan might be more easily carried out. They stated that they would in no case suggest an Imperial Act, especially directed against lepers as such, for the reason that they considered lepers to be far less dangerous to a community than insane or syphilitic people.

6. The Commissioners made the following recommendations for the regulation of leprosy and lepers in India, which they considered could be effected by means of Municipal bye-laws:—(*a*) that the sale of articles of food and drink by lepers should be prohibited and that they should be prevented from practising prostitution, and from following such occupations, as those of barber and washerman, which concern the food, drink, and clothing of the people generally, quite apart from the dread of a possible infection; (*b*) that the best policy in dealing with the concentration of lepers in towns and cities is to discourage it, and that to this end the Municipal authorities should be empowered to pass bye-laws preventing vagrants suffering from leprosy from begging in or frequenting places of public resort or using public conveyances; (*c*) that asylums should be built near towns where they do not already exist, and that the authorities should have the power of ordering lepers infringing the Municipal regulations either to return to their homes or to enter an asylum; and (*d*) that competent medical authority should always be consulted before action is taken under such bye-laws.

7. The report of the Commission was considered by a Special Committee consisting of two members * nominated by the Executive Committee of the National Leprosy Fund, two members † nominated by the Royal College of Physicians, and two members ‡ nominated by the Royal College of Surgeons. It was also considered at the same time by the members § of the Executive Committee of the National Leprosy Fund. As the result of this consideration a memorandum was prepared by the members of these two Committees accepting the conclusions of the Commissioners except:—(3) that the extent to which leprosy is propagated by contagion and inoculation is exceedingly small; and (6) that leprosy in the majority of cases originates *de novo*, that is, from a sequence or concurrence of causes and conditions, dealt with in the report, and which are related to each other in ways, at present imperfectly known. These Committees declared themselves unable to accept the view that segregation in any case of leprosy in India is either impracticable or undesirable, and stated that they would be sorry if the Government of India were encouraged by the report of the Commissioners to refrain from taking the necessary steps in the direction of such segregation of lepers as might be found possible. They stated that their opinions on segregation were in accord with those of Dr. Vandyke Carter, *viz.*, that it should be effected—

* The Honourable Geo. N. Curzon, M.P., then Under-Secretary of State for India (*Chairman*).
Edward Clifford, Esq.

† Sir Dyce Duckworth, M.D., LL.D.
G. A. Heron, Esq., M.D., F.R.C.P.

‡ Jonathan Hutchinson, Esq., LL.D., F.R.S.
N. C. Macnamara, Esq., F.R.C.S.

§ Baron Ferdinand de Rothschild, M.P. (*Chairman*).
The Bishop of London.
The late Sir Andrew Clark, Bart., F.R.S., *President, Royal College of Physicians.*
Sir James Paget, Bart., F.R.S.
Sir Joseph Fayrer, K.C.S.I., M.D.
Sir W. Guyer Hunter, K.C.M.G., M.D., M.P.
Sir Algernon Borthwick, Bart., M.P. (*Honorary Treasurer*).
Sir Edward Lawson, Bart. (*Honorary Treasurer*).
Sir Somers Vine, F.R.G.S. F.S.S. (*Honorary Secretary*).

(i) by erecting plain asylums at certain centres, each of which would be a refuge common to several districts, and a place of detention, under due management and supervision;

(ii) by founding Leper Colonies, or village communities, mainly of the affected, who, while allowed more liberty of movement, should yet be prevented from mingling with the peasantry around;

(iii) by requiring the strict isolation in suitable separate lodgment of leprous subjects retained in their homes at express wish of friends; and

(iv) by giving legislative authority to take up the vagrant sick, to remove the sorely diseased who are insufficiently guarded at home, and at times to enforce continued isolation of the infected until medical sanction of liberty be granted.

While reserving these opinions the Committees gave a general approval to the recommendations of the Commissioners enumerated above in paragraph 6, though they did not concur in the opinion that Municipalities would be necessarily or universally the best means of effecting the object of providing for the regulation of lepers and leprosy in India. They wished to go much further than the Commissioners in controlling the action of lepers, and urged that the Government of India should take the necessary steps in the direction of such segregation of lepers as might be found possible. The late Sir Andrew Clark, Sir W. Guyer Hunter, Sir James Paget, Sir Joseph Fayrer and Dr. Jonathan Hutchinson dissented from the opinion expressed in the body of the report of the Special Committee on the subject of the contagion of leprosy, believing that the evidence of the spread of leprosy by contagion is not sufficient to justify the compulsory segregation of lepers, and that there is no adequate reason for prohibiting the marriage of the leprous. Sir Dyce Duckworth also expressed a somewhat similar opinion.

The Surgeon General with the Government of India has also stated his concurrence with the finding of the Commissioners upon the issue whether leprosy is contagious or not, and this view has found favour generally among the authorities in this country. The Governor General in Council, while regarding with every respect the opinion of the eminent gentlemen upon the Special Committee and the Executive Committee of the National Leprosy Fund who dissented from the finding of the Leprosy Commissioners regarding the contagious character of the disease, is constrained to accept the conclusion of the Commissioners upon this matter, fortified as it is by the views of the distinguished medical authorities just cited, and by the general opinion of those in India who are qualified to pass judgment on it. His Excellency in Council accordingly feels assured that the extent to which the disease is propagated in India by contagion is small, and, holding this opinion, is unable to approve of the compulsory segregation, either absolute or partial, of lepers except under the special circumstances which are detailed *infra* in paragraph 10.

8. The Local Governments and Administrations were requested to offer their opinions for giving practical effect to the recommendations of the Commissioners. There is complete unanimity of opinion in favour of the first recommendation that lepers should be prohibited from engaging in certain trades. This recommendation cannot indeed be directly justified on the conclusion of the Commissioners regarding the question of the contagiousness of leprosy, but it appears to the Government of India that, as the Lieutenant-Governor of the Punjab observes, "it is amply justified on the grounds that there is a certain danger in allowing lepers with running sores to engage in those trades, and the people of this country, and indeed, it may be said, of any other country, would be struck with dismay if they discovered that the articles they used or consumed had been handled by such lepers." There is, in fact, the Government of India are advised, danger of septic poisoning from any such running sore or ulcer.

The question arises whether the prohibition in respect of the trades in question should be confined to Municipalities or made of general application. The majority of the Local Governments and Administrations would, for the present at least, proscribe lepers from engaging in trades only in Municipal areas, upon the broad grounds that the enforcement of the prohibition would be impracticable in agricultural villages, and that the members of village communities, who are fully cognizant of the most trifling details connected with the every day life of their fellow residents in a village, are well able to protect themselves. The object is to protect the public from dealing unwittingly with leper tradesmen, and the Governor General in Council thinks that this can be adequately secured if the prohibition is confined to Municipalities and to the larger fairs and religious and other gatherings which are held outside the limits of towns. His Excellency in Council has, therefore, decided that, for the present at all events, the prohibition should not apply except to lepers in and near Municipalities and at the larger fairs and similar gatherings. As the Government of India abstain strictly from regulating prostitution, no bye-law or Act dealing with the prohibition against lepers following certain trades or callings should extend to that of prostitution by leper women.

In the opinion of the Governor General in Council the question of amending the Municipal Acts in the Provinces where they are at present deficient in this respect should now be taken into consideration. In connection with this point it appears to His Excellency in Council that section 55 of Act XV of 1883 in the North-Western Provinces and Oudh cannot, as urged by the Lieutenant-Governor of the North-Western Provinces and Chief Commissioner of Oudh, be held to refer to this matter, and that section 85 of Act XVIII of 1889 in the Central Provinces, which the Chief Commissioner of the Central Provinces considers would enable Municipal Commissioners to prohibit, as a public nuisance, lepers from publicly exposing their sores or from engaging in trade, does not provide for it with sufficient precision.

9. The second recommendation of the Commissioners was directed against the prevalent custom of mendicant lepers to leave their homes and crowd into the large centres of population. The Commissioners held that vagrant and indigent lepers scattered about the country are not a source of serious danger, and their proposal that Municipal authorities should be empowered by bye-laws to prevent vagrants afflicted with leprosy from begging

in or frequenting places of public resort or using public conveyances in towns and cities was dictated by the expectation that the effect of such bye-laws in large towns would be an emigration into the surrounding country, and a furtherance of the scheme for establishing experimental leper colonies or farms in rural districts. With the exception of the Government of Madras and the Chief Commissioner of Assam, the Local Governments and Administrations are generally in favour of sending to, and retaining in, asylums vagrant pauper lepers who congregate in towns. It has been forcibly urged to the Government of India that this question, as well as that of prohibiting lepers from engaging in certain trades, has an administrative as well as a medical aspect, and that action such as the Commissioners proposed is justified by the loathsomeness of the disease, by the circumstance that those suffering from it very commonly obtrude their sores upon the public with a view to forcing people to give them money, and by the fact that people in India are commonly struck with horror at the approach of a leper, and are apt to yield to his importunity in order to induce him to move on. In deference to the sentiments of the community generally, the Government of India agree that steps should be taken to prevent mendicant lepers from obtruding their deformities on the public gaze in towns and cities. The experience gained in Bombay, since the establishment of the Leper Asylum at Matoonga, shows that regulations having this object may, if intelligently and energetically carried out, be expected to be productive of great benefit to the leper community as well as to the general public.

The Commissioners recommended that the authorities in towns should be empowered to order a leper infringing the regulations either to return to his home or to enter an asylum. This recommendation is generally accepted except by the Government of Madras which would limit the power of enforcing obedience to the bye-laws to the actual expulsion of lepers from towns and cities, and by the Chief Commissioner of Assam on the ground that he is not prepared to recommend compulsory detention in asylums. The view which approves itself to the Government of India and to the majority of the Local Governments and Administrations is that vagrant lepers in Municipalities should be dealt with in much the same way as vagrant lunatics are dealt with under the provisions of Act XXXVI of 1858, *viz.*, that such persons should be brought before a Medical officer and a Magistrate and sent to an asylum by an order of the latter if found to be suffering from the disease and without relatives who can properly care for and treat them. The Governor General in Council considers that, for the present at all events, it will be sufficient to take power to deal with vagrant lepers in this manner in Municipalities and their immediate neighbourhood.

10. The Commissioners recommended that Leper Asylums should be built near towns where they do not already exist, and the memorandum of the Surgeon-General with the Government of India, circulated with Home Department letter of the 15th September 1893, contained detailed suggestions for the establishment and location of additional asylums throughout the country. The Surgeon-General was of opinion that requirements would be met if on an average one asylum was provided to each revenue division. A suggestion of the Commissioners, intended to be ancillary in the rural districts to the establishment of asylums in the immediate neighbourhood of towns, was that leper farms in rural tracts where lepers with their wives and families could cultivate the soil might be productive of practical good. They considered that comparatively few children would be born, and proposed that they should, if possible, be removed to orphanages from which they would be discharged as soon as they could support themselves.

This part of the subject appears to the Government of India to need further consideration by the Local Governments and Administrations. The Governor General in Council considers that in each division or some convenient area an asylum, or an asylum and a farm, should be maintained so as to accommodate the lepers who may be found vagrant in the Municipalities in the division or area, and His Excellency in Council is of opinion that the additional expense which may be necessary for the purpose should be met jointly by the Municipalities and District and Local Boards of the division or area.

The Government of India will be glad if the Local Governments and Administrations will take the matter into their consideration at an early date, in order to determine to what extent additional accommodation will be required, how the cost of providing and maintaining such accommodation should be divided among the local bodies, and whether any amendment of the law relating to Municipalities and District and Local Boards is necessary for the establishment of such asylums and farms outside the limits of Municipalities and for the proposed division of the cost. The Government of India are inclined to think that it may not be necessary to legislate, as was proposed in clause 4 of the Bill circulated in 1889, for the voluntary admission of lepers in asylums, but they would have no objection to the adoption of such a provision in any Province in which the Local Government or Administration thinks it would be useful.

11. The fourth recommendation of the Commissioners was that competent medical authority should always be consulted before action in regard to lepers is taken. With this view the Government of India entirely agree. But the Commissioners did not suggest a definition of the terms "leper" and "leprosy" which could be adopted for the purpose of the provisions to be made in the different laws and bye-laws. In the opinion of the Government of India the terms should for this purpose be defined, as in the Bill at present before the Legislative Council of the Lieutenant-Governor of Bengal, which is alluded to in the preamble of this Resolution, so as only to include cases in which ulceration has actually commenced. The Governor General in Council considers that the public interests do not require that action should be taken against persons attacked with the disease who have not reached that stage. In any case in which it is proposed to enforce the bye-laws against a person who appears to be affected with ulcerous sores, a preliminary to such action will be that he should be examined by a competent medical authority.

12. The enquiry mentioned in paragraph 2 of this Resolution which was instituted into the question whether the disease of leprosy is on the increase or not in this country was taken up by the Leprosy Commissioners. At the time when the report was issued the returns for the census of 1891 had not been fully revised, but they were sufficiently complete to enable the Commissioners to make an elaborate examination of the statistics given in the last three censuses taken in India regarding the distribution of lepers in the country. The conclusions at which they arrived was that the alarm about the increase of leprosy in British India is altogether groundless, that the figures available, though unfortunately consisting of only three sets, pointed strongly to a decrease in the number of these unfortunate people, and in any case to the disease not being on the increase, that the number of lepers had been greatly overstated, 110,000 being perhaps nearest the truth, and that leprosy could therefore not be regarded in the light of a general danger. The final statistics of the Census Commissioner for India showed the number of persons described as lepers at the Census of 1891 to be 126,351, of whom 31,069 were females. Mr. Baines thought it possible that a good deal of the decrease in the numbers of lepers returned in 1891, from tracts in which they were formerly remarkably high, might be nominal, and due to greater accuracy of diagnosis, and the Governor General in Council is inclined to agree with him that it is impossible to say for certain whether the disease of leprosy in this country is on the whole stationary or not. His Excellency in Council, however, sees no reason to dissent from the general conclusion of the Commissioners that leprosy does not prevail in India to such an extent as to constitute a general or universal danger, and that the means by which we must look forward to secure its diminution are improved sanitation and better dietetic conditions.

13. The legislation which is required to carry out the decisions of the Government of India in paragraphs 8, 9 and 10 of this Resolution will be effected in Local Legislative Councils in the Provinces where they exist and for other Provinces by the Governor General in Council. The Bill cited in the preamble has already been introduced in the Council of the Lieutenant-Governor of Bengal, and the Governments of Madras, Bombay and the North-Western Provinces and Oudh should now proceed to legislate, either by means of a separate Bill or by such amendment of the Municipal law as is necessary to bring it into

accord with the principles which have been accepted by the Government of India. The Governor General in Council will be glad to receive in due course, from the Lieutenant-Governor of the Punjab and the Local Administrations, proposals for effecting the changes in the law which will be required in the Provinces administered by them.

14. The Governor General in Council cannot conclude this Resolution without placing on record his appreciation of the able and exhaustive manner in which the Leprosy Commissioners conducted their enquiry. Two of them, the Governor General in Council regrets, passed away before His Excellency in Council had had an opportunity of publicly acknowledging their labours. Surgeon-Major Barclay died at Simla of typhoid fever while the Commissioners were still engaged in their investigations, and Dr. Beaven Rake at Trinidad in August 1894. Finally, the Government of India desire to express on behalf of the Empire their thanks to the Committee of the National Leprosy Fund for devoting a portion of the subscriptions raised in memory of the late Father Damien to the investigation of the disease of leprosy throughout India.

ORDER.—Ordered, that this Resolution be published in the *Gazette of India*, and that a copy be forwarded to all Local Governments and Administrations and to the Foreign Department for information.

(True Extract.)

J. P. HEWETT,

Offg. Secretary to the Govt. of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

LAND SURVEYS.

RE-ORGANIZATION OF THE SURVEY OF INDIA DEPARTMENT AND ITS DIVISION INTO "IMPERIAL," "PROVINCIAL," AND "SUBORDINATE" SERVICES.

Extract from the Proceedings of the Government of India, Department of Revenue and Agriculture, No. $\frac{6}{64}$ (Land Surveys), dated 27th March 1895.

READ—

Despatch No. 104, dated 30th September 1891, from Her Majesty's Secretary of State for India.

" " 169, dated 6th June 1893, to Her Majesty's Secretary of State for India.

" " 188, dated 21st September 1893, from Her Majesty's Secretary of State for India.

RESOLUTION.

In order to carry out the general principles laid down by the Public Service Commission of 1886-87, and to provide a clearer basis for a scheme of leave and pension rules, the Government of India have determined to re-organize the Survey of India Department, by dividing it into three distinct services, to be known respectively as (i) the Imperial Service, (ii) the Provincial Service, and (iii) the Subordinate Service.

2. The essential distinction between the Imperial and Provincial Services is, that the latter will be recruited exclusively in India, while the former will consist of officers who have either been transferred from the Army or have been recruited directly from England. The appointments to the Imperial Service being made by selection only, it is unnecessary to fix any definite rate of annual recruitment. As regards the recruitment for the Provincial Service, to which appointments will be made by examination in India, separate instructions will be conveyed to the Surveyor General hereafter. Meanwhile the following orders are issued regarding the re-organization of the Department.

3. Ten appointments in the existing Senior Division will be transferred to the Provincial Service, and the remainder of that Division, together with the administrative appointments at the head of the Department, will constitute the Imperial Service. The grades of the Senior Division will then be reconstituted as follows:—

APPOINTMENTS.	PRESENT.		FUTURE.			
			RETAINED IN IMPERIAL.		TRANSFERRED TO PROVINCIAL.	
	Number.	Pay per mensem.	Number.	Pay per mensem.	Number.	Pay per mensem.
		₹		₹		₹
Superintendent, 1st grade	3	1,600	3	1,600	...	...
Ditto, 2nd "	7	1,300	6	1,300	...	...
Deputy Superintendent, 1st grade	9	1,000	7	1,000	2	800
Ditto ditto, 2nd "	9	850	7	850	3	650
Assistant Superintendent, 1st grade	10	600	7	600	1	500
					1	450
Ditto ditto, 2nd "	10	500	8	500	3	400
TOTAL	48	866	38	888	10	570

The transfers will be made gradually in the following manner. Three vacancies now existing in the 2nd grade of Assistant Superintendents will be transferred at once to the Provincial Service, and filled up by selections from the Junior Division. The initial appointments thus transferred will in their future treatment shew how promotion in the Provincial Service will be made, and may thus be regarded as pilot appointments. The *appointments* will continue for the present to be shown in the Imperial list in their proper places and with their proper numbers, the words "Transferred to the Provincial Service" being entered in italics, instead of the name of the officer, which will be shown on the separate Provincial list.

As the pilot appointments rise in due course of promotion in the Imperial list, corresponding appointments will be transferred to, and promotions made in, the Provincial list so long as there are appointments to be transferred to that list.

Owing to the fact that only two appointments are being transferred from the first grade of Assistant Superintendents, whereas three appointments are transferred from the second grade of Deputy Superintendents, a difficulty will arise after the first two pilot appointments have reached the 2nd grade of Deputy Superintendents. Accordingly, a third Assistant Superintendentship of the 1st grade will be temporarily transferred to the Provincial Service. As soon as the italicised entry of this appointment in the Imperial list reaches the 2nd grade of Deputy Superintendents, and the corresponding promotion has been made in the Provincial Service, the third appointment will be retransferred to the Imperial list, thus reducing both lists to their normal dimensions.

When the transfer of appointments from the Imperial to the Provincial cadre is complete, the Provincial Service will be fully constituted; promotions in it will be wholly independent of the Imperial list; and the skeleton entries representing the pilot appointments will no longer be shown on the latter.

4. When the transfer is completed as above, an Imperial officer in the first grade of Assistant Superintendents will at once be promoted to the 2nd grade of Deputy Superintendents, and an extra officer will be added to the 2nd grade of Assistant Superintendents; on the occurrence of the first vacancy in the rank of 2nd grade Superintendent no promotion will be made into that grade, and the regrading of the Imperial Service will then be complete.

5. The line between the Provincial and Subordinate Services will be drawn immediately below the existing Junior Division, and the Provincial Service will consist of the existing Junior Division together with the appointments transferred from the Senior Division. The cadre when complete will therefore be as follows:—

Appointments.	Present.		Transferred from Senior Division.		Future.	
	Number	Pay per mensem.	Number.	Pay per mensem.	Number.	Pay per mensem.
		R		R		R
Extra Deputy Superintendent, 1st grade	...	...	2	800	2	800
" " " 2nd "	...	...	3	650	3	650
Extra Assistant Superintendent, 1st grade	3	550	...	...	3	550
" " " 2nd "	5	500	1	500	6	500
" " " 3rd "	7	450	1	450	8	450
" " " 4th "	10	400	3	400	13	400
" " " 5th "	15	350	...	...	15	350
" " " 6th "	20	300	...	...	20	300
Sub-Assistant Superintendent, 1st grade	22	200—10—250	...	...	22	200—10—250
" " 2nd "	24	160—8—200	...	...	24	160—8—200
" " 3rd "	26	120—8—160	...	...	26	120—8—160
Total	132	272	10	570	142	293

Promotion in this consolidated list will mainly depend on the qualifications of officers and the practical efficiency shown by them in the discharge of their duties; and though the position attained by seniority on the list will be taken into consideration, promotion cannot be claimed on grounds of seniority alone. The same rule will apply in the case of promotions to new appointments transferred from the Senior Division.

6. The Subordinate Service will remain as regards appointments, grades, pay, and recruitment in every respect on the same footing as at present.

7. The effect of the re-organization above prescribed will, when these new arrangements are complete, be as follows:—

	Present.			Future.	
	No. of appointments.	Monthly cost.		No. of appointments.	Monthly cost.
		R			R
Administrative . .	2	5,200	Imperial Service . .	40	38,950
Senior Division . .	48	41,550	Provincial Service . .	142	41,676
Junior " . .	132	35,977			
Total .	182	82,727	Total .	182	80,626

8. The Surveyor General is authorized to bring the re-organization into force at once. The existing members of the Department who have been recruited in India and are now serving in the Senior Division will retain their places in that Division. Their salary and promotion will be regulated by the conditions under which they have hitherto served in the Department, without reference to the fact that they were not recruited in England.

Order.—Ordered that a copy of the foregoing Resolution be published in the *Gazette of India* and a copy forwarded to the Surveyor General of India for information and guidance: also that a copy be forwarded to the Finance Department for information and the issue of such further orders as may be necessary.

[True Extract.]

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

ACCOUNTS AND FINANCE.

Stores.

No. 1426 S. R., dated Calcutta, the 25th March 1895.

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

READ again the following papers on the subject of supply of Indian-manufactured stores :—

(1) Resolution by the Government of India in the Finance and Commerce Department, No. 185, dated 10th January 1883, consolidating the then existing rules regarding the procedure to be employed in obtaining for the public service supplies of stores of other than Indian origin or manufacture.

(2) Resolution by the Government of India in the Finance and Commerce Department, No. 2650, dated 25th June 1891.

(3) Resolution by the Government of India in the Public Works Department, No. 226 M., dated 14th June 1892.

In the first of the Resolutions cited above, the rules on the subject of the supply of articles of European manufacture required for the public service in India and the preparation of annual returns of expenditure on stores and their transmission to Her Majesty's Secretary of State for India were published in a consolidated form and applied to stores required for Imperial and Provincial services and Incorporated Local Funds, but not to those required for Excluded Local Funds. In these rules it was laid down that all articles required for the public service which cannot be manufactured in India are, as an almost invariable rule, to be obtained on indent through the Secretary of State.

2. In the Resolution No. 2650, dated 25th June 1891, cited above, the Government of India, after due consideration of the representations made from time to time by the leading engineering and other firms in India with reference to the prohibitions against obtaining stores in India, relaxed the rules as a tentative measure. With a view to the encouragement of local industries and the development of technical education, and in the hope of effecting ecomony in the public administration both by actual saving in the cost of articles purchased locally and by avoiding the delays that are sometimes inevitable when the articles have to be procured by indent on England, they authorized, in certain cases, the local purchase of the less important manufactured articles of iron and steel made up in India from imported materials and ordinarily required for Public Works other than Railways. This relaxation of the then existing rules referred only to articles the certain want of which could not be anticipated, and the delay in the supply of which might involve loss. The following conditions were pointed out as necessary ones :—

(*a*) that the articles locally supplied were not imported into India in a finished or partly finished state ;

(*b*) that the price was not in excess of that at which similar articles could be obtained on indent through the Secretary of State ; and

(*c*) that the quality was not inferior to that of English supplies.

In the same Resolution it was mentioned that only firms of recognised standing and whose shops were fitted with the necessary plant would be considered eligible to tender for the supply of the class of articles which it was decided to obtain locally, and Local Governments were requested to furnish lists of those firms within their jurisdiction which they considered should be entitled to the privilege of tendering, together with lists of the principal machines in the shops of each firm and the means possessed for testing both the raw material and the finished product. The Resolution also proceeded to lay down certain checks which were considered essential to insure that the articles were manufactured in India from the raw material, that the relative prices of English and Indian

supplies were properly compared and ascertained, and that the raw material employed and, when necessary, the finished product were properly tested.

These orders were duly approved and confirmed by Her Majesty's Secretary of State for India.

3. In Resolution No. 226 M., dated the 14th June 1892, the conditions as regards the tests to be applied to the raw material and, when necessary, to the finished product which were previously mentioned were re-stated. Attention was at the same time drawn to the reasons already stated, which induced Government to relax, as a tentative measure, the rules previously in force, and to this Resolution was appended a list of the firms recommended by the various Local Governments as eligible to tender for the local supply of the class of articles previously mentioned, and specifications showing the conditions as regards test and manufacture that are prescribed by the Director General of Stores, India Office, in the case of iron and steel work procured from England for use in India.

4. The manufacture in India of articles of the kind alluded to has, it is believed, extended since the date of the orders above quoted, and it is understood that several of the principal engineering firms in India now possess the apparatus necessary for the proper testing both of the raw material and of the finished product. It is possible that indenting officers are not aware of the full extent to which the orders permit them to supply themselves from Indian sources, or the extent to which the capacities of Indian engineering firms have been developed ; and the Governor General in Council, continuing to realize the advantages, *cæteris paribus*, of obtaining supplies in India, desires again to draw the attention of Local Governments and Administrations to the subject. It is understood that the engineering firms in question are willing to give all necessary information to indenting departments and to Local Governments as to the classes of articles which they are prepared to supply under existing rules and under due guarantee as regards the application of sufficient tests as to quality of material and workmanship ; and the Government of India are desirous that the fullest use should be made, subject to the prescribed precautions, of the liberty which the Resolutions give to procure supplies in India.

5. The Local Governments are requested also to bring to the notice of the Government of India the names of any other firms which they consider to be qualified, both from their position as engineering firms of recognised standing and also from their possessing the necessary testing plant, to be entitled to tender for the supply of articles procurable locally under the existing rules. Such recommendations of the Local Governments will be duly considered by the Government of India with a view to the names of the firms in question being added to the list appended to Public Works Department Resolution No. 226 M., dated 16th June 1892.

Moreover, should Local Governments and Administrations find that the progress of manufacture in India has now rendered it possible to add new articles to the list appended to the Resolution by Government of India in Finance and Commerce Department, No. 2650, dated 25th June 1891, they are requested to favour the Government of India with an expression of their opinions on the subject with a view to the necessary additions being made to the list.

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

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

Ordered also, that a copy be forwarded to the Military and Public Works Departments, and that it be published in the Supplement to the *Gazette of India*.

STEPHEN JACOB,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a. m. on Saturday, March 16th, 1895.

General Summary.—During the week under review pressure has been unsteady and the diurnal changes of the barometer have frequently been considerable—more particularly over Northern India. During the earlier part of the week the barometer, relatively to other parts of India, was high in the North-West, but on the 13th pressure gave way rapidly in Baluchistan, and a deepish depression appeared over the West and Central Punjab. This abnormal distribution lasted till the close of the week. As an accompaniment of this abnormal condition of pressure moderate rainfall occurred in the North Punjab and Kashmir and this rainfall subsequently extended to North-East India also. Snow storms were reported from Srinagar and Astor in Kashmir and from Gnatong. Over Southern and Central India fine and generally clear weather has prevailed with gentle winds in most places.

Temperature changes have been somewhat irregular during the week. The week opened with a general slight deficiency, except in the Peninsula, but by the 12th this deficiency was changed into an excess, except in Bengal and the North-Western Provinces. This general excess lasted until the 14th, when a depression of temperature commenced in the Punjab and extended quickly over a large part of India by the 16th. The excessive temperatures which prevailed during the middle of the week, and which were a continuation of the high temperatures which have prevailed for some time past in North Western and Central India, was apparently due to the very abnormal pressure conditions reported in North-Western India, and hence the unsettled weather was merely an exaggerated form of hot-weather disturbance. The rainfall which accompanied the disturbance produced a temporary reduction of temperature, but by the close of the week this effect was rapidly disappearing.

Daily Summary.—*Sunday.*—Pressure had changed irregularly and was below the normal average over the whole of India, the abnormal deficiency exceeding 0·10 inch in parts of North-West and of North-East India. Conditions were unsettled. Temperature had fallen briskly over a large part of North-West and Central India and the mean was between 1° and 3° below the normal in these districts. There was, however, some excess in Bengal and Madras. The maximum day temperature recorded during the preceding 24 hours was 100°2 at Cuddapah.

Numerous duststorms and thundershowers were reported from North-West and Central India, the amounts received in several cases being considerable.

Monday.—Pressure changes were again irregular, but in the north-west the barometer had risen and the slight depression of the barometer previously existing there had disappeared. The barometer was relatively high over the western desert, and part of Central India, relatively low in South-West India and in Assam, but the pressure differences were everywhere small, though in those two areas the barometer read considerably below the normal. The winds were light and irregular. Temperature had fallen over North-West and Central India, and was more or less in defect over the whole of that region. This defect was mainly due to a very large reduction in the day temperatures. Thunderstorms had continued in the Punjab and had extended to the central parts of India. The amounts of hail and rain received were, however, less than on the previous day and were generally small.

Tuesday.—Pressure was about normal in North-West India, but in considerable defect in North-East India and Burma. The area of disturbed conditions and of thunderstorms had been transferred eastward to Assam and North and East Bengal. Showers of rain continued to be received in Kashmir. A recovery of temperature had commenced in North-West and Central India, while on the contrary a brisk fall had occurred in the North-Western Provinces and Bengal. The mean temperature of Northern and Central India was below the normal, the greatest defect being in the North-Western Provinces. Hence the area of greatest deficiency of temperature was advancing eastward. The highest day temperatures were again registered in Central Madras. Bellary reported a reading of 101°. The rainfall was moderate in Assam, light in Bengal. Snow was reported from Gnatong.

Wednesday.—Pressure had decreased briskly in part of North-West India, but elsewhere the changes were small. Readings were relatively low in North-West and North-East India. The rise of temperature noticed in the North-West on the preceding day had continued. The mean temperature very generally exceeded the normal—more especially in the North-West. Light showers were reported from a few places in North-West and North-East India.

Thursday.—Pressure had given way with exceptional rapidity over the whole country, and in the west of the Punjab the fall amounted to as much as 0·22 inch. Conditions were hence unsettled in North-West India and the pressure distribution abnormal. Temperature had continued to rise and was in excess of the normal practically everywhere—more particularly in the north-west. The hottest district was again the central parts of Madras, where the following day temperatures were recorded:—Raichur 106°·5, Cuddapah 103°·2, and Bellary 102°·6. Rain had recommenced in North-West India, where moderate amounts had been received. Snow was falling in the Kashmir Valley.

Friday.—The abnormal distribution of pressure which prevailed on Thursday continued. A deepish depression overlay the west and centre of the Punjab and the barometer throughout the whole country read below the normal average. Unusually strong winds had prevailed in the north-west and thunderstorms had given rain to the North and West Punjab and the Upper India hill districts. Snow was again reported from Kashmir. With the occurrence of rain temperature had fallen in the extreme north-west, but the mean temperature of the previous 24 hours had, except in the case of the Punjab, Sind and Rajputana, been as generally excessive as on the previous day.

Saturday.—The barometer had risen rapidly in the north-west and the depression had almost filled up. Pressure was lowest in North Bengal. Conditions had improved in North-West India and except in the hills the showers had ceased. In Assam showers had, however, commenced. The mean temperature was in excess in Burma, Bengal and the central parts of the country, but in defect elsewhere. Central Madras and the Deccan reported the highest day temperatures.

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

Province.	March 1895.							Mean variation of week.
	10th.	11th.	12th.	13th.	14th.	15th.	16th.	
	°	°	°	°	°	°	°	°
Burma	−1·1	+0·1	+0·8	−0·4	+0·1	+0·5	+1·3	+0·2
Bengal and Assnm . .	+1·9	+0·8	−1·4	−1·0	−0·3	+1·2	+3·3	+0·6
North-Western Provinces and Oudh	+0·2	−2·6	−3·8	−2·3	+1·0	+3·4	+2·8	−0·2
Punjab	−0.6	−5·5	−2·1	+1·5	+3·1	+1·1	−2·0	−0·6
Bombay	+1·2	+0·3	+1·0	+2·1	+2·1	+2·3	+1·0	+1·4
Central Provinces and Berar	−1·1	−3·0	−2·9	−2·6	−1·3	+0·9	+2·9	−1·0
Central India and Gujarat .	−2·9	−2·8	−2·6	−1·5	+1·2	+1·7	−1·1	−1·1
Sind and Rajputana . .	−1·9	−4·7	−3·4	−1·2	+2·5	+1·0	−3·5	−1·6
Madras	+0·6	+0·4	+0·7	+0·7	+0·9	+1·4	+0·7	+0·7
Mean for whole of India	−0·4	−1·9	−1·5	−0·5	+1·0	+1·5	+0·6	−0·2

During the first four days of the week the variation showed a general deficiency of temperature, but from the 14th onward the mean temperature of the whole country was in excess of the normal. The variations thus balanced each other, and the general variation for the whole country for the week was only—0°·2. The largest temperature changes were experienced in the Punjab where on the 11th there was an abnormal deficiency of 5°·5 and on the 14th an excess of 3°·1.

Central Madras and the Deccan have been the hottest part of the country, and here the day temperatures have varied between 100° and 106°.

Rainfall.—In Burma and the Indian Peninsula there has been practically no rain during the week under review, and in the central parts of India and in parts of Bengal there has been very little; but elsewhere the rainfall has been general, and in the extreme north-west and extreme north-east moderately heavy. Thus the average rainfall for the week in the Assam Valley amounted to 1·06 inch, in the Surma Valley to 0·91 inch; in the north-west of the Punjab to 0·69 inch, and in the hill districts of the Punjab to 0·51 inch. Compared with the normal, however, the region where the rainfall was most generally in excess, was the North-Western Provinces, where every division except the submontane (*b*) had more rain than usual. In addition to the North-West Provinces, slightly heavier rain than usual was received in Assam (Brahamaputra), the Punjab (North-West and West), Khandeish, the Central Provinces (West and Central), Sind, and Central India.

For the period, March 3rd to 16th, the most marked features in the distribution of rainfall are the total absence of showers in Madras, and the large excess of rain in the central parts of the country and in parts of Upper India.

At Peshawar the total rainfall of the week was as much as 6·00 inches.

Province.	Division.	Rainfall data for week ending 16th March, 1895.			Rainfall data from 3rd March to 16th March, 1895.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, 3rd March to 16th March.	Excess or defect of (seasonal) rainfall expressed as a per-centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma . .	Tenasserim . . .	0	0·06	−0·06	0·05	0·08	− 38
	Lower Burma . . .	0	0	0	0	0	0
	Central do. . . .	0	0·04	−0·04	0	0·06	− 100
	Upper do. . . .	0·02	?	?	0·02	?	?
	Arakan	0	0·07	−0·07	0	0·13	− 100
Bengal and Assam	Eastern Bengal . .	0·22	0·60	−0·38	0·22	1·05	− 79
	Assam (Surma) . .	0·91	2·00	−1·09	0·91	3·24	− 72
	Do. (Brahmaputra) .	1·06	0·90	+0·16	1·31	1·49	− 12
	Deltaic Bengal . .	0·03	0·30	−0·27	0·03	0·65	− 92
	Central do. . .	0·14	0·19	−0·05	0·14	0·39	− 64
	North do. . .	0·08	0·28	−0·20	0·08	0·50	− 84
	Orissa	0	0·17	−0·17	0	0·45	− 100
	Chota Nagpur . .	0·33	0·35	−0·02	0·33	0·66	− 50
	Bihar (South) . .	0·02	0·07	−0·05	0·02	0·20	− 90
	Do. (North) . .	0·01	0·06	−0·05	0·01	0·23	− 96
North-Western Provinces and Oudh.	North-Western Provinces (East) . . .	0·16	0·04	+0·12	0·16	0·13	+ 23
	North-Western Provinces Submontane (*a*) . .	0·19	0·04	+0·15	0·19	0·17	+ 12
	Oudh (South) . .	0·24	0·05	+0·19	0·35	0·17	+ 106
	Do. (North) . .	0·23	0·09	+0·14	0·23	0·26	− 12
	North-Western Provinces (Central) . . .	0·27	0·03	+0·24	0·27	0·16	+ 69
	North-Western Provinces (West) . . .	0·14	0·06	+0·08	0·16	0·22	− 27
	North-Western Provinces (Submontane) (*b*) .	0·04	0·30	−0·26	0·04	0·77	− 95
Punjab . .	Punjab (South) . .	0·13	0·13	0	0·17	0·29	− 41
	Do. (Central) . .	0·07	0·13	−0·06	0·11	0·32	− 66
	Do. (Submontane) .	0·10	0·21	−0·11	0·10	0·65	− 85
	Do. (Hill Districts) .	0·51	0·79	−0·28	0·71	1·65	− 57
	Do. (North-West) .	0·69	0·28	+0·41	0·90	0·78	+ 15
	Do. (West) . .	0·38	0·09	+0·29	0·51	0·25	+ 104
Bombay and Malabar Coast Districts (Madras).	Malabar . . .	0	0·21	−0·21	0	0·32	− 100
	Madras (South Central) .	0	0·11	−0·11	0·03	0·22	− 86
	Coorg	0·18	0·22	−0·04	0·18	0·44	− 59
	Mysore	0	0·04	−0·04	0	0·11	− 100
	Konkan	0	0	0	0	0·01	− 100
	Bombay Deccan . .	0·02	0·02	0	0·02	0·03	− 33
	Hyderabad (North) . .	...	...	...	...	...	...
	Khandesh . . .	0·03	0	+0·03	0·05	0	0
Central Provinces and Berar.	Berar	0·02	0·03	−0·01	0·02	0·06	− 67
	Central Provinces (West) .	0·08	0·02	+0·06	0·20	0·04	+ 400
	Do. (Central)	0·17	0·12	+0·07	0·33	0·20	+ 65
	Do. (East) .	0·05	0·16	−0·11	0·05	0·38	− 87
Bombay (North)	Guiarat	0	0	0	0	0	0
	Kathiawar . . .	0	0·02	−0·02	0	0·08	− 100
	Sind	0·46	0·04	+0·42	0·57	0·19	+ 200
Rajputana and Central India.	Central India (East) .	0·16	0·02	+0·14	0·31	0·04	+ 675
	Rajputana (East) Central India (West) . .	0·23	0·04	+0·19	0·45	0·10	+ 350
	Rajputana (West) .	0	0·01	−0·01	0·36	0·02	+ 1,700
Madras . .	East Coast (North) .	0	0·03	−0·08	0	0·21	− 100
	Do. (do.) (*c*) .	0	0·15	−0·15	0	0·16	− 100
	Hyderabad (South) .	0	0·27	−0·27	0	0·35	− 100
	Madras (Central) .	0	0·04	−0·04	0	0·06	− 100
	East Coast (Central)	0	0·04	−0·04	0	0·11	− 100
	Do. (South) . .	0	0·02	−0·02	0	0·11	− 100
	Madras (South) . .	0	0·20	−0·20	0	0·36	− 100

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

SIMLA, *the 21st March, 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

C

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 23rd March.*—No rain except scattered showers at some stations in the Circars and Malabar. The past drought continues to be much felt in the Southern districts. Water-supply generally short. Standing crops fair but withered or withering in parts, except in the Circars. Harvest continues with generally fair outturn. Pasture scarce, but fodder generally sufficient. Prices of some dry grains rising in four districts but generally stationary elsewhere. No apprehension of distress anywhere.

Bombay.—*For week ending 27th March.*—Slight rain in parts of Karachi, Sholapur, Bijapur, and Dharwar. Standing crops damaged by frost in parts of Shikarpur. Reaping of late crops continues in parts of fourteen districts and preparations for next season's crops in parts of eight. Cotton-picking in progress in parts of Gujarat and the Karnatac. Fodder-supply sufficient, and agricultural stock in good condition. Prices normal except in parts of Ahmednagar and Sholapur.

Bengal.—*For week ending 25th March.*—There was rain over all the districts of Central Bengal during the week, and in Dacca, Dinajpur, Gaya and Purnea; elsewhere there was little or none. The rain has been beneficial to the spring sowings of rice which are doing well. But in Northern Bengal more rain is required for the jute sowings, and in Chittagong the standing crops are said to be withering from drought. The spring harvest is in progress, and the yield is generally reported good. The collection of opium is approaching completion, and a fair outturn is expected. Cattle in good condition except in parts of Rangpur and Dacca. In Hazaribagh the fodder-supply is said to be scanty. The price of common rice continues generally steady and normal.

North-Western Provinces and Oudh.—*For week ending 27th March.*—Weather generally seasonable. Showers have fallen in places, in some accompanied by hail. Reports received of damage to crops in part of Cawnpore district and of severe damage to poppy in Farakhabad. Harvesting of the spring crops and collection of opium in progress. Prospects favourable although outturn will be smaller. Sugarcane-pressing and sowing going on. Supplies sufficient but fodder said to be scarce in parts of Rae Bareli and Cawnpore and in Sitapur. Prices fairly steady and slightly below normal in several districts.

Punjab.—*For week ending 27th March.*—Rain fell at Lahore only. Extra spring crop is being sown in Sialkot and Lahore and land prepared for autumn crops. Spring crops are ripening and their condition is good to average. Recent rain has improved the standing crops. Field rats have damaged the crops in part of the Lahore district. Cattle are generally in good condition. Fodder sufficient in all districts. Prices normal at Umballa, below normal at Sialkot, falling at Shahpur, and low elsewhere.

Central Provinces.—*For week ending 27th March.*—Weather alternately cloudy and clear with light showers of rain in some districts. Reaping of winter crops in progress in the North and threshing in the South of the Provinces. Crop prospects in Damoh decidedly gloomy, wet and cloudy weather having encouraged the spread of rust. The poorer classes are beginning to suffer, work being scarce. In Jabalpur (except in the Murwara tahsil), the outturns of grain, wheat and linseed are poor. Price of wheet rising in the northern districts.

Burma.—*For week ending 23rd March.*—Slight rain has fallen in Tavoy and in northern parts of Upper Burma. In Lower Burma harvesting of main paddy crop completed; and in Upper Burma sowing and transplanting of dry-weather paddy and cultivation of dry-weather food-crops approaching completion. Crop prospects good. Prices of paddy steady with a slight rise in two and a fall in three districts of Lower Burma, where prices are above normal. In Upper Burma there is a rise in three districts, but the prices are below normal. Fodder and water-supply sufficient.

Assam.—*For week ending 26th March.*—Slight rain fell throughout the province. Ploughing for summer paddy progressing. Pressing of sugarcane continues. Condition of cattle fair. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 27th March.*—MYSORE: Standing crops withering in parts of Kolar and Tumkur districts. Prospects favourable. Prices slightly fallen in Chitaldrug district.

COORG: Threshing of rice almost completed. Coffee blossomed in some parts. Prices of food-grains normal. Fodder and water for cattle fairly sufficient.

Berar and Hyderabad.—*For week ending 27th March.*—BERAR: Weather warm and cloudy with moderate rainfall during the week. Cutting of winter crops completed. Preparation of land for ensuing rain crop commenced in all districts. Fodder and water adequate for requirements. Prices fluctuating in the Wun district and steady elsewhere.

HYDERABAD: Slight rainfall during week. Sowing of hot-weather crops in progress. State of crops favourable. Water in wells and tanks sufficient for cultivation. Prices normal.

Central India.—*For week ending 27th March.*—Partial rain fell in two agencies during week. Agricultural operations completed in Nimach, Bundelkhand, and in progress in other agencies. Condition of standing crops indifferent in Isagarh of Gwalior, fairly good elsewhere. Condition of cattle fair except in Bhopal. Pasturage good and sufficient in all districts except Gwalior where it is indifferent. Prices of food-grains high in Isagarh of Gwalior and Goona; rising in Dhar and Bagode of Bhopawar; slightly falling in Bundelkhand and normal elsewhere. Condition of opium indifferent in Isagarh of Gwalior and Nimach; partly damaged by rain in Goona, Bhopal, and Bhopawar; fairly good elsewhere.

Rajputana.—*For week ending 27th March.*—Slight rain in Bickaneer. Agricultural operations satisfactory. Harvesting continues. Standing crops, prospects, and agricultural stock generally good. Fodder sufficient, but failing in Dholepore. Prices falling in two States, below average in one, and steady elsewhere.

Kashmir.—*For week ending 26th March.*—Heavy rain fell throughout Kashmir during the week. Prices continue normal.

JAMMU PROVINCE.—*For week ending 27th March.*—Heavy rain with hail. Prices rising. Crops in good condition. Fodder sufficient.

Nepal.—*For week ending 23rd March.*—Very slight rain. Weather bright and sunny. Condition of crops good.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 17TH MARCH 1894, AND FROM 1ST JANUARY TO 16TH MARCH 1895.

N.B.—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st half of 1894.	Week ending 17th March 1894. Mean mileage worked.	Week ending 17th March 1894. Earnings. Total.	Week ending 17th March 1894. Earnings. Per mile open per week.	Week ending 16th March 1895. Mean mileage worked.	Week ending 16th March 1895. Earnings. Total.	Week ending 16th March 1895. Earnings. Per mile open per week.	Earnings from 1st January to 17th March 1894.	Earnings from 1st January to 16th March 1895.	Increase.	Decrease.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	655	1,634	10,58,183	648	1,687	9,95,449	590	1,24,90,036	1,19,16,189	...	5,73,847
Bengal-Nágpur	189	862	2,12,630	247	862	1,48,707	173	19,69,197	19,94,064	24,867	...
Indian Midland (*a*)	162	752	1,18,864	158	752	90,838	121	13,21,320	12,13,050	...	1,08,270
Bezwada extension	108	21	2,153	103	21	2,032	97	21,238	30,349	9,111	...
Metre gauge—											
Rajputana-Malwa (*b*)	324	1,719	4,80,283	279	1,790	4,20,730	235	59,35,342	58,40,394	...	94,948
Pálanpur-Deesa	47	17	1,119	66	17	1,000	59	8,430	10,588	2,158	...
South Indian	143	1,043	1,51,400	145	1,042	1,61,187	155	14,36,175	16,81,913	2,45,738	...
Máyavaram-Mutupet	61	...	...	...	54	3,503	65	...	38,129	38,129	...
Southern Mahratta (*c*)	115	1,165	1,28,051	110	1,165	1,49,968	129	12,88,626	13,70,992	88,366	...
Bengal and North-Western (*d*)	162	756	1,05,260	139	756	99,040	131	12,43,761	12,94,930	51,169	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	229	21,529	94	231	17,175	74	2,21,682	2,17,061	...	4,621
TOTAL	286	8,198	22,79,472	278	8,377	20,89,629	249	2,59,35,807	2,56,13,659	...	3,22,148
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	255	2,507	7,14,250	285	2,511	5,49,221	219	69,33,256	70,45,160	1,11,904	...
Oudh and Rohilkhand (state)	287	741	2,07,021	279	797	1,68,934	212	22,37,849	27,35,186	4,97,337	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	281	813	2,02,826	249	813	2,06,960	255	27,16,091	29,31,596	2,15,505	...
Bengal Central (*f*)	126	125	15,339	123	125	17,840	143	1,69,348	1,88,001	18,653	...
East Coast (state)	107	266	24,305	91	353	37,435	106	2,20,669	3,49,680	1,29,011	...
Metre gauge—											
Burma (state)	199	730	1,87,336	257	746	1,60,693	215	18,77,284	18,93,457	16,173	...
Special gauges—											
Jorhát (state provincial)	44	28	1,170	42	28	1,179	42	11 620	13,538	1,918	...
Cherra-Companyganj (state provincial)	60	8	450	56	8	586	73	5,032	6,718	1,686	...
TOTAL	244	5,218	13,52,697	259	5,381	11,42,848	212	3,41,71,149	3,51,63,336	9,92,187	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	596	1,490	9,43,129	633	1,490	6,05,771	407	1,06,00,604	84,55,424	...	21,45,180
Bombay, Baroda and Central India	801	461	3,31,766	720	461	3,22,000	698	35,67,975	36,01,418	33,443	...
Madras	237	840	2,00,792	239	840	2,20,932	263	21,15,014	22,64,002	1,48,988	...
TOTAL	522	2,791	14,75,687	529	2,791	11,48,703	412	1,62,83,593	1,43,20,844	...	19,62,749
TOTAL (GUARANTEED AND STATE)	313	16,207	51,07,856	315	16,549	43,81,180	265	5,63,90,549	5,50,97,839	...	12,92,710
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	167	161	27,166	169	161	26,340	164	2,55,482	2,72,416	16,934	...
Tarkessur	308	22	6,054	275	22	5,799	264	71,066	68,971	...	2,095
Metre gauge—											
Rohilkund and Kumaon (Company section)	149	67	9,923	148	66	6,446	98	97,320	59,479	...	37,841
Bengal Dooars	80	32	2,017	63	36	2,630	73	24,459	30,845	6,386	...
Dibru-Sadiya	133	78	12,555	161	78	11,421	146	1,15,553	1,24,980	9,427	...
Special gauge—											
Darjeeling-Himalayan	232	51	14,039	275	51	14,139	277	1,08,961	1,18,096	9,135	...
TOTAL	166	411	71,754	175	414	66,775	161	6,72,841	6,74,787	1,946	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	185	333	59,435	178	333	59,615	179	6,12,973	7,09,719	96,746	...
The Gaekwar's Petlád	112	13	1,207	93	13	1,710	132	13,529	13,566	37	...
Rájpura-Bhárinda	192	108	19,999	185	108	17,670	164	1,85,824	4,14,540	2,28,716	...
Kolar Gold-fields	306	...	...	...	10	2,865	287	...	23,900	23,900	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	88	362	30,595	85	362	35,480	98	3,27,729	3,56,725	28,996	...
The Gaekwar's Mehsána	98	93	9,775	105	93	6,900	74	1,01,041	76,030	...	25,011
Kolhápur	92	29	3,413	118	29	1,970	68	24,698	23,717	...	981
Special gauge—											
The Gaekwar's Dabhoi	81	72	5,318	74	72	3,420	48	61,402	40,453	...	20,949
Cooch Behar	30	22	1,015	46	22	1,030	47	5,102	13,162	8,060	...
TOTAL	130	1,032	1,30,757	127	1,042	1,30,660	125	13,32,298	16,71,812	3,39,514	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	131	334	51,296	154	334	29,568	89	4,65,664	4,09,274	...	56,390
Jetalsar-Rájkot	68	46	3,299	72	46	2,994	65	33,954	37,065	4,111	...
Jodhpore-Bickaneer	75	364	31,342	86	364	17,100	47	3,00,822	2,23,223	...	77,599
Special gauge—											
Morvi	73	94	5,969	64	94	5,263	56	74,123	69,572	...	4,551
TOTAL	97	838	91,906	110	838	54,925	66	8,73,563	7,39,134	...	1,34,429
GRAND TOTAL	290	18,488	54,02,273	292	18,843	46,33,540	246	5,98,69,251	5,81,83,572	...	10,85,679

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

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 26th March 1895.*

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XLIX OF 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

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

Railway.	Average earnings per mile per week in 1893-94.	Week ending 17th March 1894. Mean mileage worked.	Week ending 17th March 1894. Earnings. Total.	Week ending 17th March 1894. Earnings. Per mile open per week.	Week ending 16th March 1895. Mean mileage worked.	Week ending 16th March 1895. Earnings. Total.	Week ending 16th March 1895. Earnings. Per mile open per week.	Earnings from 1st April 1893 to 17th March 1894.	Earnings from 1st April 1894 to 16th March 1895.	Increase.	Decrease.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	602	1,634	10,58,183	648	1,687	9,95,449	590	4,91,24,225	5,03,16,675	11,92,450	...
Bengal-Nágpur	149	862	2,12,630	247	862	1,48,707	173	63,07,987	63,27,414	19,427	...
Indian Midland (*a*)	132	752	1,18,864	158	752	90,838	121	49,30,321	54,22,790	4,92,469	...
Bezwada extension	95	21	2,153	103	21	2,032	97	1,00,402	1,74,976	74,574	...
Metre gauge—											
Rajputana-Malwa (*b*)	261	1,719	4,80,283	279	1,790	4,20,730	235	2,21,17,384	2,40,15,985	18,98,601	...
Pálanpur-Deesa	41	17	1,119	66	17	1,000	59	(*c*) 12,866	37,776	24,910	...
South Indian	144	1,043	1,51,400	145	1,042	1,61,187	155	75,17,226	79,86,504	4,69,278	...
Máyavaram-Mutupet	...	...	...	...	54	3,503	65	...	(*d*) 2,01,588	2,01,588	...
Southern Mahratta (*e*)	100	1,165	1,28,051	110	1,165	1,49,968	129	57,74,344	60,50,807	2,76,463	...
Bengal and North-Western (*f*)	132	756	1,05,260	139	756	99,040	131	49,82,385	54,03,177	4,20,792	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	229	21,529	94	231	17,175	74	7,40,972	8,98,154	1,57,182	...
TOTAL	250	8,198	22,79,472	278	8,377	20,89,629	249	10,16,08,112	10,68,35,846	52,27,734	...
State lines worked by the State.											
Standard gauge—											
North-Western (state) (*g*)	232	2,507	7,14,250	285	2,511	5,49,221	219	2,88,77,142	3,11,96,415	23,19,273	...
Oudh and Rohilkhand (state)	242	741	2,07,021	279	797	1,68,934	212	85,88,278	1,06,28,651	20,40,373	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	309	813	2,02,826	249	813	2,06,960	255	1,21,65,330	1,37,56,610	15,91,280	...
Bengal Central (*h*)	120	125	15,339	123	125	17,840	143	7,49,655	8,07,343	57,688	...
East Coast (state)	71	266	(*i*) 24,305	91	353	37,435	106	(*i*) 6,91,719	15,06,694	8,14,975	...
Metre gauge—											
Burma (state)	171	730	1,87,336	257	746	1,60,693	215	61,14,128	59,64,907	...	1,49,221
Special gauges—											
Jorhat (state provincial)	49	28	1,170	42	28	1,179	42	68,156	71,079	2,923	...
Cherra-Companyganj (state provincial)	54	8	450	56	8	586	73	21,482	25,582	4,100	...
TOTAL	226	5,218	13,52,697	259	5,381	11,42,848	212	5,72,75,890	6,30,57,281	66,81,391	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*j*)	510	1,490	9,43,129	633	1,490	6,05,771	407	3,78,48,578	3,24,15,406	...	54,33,172
Bombay, Baroda and Central India	638	461	3,31,766	720	461	3,22,000	698	1,46,01,249	1,52,01,696	6,00,447	...
Madras	238	840	2,00,792	239	840	2,20,932	263	99,71,798	1,00,56,390	84,592	...
TOTAL	440	2,791	14,75,687	529	2,791	11,48,703	412	6,24,21,625	5,76,73,492	...	47,48,133
TOTAL (GUARANTEED AND STATE)	277	16,207	51,07,856	315	16,549	43,81,180	265	22,13,05,627	22,84,66,619	71,60,992	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	148	161	27,166	169	161	26,340	164	11,73,031	12,91,388	1,18,357	...
Tarkessur	253	22	6,054	275	22	5,799	264	2,76,045	2,90,387	14,342	...
Metre gauge—											
Rohilkhand and Kumaon (Company section)	137	67	9,923	148	66	6,446	98	4,48,909	3,94,191	...	54,718
Bengal Dooars	77	32	2,017	63	36	2,630	73	1,25,516	2,09,431	83,915	...
Dibru-Sadiya	130	78	12,555	161	78	11,421	146	5,04,902	5,23,065	18,163	...
Special gauge—											
Darjeeling-Himalayan	238	51	14,039	275	51	14,139	277	6,08,885	6,14,105	5,220	...
TOTAL	155	411	71,754	175	414	66,775	161	31,37,288	33,22,567	1,85,279	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	158	333	59,435	178	333	59,615	179	26,13,013	30,66,150	4,53,137	...
The Gaekwar's Petlád	92	13	1,207	93	13	1,710	132	59,484	66,708	7,224	...
Rájpura-Bhárinda	129	108	19,999	185	108	17,670	164	7,11,146	14,87,229	7,76,083	...
Kolar Gold-fields	...	...	...	...	10	2,865	287	...	(*k*) 99,671	99,671	...
Metre gauge—											
Southern Mahratta (Mysore section) (*l*)	95	362	30,595	85	362	35,480	98	16,58,602	16,09,981	...	48,621
The Gaekwar's Mehsána	75	93	9,775	105	93	6,900	74	3,43,808	3,33,496	...	10,312
Kolhápur	77	29	3,413	118	29	1,970	68	1,10,999	1,16,588	5,589	...
Special gauges—											
The Gaekwar's Dabhoi	67	72	5,318	74	72	3,420	48	2,40,902	2,07,688	...	33,214
Cooch Behar	20	22	1,015	46	22	1,030	47	(*m*) 10,948	46,780	35,832	...
TOTAL	114	1,032	1,30,757	127	1,042	1,30,660	125	57,48,902	70,34,291	12,85,389	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	118	334	51,296	154	334	29,568	89	19,53,265	16,95,246	...	2,58,019
Jetalsar-Rájkot	60	46	3,299	72	46	2,994	65	(*n*) 1,35,961	1,54,071	18,110	...
Jodhpore-Bickaneer	54	364	31,342	86	364	17,100	47	9,00,065	10,30,449	70,384	...
Special gauge—											
Morvi	67	94	5,969	64	94	5,263	56	3,17,058	3,04,502	...	12,556
TOTAL	81	838	91,906	110	838	54,925	66	33,66,349	31,84,268	...	1,82,081
GRAND TOTAL	256	18,488	54,02,273	292	18,843	46,33,540	246	23,35,58,166	24,20,07,745	84,49,579	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 8th November 1893 to 17th March 1894.
(*d*) Total earnings from 2nd April 1894 to 16th March 1895.
(*e*) Includes the Guntakal-Mysore frontier section.
(*f*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*g*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the earnings of the Bezwada-Gódávari section.
(*j*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*k*) Total earnings from 1st June 1894 to 16th March 1895.
(*l*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*m*) Total earnings from 15th September 1893 to 17th March 1894.
(*n*) Total earnings from 12th April 1893 to 17th March 1894.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 26th March, 1895.*

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

(STATISTICS.)

IMPORTS OF COTTON, WHEAT, LINSEED, AND INDIGO.

Statement showing in maunds the imports of Cotton, Wheat, Linseed, and Indigo by rail and river into Calcutta, Bombay Town, and Karachi during the month of January, 1895, compared with the corresponding month of the years 1893 and 1894.

COTTON, RAW.

WHENCE EXPORTED.	CALCUTTA.			BOMBAY TOWN.			KARACHI.			TOTAL.		
	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Madras	...	...	...	...	1,720	882	...	...	...	...	1,720	882
Bombay	...	...	...	3,05,624	3,53,097	2,55,692	...	...	...	3,05,624	3,53,097	2,55,692
Sindh	...	...	...	...	...	...	23,510	42,211	34,552	23,510	42,211	34,552
Bengal	8,742	5,413	5,552	19	...	...	...	...	...	8,761	5,413	5,552
North-Western Provinces and Oudh	33,124	1,08,641	21,663	95,149	1,17,567	52,308	...	...	...	1,28,273	2,26,208	73,971
Punjab	9,552	7,750	3,005	30,163	20,694	13,180	39,994	33,770	33,370	79,711	62,214	49,556
Central Provinces	546	1,317	15	22,521	28,056	23,107	...	...	...	23,067	29,373	23,122
Berar	236	1,198	...	1,53,554	2,85,245	2,00,989	...	...	...	1,53,790	2,86,443	2,00,989
Assam	3,107	3,488	125	...	...	...	...	...	...	3,107	3,488	125
Rajputana and Central India	1,234	2,129	289	1,05,512	1,00,446	89,295	...	...	...	1,06,746	1,02,575	89,584
Nizam's Territory	...	...	...	932	373	1,501	...	...	...	932	373	1,501
Mysore	...	...	...	323	...	...	...	...	...	323	...	...
TOTAL	56,541	1,29,936	30,650	7,13,799	10,07,198	6,36,954	63,504	75,981	67,922	8,33,844	11,13,115	7,35,526

WHEAT.

WHENCE EXPORTED.	CALCUTTA.			BOMBAY TOWN.			KARACHI.			TOTAL.		
	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Bombay	...	...	...	42,990	25,300	75,879	...	...	...	42,990	25,300	75,879
Sindh	...	...	...	...	...	...	62,606	1,90,692	1,63,693	62,606	1,90,692	1,63,693
Bengal	33,925	7,619	5,327	...	...	...	...	...	...	33,925	7,619	5,327
North-Western Provinces and Oudh	1,33,625	1,00,446	1,35,076	46,749	855	..	...	...	..	1,80,374	1,01,301	1,35,076
Punjab	...	54,402	32,774	10,754	34,105	4,408	18,502	3,99,090	5,26,019	29,256	4,87,687	5,63,201
Central Provinces	28,726	18,810	9,715	3,23,366	2,45,020	26,264	...	...	...	3,52,092	2,64,430	35,979
Berar	...	...	...	11,331	...	848	...	...	...	11,331	...	848
Assam	...	...	...	...	...	...	...	..	...	...	...	...
Rajputana and Central India	935	...	...	84,123	1,11,091	12,897	...	...	...	85,058	1,11,091	12,897
Nizam's Territory	...	...	...	...	...	...	...	...	...	...	...	...
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	1,97,211	1,81,277	1,82,892	5,19,313	4,17,061	1,20,296	81,108	5,89,782	6,89,712	7,97,632	11,88,120	9,92,900

LINSEED.

WHENCE EXPORTED.	CALCUTTA.			BOMBAY TOWN.			KARACHI.			TOTAL.		
	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Madras	...	...	...	88	972	2,838	...	...	...	88	972	2,838
Bombay	...	...	...	26,439	58,339	27,470	...	...	...	26,439	58,339	27,470
Sindh	...	...	...	...	...	...	...	...	...	...	...	...
Bengal	28,973	1,51,975	24,218	...	...	...	...	...	...	28,973	1,51,975	24,218
North-Western Provinces and Oudh	11,343	81,483	9,832	1,186	3,660	3,904	...	...	...	12,529	85,143	13,736
Punjab	...	...	..	...	...	...	...	565	...	...	565	...
Central Provinces	4,726	28,231	715	18,151	56,305	18,734	...	...	...	22,877	84,536	19,449
Berar	...	...	..	9,915	50,449	10,599	...	...	...	9,915	50,449	10,599
Assam	400	262	1,150	...	...	...	...	...	...	400	262	1,150
Rajputana and Central India	413	12,146	1,239	11,816	12,276	20,714	...	...	...	12,229	24,422	21,953
Nizam's Territory	...	...	...	26,103	29,377	24,304	...	...	...	26,103	29,377	24,304
Mysore	...	...	...	18	2	5	...	...	...	18	2	5
TOTAL	45,855	2,74,097	37,154	93,716	2,11,380	1,08,568	...	565	...	1,39,571	4,86,042	1,45,722

INDIGO.

WHENCE EXPORTED.	CALCUTTA.			BOMBAY TOWN.			KARACHI.			TOTAL.		
	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Madras	...	...	...	292	260	207	...	...	...	292	260	207
Bombay	...	...	...	240	251	219	...	...	...	246	251	219
Sindh	...	...	...	...	...	...	2,565	437	735	2,565	437	735
Bengal	5,312	4,573	18,621	...	...	4	...	...	...	5,312	4,573	18,625
North-Western Provinces and Oudh	519	2,717	4,750	...	30	2	...	...	...	519	2,747	4,752
Punjab	...	...	...	...	1	2	984	331	406	984	332	408
Central Provinces	...	...	...	1	...	...	...	...	...	1	...	...
Berar	...	...	...	...	...	...	...	...	...	...	...	...
Assam	...	...	...	...	...	...	...	...	...	...	...	...
Rajputana and Central India	...	...	24	500	416	188	...	...	...	500	416	212
Nizam's Territory	...	...	...	...	...	...	...	...	...	...	...	...
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	5,831	7,290	23,395	1,039	958	622	3,549	768	1,141	10,419	9,016	25,158

DEPARTMENT OF REVENUE AND AGRICULTURE,
Calcutta, the 28th March 1895.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

EXECUTION OF DEEDS, CONTRACTS AND OTHER INSTRUMENTS ON BEHALF OF HER MAJESTY'S SECRETARY OF STATE FOR INDIA IN COUNCIL.

No. $\frac{8 \text{ Judl.}}{455-501}$.

Extract from the Proceedings of the Government of India in the Home Department (Judicial),—under date, Calcutta, the 28th March 1895.

READ again—

The correspondence on the subject of the execution of deeds, contracts, and other instruments on behalf of Her Majesty's Secretary of State for India in Council, ending with the letter from the Government of the Punjab, No. 855-S., dated the 25th July 1891.

READ also—

The Home Department Circular to Local Governments and Administrations, Nos. $\frac{5 \text{ Judicial}}{322-331}$, dated the 7th March 1892, forwarding a draft Resolution purporting to consolidate the orders issued from time to time on the subject, and the replies thereto.

RESOLUTION.

IN exercise of the power conferred by the thirty-third and thirty-fourth of Victoria, Chapter fifty-nine, Section two, and of all other powers enabling him in this behalf, the Governor General in Council is pleased, in supersession of existing orders, to declare that the undermentioned classes of deeds, contracts, and other instruments referred to in the twenty-second and twenty-third of Victoria, Chapter forty-one, Section two, may be executed as follows:—

A.—In the case of the Governor General in Council—

All deeds and instruments relating to any matters other than those hereinafter specified. } By a Secretary to the Government of India.

B.—In the case of the Military Department—

I.—In the Military Works Department (subject to any limits fixed in Departmental orders):—

1.—All instruments relating to purchase, supply and conveyance or carriage of materials, stores, machinery, etc. } By the Director General of Military Works, Chief Engineers, Superintending Engineers, and Executive Engineers.

2.—All instruments relating to the execution of works of all kinds, connected with buildings, bridges, roads, canals, tanks, reservoirs, docks and harbours and embankments, and also instruments relating to the construction of waterworks, sewage-works, and the erection of machinery. } By the Director General of Military Works, Chief Engineers, Superintending Engineers, and Executive Engineers.

3.—Security bonds for the due performance and completion of works. } By the Director General of Military Works, Chief Engineers, Superintending Engineers, and Executive Engineers.

4.—Security bonds for the due performance of their duties by Government servants whom the officers specified have power to appoint. } By the Director General of Military Works, Chief Engineers, Superintending Engineers, and Executive Engineers.

5.—Leases for grazing cattle on canal banks or roadsides; for fishing in a canal; for the cultivation of land; leases of water for irrigation and other purposes, and leases of water-power; and instruments relating to the sale of grass, trees, or other produce on roadsides or in plantations. } By the Director General of Military Works, Chief Engineers, Superintending Engineers, and Executive Engineers.

6.—Leases of houses, land, or other immoveable property, provided that the rent reserved shall not exceed Rs. 5,000 a month. } By the Director General of Military Works, Chief Engineers, Superintending Engineers, and Executive Engineers.

7.—All instruments connected with the re-conveyance of property given as security. } By the Director General of Military Works, Chief Engineers, Superintending Engineers, and Executive Engineers.

8.—Instruments connected with the collection or farming of tolls at bridges or ferries or other means of communication provided by the Local Government.	By the Director General of Military Works, Chief Engineers, Superintending Engineers, and Executive Engineers.
9.—Agreements for the recovery of fines on account of drift wood or other timber passing into a canal.	By the Director General of Military Works, Chief Engineers, Superintending Engineers, and Executive Engineers.
10.—All deeds and instruments relating to any matters other than those specified in heads 1 to 9.	By a Secretary to the Government of India, or a Secretary to a Local Government.
II.—Contracts and other instruments for the Ordnance Department, as detailed below :—	
1.—Contracts for stores obtained in India for supplies to arsenals, depots or factories.	By Inspectors-General of Ordnance.
2.—Contracts for undertaking sales of unserviceable stores.	
3.—Agreements entered into in India with civilian mechanics for a specified period of service in Ordnance establishments.	
4.—Contracts for landing, weighing and forwarding Ordnance stores in the Bombay Circle.	
III.—Contracts for the Commissariat Department, as detailed below :—	

[*Note.*—Where tenders are expressly declared to be intended to act as contracts, they will not be executed on behalf of the Secretary of State.]

Station contracts for—	By Local Commissariat Officer. (When this officer is a regimental officer attached only to the department, these powers shall be exercised under the control of the Chief Commissariat Officer of the Command).
Ærated waters.	
Atta for elephants.	
Auctioneers for sale of Government property.	
Bhoosa, white and missa.	
Bran for horses.	
Coal.	
Coolies.	
Dhan for elephants.	
Fodder for elephants.	
Fowls, chickens, and eggs.	
Gunny bags.	
Hay and grass for horses, mules, cattle, and sheep.	
Hired bullocks for wells, soldiers' gardens, plungebaths, regimental filth-carts, etc.	
Hospital wines and spirits and English bottled malt-liquor.	
Ice.	
Kirby and straw for cattle and sheep.	
Materials for repair of articles of line gear for transport cattle.	
Milk and butter.	
Packing cases for tea, etc.	
Paddy straw for elephants.	
Provisions for Native troops.	
Provisions for Port Blair.	
Rice for elephants.	
Sale of offal, surplus meat, etc.	
Tinning cooking utensils and steel basins.	
Water at hill stations.	
Divisional contracts for—	By the Chief Commissariat Officer of command.
Barley.	
Barrack miscellaneous articles.	
Barrack and hospital petty supplies.	
Bazar medicines for veterinary purposes.	
Coffee.	
Coir for stuffing mattresses.	
Elephant and bullock gear.	
Firewood for ration, bakery, chimneys, and mill engines.	

Gram.	By the Chief Commissariat Officer of command.
Hired carts with bullocks.	
Hospital miscellaneous articles.	
Hospital necessaries.	
Khessari.	
Khus tatties and appurtenances.	
Line gear for transport mules.	
Mati kalai for bullocks, mules, and ponies.	
Potatoes, hill and plain.	
Rice.	
Sale of hides and skins.	
Salt.	
Vegetables.	
Well gear.	
Wheat.	
Circle contracts for—	By the Commissary General.
Animal charcoal.	
Barrack suttringees.	
Blankets.	
Carbolic powder.	
Cardigan jackets.	
Cooking utensils.	
Cotton cloth for barrack and hospital mattress and pillow cases.	
Diet and table requisites.	
Flour for bread.	
Hired camels.	
Hospital clothing and bedding.	
Kerosine oil.	
Soap.	
Socks.	
Sugar for hospitals.	
Sugar for rations.	
Special contracts for—	By the Secretary to the Government of India, Military Department, or Local Government.
Country-brewed malt-liquor.	
Meat.	
Rum.	
Sheeting.	
Tea.	
IV.—Contracts for the Clothing Department, as detailed below :—	
1.—Contracts for embroideries, laces, etc.	By the Superintendent of Army Clothing, Bengal.
2.—Contracts for miscellaneous stores.	
3.—Contracts for locally manufactured cloths, serges, etc., in substitution of similar articles hitherto imported.	
4.—Petty contracts for any work to be done either inside or outside the Agency.	
1.—Contracts for local annual supplies, *i.e.*, all articles of local manufacture, including badges, shoulder-straps, and other articles of embroidery, and all packing materials required during the year.	By the Superintendent of Army Clothing, Madras.
2.—Contracts for making up hospital clothing.	
3.—Contracts for undertaking the sale of unserviceable stores, packing materials, etc.	
4.—Contracts for making up the regular clothing of the Army.	
5.—Contracts for making new colours and standards.	
V.—Contracts for the Medical Department, as specified below :—	
All contracts made for the Medical Store Department.	By the Surgeon-General with the Government of India, or with Governments of Madras and Bombay.

VI.—Contracts and other instruments for the Army Remount Department, as detailed below:—

1.—Agreements with shippers for landing horses at Garden Reach, Calcutta.	By the Remount Agent, Presidency.
2.—Contracts for undertaking the sale of rejected Government horses and cattle.	By the Director, Army Remount Department.
3.—Contracts for the occupation of land.	By Depôt officer, with the approval of the Director, Army Remount Department.
4.—Contracts for grain, fodder, or stores.	By Depôt officer, with the approval of the Director, Army Remount Department.
VII.—Leases for grazing and instruments relating to other rights on lands under grass cultivation.	By the Special Forage Officer of each circle.

C.—In the case of the Royal Indian Marine and the Indian Troop Service:—

1.—Contracts for conveyance of troops, military stores, etc.	By the Secretary to the Government of India, Marine Department.
2.—Contracts for supply of miscellaneous marine stores, Bombay dockyard.	By the Director of the Royal Indian Marine.
3.—Contracts for supply of miscellaneous marine stores, Kidderpore dockyard.	By the Deputy Director of the Royal Indian Marine.
4.—Contracts for provisions and medical comforts, Bombay dockyard.	By the Director of the Royal Indian Marine.
5.—Contracts for provisions and medical comforts, Kidderpore dockyard.	By the Deputy Director of the Royal Indian Marine.
6.—Contracts for sailmaking, Bombay dockyard.	By the Director of the Royal Indian Marine.
7.—Contracts for sailmaking, Kidderpore dockyard.	By the Deputy Director of the Royal Indian Marine.
8.—Contracts for mess stores, Indian troop service, Bombay dockyard.	By the Resident Transport Officer.
9.—Contracts for washing troop bedding, Indian troop service, Bombay dockyard.	By the Resident Transport Officer.
10.—Contracts for labour, Kidderpore dockyard. 11.—Contracts for manufacture of coir rope, Kidderpore dockyard. 12.—Contracts for supply of coal, country (Bengal), Kidderpore dockyard. 13.—Contracts for rivetting work, Kidderpore dockyard. 14.—Contracts for scraper establishment, Kidderpore dockyard.	By the Deputy Director of the Royal Indian Marine
15.—Contracts for disposal of empty casks returned from Royal Navy vessels, Bombay dockyard.	By the Director of the Royal Indian Marine.
16.—Charter parties (hire of transport and for conveyance of troops, etc.), Bombay and Kidderpore dockyards.	By the Director of the Royal Indian Marine, and Deputy Director of the Royal Indian Marine.
17—Agreements for temporary employment of engineers, engine drivers, and gunners, Bombay and Kidderpore dockyards.	By the Director of the Royal Indian Marine, and Deputy Director of the Royal Indian Marine.

D.—In the case of the Currency Department, Treasuries and Account Offices—

1.—Mortgage-deeds given as security in connection with the employment of officers, as Treasurers and the like in Currency Offices, and agreements entered into with such officers.	By the Head Commissioner, Commissioner or Deputy Commissioner of Paper Currency.
2.—Mortgage-deeds given as security in connection with the employment of officers as Treasurers in District or Sub-District Treasuries, and agreements entered into with such officers.	By Collectors or Deputy Commissioners of Districts.
3.—Mortgage-deeds given as security in connection with the employment of Treasurers, Cashiers or Clerks in Account Offices, charged with the disbursement of money or the custody and handling of securities.	By the Head of the office.

E.—In the case of the Public Works Department (subject to any limits fixed in Departmental orders):—

I.—All instruments relating to purchase, supply and conveyance or carriage of materials, stores, machinery, etc.	By Chief Engineers, Superintending Engineers, Superintendents of Works, Executive Engineers in the Buildings and Roads and Irrigation Branches, Managers, Engineers-in-Chief, Superintendents of Works, and Executive Engineers in the Railway Branch.
II.—All instruments relating to the execution of works of all kinds, connected with Railways, open or under construction, buildings, bridges, roads, canals, tanks, reservoirs, docks and harbours and embankments, and also instruments relating to the construction of water-works, sewage-works, the erection of machinery, and the working of coal-mines.	By Chief Engineers, Superintending Engineers, Superintendents of Works, Executive Engineers in the Buildings and Roads and Irrigation Branches, Managers, Engineers-in-Chief, Superintendents of Works, and Executive Engineers in the Railway Branch.
III.—Security bonds for the due performance and completion of works.	By Chief Engineers, Superintending Engineers, Superintendents of Works, Executive Engineers in the Buildings and Roads and Irrigation Branches, Managers, Engineers-in-Chief, Superintendents of Works, and Executive Engineers in the Railway Branch.
IV.—Security bonds for the due performance of their duties by Government servants whom the officers specified have power to appoint.	By Chief Engineers, Superintending Engineers, Superintendents of Works, Executive Engineers in the Buildings and Roads and Irrigation Branches, Managers, Engineers-in-Chief, Superintendents of Works, and Executive Engineers in the Railway Branch.
V.—Leases for grazing cattle on canal banks or roadsides; for fishing in a canal; for the cultivation of land under the Irrigation Department; leases of water for irrigation and other purposes, and leases of water-power; and instruments relating to the sale of grass, trees, or other produce on roadsides or in plantations.	By Chief Engineers, Superintending Engineers, Superintendents of Works, Divisional officers in the Buildings and Roads and Irrigation Branches, and in Bengal by Sub-divisional officers of the Irrigation Branch.

VI.—Leases of houses, land, or other immoveable property, provided that the rent reserved shall not exceed ₹5,000 a month.	By Chief Engineers, Superintending Engineers, Superintendents of Works, Executive Engineers in the Buildings and Roads and Irrigation Branches, Managers, Engineers-in-Chief, Superintendents of Works, and Executive Engineers in the Railway Branch.
VII.—All instruments connected with the re-conveyance of property given as security.	By Chief Engineers, Superintending Engineers, Superintendents of Works, Executive Engineers in the Buildings and Roads and Irrigation Branches, Managers, Engineers-in-Chief, Superintendents of Works, and Executive Engineers in the Railway Branch.
VIII.—Instruments connected with the collection or farming of tolls at bridges or ferries or other means of communication provided by the Railway, or by the Local Government.	By Chief Engineers, Superintending Engineers, Superintendents of Works, Executive Engineers in the Buildings and Roads and Irrigation Branches, Managers, Engineers-in-Chief, Superintendents of Works, and Executive Engineers in the Railway Branch.
IX.—Contracts connected with the loading and unloading of goods and for other matters necessary for, or incidental to, traffic working.	By Managers of State Railways.
X.—Contracts connected with the sale of scrap, ashes, and other surplus material.	By Managers of State Railways.
XI.—Agreements for the recovery of fines on account of drift wood or other timber passing into a canal.	By Chief Engineers, Superintending Engineers, Superintendents of Works, and Executive Engineers in the Irrigation Branch.
XII.—Agreements for the interchange of traffic with other State Railways.	By Managers of State Railways.
XIII.—Agreements with private or guaranteed Railway Companies, Tramway Companies, and other carrying Companies.	By Managers of State Railways.
XIV.—Agreements with covenanted Engine-drivers on the expiry of the term of their original covenants.	By Managers of State Railways.
XV.—Agreements with monthly non-pensionable European, Eurasian, and Native employés on State Railways, defining the terms and conditions of service to be entered into on entering the service of Government.	By Managers, Engineers-in-Chief, Locomotive Superintendents, Traffic Superintendents, Examiners of Accounts, Chief Storekeepers; and Executive Engineers in charge of Divisions, District Locomotive Superintendents, and District Traffic Superintendents in the Railway Branch.
XVI.—All deeds and instruments relating to any matters other than those specified in heads I to XV.	By Secretaries and Joint Secretaries of Local Governments.

F.—In the case of the Telegraph Department—

I.—Contracts and other instruments for works and stores.	By the Director and Deputy Director-General of Telegraphs and the Director of Construction, by Superintendents and Assistant Superintendents of Telegraphs, subject to the limit fixed by Departmental orders.
II.—Leases of houses to the Telegraph Department, containing, where necessary, an agreement making the Government liable for loss by fire caused by the act of the lessee; provided that the rent reserved in such lease shall not exceed ₹500 a month.	By the Director and Deputy Director-General of Telegraphs.
III.—Contracts and other instruments for securities deposited by Telegraph subordinates.	By Superintendents and Assistant Superintendents of Telegraphs, subject to the limit fixed by Departmental orders.

G.—In the case of the Post Office—

I. Contracts and other instruments relating to the business of the Post Office.	By the Director-General of the Post Office.
II. Contracts and other instruments relating to the business of the Post Office managed by a Post Master General or Officer exercising the powers of a Post Master General.	By such Post Master General or Officer exercising the powers of a Post Master General subject to any limit prescribed by Departmental orders.

H.—In the case of the Civil Medical Department under the Government of India—

Contracts or other instruments relating to the Medical Department.	By the Surgeon-General with the Government of India.

I.—In the case of the Forest Department—

Contracts and other instruments in matters connected with the administration and working of forests and with the business of the Forest Department generally.	By Conservators, Collectors of Districts, Deputy, Assistant, Extra Deputy, and Extra Assistant Conservators of Forests to such extent and within such limits as the Local Government may prescribe by notification in the official Gazette.

J.—In the territories under the administration of the Government of Madras, as regards contracts, etc., not hereinbefore specified—

I.—In the case of the Governor in Council— All deeds and instruments relating to any matters other than those specified in heads II to V.	By a Secretary to Government.
II.—Contracts and other instruments for the purchase, supply, conveyance or carriage of building materials, stores, machinery, etc., and the provision of labour for building or other work, and such like engagements.	By Collectors of Districts, Sub-Collectors, Assistant and Deputy Collectors in charge of Divisions; Inspector-General, Deputy Inspector-General, and Superintendents of Police; Commissioner of Police, Madras; Inspector-General of Jails, Superintendent of Stationery; and the Presiding Port Officer and Port Officers.
III.—Contracts and other instruments relating to the Medical Department	By the Surgeon-General with the Government of Madras.
IV.—(*a*) All contracts, deeds or other agreements relating to the execution of salt works, or the purchase, sale or transport of salt, the supply of labour, stores, building materials, etc., and any other like engagements relating to the salt revenue or the business of the Salt Department.	By the Commissioner of Salt, Abkari, and Separate Revenue.
(*b*) All contracts, deeds or other agreements relating to the execution of salt works, or the purchase, sale or transport of salt, the supply of labour, stores, building materials, etc., and any other like engagements relating to the salt revenue, or the business of the Salt Department within their respective jurisdictions and within the limit of value of ₹5,000; and contracts or agreements for the import of foreign salt on credit, for payment of the duty leviable thereon, or contracts or agreements for the clearance of salt under the credit system on the deposit of securities within the limit of value of ₹50,000.	By the Deputy Commissioners of Salt and Abkari Revenue.

(*c*) Leases granted to manufacturers of salt in blocks of land in Government factories, when the estimated value of the land concerned does not exceed ₹250.	By Deputy Commissioners of Salt and Abkari Revenue.
(*d*) Contracts or agreements for the import of foreign salts on credit, for payment of the duty leviable thereon, or contracts or agreements for the clearance of salt under the credit system wholesale on the deposit of securities within the limit of value of ₹10,000.	By Assistant Commissioners of Salt and Abkari Revenue.
V.—Contracts and other instruments relating to matters connected with the Educational Department.	By the Director of Public Instruction.

K.—In the territories under the administration of the Government of Bombay, as regards contracts, etc., not hereinbefore specified—

I.—All deeds and instruments relating to matters other than those specified in heads II to VII and IX to XIV and XVI to XXI.	By a Secretary to Government.
II.—Contracts for the supply of articles of dead stock, or petty supplies.	By the Government officer for whose use such articles or petty supplies are required, or by any Government officer to whom such officer is subordinate.
III.—Contracts for the sale of useless articles.	By the Government officer in whose office such useless articles are, or by any Government officer to whom such officer is subordinate.
IV.—Contracts for lease or sale of Government buildings.	Jointly by the chief local officer of the Department in whose charge, and the chief local officer of the district in which such buildings are.
V.—Contracts for hire or purchase of buildings for Government.	Jointly by the chief local officer of the Department for which, and the chief local officer of the district in which, such buildings are to be hired or purchased.
VI.—Contracts and other instruments for the purchase, supply, and conveyance or carriage of building materials, stores, machinery, etc., and contracts for petty constructions and repairs, and for public works of every description which are not executed by the Public Works Department.	Jointly by the chief local officer of the Department by which, and the chief local officer of the district in which, such works are to be executed, or by an Assistant or Deputy Collector if the work is executed by the Revenue Department.
VII.—Sanads— (*a*) continuing or confirming exemption from payment of land revenue, or (*b*) continuing or confirming any pension or grant of money or land revenue, or (*c*) confirming watan-service—commutation settlements, or (*d*) guaranteeing cash payments in lieu of abkari or other rights, or (*e*) granted under section 133 of the Bombay Land Revenue Code, 1879, or any other law for the time being in force relating to the survey of towns and cities.	By Collectors of Districts.

VIII.—Deeds, contracts, and instruments relating to land, or to any benefit arising out of land, or to water, or to any benefit arising out of water, or to land revenue.	In the City of Bombay, by a Secretary to Government; elsewhere, by Collectors of Districts; or in any business connected with the duties of the Talukdari Settlement Officer, by that officer.
IX.—Contracts for the farm of tolls, taxes, duties, cesses, or revenues of any description.	By Collectors of Districts, or by the heads of the Departments by which such tolls, duties, cesses or revenues are levied.
X.—Contracts for the erection or repair of boundary marks.	By Survey Officers or Revenue Officers not lower in rank than Mahalkaris.
XI.—Contracts for the supply of stationery, etc., to the Superintendent of Stationery.	By the Superintendent of Stationery, Bombay.
XII.—Contracts for the supply of articles of any description for the use of jails or regarding the sale of articles manufactured in jails.	By the Inspector-General of Prisons, Bombay, or by the Superintendents of Jails.
XIII.—Security bonds for the due performance of their duties by Government servants whom the Inspector-General of Prisons has power to appoint.	By the Inspector-General of Prisons or by the Superintendents of Jails.
XIV.—Contracts for the supply of articles procured in the local markets for the Police.	By the Commissioner of Police in the City of Bombay; and elsewhere, by the Inspector-General of Police, or by District Superintendents of Police.
XV.—Deeds, contracts, and instruments relating to salt revenue or to the business of the Salt Department, or to the land, buildings or other property in the control of that Department, other than contracts of the nature specified above in Articles I to VI.	In Sind, by the Commissioner in Sind or by the head of the Salt Department in that Province, or by Collectors of Districts; and elsewhere, by a Secretary to Government, or by the Collector of Salt Revenue, Bombay.
XVI.—Contracts entered into with normal scholars and apprentices in Engineering or Industrial Colleges, etc.	By Educational Inspectors or by the Principals of such Colleges.
XVII.—Agreements and deeds entered into with Managers of Educational Institutions in respect of Government grants-in-aid up to ₹1,000 or in respect of the lease of Government school buildings.	By the Director of Public Instruction, Bombay.
XVIII.—Contracts for the supply of articles procured in the local markets for hospitals, lunatic asylums, etc.	By the local Medical Officers in charge of such hospitals, asylums, etc.
XIX.—Deeds, contracts, and instruments of every description relating to the administration of Aden.	By the Political Resident, Aden.
XX.—Contracts for the purchase and supply of stores and building materials and for the provision of labour, also indentures to bind apprentices at the Mint for a definite term.	By the Mint Master, Bombay.
XXI.—Deeds, contracts, and instruments of every description not included in any of the foregoing articles.	In Sind, by the Commissioner in Sind.

L.—In the territories under the administration of the Government of Bengal, as regards contracts, etc., not hereinbefore specified:—

I.—In the case of the Lieutenant-Governor— All deeds and instruments relating to matters other than those specified in heads II to VII.	By the Secretary to the Government of Bengal in the Revenue and General Departments.

II.—Contracts for the supply of stationery (and Bonds of employés when it is necessary that they should be executed by the obligee), etc., to the Superintendent of Stationery.	By the Superintendent of Stationery, Calcutta.
III.—Contracts for supply of clothing, etc., for the Police.	By the Commissioner of Police, Calcutta, and the Inspector-General of Police, Bengal.
IV.—Contracts for the supply of articles, etc., for the use of jails, or regarding the sale of articles manufactured in jails.	By the Inspector-General of Jails, Bengal.
V.—Contracts for the supply of articles, and for repairing, cutting, etc., roads and canals.	By Collectors of Districts.
VI.—Contracts for the supply of articles procured in the local markets for hospitals, lunatic asylums, etc.	By the local Medical Officers in charge of such hospitals, asylums, etc.
VII.—Contracts and other instruments in matters connected with the lease or sale of land.	By Collectors of Districts and Deputy Commissioners.
VIII.—Contracts for the purchase and supply of stores and building materials and for the provision of labour; also indentures to bind apprentices at the Mint for a definite term.	By the Mint Master, Calcutta.

M.—In the territories under the administration of the Government of the North-Western Provinces and Oudh, as regards contracts, etc., not hereinbefore specified—

I.—In the case of the Lieutenant-Governor and Chief Commissioner— All deeds and instruments relating to matters other than those specified in heads II to IV.	**By a Secretary to Government.**
II.—Contracts and other instruments for sums not exceeding ₹2,000 except those which affect real estate.	By all Heads of Departments.
III.—Contracts and other instruments at present executed by Collectors, Deputy Commissioners, and Deputy Collectors.	By Collectors and Deputy Commissioners.
IV.—Contracts and other instruments for a sum not exceeding ₹500, and not affecting real estate.	By subordinate officers appointed by Heads of Departments with the approval of the Local Government.

N.—In the territories under the administration of the Government of the Punjab, as regards contracts, etc., not hereinbefore specified—

I.—In the case of the Lieutenant-Governor— All deeds and instruments relating to matters other than those specified in heads II to IV and VI and VII.	By a Secretary to Government.
II.—Contracts and other instruments connected with leases of land, ferries, dues for grazing cattle on places other than canal banks, fisheries, *nazul* lands and buildings, spontaneous products and minerals, execution of minor works not under the Public Works Department, and the supply of necessaries for depôts.	By Deputy Commissioners.
III.—Instruments relating to the sale of waste lands.	By Deputy Commissioners.
IV.—Contracts relating to any matter falling within their ordinary jurisdiction.	By Deputy Commissioners.

V.—(*a*) Instruments of free grant of proprietary right in land. (*b*) Instruments whereby property is mortgaged to the Government as security for a loan. (*c*) Instruments of exchange of land.	By a Secretary to Government and Deputy Commissioners.
VI.—Contracts for the supply of clothing, etc., for the Police.	By the Inspector-General of Police.
VII.—Contracts for the supply of articles for use in jails, or regarding the sale of articles manufactured in jails.	By the Inspector-General of Prisons.

O.—In the territories under the administration of the Chief Commissioner of the Central Provinces, as regards contracts, etc., not hereinbefore specified—

I.—In the case of the Chief Commissioner— All deeds and instruments relating to matters other than those specified in head II.	**By his Secretary.**
II.—Contracts and other instruments in matters connected with the lease or sale of land.	**By Deputy Commissioners.**

P.—In the territories under the administration of the Chief Commissioner of Burma, as regards contracts, etc, not hereinbefore specified—

I.—In the case of the Chief Commissioner— All deeds and instruments relating to matters other than those specified in heads II to IV.	By a Secretary to the Chief Commissioner.
II.—Contracts and other instruments for the supply of stores, rations, clothing, etc.	By the Heads of the Jail and Police Departments.
III.—Contracts and other instruments relating to matters connected with their respective Departments.	**By all Heads of Departments.**
IV.—Contracts and other instruments connected with the lease or sale of land and fisheries; and contracts relating to any matter falling within their ordinary jurisdiction.	By Deputy Commissioners.

Q.—In the territories under the administration of the Chief Commissioner of Assam, as regards contracts, etc., not hereinbefore specified—

I.—In the case of the Chief Commissioner— All deeds and instruments relating to matters other than those specified in heads II to V.	By his Secretary.
II.—Contracts and other instruments in matters connected with the lease or sale of land, ferries and fisheries, spontaneous products and minerals, for the supply of stores, building materials, labour, and such like engagements.	**By Deputy Commissioners.**
III.—Contracts and other instruments connected with temporary leases of land or of other rights, dues or property of Government or for the supply of stores, building materials, labour, and such like engagements when such contract, instrument or engagement does not exceed the value of ₹500.	By Assistant Commissioners and Sub-divisional Officers.
IV.—Contracts and other instruments connected with leases of land.	By Extra Assistant Commissioners and Settlement Officers.

V.—Contracts for the supply of articles required for the use of the Department, and other instruments connected with the administration of the Department.	By all Heads of Departments.
R.—In the case of the Chief Commissioner of Coorg as regards contracts, etc., not hereinbefore specified.	By his Secretary.
S.—In the Hyderabad Assigned Districts, as regards contracts, etc., not hereinbefore specified—	
I.—All deeds and instruments relating to matters other than those specified in heads II and III.	By the Resident at Hyderabad, the First Assistant Resident, Commissioners, and Deputy Commissioners in the Hyderabad Assigned Districts.
II.—Contracts for the supply of clothing, etc., for the Police.	By the Inspector-General of Police.
III.—Contracts for the supply of articles required for jails.	By the Inspector-General of Jails.
T.—In British Baluchistan and the territories administered by the Agent to the Governor-General in Baluchistan as such Agent—	
I.—All deeds and instruments relating to matters other than those specified in heads II to V.	By the First Assistant to the Agent to the Governor General and Chief Commissioner.
II.—Contracts and other instruments for the supply of stores, clothing, etc.	By Heads of Departments concerned.
III.—Contracts and other instruments relating to matters connected with their respective Departments.	By all Heads of Departments.
IV.—Contracts and other instruments connected with the lease or sale of land, or whereby land is mortgaged to Government in security for a loan, and contracts and instruments relating to any matter falling within their ordinary jurisdiction, including the execution of civil works not under the Public Works Department.	By Political Agents and Deputy Commissioners.
V.—Sanads— (*a*) containing or conferring exemption from payment of land revenue; (*b*) containing or confirming any pension or grant of money connected with the land revenue; (*c*) contracts and instruments relating to any matter falling within jurisdiction of the Settlement Department.	By the Revenue Commissioner.
U.—Agreements for the recovery of advances under the Land Improvement Loans Act, XIX of 1883, and the Agriculturists' Loans Act, XII of 1884.	By District Officers.

ORDER.—Ordered that the above Resolution be communicated to Local* Governments and Administrations and the several Departments of the Government of India for information and guidance; and that it be also published in the Supplement to the *Gazette of India*.

Madras.	Central Provinces.
Bombay.	Burma.
Bengal.	Assam.
North-Western Provinces and Oudh.	Coorg.
Punjab.	Berar.

(True Extract.)

J. P. HEWETT,
Offg. Secretary to the Government of India.

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

SUPPLEMENT TO

The Gazette of India.

No. 14.} SIMLA, SATURDAY, APRIL 6, 1895.

OFFICIAL PAPERS.

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

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

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, March 23rd, 1895.

General Summary.—Fairly uniform pressure conditions have prevailed throughout the Indian region during the greater part of the week under review. During the early part of the week pressure was relatively high in the north-west of India, and relatively low over Bengal and the Gangetic plain, but on Thursday (21st) a change commenced. The barometer then began to fall briskly in the north-west and to rise in the north-east, so that conditions during the next two days were the reverse of those prevailing at the commencement of the week, high pressures being reported from Assam and Bengal, and a slight depression from the Punjab. More or less variable winds and fair weather prevailed during the continuance of uniform pressures, but on Thursday easterly winds set in up the Gangetic plain, and on the last two days strongish cyclonic winds blew over North-Western India. Rain commenced in Baluchistan, Kashmir, and the extreme north-west of India on Friday, but the amounts received were not large.

In Southern India fine weather with variable winds and about the normal temperatures has prevailed steadily.

Daily Summary.—*Sunday.*—The pressure changes were generally unimportant. Barometric readings were about normal in North-Western India, but were below the normal in North-Eastern India, and over the west coast of the Peninsula. The wind directions varied considerably, and, except at Darjeeling and Gnatong where the force was strong, the winds were light or moderate. Temperature had increased slightly in Burma and Bengal, and decreased elsewhere, the reduction in North-Western and Central India and the North Deccan having been more or less rapid. The mean temperature was between 2° and 8°

lower than usual in the north-west and centre of the country. Showery weather continued in Cachar, and thundershowers were received at numerous stations in the Central Provinces, Berar, and Chota Nagpur.

Monday.—Pressure had increased everywhere. Pressure conditions were approximately normal, and readings fairly uniform. Wind directions were very variable, and calms were reported in the Punjab. Temperature had changed considerably and irregularly. It had fallen in Bengal, Madras, and the Central Provinces, risen in Burma, Central India, and Rajputana. The mean temperature was 5° above the normal in Burma, and Lower and Central Burma was the hottest area in the Indian region. Thundershowers had occurred in East Bengal, Chota Nagpur, and the Central Provinces.

Tuesday.—Pressure had increased briskly over North-Eastern India, but had changed slowly and irregularly elsewhere. Readings remained very uniform. Winds were again generally irregular in direction, but the force in many places was somewhat stronger than on Monday. Temperature had recovered again in Bengal, while it had decreased in the North-Western Provinces, the Central Provinces, and Central India. The mean temperature was in defect of the normal in the Central Provinces (6°), in Central India (5°), in Sind, Rajputana, and the Punjab (4°), in the North-Western Provinces (3°), and in Madras (2°). On the contrary, it was in excess in Burma, Bengal, and Assam. Central Burma was again the hottest part of the Indian region. Thundershowers had again occurred in the Central Provinces, Bundelkhand, Baghelkhand, and West Bengal.

Wednesday.—The pressure changes were again unimportant, and readings were again fairly uniform, though somewhat lower in Burma and Southern India than elsewhere. Pressure was in slight defect in Burma, and in more or less excess elsewhere. Moderate to light winds irregular in direction prevailed generally. Thunderstorms had occurred over the same area as on the 19th, and had extended southward into the Deccan. Temperature had fallen briskly in Burma and rapidly in Bengal, and the mean was below the normal average very generally. The hottest part of India was the Madras Deccan.

Thursday.—An important change had occurred in the north-west, where pressure had given way rapidly over Baluchistan and the Punjab. Elsewhere the barometer was generally steady. Pressure was in moderate excess in parts of North-Eastern and Central India, and was about normal in other places. The winds were beginning to shift to east in Bengal and the Gangetic plain, but there was no other change of importance. Temperature had fallen in Bengal, while it had begun to rise again in North-Western and Central India. The mean temperature was largely below the normal in the central and north-eastern parts of the country, and was more or less below generally. Central Madras was again the hottest part of the Indian region.

Friday.—Pressure had risen briskly in north-east, and fallen slightly to briskly in the north-west of India, while elsewhere the changes were small. A depression was forming over the South-West Punjab and Upper Sind, while readings were high, and considerably above the normal in Bengal and Assam. Winds were north-easterly to easterly in Bengal and Assam, and very irregular elsewhere. Though temperature had increased, except over Madras and Burma, the mean temperature was still below the normal average very generally. The hottest region was now Gujarat. Rain was confined to a few stations in the extreme north-east.

Saturday.—Pressure had decreased almost everywhere, and the depression over the western desert had developed. Within the area of disturbance pressure was in considerable defect, while in North-Eastern India, on the contrary, pressure read above the normal. Easterly and south-easterly winds prevailed up the Gangetic plain, and rain had fallen in Baluchistan, Kashmir, and the north of the Punjab. Temperature had fallen over Burma, the Indian Peninsula, and at the hill stations, and risen elsewhere. The mean temperature was in excess, except in Burma and Madras. The hottest region was Gujarat, where a day temperature of 104·2° was registered.

Temperature.—During the week temperature was generally lower than usual, except in Burma, but temperature has been very unsteady, and the variations from the normal have changed largely from day to day. Thus in Burma there

was a mean excess of 4·9° on the 18th, and a mean deficiency of 1·7° on the 23rd, in Bengal and Assam an excess of 3·6° on the 17th, and a deficiency of 7·8° on the 21st, and in Sind and Rajputana a deficiency of 5·3° on the 17th, and an excess of 3·1° on the 23rd.

The following table gives the variation of the mean temperature from the normal in the different provinces of India for each day of the week :

Province.	March 1895.							Mean variation of week.
	17th	18th	19th	20th	21st	22nd	23rd	
	°	°	°	°	°	°	°	°
Burma	+1·6	+4·9	+3·4	+1·0	+1·3	−0·8	−1·7	+1·4
Bengal and Assam	+3·6	−1·4	+1·2	−2·9	−7·8	−5·7	−3·5	−2·4
North-Western Provinces and Oudh	+1·0	−0·6	−3·4	−4·7	−5·1	−3·3	−1·8	−2·6
Punjab	−2·3	−2·1	−3·5	−2·9	−1·5	−0·1	+2·9	−1·4
Bombay	−0·5	+1·2	−0·3	−1·6	−1·3	+0·3	+0·9	−0·2
Central Provinces and Berar	−0·2	−3·0	−6·1	−7·5	−7·7	−5·7	−3·0	−4·7
Central India and Gujarat	−6·2	−1·9	−4·9	−5·5	−4·4	−1·9	−0·4	−3·6
Sind and Rajputana	−5·3	−4·0	−4·4	−4·1	−1·7	−0·6	+3·1	−2·4
Madras	+0·1	−1·4	−1·8	+0·3	+0·3	+0·1	−0·7	−0·4
Mean for whole of India	−0·9	−0·9	−2·2	−3·1	−3·1	−2·0	−0·5	−1·8

The mean temperature of the week was 1½° in excess in Burma, and about normal in Bombay and Madras, but was between 1½° and 2½° in defect in the other provinces. The coolest days were the 20th and 21st, when the mean temperature of the whole of India was 3·1° below the average.

Accompanying the large changes in temperature above described, there has occurred a large change in the position of the area of highest day temperatures within the Indian region. Thus the maximum day temperature reported on the—

17th was 103·2° at Cuddapah.
18th ,, 103·6° ,, Thayetmyo.
19th ,, 104·6° ,, Ditto.
20th ,, 102·2° ,, Cuddapah.
21st ,, 101·7° ,, Ditto.
22nd ,, 103·9° ,, Deesa.
23rd ,, 104·2° ,, Surat.

Thus during the week the highest day temperatures passed from Central Burma to Central Madras and from Central Madras to Gujarat.

Rainfall.—The greater part of the rain which was received during the week under review was attributable to thundershowers which occurred over Assam, Bengal, the central parts of the country, and even as far south as the Deccan. These thunderstorms were developed during the relatively uniform conditions of pressure which prevailed from the 17th to the 21st, and ceased suddenly with the appearance of the depression over the western desert at the close of the week. On Friday, the 22nd, rain commenced in the extreme north-west, and at 8 A.M. on the 23rd rainy weather was reported from several stations on the north-west frontier. The average actual rainfall of the week was heaviest (1·45 inches) in the Surma Division of Assam; this was followed by 0·74 inch in the Central Division of the Central Provinces, by 0·70 inch in the Brahmaputra Division of Assam, and by 0·53 inch in the northern division of Bengal. In all the other divisions reporting rainfall the average fall was under 0·50 inch. The rainfall was generally below the normal, except in some of the Central and Bengal Divisions. The station of Thal in the Kohat district of the Punjab had a total fall of 5·30 inches during the week.

PROVINCE.	DIVISION.	Rainfall data for week ending March 23rd, 1895.			Rainfall data from March 3rd to March 23rd, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, March 3rd to March 23rd.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	0	0·09	— 0·09	0·05	0·17	— 71
	Lower Burma	0	0·01	— 0·01	0	0·01	— 100
	Central Burma	0	0	0	0	0·06	— 100
	Upper Burma	0·04	?	?	0·06	?	?
	Arakan	0	0·10	— 0·10	0	0·23	— 100
Bengal and Assam	Eastern Bengal	0·28	0·45	— 0·17	0·50	1·50	— 67
	Assam (Surma)	1·45	2·28	— 0·83	2·36	5·52	— 57
	Do. (Brahmaputra)	0·70	0·73	— 0·03	2·01	2·22	— 9
	Deltaic Bengal	0·37	0·28	+ 0·09	0·40	0·92	— 57
	Central Bengal	0·15	0·12	+ 0·03	0·32	0·50	— 36
	North Bengal	0·53	0·41	+ 0·12	0·62	0·90	— 31
	Orissa	0·16	0·23	— 0·07	0·16	0·68	— 76
	Chota Nagpur	0·30	0·11	+ 0·19	0·63	0·77	— 18
	Bihar (South)	0·02	0·05	— 0·03	0·04	0·25	— 84
	Do. (North)	0·06	0·05	+ 0·01	0·07	0·28	— 75
North-Western Provinces and Oudh.	North-Western Provinces (East)	0·05	0·04	+ 0·01	0·21	0·17	+ 24
	Do. (Submontane) (*a*)	0	0·04	— 0·04	0·19	0·21	— 10
	Oudh (South)	0	0·05	— 0·05	0·35	0·22	+ 59
	Do. (North)	0	0·06	— 0·06	0·23	0·32	— 28
	North-Western Provinces (Central).	0·01	0·06	— 0·05	0·29	0·22	+ 32
	North-Western Provinces (West).	0	0·09	— 0·09	0·16	0·31	— 48
	North-Western Provinces (Submontane). (*b*)	0	0·17	— 0·17	0·04	0·94	— 96
Punjab	Punjab (South)	0	0·10	— 0·10	0·17	0·39	— 56
	Do. (Central)	0	0·06	— 0·06	0·11	0·38	— 71
	Do. (Submontane)	0	0·12	— 0·12	0·10	0·77	— 87
	Do. (Hill Districts)	0	0·35	— 0·35	0·71	2·00	— 65
	Do. (North-West)	0·40	0·47	— 0·07	1·88	1·25	+ 50
	Do. (West)	0·02	0·15	— 0·13	1·13	0·40	+ 183
Bombay and Malabar Coast Districts (Madras).	Malabar	0·10	0·41	— 0·31	0·25	0·73	— 66
	Madras (South Central)	0	0·32	— 0·32	0·03	0·54	— 94
	Coorg	0	0·22	— 0·22	0·18	0·66	— 73
	Mysore	0·01	0·11	— 0·10	0·01	0·21	— 95
	Konkan	0	0·02	— 0·02	0	0·03	— 100
	Bombay Deccan	0·01	0·07	— 0·06	0·03	0·11	— 73
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0·02	0·01	+ 0·01	0·07	0·01	+ 600
Central Provinces and Berar.	Berar	0·21	0·04	+ 0·17	0·23	0·17	+ 35
	Central Provinces (West)	0·16	0·12	+ 0·04	0·30	0·16	+ 125
	Ditto (Central)	0·74	0·16	+ 0·58	1·06	0·36	+ 196
	Ditto (East)	0·60	0·13	+ 0·47	0·65	0·51	+ 27
Bombay (North)	Gujarat	0	0	0	0	0	0
	Kathiawar	0	0	0	0	0·08	— 100
	Sind	0	0·01	— 0·01	0·57	0·19	+ 200
Rajputana and Central India.	Central India (East)	0·03	0·05	— 0·02	0·34	0·09	+ 278
	Rajputana (East), Central India (West).	0	0·02	— 0·02	0·47	0·13	+ 261
	Rajputana (West)	0	0·01	— 0·01	0·36	0·03	+ 1100
Madras	East Coast (North)	0·03	0·10	— 0·07	0·03	0·31	— 90
	Ditto (ditto) (*a*)	0	0·44	— 0·44	0	0·60	— 100
	Hyderabad (South)	0·12	0·12	0	0·12	0·47	— 74
	Madras (Central)	0·01	0·04	0·03	0·01	0·10	— 90
	East Coast (Central)	0	0·09	— 0·09	0	0·20	— 100
	Ditto (South)	0	0·21	— 0·21	0	0·32	— 100
	Madras (South)	0	0·43	— 0·43	0	0·79	— 100

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SIMLA, *28th March 1895.*

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, March 30th, 1895.

General Summary.—The unsettled weather which prevailed over North-Western India at the close of the previous week continued into the week under review. A large area within which pressure was in very large defect overlay North-Western India, and to the northward and westward of this area rain and strong winds were reported. This depression lasted during the 25th, on which day rain was reported from a large number of the stations in the extreme north-west of India, but by the morning of the 26th it had disappeared, and been succeeded by a very rapid barometric rise in North-Western India. Between the 26th and the morning of the 30th pressure became steadily more uniform throughout India, and the weather was quiet and fine almost everywhere. On the 30th pressure began to fall briskly in the extreme north-west, and rain commenced at Peshawar and Cherat.

A wave of low temperature followed the depression and rainfall of the early part of the week, and, except on the 24th, the general temperature of India was in defect of the average. The coolest day was the 27th, when in the North-Western Provinces, the Central Provinces, Berar, Central India, and Gujarat there was a deficiency of 5° or more in the mean temperature as compared with the normal.

Daily Summary.—*Sunday.*—A large low pressure area overlay North-Western India, the barometer at Peshawar, Dera Ismail Khan, and Jacobabad reading 0·20 inch below the normal average. From the low pressure area readings steadily increased, and were highest in Assam, Burma, and the south of the Peninsula. The depression in the north-west influenced the winds over a large part of Northern India, the force having been strong to a gale over North-Western India, but over the Peninsula and North-Eastern India the directions were variable, and the force generally light. Rain had fallen at the hill stations in the extreme north-west, as well as at a few places in the neighbouring plains. The heaviest amounts were 1·10 inches at Murree, and nearly ¾ inch at Astor and Cherat. The mean temperature was in defect in Madras, in excess in the Punjab, Sind, and Rajputana, and about normal in the other provinces.

Monday.—A rapid recovery of pressure had occurred over North-Western India, except over the east of the Punjab, and a slight fall over North-Eastern India, while over the Peninsula the barometer had been steady. A depression was shown over the east of the Punjab, and a second over the east of the North-Western Provinces and Bihar. The winds were cyclonic and strong to a gale in the neighbourhoods of the two depressions, while they were generally southerly over the Bay, and northerly over the east of the Arabian Sea. Rain had fallen over the north and east of the Punjab and the west of the North-Western Provinces. At Murree and Srinagar the amount received was nearly 2 inches, but elsewhere the falls were light. Temperature was in excess of the average in the North-Western and Central Provinces, and normal or below the normal elsewhere. In the Punjab the deficiency was as much as 4½°.

Tuesday.—Pressure had decreased slightly in North-Eastern India and in the south of the Peninsula, and had increased elsewhere, the rise being very rapid in the north-west and centre. Pressure was lowest over North-Eastern India, and highest in the north of the Punjab, but the two depressions noticed on the previous day had ceased to exist. The winds varied considerably in direction, but were still strong in force in several parts of the country. The mean temperature was almost everywhere low, the abnormal deficiency being as much as 6·9° in Central India and Gujarat, and 6·0° in the Punjab. Rain in small or moderate amounts had occurred at several stations, but principally in the north-east.

Wednesday.—Pressure had fallen briskly in North-Western India, but elsewhere the barometer was steady or nearly so. A large low pressure area overlay the trans-Gangetic portions of the North-Western Provinces and North Bengal, while pressure was high in the west of the Punjab and in Kathiawar. Winds were generally westerly down the Gangetic plain and across Bengal. Elsewhere the directions varied considerably. The mean temperature remained below the normal average, the greatest abnormal deficiency being 5·7° in Gujarat and Central India. Light rain had fallen at a few north-eastern stations, and snow had occurred at Gnatong.

Thursday.—Pressure had risen briskly to rapidly over North-Eastern India, and had been nearly steady elsewhere. Pressure had hence become much more uniform. The winds were very little changed, and had again been strong down the Gangetic plain. Temperature had risen at most stations, and the mean was about normal in Burma, Bombay, and Madras, but elsewhere the deficiency previously noticed continued. The only rainfall reported was a shower at Colombo.

Friday.—Pressure changes had been generally slight, and the barometric readings throughout India were generally very uniform. Winds were generally variable in direction, and light or moderate in force, while calms prevailed in the north-west. Temperature had continued to increase in Northern India, but had fallen in Burma and the Peninsula. The mean temperature was about normal in Bengal, Assam, the Punjab, Bombay, Sind, Rajputana, and Madras, but was still below the normal elsewhere. A light shower of rain was again reported from Colombo.

Saturday.—The barometer had fallen briskly over North-Western India, but pressure was nearly normal over the greater part of the country. Winds continued variable in direction, and calms were reported from several northern and central stations. The temperature changes had been irregular. The mean temperature had been normal in Bengal, the Punjab, Bombay, Sind, and Rajputana, in slight excess in the Central Provinces, and in slight defect in Madras, Central India, the North-Western Provinces, and Burma. Showers were reported from a few north-western and north-eastern stations.

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

Province.	March 1895.							Mean variation of week.
	24th	25th	26th	27th	28th	29th	30th	
	°	°	°	°	°	°	°	°
Burma	−0·9	−0·4	−0·6	−1·5	−0·1	−1·0	−1·1	−0·8
Bengal and Assam	−0·9	−0·1	+0·9	−2·4	−2·1	−0·9	+0·9	−0·7
North-Western Provinces and Oudh	+0·6	+2·1	−4·7	−5·0	−4·0	−1·7	−1·1	−2·0
Punjab	+1·1	−4·5	−6·0	−4·6	−2·1	−0·6	+0·2	−2·4
Bombay	+0·7	+0·6	−2·3	−0·6	+0·5	+0·7	+0·4	0
Central Provinces and Berar	+0·1	+2·7	−3·0	−5·4	−3·6	−1·4	+1·3	−1·3
Central India and Gujarat	+0·5	−1·5	−6·9	−5·7	−3·3	−2·0	−2·1	−3·0
Sind and Rajputana	+4·3	−1·1	−4·7	−4·6	−2·6	−0·8	−0·6	−1·4
Madras	−1·0	−0·9	−0·7	−0·4	−0·3	−0·8	−1·1	−0·7
Mean for whole of India	+0·5	−0·3	−3·1	−3·4	−2·0	−0·9	−0·4	−1·4

The general temperature of India was ½° above the normal average on the 24th, but on the 25th a deficiency had set in which lasted till the close of the week. The greatest deficiency (−3·4°) was on the 27th, after which day the mean temperature rose steadily, so that by the 30th the abnormal deficiency was only

0·4°. The greatest variations of temperature during the week were experienced in Sind and Rajputana.

The highest maximum recorded on the 24th was 103·7° at Khandwa.
" " " " " 25th " 103·7° " Akola.
" " " " " 26th " 104·2° " Cuddapah.
" " " " " 27th " 104·4° " Salem.
" " " " " 28th " 103·7° " Khandwa.
" " " " " 29th " 105·2° " Cuddapah.
" " " " " 30th " 105·2° " Ditto.

The above shows there was comparatively little increase in the heat during the week, and that the hottest regions were Central Madras and the west of the Central Provinces.

Rainfall.—During the week under review rain fell in considerable amounts over the Punjab, Assam, Lower Bengal, and Malabar, while over Burma, West Bengal, the North-Western Provinces, the central parts of the country, and the Peninsula, excepting Malabar, there was little or no rain. The heaviest average actual rainfall was 1·08 inches in Assam (Surma), followed by 0·92 inch in Assam (Brahmaputra), by 1·02 inches in the Punjab (North-West), and by 0·70 inch in the Punjab (Hill Districts). No less than thirty-nine of the rainfall divisions had actually or practically no rain. All the divisions of the Punjab, the Malabar Division, and the Coorg Division had heavier rainfall than the average, but in all other parts of the country the rainfall was less than usual. In Assam and part of Bengal the deficiency was considerable, but elsewhere it was small and unimportant. It is, however, only in parts of Bengal, of Assam, and of the Punjab that the normal rainfall of the present week is at all considerable, so that the lightness of the general rainfall reported this week is of comparatively small importance.

The three columns of the table exhibiting the state of the seasonal rainfall show that the spring rainfall has been relatively heavy over the whole of the central parts of the country and in the north-west of the Punjab, and has been relatively light elsewhere. In Burma and Madras there has been practically no rain throughout the month.

The more important totals for the week are as follows: Dacca received 2·32 inches, Sylhet 3·16 inches, Murree 3·36 inches, Haripur (Hazara District) 3·70 inches, Sahiwal (Shahpur District) 2·05 inches, one station (name not given) in Dera Ismail Khan district 3·49 inches, and Alleppy (Travancore) 3·95 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending March 30th, 1895.			Rainfall data from March 3rd to March 30th, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, March 3rd to March 30th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	0	0·08	−0·08	0·05	0·25	— 80
	Lower Burma	0	0·06	−0·06	0	0·07	— 100
	Central Burma	0	0·02	−0·02	0	0·09	— 100
	Upper Burma	0·04	?	?	0·10	?	?
	Arakan	0	0·06	−0·06	0	0·28	— 100
Bengal and Assam	Eastern Bengal	0·28	0·98	−0·70	0·78	2·48	— 69
	Assam (Surma)	1·08	2·99	−1·91	3·44	8·51	— 57
	Do. (Brahmaputra)	0·92	1·48	−0·56	2·03	3·70	— 21
	Deltaic Bengal	0·11	0·61	−0·50	0·50	1·53	— 67
	Central Bengal	0·16	0·36	−0·20	0·50	0·86	— 42
	North Bengal	0·20	0·61	−0·41	0·82	1·51	— 46
	Orissa	0	0·28	−0·28	0·16	0·96	— 83
	Chota Nagpur	0·06	0·14	−0·08	0·69	0·90	— 23
	Bihar (South)	0·01	0·07	−0·06	0·04	0·32	— 88
	Do. (North)	0	0·09	−0·09	0·07	0·37	— 81
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·04	−0·04	0·21	0·21	0
	Do. do. (Submontane) (*a*)	0·01	0·04	−0·03	0·20	0·25	— 20
	Oudh (South)	0	0·08	−0·08	0·35	0·30	+ 17
	Do. (North)	0·01	0·12	−0·11	0·24	0·43	— 44
	North-Western Provinces (Central).	0	0·07	−0·07	0·29	0·29	0
	North-Western Provinces (West).	0·02	0·06	−0·04	0·18	0·37	— 51
	North-Western Provinces (Submontane). (*b*)	0·14	0·19	−0·05	0·18	1·13	— 84
Punjab	Punjab (South)	0·06	0·05	+0·01	0·23	0·44	— 48
	Do. (Central)	0·07	0·06	+0·01	0·19	0·44	— 57
	Do. (Submontane)	0·29	0·17	+0·12	0·39	0·94	— 58
	Do. (Hill Districts)	0·70	0·51	+0·19	1·41	2·50	— 44
	Do. (North-West)	1·02	0·49	+0·53	2·90	1·74	+ 67
	Do. (West)	0·29	0·16	+0·13	1·42	0·59	+ 154
Bombay and Malabar Coast Districts (Madras).	Malabar	0·55	0·17	+0·38	0·80	0·90	— 11
	Madras (South Central)	0	0·27	−0·27	0·03	0·81	— 96
	Coorg	0·26	0·23	+0·03	0·44	0·80	— 41
	Mysore	0·01	0·10	−0·09	0·02	0·31	— 94
	Konkan	0	0·02	−0·02	0	0·04	— 100
	Bombay Deccan	0	0·06	−0·06	0·03	0·17	— 200
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0·01	−0·01	0·07	0·02	+ 250
Central Provinces and Berar.	Berar	0	0·06	−0·06	0·23	0·16	+ 44
	Central Provinces (West)	0	0·10	−0·10	0·36	0·26	+ 38
	Do. do. (Central)	0·02	0·11	−0·09	1·09	0·47	+ 132
	Do. do. (East)	0·03	0·09	−0·06	0·68	0·60	+ 13
Bombay (North)	Gujarat	0	0	0	0	0	0
	Kathiawar	0	0	0	0	0·08	— 100
	Sind	0	0	0	0·57	0·19	+ 200
Rajputana and Central India.	Central India (East)	0	0·03	−0·03	0·34	0·12	+ 183
	Rajputana (East), Central India (West).	0	0·02	−0·02	0·47	0·15	+ 213
	Rajputana (West)	0	0·01	−0·01	0·36	0·04	+ 800
Madras	East Coast (North)	0·04	0·19	−0·15	0·07	0·40	— 86
	Ditto (ditto) (*a*)	0	0·41	−0·41	0	1·00	— 100
	Hyderabad (South)	0	0·03	−0·03	0·12	0·50	— 76
	Madras (Central)	0	0·04	−0·04	0·01	0·14	— 93
	East Coast (ditto)	0	0·12	−0·12	0	0·32	— 100
	Ditto (South)	0	0·02	−0·02	0	0·34	— 100
	Madras (ditto)	0	0·23	−0·23	0	1·02	— 100

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SIMLA, *4th April 1895.*

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 30th March.*—Only scattered showers in the Circars and on the West Coast. Irrigation supplies are generally short, and many sources are drying up. The standing crops chiefly under wells, and irrigation works are suffering in the southern parts of the Presidency. Cotton is also suffering in parts. Some harvest is still going on with moderate yield. Fodder is generally sufficient, and cattle are in good condition. Prices of staple grains are slightly dearer in the Circars and Southern districts; elsewhere prices are almost stationary.

Bombay.—*For week ending 3rd April.*—The standing crops are good, except in parts of Karachi and Hyderabad, where they are damaged by insects, blight, or other causes. Reaping of the late crops continues in parts of fourteen districts, and preparations for next season in parts of twelve. Cotton-picking is in progress in parts of Gujarat, Kathiawar, and the Karnatic. The fodder-supply is sufficient, except in parts of Shikarpur. Agricultural stock are in good condition. Prices are normal, except in parts of Ahmednagar and Sholapur.

Bengal.—*For week ending 1st April.*—There was rain in some districts during the week, but, except in Murshidabad, Rungpur, Dacca, and Purneah, it was insignificant in amount. The rain has assisted preparation of the land for autumn rice and jute in Northern Bengal. In parts of Eastern Bengal more rain is still required for the standing crops, notably for the chilli and pulse crops in Chittagong. Spring rice and indigo are doing well. The spring harvest is proceeding with every prospect of a good outturn. The collection of opium is nearly finished, and the weighment is about to begin. In Hazaribagh it is reported that the fodder-supply is scanty. The price of common rice continues generally normal, although a slight fall has occurred in some districts.

North-Western Provinces and Oudh.—*For week ending 3rd April.*—Weather seasonable. Slight rain in two tehsils of the Moradabad district. The spring harvest is in full progress: the outturn in Oudh is below average; elsewhere it is good. The poppy crop is indifferent. Fodder and supplies are ample. Prices are fluctuating slightly.

Punjab.—*For week ending 3rd April.*—Rain has fallen in all but three districts. Harvesting of the spring crops has commenced. Sowings of cotton, tobacco, and other extra spring crops are in progress. The condition of the standing crops is generally reported good, though poor in parts of Jullundur. Prospects are good throughout. Recent rain has improved the condition in Dera Ismail Khan. The crops are said to have been damaged to some extent in parts of Lahore. Cattle are generally in good condition, and fodder is sufficient throughout the Province. Prices are normal in Umballa and are low elsewhere.

Central Provinces.—*For week ending 3rd April.*—Weather generally sultry and hot for the season, abnormally cloudy, but no rain, except a slight shower in one district. Harvesting of the winter crops progresses, and threshing is well advanced. Land is being prepared for the autumn sowings in Wardha. Prices rule high in Damoh and Seoni, but are normal in other districts. The export trade is dull.

Burma.—*For week ending 30th March.*—Showers of rain fell in three districts of the northern part of Upper Burma. In Lower Burma agricultural operations have been completed. In Upper Burma sowing and transplanting of dry-weather paddy and cultivation of miscellaneous food-crops are nearly completed. Prospects are generally good. Fodder and water-supply sufficient. Prices of paddy are stationary, except for a slight rise in three districts of Lower Burma, where prices are above normal, and a fall in the Meiktila district of Upper Burma, where prices are below normal.

Assam.—*For week ending 2nd April.*—Weather seasonable. Sowing of early rice has commenced. Pressing of sugarcane continues. The condition of cattle is fair. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 3rd April.*—MYSORE: Crops are withering in some places. Prospects otherwise good. Prices slightly fallen in the Shimoga district.

COORG: Rainfall moderate. Threshing of rice is over. The coffee crop has blossomed in some parts. Fodder and water for cattle fairly sufficient. Prices of food-grains are normal.

Berar and Hyderabad.—*For week ending 3rd April.*—BERAR: Weather hot. Threshing of wheat, gram, and linseed continues in two districts. Breaking up of land for the next rain crop is in progress. The fodder and water-supply are ample. Prices are almost steady.

HYDERABAD: No rain during the week. Sowing of the hot-weather crops is completed. Water in tanks and wells is sufficient for cultivation. Prices are normal.

Central India.—*For week ending 3rd April.*—Slight rain in the Bundelkhand Agency during the week. Agricultural operations nearly completed in Bundelkhand, Baghelkhand, and Bhopawar; in progress in other Agencies. The probable outturn will be below average in Bundelkhand, but fairly good in all Agencies. The condition of agricultural stock is indifferent in some parts of Gwalior, but fairly good elsewhere. Pasturage is good and sufficient in all Agencies, but indifferent in some districts of Gwalior. Prices of food-grains are high in Goona, rising in part of Gwalior, falling in Bundelkhand, and normal elsewhere. Opium partly damaged by rain in Goona, but fairly good in other Agencies.

Rajputana.—*For week ending 3rd April.*—Agricultural operations are satisfactory. Harvesting continues. Standing crops, prospects, and agricultural

stock are generally good. The crops have been partly damaged by hail in Dholepore. Fodder is sufficient, except in Dholepore. Prices are below average in one State, fluctuating in two, falling in one, and steady elsewhere.

Kashmir.—*For week ending 2nd April.*—KASHMIR VALLEY: Rain has fallen in the Mozafferabad district. The weather is now fine. The spring crops are in good condition. Ploughing for the autumn harvest is in progress. Prices continue normal.

JAMMU PROVINCE.—*For week ending 3rd April.*—Slight rain. The standing crops are in good condition. Fodder is sufficient.

Nepal.—*For week ending 30th March.*—The days are warm, but the nights are cold. Prospects of the crops are good.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 24TH MARCH 1894, AND FROM 1ST JANUARY TO 23RD MARCH 1895.

N.B.—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st half of 1894.	Week ending 24th March 1894. Earnings. Mean mileage worked.	Total.	Per mile open per week.	Week ending 23rd March 1895. Earnings. Mean mileage worked.	Total.	Per mile open per week.	Earnings from 1st January to 24th March 1894.	Earnings from 1st January to 23rd March 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	655	1,634	9,85,975	603	1,687	11,35,034	673	1,34,76,011	1,30,51,223	...	4,24,788
Bengal-Nagpur	189	862	1,93,205	224	862	1,70,172	197	21,62,402	21,04,730	1,834	...
Indian Midland (*a*)	162	752	1,15,139	153	752	95,864	127	14,30,450	13,03,014	...	1,27,545
Bezwada extension	108	21	2,178	104	21	3,411	162	2,2,416	33,760	10,344	...
Metre gauge—											
Rajputana-Malwa (*b*)	324	1,719	4,53,910	264	1,790	4,30,640	246	63,80,252	63,17,911	...	71,341
Palanpur-Deesa	47	17	755	44	17	1,100	65	9,185	11,181	1,096	...
South Indian	143	1,043	1,47,578	141	1,042	1,03,861	157	15,83,753	18,45,774	2,62,021	...
Mayavaram-Mutupet	61	...	...	...	54	3,871	72	...	42,000	42,000	...
Southern Mahratta (*c*)	115	1,165	1,23,341	106	1,165	1,58,827	136	14,11,970	15,35,810	1,23,840	...
Bengal and North-Western (*d*)	162	756	99,240	131	756	1,31,910	174	13,43,001	14,28,447	85,446	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	229	19,184	84	231	25,719	111	2,40,866	2,42,780	1,914	...
TOTAL	286	8,198	21,40,508	261	8,377	23,29,409	278	2,80,70,315	2,79,82,045	...	94,270
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	255	2,507	5,86,765	234	2,511	8,62,296	343	75,20,021	79,07,456	3,87,435	...
Oudh and Rohilkhand (state)	287	741	1,89,446	256	797	1,80,393	226	24,27,295	29,15,579	4,88,284	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	281	813	2,00,846	247	813	2,35,800	290	29,16,937	31,75,265	2,58,328	...
Bengal Central (*f*)	126	125	15,842	127	125	17,010	141	1,85,190	2,05,011	20,421	...
East Coast (state)	107	266	23,051	89	372	33,869	91	2,44,320	3,83,549	1,39,229	...
Metre gauge—											
Burma (state)	199	730	1,57,556	216	746	1,50,030	201	20,34,840	20,47,638	12,798	...
Special gauges—											
Jorhát (state provincial)	44	28	1,346	48	28	956	34	12,966	14,494	1,528	...
Cherra-Companyganj (state provincial)	60	8	512	64	8	622	78	5,544	7,340	1,796	...
TOTAL	244	5,218	11,75,964	225	5,400	14,81,576	274	1,53,47,113	1,60,56,932	13,09,819	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	596	1,490	8,16,830	548	1,490	8,02,705	539	1,14,17,434	92,58,129	...	21,59,305
Bombay, Baroda and Central India	801	461	3,07,117	666	461	3,75,000	813	38,75,093	39,03,044	1,17,052	...
Madras	237	840	1,92,043	229	840	2,10,646	251	23,07,057	24,74,648	1,67,591	...
TOTAL	522	2,791	13,15,990	472	2,791	13,88,351	497	1,75,99,584	1,57,25,821	...	18,73,762
TOTAL (GUARANTEED AND STATE)	313	16,207	46,32,462	280	16,568	51,99,336	314	6,10,23,011	6,03,64,798	...	6,58,213
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	167	161	28,251	175	161	36,359	226	2,83,733	3,08,775	25,042	...
Tarkessur	308	22	7,254	330	22	7,411	337	78,320	76,382	...	1,938
Metre gauge—											
Rohilkund and Kumaon (Company's section)	149	67	15,795	236	66	15,440	234	1,13,115	74,919	...	38,196
Bengal Dooars	80	32	2,594	81	36	2,460	68	27,053	33,517	6,464	...
Dibru-Sadiya	133	78	10,188	131	78	12,005	162	1,25,741	1,37,585	11,844	...
Special gauge—											
Darjeeling-Himalayan	232	51	11,176	219	51	11,568	227	1,20,137	1,20,664	9,527	...
TOTAL	166	411	75,258	183	414	85,843	207	7,48,099	7,60,842	12,743	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	185	333	52,660	158	333	74,875	225	6,65,633	7,84,594	1,18,961	...
The Gaekwar's Petlád	112	13	1,544	119	13	1,310	101	15,073	15,058	...	15
Rájpura-Bhátinda	192	108	19,999	185	108	22,905	212	2,05,823	4,37,445	2,31,622	...
Kolar Gold-fields	306	...	...	...	10	3,071	307	...	26,971	26,971	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	88	362	32,989	91	362	37,212	103	3,60,718	3,03,037	33,219	...
The Gaekwar's Mehsána	98	93	9,496	102	93	7,620	82	1,10,537	85,821	...	24,716
Kolhápur	92	29	2,387	82	29	1,969	68	27,085	25,686	...	1,399
Special gauges—											
The Gaekwar's Dabhoi	81	72	7,068	98	72	3,650	51	68,470	44,879	...	23,591
Cooch Behar	30	22	675	31	22	1,460	66	5,777	14,891	9,114	...
TOTAL	130	1,032	1,26,818	123	1,042	1,54,072	148	14,59,116	18,29,282	3,70,166	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	131	334	42,239	126	334	42,860	128	5,07,603	4,52,134	...	55,769
Jetalsar-Rájkot	68	46	2,893	63	46	3,266	71	35,847	40,331	4,484	...
Jodhpur-Bickaneer	75	364	26,998	74	364	22,250	61	3,27,820	2,50,536	...	77,284
Special gauge—											
Morvi	75	94	5,108	54	94	6,591	70	79,231	76,163	...	3,068
TOTAL	97	838	77,238	92	838	74,967	89	9,50,801	8,19,164	...	1,31,637
GRAND TOTAL	290	18,488	49,11,776	266	18,862	55,14,218	292	6,41,81,027	6,37,74,086	...	4,06,941

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

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 4th April 1895.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. L OF 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

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

RAILWAY.	Average earnings per mile per week in 1893-94.	Week ending 24th March 1894. Earnings. Mean mileage worked.	Total.	Per mile open per week.	Week ending 23rd March 1895. Earnings. Mean mileage worked.	Total.	Per mile open per week.	Earnings from 1st April 1893 to 24th March 1894.	Earnings from 1st April 1894 to 23rd March 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	602	1,634	9,85,975	603	1,687	11,35,034	673	5,01,10,200	5,14,51,709	13,41,509	...
Bengal-Nagpur	149	862	1,93,205	224	862	1,70,172	197	65,01,192	64,97,586	...	3,606
Indian Midland (*a*)	132	752	1,15,139	153	752	95,864	127	50,45,460	55,18,054	4,73,194	...
Bezwada Extension	95	21	2,178	104	21	3,411	162	1,02,530	1,78,387	75,807	...
Metre gauge—											
Rajputana-Malwa (*b*)	261	1,719	4,53,910	264	1,790	4,30,640	246	2,25,71,294	2,44,93,502	19,22,208	...
Palanpur-Deesa	41	17	755	44	17	1,100	65	(*c*) 13,621	38,369	24,748	...
South Indian	144	1,043	1,47,578	141	1,042	1,03,861	157	70,04,804	81,50,365	4,85,561	...
Mayavaram-Mutupet	...	...	...	...	54	3,871	72	...	(*d*) 2,05,459	2,05,459	...
Southern Mahratta (*e*)	100	1,165	1,23,344	106	1,165	1,58,827	136	58,07,688	62,09,034	3,11,946	...
Bengal and North-Western (*f*)	132	750	99,240	131	750	1,31,910	174	50,81,925	55,36,694	4,55,069	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	229	19,184	84	231	25,719	111	7,00,150	9,23,875	1,63,717	...
TOTAL	250	8,198	21,40,508	261	8,377	23,29,409	278	10,37,48,620	10,92,04,232	54,55,612	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*g*)	232	2,507	5,86,765	234	2,511	8,62,296	343	2,94,63,907	3,19,52,711	24,88,804	...
Oudh and Rohilkhand (state)	242	741	1,89,446	256	797	1,80,393	226	87,77,724	1,08,09,044	20,31,320	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	309	813	2,00,846	247	813	2,35,800	290	1,23,66,176	1,40,00,279	16,34,103	...
Bengal Central (*h*)	120	125	15,842	127	125	17,010	141	7,65,497	8,24,953	59,456	...
East Coast (state)	71	266	(*i*) 23,651	89	372	33,869	91	(*i*) 7,15,370	15,40,503	8,25,193	...
Metre gauge—											
Burma (state)	171	730	1,57,559	216	746	1,50,030	201	62,71,684	61,19,088	...	1,52,596
Special gauges—											
Jorhát (state provincial)	49	28	1,340	48	28	956	34	69,502	72,035	2,533	...
Cherra-Companyganj (state provincial)	54	8	512	64	8	622	78	21,994	26,204	4,210	...
TOTAL	226	5,218	11,75,964	225	5,400	14,81,576	274	5,84,51,854	6,53,44,877	68,93,023	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*j*)	510	1,490	8,16,830	548	1,490	8,02,705	539	3,86,65,408	3,32,18,111	...	54,47,297
Bombay, Baroda and Central India	638	461	3,07,117	666	461	3,75,000	813	1,49,08,306	1,55,93,322	6,84,956	...
Madras	238	840	1,92,043	229	840	2,10,646	251	1,01,63,841	1,02,67,036	1,03,195	...
TOTAL	440	2,791	13,15,990	472	2,791	13,88,351	497	6,37,37,615	5,90,78,469	...	46,59,146
TOTAL (GUARANTEED AND STATE)	277	16,207	46,32,462	286	16,568	51,99,336	314	22,59,38,089	23,36,27,578	76,89,489	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	148	161	28,251	175	161	36,359	226	12,01,282	13,27,747	1,26,465	...
Tarkessur	253	22	7,254	330	22	7,411	337	2,83,299	2,97,798	14,499	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	137	67	15,795	236	66	15,440	234	4,64,704	4,09,631	...	55,073
Bengal Dooars	77	32	2,594	81	36	2,460	68	1,28,110	2,12,103	83,993	...
Dibru-Sadiya	130	78	10,188	131	78	12,005	162	5,15,090	5,30,764	15,674	...
Special gauge—											
Darjeeling-Himalayan	238	51	11,176	219	51	11,568	227	6,20,001	6,25,673	5,612	...
TOTAL	155	411	75,258	183	414	85,843	207	32,12,546	34,03,716	1,91,170	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	158	333	52,660	158	333	74,875	225	26,65,673	31,41,025	4,75,352	...
The Gaekwar's Petlád	92	13	1,544	119	13	1,310	101	61,028	68,200	7,172	...
Rájpura-Bhátinda	129	108	19,999	185	108	22,905	212	7,31,145	15,88,921	8,57,776	...
Kolar Gold-fields	...	...	...	...	10	3,071	307	...	(*k*) 1,02,742	1,02,742	...
Metre gauge—											
Southern Mahratta (Mysore section (*l*)	95	362	32,989	91	362	37,212	103	16,01,591	16,47,193	...	44,398
The Gaekwar's Mehsána	75	93	9,496	102	93	7,620	82	3,53,304	3,43,287	...	10,017
Kolhápur	77	29	2,387	82	29	1,969	68	1,13,386	1,18,557	5,171	...
Special gauges—											
The Gaekwar's Dabhoi	67	72	7,068	98	72	3,650	51	2,47,970	2,12,114	...	35,856
Cooch Behar	20	22	675	31	22	1,460	66	(*m*) 11,623	48,509	36,886	...
TOTAL	114	1,032	1,26,818	123	1,042	1,54,072	148	58,75,720	72,70,548	13,94,828	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	118	334	42,239	126	334	42,860	128	19,95,504	17,38,106	...	2,57,398
Jetalsar-Rájkot	60	46	2,893	63	46	3,266	71	(*n*) 1,38,854	1,57,337	18,483	...
Jodhpur-Bickaneer	54	364	26,998	74	364	22,250	61	9,87,063	10,56,132	69,069	...
Special gauge—											
Morvi	67	94	5,108	54	94	6,591	70	3,22,166	3,11,093	...	11,073
TOTAL	81	838	77,238	92	838	74,967	89	34,43,587	32,62,668	...	1,80,919
GRAND TOTAL	256	18,488	49,11,776	266	18,862	55,14,218	292	23,84,69,942	24,75,64,510	90,94,568	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 8th November 1893 to 24th March 1894.
(*d*) Total earnings from 2nd April 1894 to 23rd March 1895.
(*e*) Includes the Guntakal-Mysore frontier section.
(*f*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*g*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the earnings of the Bezwada-Godávari section.
(*j*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*k*) Total earnings from 1st June 1894 to 23rd March 1895.
(*l*) Includes the Mysore-Najangúd and the Yesvantpur-Mysore frontier sections.
(*m*) Total earnings from 15th September 1893 to 24th March 1894.
(*n*) Total earnings from 12th April 1893 to 24th March 1894.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 4th April 1895.*

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SUPPLEMENT TO

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OFFICIAL PAPERS.

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF FEBRUARY 1895.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jawar or cholum (*Sorghum vulgare*). Present fortnight.	Jawar or cholum (*Sorghum vulgare*). Past fortnight.	Bajra or cumbu (*Penicillaria spicata*). Present fortnight.	Bajra or cumbu (*Penicillaria spicata*). Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi (*Eleusine coracana*). Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Past fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
Burma—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Tenasserim—																										
Mergui	...	...	...	...	12 0	12 0	12 14	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	12 0	12 0
Tavoy	...	...	...	...	13 0	13 0	14 9	14 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	14 3	14 3
Moulmein and Amherst	7 0	7 0	...	...	11 6	11 6	14 0	14 0	...	...	...	...	...	...	...	...	11 6	11 6	14 0	14 0	7 12	7 12	140 0	140 0	14 0	14 0
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 14	14 3	14 2	...	...	...	...	...	...	...	...	11 2	11 2	20 8	20 8	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	6 0	6 0	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	9 8	9 8	11 10	11 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 3	14 3
Bassein	...	...	...	...	11 6	11 6	13 9	15 1	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	9 13	9 1	10 6	9 13	...	...	...	...	...	...	...	...	...	...	...	...	7 0	7 0	200 0	200 0	14 2	14 2
Tharrawaddy	...	...	...	...	13 8	13 8	16 7	16 7	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	450 0	450 0	14 13	14 13
Henzada	...	...	...	...	12 5	10 11	12 5	10 11	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	188 8	188 8	16 2	16 2
Prome	10 6	10 6	...	...	10 12	10 12	13 4	13 4	...	...	...	...	...	...	...	...	13 3	13 3	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	13 3	13 3	14 14	14 14	...	...	...	...	...	...	...	...	11 6	11 6	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	11 3	10 5	...	...	14 0	14 0	15 5	15 5	...	...	...	...	...	...	...	...	19 11	18 5	22 9	†	8 10	8 10	196 0	196 0	11 9	11 9
Upper Burma—																										
Mandalay	12 0	12 9	...	...	12 5	12 13	13 7	14 1	21 10	21 10	...	...	...	...	...	...	13 3	13 14	24 0	24 0	9 5	9 5	85 0	85 0	14 6	15 2
Bamo	...	...	...	...	7 6	7 6	9 14	9 14	...	...	...	...	...	...	...	...	†	9 3	...	...	7 3	7 3	200 0	200 0	9 10	9 10
Pakôkku	...	...	...	...	9 2	9 2	11 9	11 9	44 0	41 0	...	...	...	...	...	...	17 0	18 0	...	...	5 9	5 9	113 0	113 0	12 10	12 10
Meiktila	...	†	...	...	17 1	17 1	19 11	19 13	...	...	...	...	...	...	...	...	17 11	17 11	51 6	51 6	7 2	7 2	361 13	361 13	16 1	16 1
Arakan—																										
Sandoway	...	...	...	...	20 9	24 0	25 6	30 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	25 13	22 6
Kyaukpyu	...	...	...	...	16 4	16 10	17 4	17 8	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	25 4	25 4
Akyab	...	...	...	...	12 8	13 0	15 8	16 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	160 0	160 0	16 0	15 8
Assam—																										
Surma—																										
Sylhet	...	...	...	...	13 2	13 0	16 14	16 12	...	...	...	...	...	...	...	...	12 5	12 4	...	...	...	...	...	...	11 6	11 4
Cachar	8 0	8 0	...	...	10 0	10 0	16 0	15 0	...	...	...	...	...	...	...	...	11 6½	10 13	...	...	...	...	80 0	80 0	10 0	10 0
Khási and Jaintiá Hills	5 12	5 12	...	...	5 12	5 6	6 12	6 4	...	...	...	...	...	...	...	...	8 0	8 0	11 0	11 8	...	...	80 0	80 0	7 8	7 9
Garo Hills	...	...	...	...	6 0	6 0	15 0	17 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	7 0	6 8
Brahmaputra—																										
Goálpára	11 0	13 0	...	...	6 12	6 12	13 8	14 8	...	...	...	...	...	...	...	...	12 0	11 8	...	...	...	...	140 0	140 0	10 8	10 8
Kámrúp	9 0	9 0	...	...	13 0	10 0	16 0	13 4	...	...	...	...	...	...	...	...	11 0	12 4	...	...	...	...	160 0	160 0	10 0	10 0
Darrang	9 0	9 0	...	...	8 0	8 0	12 0	12 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	...	...	10 0	10 0
Nowgong	...	...	...	...	8 8	8 8	11 8	11 8	...	...	...	...	...	...	...	...	8 8	8 8	...	...	...	...	120 0	120 0	8 0	8 0
Sibsagar	...	...	...	...	9 0	9 0	13 0	13 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	160 0	160 0	9 0	9 0
Lakhimpur	9 0	...	...	...	6 8	6 8	12 0	11 0	...	...	...	...	...	...	...	...	10 0	10 0	10 0	10 0	...	...	140 0	140 0	8 0	8 0
Manipur	...	...	...	...	22 0	20 0	33 0	30 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	80 0	80 0	2 11	2 11
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts (*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hill Tippera (*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	...	...	...	...	5 8	5 8	...	...	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	16 0	16 0	18 0	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	80 0	80 0	10 8	11 4
Noakhali	...	...	...	...	13 0 to 15 0	13 8 to 16 0	18 0	18 0	...	...	...	...	...	...	...	...	13 8	11 8	...	...	...	...	...	...	9 12	9 12
Chittagong	10 0	10 0	...	...	14 8	14 8	15 12	15 12	...	...	...	...	...	...	...	...	15 10	11 8	...	...	...	...	90 0	90 0	10 0	10 0
Tippera	10 0	10 0	...	...	11 6	13 0	17 9	18 0	...	...	...	...	...	...	...	...	15 8	11 0	...	...	8 0	9 0	...	...	10 0	10 0
Dacca	11 10	11 10	...	...	13 0	11 0	18 13	16 10	...	...	...	...	...	...	...	...	13 8	13 0	...	...	15 0	17 0	140 0	140 0	9 10	9 10
Mymensingh	9 8	9 8	...	...	13 0	13 0	14 0	14 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	90 0	80 0	8 0	8 0
Deltaic—																										
Khulna	...	...	...	...	16 0	16 0	17 8	17 8	...	...	...	...	...	...	...	...	11 8	11 8	...	...	11 0	11 0	160 0	160 0	9 12	9 12
24-Parganas	...	...	...	...	9 8	9 6	14 9	13 14½	...	...	...	...	...	...	...	...	17 12½	16 0	...	...	11 12	11 13	106 10	106 10	11 6	11 7
Midnapore	13 0	12 0	...	...	14 0	13 0	18 0	18 4	...	...	...	...	...	...	...	...	14 8	14 0	...	...	11 0	11 0	200 0	200 0	11 0	11 0
Howrah	...	...	...	...	13 5	13 0	15 8	15 8	...	...	...	...	...	...	...	...	...	...	...	...	11 8	11 0	105 0	105 0	11 0	11 0
Calcutta	12 8	12 4	17 12	17 12	8 14	8 10	11 12	11 0	17 12	18 4	16 0	16 0	...	...	8 14	9 6	15 3	15 3	20 0	18 13	16 0	16 0	80 0	80 0	11 3	11 13
Hooghly	13 0	13 0	...	20 8	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	14 0	18 0	160 0	160 0	10 12	10 12
Nadia (Krishnagar)	16 4	16 0	...	20 0	7 8	8 0	16 0	16 0	...	...	...	...	...	...	...	...	16 8	17 10	...	...	16 0	16 0	128 0	128 0	11 8	11 6
Jessore	10 10	...	...	...	13 0	10 0	18 8	18 0	...	...	...	...	...	...	...	...	14 8	16 0	...	...	20 0	11 0	120 0	120 0	10 0	10 0
Faridpur	11 0	13 0	16 0	16 0	7 4	7 4	15 8	13 0 and 16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	120 0	120 0	10 8	10 8
Central—																										
Bankura	15 8	14 8	...	...	16 0	16 4	20 10	20 8	...	...	...	...	...	...	...	...	15 10	16 0	...	...	13 5	13 5	320 0	320 0	11 0	11 0
Burdwan	14 0	13 6	...	...	16 0	15 4	17 4	16 8	...	...	...	...	...	...	...	...	15 8	14 8	...	...	15 8	16 0	90 0	80 0	11 8	11 8
Birbhum	10 8	10 8	...	...	13 8	13 8	18 0	18 0	...	...	...	...	...	...	...	...	13 8	13 8	...	...	12 0	12 0	120 0	120 0	11 0	11 0
Murshidabad	13 0	13 0	...	...	11 0	11 0	15 8	15 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	190 0	180 0	10 8	10 8
Santhal Parganas	11 0	11 0	...	...	12 8	12 8	17 8	17 8	...	...	...	...	...	...	...	...	14 0	14 0	24 0	24 0	18 0	18 0	120 0	120 0	10 8	10 8
Pabna	17 4	16 4	19 8	22 8	6 6	6 6	16 8	17 12	...	...	...	...	...	...	...	...	13 8	13 5	...	...	18 12	19 8	200 0	200 0	9 12	9 12
Bogra	12 0	12 12	...	...	12 0	11 4	17 4	16 8	...	...	...	...	...	...	...	...	10 8	13 8	...	...	...	...	90 0	90 0	9 12	9 12
Rajshahi	9 6	10 8	‡	19 8	10 8	10 8	15 0	15 0	...	...	...	...	...	...	...	...	16 2	15 12	...	...	16 6	14 11	240 0	240 0	9 9	9 9
Maida	10 0	10 0	...	...	10 0	10 0	16 0	18 0	...	...	...	...	20 0	...	...	13 0	13 8	15 0	25 0	25 0	10 0	10 8	160 0	160 0	9 8	9 8
Northern—																										
Rangpur	13 0	13 0	...	...	9 0	9 0	13 0	12 4	..	...	...	...	...	...	...	...	16 0	16 0	...	...	9 0	9 0	120 0	120 0	10 0	10 0
Dinajpur	11 0	10 15	...	...	12 0	11 0	15 0	15 0	...	...	...	...	...	...	...	...	13 8	13 0	...	...	...	...	120 0	120 0	10 0	10 0
Jalpaiguri	13 0	12 0	...	...	10 0	10 0	15 0	14 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	10 0	10 0	160 0	160 0	10 0	10 0
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	12 0	13 0	...	...	...	...	14 0	15 0	...	...	10 0	10 0	21 0	22 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	12 0	12 0	...	...	11 0	11 1	21 0	19 11	...	...	...	...	...	...	...	...	10 8	15 2	...	...	17 1	17 1	80 0	80 0	11 8	11 8
Cuttack	10 8	13 2	...	...	11 13	11 13	20 5	20 5	...	...	...	...	14 0	...	...	...	10 0	20 5*	...	...	17 12	17 1	80 0	80 0	9 4	10 12
Balasore	16 0	16 0	8 0	8 0	14 0	12 0	20 0	20 0	...	...	...	...	...	...	...	...	16 0	13 0	...	...	10 0	10 8	128 0	120 0	11 2	11 0
Chota-Nagpur—																										
Singhbhum	12 0	12 0	...	...	12 0	12 0	16 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	12 0	12 0	100 0	100 0	8 0	8 0
Manbhum	16 0	13 4	...	16 0	19 0 to 20 0	18 8	22 0 to 23 0	20 0 to 22 0	...	...	...	...	...	...	...	...	10 0	16 0 to 17 0	...	...	21 0	21 0	...	...	10 2	10 10
Lohardaga	7 0 to 10 0	7 8 to 11 0	10 0	12 0	14 0	15 0	19 0	19 0	...	...	...	...	...	28 0	...	...	13 8	12 0 to 13 0	16 0	17 0	9 0 and 12 0	10 0 and 12 8	180 0	180 0	9 4	9 4
Palámau	9 0	10 11	15 3	14 10	10 2	11 8	14 6	15 3	...	...	...	...	...	20 4	...	...	12 8	11 6	18 1	18 9	18 0	14 0	...	...	9 0	9 0
Hazáribágh	10 0	11 0	15 0	12 0	8 0	8 0	17 0	16 0	...	...	...	...	...	22 0	...	...	13 8	15 0	18 0	20 0	14 0	13 0	240 0	240 0	9 0	8 0

* Kalai. † Not procurable. ‡ Not sold. (*a*) Not stated.

RETAIL PRICES FOR THE 1st HALF OF FEBRUARY 1895—*continued*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLUM (*Sorghum vulgare*).		BAJRA OR CUMBU (*Penicillaria spicata*).		MARUA OR RAGI (*Eleusine coracana*).		KANGNI OR KAKUN, ITALIAN MILLET (*Setaria italica*).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (*Cicer arietinum*).		MAIZE (*Zea Mays*).		ARHAR, OR THUR, CADJAN PEA (*Cajanus indicus*).		FIREWOOD		SALT.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued*.																										
Bihár, south—																										
Monghyr	12 0 to 16 0	13 0 to 15 0	16 8	16 8	10 8 to 11 0	10 0 to 11 0	15 0 to 16 0	15 0 to 16 0	16 0 to 17 0	16 0 to 17 0	...	...	...	...	...	12 0	14 8	17 0 to 18 8	16 0 to 18 0	17 0 to 19 4	14 0 to 15 0	14 0 to 16 0	126 0 to 160 0	126 0 to 160 0	10 0	10 0
Gaya	12 0	11 8	19 0	17 0	9 4	9 4	16 0	15 8	16 0	15 4	...	...	...	22 8	...	12 0	14 0	17 8	18 8	19 0	18 0	17 0	140 0	140 0	10 8	10 8
Patna	14 0 and 15 8	14 0 and 15 8	25 0	21 0	10 0	10 0	18 0	17 8	19 0	21 0	...	...	...	24 0	...	18 0	14 8	18 0	22 8	21 0	17 0	17 0	130 0	130 0	11 0	11 0
Shahabad	12 0	12 0	17 0	18 0	9 0	8 0	14 0	14 0	...	...	...	...	...	...	...	...	...	14 0	18 0	19 0	...	...	120 0	120 0	10 8	10 8
Bihár, north—																										
Purnea	13 0	13 0	...	...	15 0	14 0	20 0	16 0	...	...	...	...	...	...	...	...	16 2	16 0	...	...	15 0	13 0	320 0	320 0	10 0	10 0
Bhágalpur	12 10	13 14	12 10	12 10	14 8	14 8	17 10	17 10	...	...	...	...	...	...	...	...	11 8	15 2	20 3	20 3	15 2	15 0	151 8	151 8	10 0	10 0
Darbhanga	13 8	14 8	18 0	17 0	10 4	11 0	16 0	16 0	...	...	...	...	...	24 0	...	...	16 0	14 0	20 0	20 0	14 0	14 0	160 0	160 0	10 0	10 0
Muzaffarpur	13 0 to 13 8	11 0 to 13 8	19 0	16 0 to 18 0	9 8	8 8	14 0	14 0	...	...	...	...	...	...	...	...	16 8	15 0 to 16 0	23 0	18 0 to 21 0	15 0	13 0 to 15 0	160 0	160 0	11 0	11 0
Saran	13 8	14 12	22 8	20 0	10 0	10 0	15 8	15 8	...	...	...	...	...	20 0	...	12 0	17 12½	16 0	20 8	20 8	15 0	15 0	160 0	160 0	10 8	10 8
Champaran	14 0	14 0	21 0	24 0	8 4	8 8	17 0	17 0	...	...	16 0	...	...	...	8 14	...	15 3	16 8	24 0	23 4	14 0	14 0	180 0	180 0	10 8	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	12 8	13 8	17 0	18 0	7 0	7 0	13 0	13 0	18 0	18 0	18 0	18 0	...	...	11 8	11 8	17 0	18 0	18 0	18 0	17 0	17 0	100 0	100 0	9 0	9 0
Benares	14 1½	13 6½	17 12	16 10½	8 11	7 12	12 3	12 1	17 9½	16 4½	14 10½	14 10	...	...	14 10	14 10	17 ¼	16 8	18 ¼	17 3½	15 3	15 3	110 0	110 0	9 4½	9 4½
Ghazipur	13 0	13 0	16 8	16 8	7 12	7 12	14 8	14 8	16 4	16 4	16 0	16 0	...	...	12 0	12 0	15 8	15 8	16 0	16 8	15 0	15 0	160 0	160 0	9 8	9 8
Jaunpur	12 0	12 8	16 4	17 0	7 0	7 0	11 8	12 8	...	...	...	...	...	...	...	...	15 0	15 0	...	...	16 0	15 0	145 0	145 0	9 8	9 8
Allahabad	12 4	12 8	19 0	16 7	10 8	10 3	12 0	13 0	18 0	17 0	15 8	15 0	...	...	18 0	18 0	19 8	17 3	18 0	17 4	16 12	16 0	80 0	80 0	10 0	10 0
Central—																										
Bánda	13 8	13 8	18 8	15 0	8 0	7 0	12 0	11 8	16 0	16 0	...	...	...	...	...	...	18 8	17 8	...	...	17 8	16 0	180 0	160 0	10 0	10 0
Fatehpur	12 12	12 8	18 8	18 8	7 0	12 0	11 0	13 0	...	18 0	16 0	16 0	...	...	...	18 0	18 8	17 8	...	...	19 0	19 0	160 0	160 0	10 0	10 0
Hamírpur	14 12	14 8	17 0	18 0	8 0	8 0	11 8	11 8	18 0	18 0	17 0	17 4	...	...	...	...	20 0	20 8	...	...	20 8	20 8	140 0	140 0	10 0	10 0
Jalaun	14 0	14 0	17 0	17 0	9 0	8 0	10 0	10 0	20 0	20 0	15 0	15 0	16 0	16 0	16 0	16 0	19 0	18 0	16 0	16 0	20 0	20 0	160 0	160 0	11 0	11 0
Cawnpore	16 8	16 8	21 0	21 0	8 0	7 8	13 0	13 0	21 0	19 0	20 0	18 0	...	...	18 0	18 0	22 8	20 8	21 0	20 0	20 8	19 0	130 0	130 0	11 8	11 8
Etáwah	16 4	15 6	19 12	18 6	5 0	5 0	12 8	13 0	19 8	18 12	18 2	18 4	18 0	18 0	13 14	14 0	21 12	20 12	22 8	22 4	22 14	21 8	160 0	160 0	10 0	10 0
Farrukhabad	15 0	15 4	21 0	21 0	6 13	5 4	10 14½	7 8	18 8	19 12	21 0	22 8	...	...	...	...	21 0	19 12	15 12	19 0	19 12	19 12	120 0	120 0	10 4	11 0
Mainpuri	16 4	15 8	20 0	19 0	4 8	4 8	14 0	11 0	19 8	17 8	17 4	16 8	...	...	...	...	21 0	19 0	20 8	19 8	22 8	21 0	160 0	160 0	10 4	10 4
Etah	17 4	16 4	21 8	20 8	6 0	6 0	11 8	11 8	22 8	19 8	18 8	18 8	19 8	19 8	10 8	10 8	19 8	19 8	22 8	22 8	16 4	16 4	120 0	120 0	11 4	10 8
Western—																										
Jhánsi	15 0	13 2	21 0	17 8	9 12	6 0	12 4	9 4	19 0	18 4	17 0	16 4	...	...	...	...	20 7	18 3	...	...	23 0	22 0	160 0	160 0	11 0	11 0
Agra	15 0	14 8	24 0	22 0	5 0	8 0	8 0	8 0	21 8	21 0	19 8	19 0	...	...	10 0	10 0	22 0	22 0	22 0	...	13 0	13 0	95 0	95 0	11 8	11 8
Muttra	17 0	16 0	24 0	24 0	7 0	7 8	11 8	12 0	24 0	24 0	22 0	20 0	...	...	14 0	12 0	27 0	25 0	...	...	22 0	20 8	120 0	120 0	11 8	11 8
Aligarh	15 8	15 12	23 0	20 4	6 0	5 8	10 8	11 8	24 0	20 12	20 0	18 8	...	...	...	17 8	25 0	22 8	23 8	21 12	21 0	20 8	130 0	120 0	11 4	11 8
Bulandshahr	17 6	16 0	23 0	23 0	6 0	9 11	10 0	21 0	20 8	20 0	20 0	...	...	...	14 0	13 0	24 4	22 12	20 0	22 0	16 0	16 0	140 0	120 0	11 4	11 4
Sub-montane—																										
Ballia	14 8	14 8	18 0	18 0	9 0	9 0	14 0	14 0	19 0	19 0	...	19 0	...	...	...	...	18 0	18 0	19 0	19 0	18 0	18 0	115 0	115 0	11 0	11 0
Azamgarh	11 14	11 14	16 4	16 4	7 8	7 8	11 14	11 14	...	...	...	...	...	...	...	...	16 4	16 0	16 4	...	11 14	11 14	177 0	177 0	9 13	9 13
Gorakhpur	12 2	12 2	17 2	17 2	8 8	8 8	14 6	14 6	...	...	...	...	17 2	17 2	17 2	17 2	15 5	14 13	17 9	18 0	14 13	14 6	160 0	160 0	9 10	9 10
Basti	12 10	13 4	16 0	16 8	8 12	8 12	12 0	12 0	12 0	12 0	...	...	12 0	8 0	12 0	12 0	10 0	10 0	19 0	19 0	12 12	12 12	160 0	160 0	10 0	10 0
Shábjahánpur	14 12	14 12	21 0	21 0	7 0	7 0	13 4	7 4	20 4	19 8	18 0	18 0	...	...	16 0	16 0	21 12	21 12	21 12	20 8	17 12	17 12	120 0	120 0	10 4	10 12
Budaun	16 0	...	19 8	19 8	6 0	6 0	12 0	12 0	19 0	18 0	16 0	15 8	...	...	15 0	15 0	20 0	20 0	20 0	20 0	18 0	8	144 0	144 0	10 8	10 8
Pilibhit	13 12	13 12	20 4	20 0	12 8	12 8	13 12	13 12	17 12	19 0	13 0	16 0	...	...	...	...	20 0	19 8	20 0	21 0	...	...	120 0	120 0	10 0	10 0
Bareilly	13 8	14 4	21 0	18 12	4 11	4 11	11 12	11 12	18 12	17 9	17 9	18 3	...	...	12 8	12 8	19 15	19 6	20 9	18 12	16 7	16 0	125 0	112 8	10 0	10 0
Moradabad	15 0	14 12	22 0	22 8	5 0	5 0	11 0	12 8	21 0	19 8	18 0	17 0	...	...	8 0	10 0	22 8	21 2	22 0	21 1	17 8	19 0	110 0	110 0	11 4	11 4
Naini Tal	11 0	11 0	17 0	17 0	4 0	4 0	9 0	9 0	20 0	20 0	16 14	16 14	...	...	17 8	17 8	14 8	14 8	18 12	18 12	8 0	8 0	160 0	160 0	7 0	7 0
Almora	10 0	11 0	13 0	14 0	8 8	8 0	9 0	9 0	...	...	...	...	13 0	14 0	15 0	16 0	13 0	12 8	...	...	9 0	9 0§	160 0	140 0	7 0	7 0
Bijnor	16 14	16 0	24 12	23 1	10 2	10 2	13 11	11 8	19 2	19 2	19 2	18 0	...	...	...	...	21 15	21 2	...	...	...	...	92 0	90 0	11 0	10 11
Muzaffarnagar	17 6	17 4	24 3	24 4	5 8	5 8	11 0	11 8	19 14	19 3	17 9	17 8	...	...	...	...	24 12	25 4	21 0	21 0	13 3	12 10	110 0	110 0	11 0	11 0
Meerut	16 8	15 0	24 0	21 0	5 0	5 0	13 0	13 0	21 0	21 0	18 0	17 0	...	...	10 0	10 0	24 8	21 0	21 0	21 0	20 0	21 0	100 0	100 0	11 12	11 4
Saháranpur	16 0	15 0	22 0	22 8	5 0	5 0	10 0	10 0	18 0	18 0	17 0	17 0	22 0	25 0	16 0	16 0	22 0	20 0	23 0	20 0	14 0	14 0	100 0	100 0	10 0	10 0
Dehra Dún	14 0	13 6	19 0	19 0	8 0	10 0	18 0	16 0	...	...	...	...	18 0	18 0	...	...	20 0	17 14	19 0	18 0	22 0	20 0	160 0	160 0	10 0	10 0
Garhwál	11 0	11 0	18 0	18 0	4 0	5 0	7 0	7 0	...	...	...	...	18 0	18 0	18 0	18 0	10 0	11 0	...	...	6 0	7 0	160 0	160 0	6 8	6 8
Oudh—																										
Southern—																										
Partabgarh	12 0	12 0	16 0	16 0	7 8	8 0	12 0	12 0	15 8	15 0	14 8	14 0	18 0	17 8	...	17 0	15 4	16 0	16 0	16 0	11 0	11 0	140 0	140 0	9 12	9 12
Sultanpur	13 0	13 0	18 0	18 0	8 0	8 0	13 0	14 8	16 0	16 4	14 4	12 4	16 0	36 0	16 0	18 0	17 8	17 8	17 8	17 8	17 0	17 0	160 0	160 0	10 0	10 0
Rae-Bareli	15 4	13 12	17 8	16 0	8 0	8 0	15 0	14 8	18 0	17 4	16 8	16 0	19 0	19 0	12 8	12 8	18 12	18 12	18 0	17 8	17 0	18 0	200 0	200 0	10 8	11 0
Unao	14 0	14 0	18 0	18 0	8 0	8 0	13 0	13 0	20 0	20 0	16 0	16 0	...	...	16 0	16 0	19 0	19 0	18 0	18 0	14 0	14 0	160 0	160 0	11 0	11 0
Lucknow	15 0	15 0	21 0	20 0	6 0	6 0	13 0	12 8	20 0	19 0	18 8	17 8	21 0	21 0	18 0	17 0	23 8	20 0	20 8	20 0	18 0	17 8	110 0	100 0	10 12	10 12
Hardoi	16 8	16 0	22 0	20 0	7 0	7 0	14 0	14 0	19 0	19 0	17 0	16 0	...	...	...	...	22 0	22 0	21 0	20 0	13 0	13 0	120 0	120 0	10 0	10 0
Northern—																										
Fyzabad	14 8	14 8	19 8	19 4	10 12	10 12	13 10½	14 0	18 2½	17 8	15 8	15 8	...	...	10 4	10 4	20 0	19 12	19 10½	19 0	18 2½	17 12	155 0	155 0	10 8	10 8
Barabanki	13 8	13 0	17 0	17 0	13 0	8 0	8 0	13 0	18 0	18 0	15 0	15 0	24 0	24 0	14 0	14 0	19 0	19 0	18 0	18 0	16 0	16 0	120 0	120 0	10 0	10 0
Gonda	14 9	15 1	18 0	18 0	12 0	12 0	15 0	14 4	...	...	15 0	15 8	...	...	8 0	8 0	17 14	17 0	20 8	20 8	19 8	20 0	200 0	200 0	10 4	10 4
Bahraich	13 0	13 8	17 0	17 0	10 8	10 0	13 8	13 8	19 0	20 8	15 8	16 0	29 0	28 0	12 8	13 0	17 8	17 0	22 0	22 0	14 8	15 0	160 0	160 0	10 0	10 0
Sítapur	15 0	14 0	20 0	19 0	10 0	10 0	13 0	13 0	20 0	17 0	16 0	16 0	...	...	20 0	20 0	20 0	20 0	18 0	18 0	18 0	17 0	120 0	120 0	10 0	10 0
Kheri	14 0	14 0	22 0	20 0	7 0	8 0	14 0	13 0	...	...	...	...	...	...	...	...	19 8	20 0	...	22 0	16 0	16 0	140 0	160 0	10 0	10 0
Rajputana—																										
Eastern—																										
Partábgarh	15 0	15 0	27 8	26 4	8 12	8 12	11 4	11 4	20 0	21 4	15 0	15 0	...	...	...	...	27 8	30 8	26 4	27 8	25 0	27 8	...	...	14 6	14 4
Bánswara	20 0	21 4	22 8	25 0	7 8	7 8	15 0	15 0	...	...	...	...	...	...	...	...	35 0	32 0	36 4	36 4	15 0	13 0	...	...	10 0	10 0
Meywar (Oodeypore)	14 13½	15 3½	31 4	31 4	9 6	10 2½	10 15	10 15	29 11	29 11	15 10	15 10	*Nil*	*Nil*	15 10	15 10	25 12½	27 5½	33 9½	33 9½	10 2½	10 15	160 0	160 0	10 8¾	10 8¾
Sirohee	14 0	14 0	30 0	30 0	6 0	6 0	7 0	7 0	...	...	18 0	18 0	...	...	...	...	20 0	20 0	24 0	24 0	...	...	160 0	160 0	11 8	11 8
Eriapara	14 14	15 12½	28 4	28 11	6 2	6 6	7 6	7 6	24 0	24 8	20 4	20 12	...	...	...	...	26 8	23 5	...	...	...	...	200 0	200 0	12 0	12 0
Ajmere	14 8	14 8	27 0	26 0	5 0	5 0	8 0	8 0	22 11	22 10	19 0	19 0	...	...	15 0	15 0	27 3	26 5	26 13	26 11	..	...	90 0	90 0	12 8	12 0
Abu	14 8	14 6½	20 4	20 4	5 12	5 12	7 4	7 4	...	...	13 8	12 8	...	...	...	...	20 4	20 4	...	...	...	...	160 0	160 0	11 0	11 0
Kishengarh	15 4	15 4	28 0	27 8	8 8	8 8	9 8	9 8	29 0	28 4	20 4	21 8	†	†	†	†	29 12	26 8	28 8	27 12	†	†	*	*	13 0	13 0
Boondee	12 0	12 4	36 8	31 0	8 0	8 0	8 8	8 4	36 0	33 0	...	19 0	...	...	...	...	45 0	43 0	36 0	35 0	...	...	160 0	160 0	10 8	10 8
Kotah	13 0	13 0	24 0	24 0	7 0	7 0	8 8	8 8	24 0	24 0	16 0	16 0	...	...	...	...	35 0	35 0	22 8	22 8	25 0	25 0	240 0	240 0	10 0	10 12
Jhalawar	12 7	12 15	21 1	21 5	7 14	7 14	11 0	11 0	21 2	21 2	14 12	14 12	...	...	13 6	13 6	26 1	26 5½	23 8	23 8	11 0	11 0	175 0	175 0	9 7½	9 7½
Tonk	11 8	11 8	29 8	25 0	4 0	4 0	7 0	7 0	28 0	25 0	21 0	20 8	...	...	...	...	30 0	30 0	29 8	26 8	...	...	100 0	100 0	10 8	10 8
Jeypore	14 0	14 8	29 8	29 0	5 0	5 0	7 4	7 4	26 0	27 0	21 0	21 0	†	†	21 0	22 0	24-0 & 28 0	24-0 & 28 8	29 0	30 0	28 0	28 0	95 0	95 0	12 0	12 0
Kerowlee	14 1	13 12	22 8	22 8	10 0	9 6	11 4	10 0	21 14	21 9	18 12	18 12	...	...	18 12	18 12	25 0	25 0	...	...	27 8	27 8	200 0	200 0	10 5	10 5
Dholpur	15 5½	14 8	22 6	18 11½	8 2½	8 6	9 6½	9 5	19 10	18 2½	18 14	18 0	...	...	13 12	15 12	22 1½	20 2½	...	...	25 14	24 12	90 0	90 0	11 1½	11 13
Bhurtpore	15 6	15 5	24 13	23 1	5 2½	5 2½	5 5½	5 5½	23 7	22 3	18 12	18 9	...	...	13 10	13 8	24 11	22 12	21 0	20 0	23 0	22 0	160 0	140 0	11 8	11 8
Ulwur	18 5	17 7	26 1	22 4	6 10	6 10	9 2½	9 2½	25 13	24 1	22 1	21 7	...	...	14 0	14 0	26 10	24 10	27 1	24 0	25 6	25 0	140 0	140 0	12 8	12 0
Deoli Cantonment	14 2	14 5½	34 0	33 6½	4 0	4 0	7 0	7 0	32 8	32 8	26 8	26 8	...	...	...	...	34 2	32 4	..	...	...	...	190 0	190 0	12 0	12 4
Nusseerabad Cantonment	15 0	14 0	...	...	6 8	6 8	7 0	7 0	25 0	25 0	18 0	18 0	†	†	...	...	31 0	27 0	...	...	†	†	100 0	90 0	13 0	13 0
Hilly Tracts of Meywar	14 8	15 0	36 0	34 0	...	...	15 0	15 0	...	...	...	...	...	...	...	...	35 0	35 0	38 0	38 0	...	...	‡	‡	11 8	11 8
Bálmer	14 10	15 11	...	...	5 3	5 3	7 8	7 8	...	...	24 6	24 6	...	...	...	...	16 4	16 4	...	...	...	...	260 0	260 0	13 8	13 8
Anádra	16 5	16 4½	23 0	23 0	6 0	6 0	8 0	8 0	...	...	14 12	14 8	...	...	...	...	21 12	22 4	...	...	...	...	400 0	400 0	12 0	12 0
Shahpoora	13 0	13 4	33 0	32 0	9 0	8 8	12 0	14 0	24 0	24 0	22 0	22 0	...	...	...	...	25 0	27 0	33 0	32 0	...	...	160 0	160 0	11 14	11 9
Western—																										
Jodhpore	13 14½	14 0	22 8	21 14	6 4	6 4	7 8	7 8	22 8	21 4	17 8	18 2	...	...	...	...	26 6½	26 2	21 10	21 4	...	11 4	...	...	13 2	13 2
Jeysulmere	13 0	13 12	...	...	7 4	7 0	11 0	11 4	19 0	20 4	16 0	16 6	...	...	..	...	16 4	16 12	...	...	..	...	240 0	240 0	21 0	21 0
Bickaneer	13 0	13 0	...	...	3 0	6 8	6 8	3 0	...	...	17 0	17 0	...	...	...	...	21 9½	22 0	...	...	10 0	10 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	12 4	13 0	21 0	24 0	8 0	8 0	9 0	9 0	20 0	22 0	18 0	18 0	...	...	...	...	20 8	20 8	22 0	26 0	19 0	17 8	120 0	120 0	10 8	10 8
Nimach Cantonment	13 8	15 0	...	...	8 0	8 0	12 0	12 0	25 0	25 0	18 0	18 0	†	†	...	...	27 8	26 0	...	...	25 0	13 0	160 0	160 0	12 2	12 2
Goona	12 0	12 8	18 0	18 0	8 12	8 0	9 8	9 0	20 0	20 0	...	...	...	...	...	...	22 8	21 12	21 0	21 0	...	...	200 0	200 0	10 0	10 0
Gwalior	15 2½	13 9½	22 5	22 3½	5 5	5 5	8 8	8 8	19 2	17 8½	18 9½	17 0	...	...	14 14	14 14	14 14	14 9½	19 2	18 9½	15 2½	15 6½	191 4	191 4	11 4½	10 14½

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

RETAIL PRICES FOR THE 1st HALF OF FEBRUARY 1895—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*)		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	21 0	21 0	32 0	33 0	...	...	12 0	12 0	29 0	29 0	25 0	24 0	†	†	†	†	33 0	33 0	†	†	†	†	100 0	100 0	10 8	10 0
Ferozepore	20 0	21 0	34 0	39 0	...	...	9 0	10 0	24 0	26 0	20 0	22 0	†	†	16 0	20 0	33 0	33 0	27 0	26 0	11 0	11 0	100 0	100 0	12 4	12 8
Montgomery	21 0	21 0	30 0	29 0	...	...	10 0	10 0	24 0	24 0	†	†	†	†	30 0	30 0	29 0	29 0	29 0	25 0	8 0	9 0	190 0	190 0	12 0	12 0
Central—																										
Gurgáon	19 0	19 0	29 0	27 0	...	...	9 0	9 0	22 0	22 0	23 0	22 0	†	†	†	†	28 0	27 0	20 0	20 0	22 0	22 0	100 0	100 0	10 0	10 0
Delhi	18 0	17 0	25 0	24 0	...	...	12 0	12 0	26 0	24 0	20 0	20 0	†	†	11 0	11 0	27 0	26 0	21 0	20 0	21 0	20 0	60 0	60 0	11 0	11 0
Rohtak	18 0	17 0	25 0	24 0	...	...	12 0	12 0	29 0	25 0	21 0	20 0	†	†	12 0	12 0	31 0	29 0	23 0	20 0	18 0	18 0	120 0	120 0	11 0	11 0
Karnál	17 0	16 0	22 0	22 0	...	...	12 0	12 0	24 0	24 0	22 0	18 0	16 0	16 0	12 0	12 0	28 0	27 0	25 0	25 0	15 0	15 0	120 0	120 0	10 0	10 0
Lahore	22 0	21 0	39 0	42 0	...	...	11 0	11 0	25 0	29 0	23 0	23 0	‡	‡	23 0	24 0	31 0	29 0	29 0	29 0	10 0	10 0	78 0	77 0	13 0	13 0
Sub-montane—																										
Umballa	20 0	20 0	30 0	26 0	...	...	11 0	11 0	27 0	23 0	20 0	20 0	‡	‡	8 0	8 0	28 0	28 0	27 0	27 0	‡	‡	110 0	110 0	12 12	12 12
Ludhiána	24 0	22 0	35 0	31 0	...	...	13 0	11 0	28 0	24 0	24 0	23 0	‡	‡	17 0	17 0	33 0	29 0	33 0	30 0	13 0	13 0	100 0	85 0	13 0	13 0
Jullundur	23 0	22 0	28 0	28 0	...	...	10 0	10 0	24 0	24 0	19 0	19 0	‡	‡	20 0	20 0	28 0	27 0	27 0	27 0	‡	‡	80 0	80 0	13 0	13 0
Hoshiárpur	21 0	20 0	32 0	29 0	...	...	10 0	10 0	21 0	20 0	19 0	20 0	16 0	16 0	15 0	15 0	25 0	25 0	25 0	24 0	10 0	10 0	100 0	90 0	12 8	12 8
Gurdáspur	24 0	24 0	32 0	32 0	...	...	12 0	12 0	28 0	28 0	20 0	26 0	26 0	26 0	12 0	12 0	28 0	27 0	24 0	24 0	‡	‡	100 0	100 0	12 0	12 0
Amritsar	22 0	22 0	33 0	33 0	...	...	11 0	11 0	23 0	22 0	24 0	22 0	†	†	18 0	18 0	29 0	27 0	26 0	26 0	‡	‡	80 0	80 0	12 0	12 0
Hills—																										
Simla	14 0	13 0	18 0	18 0	...	...	8 0	8 0	16 0	14 0	14 0	15 0	16 0	16 0	9 0	9 0	17 0	18 0	17 0	18 0	9 0	10 0	90 0	90 0	9 0	9 0
Kángra	15 0	16 0	20 0	22 0	...	...	12 0	13 0	18 0	14 0	14 0	14 0	21 0	24 0	6 0	6 0	19 0	17 0	18 0	17 0	10 0	10 0	120 0	120 0	10 0	10 0
North-western—																										
Sialkot	21 0	19 0	40 0	35 0	...	...	14 0	14 0	34 0	30 0	‡	‡	‡	‡	20 0	20 0	29 0	26 0	26 0	25 0	‡	‡	120 0	120 0	13 8	13 8
Gujránwála	22 0	22 0	42 0	43 0	...	...	12 0	13 0	24 0	25 0	26 0	27 0	‡	‡	10 0	10 0	32 0	33 0	24 0	25 0	‡	‡	115 0	115 0	13 0	13 0
Gujrát	23 0	22 0	31 0	31 0	...	...	15 0	15 0	28 0	28 0	25 0	25 0	‡	‡	*	*	31 0	25 0	25 0	25 0	‡	‡	110 0	110 0	14 0	14 0
Jhelum	26 0	25 0	48 0	40 0	...	...	13 0	14 0	32 0	*	28 0	25 0	‡	‡	*	*	25 0	25 0	25 0	28 0	*	*	120 0	120 0	14 0	14 0
Ráwalpindi	24 0	24 0	37 0	37 0	...	...	8 0	8 0	33 0	33 0	29 0	27 0	‡	‡	20 0	18 0	28 0	27 0	28 0	27 0	*	†	70 0	70 0	13 10	13 8
Hazára	24 0	24 0	37 0	37 0	...	...	10 0	13 0	‡	‡	24 0	24 0	‡	‡	‡	24 0	24 0	24 0	27 0	27 0	†	†	90 0	90 0	11 0	11 0
Pesháwar	22 0	22 0	38 0	36 0	...	...	10 0	10 0	28 0	30 0	23 0	24 0	‡	‡	21 0	20 0	22 0	22 0	31 0	30 0	27 0	27 0	92 0	92 0	42 0	42 0
Kohát	21 0	20 0	38 0	36 0	...	...	11 0	11 0	28 0	30 0	31 0	33 0	‡	‡	26 0	26 0	26 0	32 0	31 0	33 0	‡	‡	154 0	154 0	61 3	61 3
	21 0	24 0	45 0	46 0	...	...	11 0	11 0	40 0	42 0	31 0	33 0	‡	‡	26 0	26 0	26 0	32 0	31 0	33 0	‡	‡	154 0	154 0	61 3	61 3
Western—																										
Sháhpur	25 0	24 0	36 0	35 0	...	...	10 0	10 0	32 0	32 0	25 0	26 0	22 0	20 0	22 0	23 0	32 0	30 0	20 0	21 0	†	†	160 0	160 0	13 0	13 0
Jhang	22 0	20 0	36 0	33 0	...	...	10 0	10 0	26 0	26 0	25 0	16 0	40 0	32 0	40 0	32 0	28 0	28 0	28 0	27 0	8 0	8 0	160 0	160 0	12 0	12 0
Mooltan	18 0	18 0	32 0	28 0	...	...	14 0	12 0	25 0	24 0	23 0	22 0	‡	†	20 0	16 0	26 0	24 0	23 0	24 0	†	†	98 0	98 0	12 0	12 0
Bannu	22 0	25 0	46 0	55 0	...	...	15 0	15 0	35 0	44 0	26 0	29 0	9 0	9 0	9 0	9 0	31 0	29 0	35 0	40 0	14 0	19 0	90 0	90 0	50 0	62 8
D. I. Khan	22 0	22 0	36 0	38 0	...	...	8 0	8 0	32 0	33 0	25 0	26 0	‡	‡	4 0	4 0	29 0	32 0	20 0	26 0	11 0	11 0	103 0	107 0	30 0	37 0
Muzaffargarh	20 0	20 0	32 0	33 0	...	...	14 0	17 0	26 0	26 0	23 0	23 0	‡	‡	‡	‡	23 0	23 0	‡	‡	9 0	8 0	140 0	140 0	12 0	12 0
D. G. Khan	19 0	18 0	25 0	30 0	...	...	7 0	7 0	33 0	33 0	26 0	25 0	20 0	20 0	18 0	18 0	23 0	23 0	15 0	15 0	‡	‡	125 0	125 0	23 12	24 4
Sind and Baluchistan—																										
Karáchi	15 0	15 0	...	...	9 0	8 0	10 0	9 0	17 0	18 0	15 0	16 0	‡	‡	...	...	19 0	19 0	...	...	8 0 and 10 0	8 0 and 10 0	71 0	80 0	14 8	14 8
Hyderabad	14 0	14 0	...	...	8 0	8 0	10 0	10 0	17 0	17 0	15 8	16 0	‡	‡	...	...	18 0	18 0	...	...	...	...	106 11	106 11	12 8	12 8
Thar and Párkar (Umarkot)	10 0	12 0	11 0	13 0	13 0	15 0	10 0	15 0	21 0	21 0	10 0	17 8	‡	‡	...	...	8 4	8 4	...	...	10 0	10 0	140 0	110 0	12 0	12 0
Sukkur (Shikárpur)	18 0	17 8	8 0	8 0	10 0	12 0	23 0	24 0	22 0	21 0	22 0	22 0	‡	‡	...	...	23 8	23 0	...	...	...	...	160 0	160 0	11 0	11 0
Upper Sind Frontier	17 0	17 0	10 0	10 0	13 0	13 0	27 0	26 0	22 0	22 0	15 0	15 0	‡	‡	6 0	6 0	20 0	20 0	...	...	...	...	128 0	128 0	11 0	11 0
Quetta	18 0	18 0	25 0	25 0	5 0	5 0	7 0	7 0	24 0	24 0	15 0	15 0	‡	‡	6 0	6 0	17 8	17 0	27 0	27 0	9 0	9 0	53 5	53 5	9 0	9 0
Bombay—																										
Konkan—																										
Kárwar (Kánara)	10 3	10 3	...	...	10 2	10 2	11 2	11 2	15 3	15 3	13 2	13 2	21 9	21 9	...	...	12 8	12 8	...	...	...	...	312 0	312 0	9 12	9 12
Ratnágiri	10 13	10 13	...	...	10 14	10 14	11 6	11 6	14 7	15 12	15 4	15 4	14 2	14 2	...	...	13 14	13 14	...	...	*	*	134 6	134 6	11 1	11 8
Alibág (Colába)	10 3	10 3	...	...	10 13	10 13	11 11	11 11	11 9	11 9	12 12	12 12	*	*	...	...	11 14	11 14	...	...	*	*	99 9	99 9	11 14	11 14
Bombay	13 0	13 0	...	...	6 6	6 6	10 6	10 6	13 8	13 8	13 15	13 15	13 8	13 8	...	...	13 12	13 12	...	...	13 4	13 4	79 7	79 7	11 9	11 9
Tanna	12 12	12 12	...	...	10 3	10 3	11 2	11 2	*	*	16 3	16 3	*	*	...	...	14 3	14 3	...	...	*	*	112 0	112 0	12 4	12 4
Deccan—																										
Dhárwar	19 12	20 3	...	...	11 0	11 0	11 8	11 8	24 1	24 1	22 13	22 13	...	...	...	...	14 10	14 10	...	...	15 4	16 10	100 0	100 0	11 6	11 6
Belgaum	18 4	18 4	...	...	10 12	10 12	11 9	11 9	21 9	21 13	20 8	20 8	28 0	27 0	...	...	16 0	16 0	...	...	14 8	15 9	113 7	124 13	11 14	11 14
Satara	14 5	14 5	...	...	8 14	8 14	10 2	10 2	17 5	17 5	16 0	15 5	*	*	...	...	14 7	14 7	...	...	14 9	...	91 3	91 3	12 5	12 5
Sholapur	16 12	16 12	...	...	7 10	7 10	11 11	10 12	21 7	19 11	21 7	20 9	*	*	...	...	18 14	18 0	...	...	*	*	80 0	80 0	11 10	11 10
Bijápur	20 7	20 7	...	...	8 13	8 9	11 6	11 6	25 3	23 6	23 13	22 15	...	...	...	...	17 14	17 14	...	...	18 4	17 5	80 0	80 0	11 6	11 6
Poona	15 2	15 2	...	...	9 11	9 11	10 13	10 13	18 13	18 13	16 2	16 2	15 13	15 13	...	...	16 11	16 11	...	...	19 10	17 2	86 14	86 14	11 13	11 13
Khandesh—																										
Ahmednagar	20 5	21 0	...	...	8 14	8 14	10 9	10 9	23 6	24 12	21 3	21 15	*	*	...	...	19 7	19 7	...	...	19 3	18 7	80 0	80 0	12 6	12 6
Násik	16 9	15 13	8 14	8 14	11 11	11 11	28 0	28 0	18 6	18 6	23 0	23 0	...	...	18 8	17 2	...	...	...	...	128 0	80 0	12 6	12 6	10 9	10 9
Dhulia (Khandesh)	17 8	17 8	7 7	7 7	9 7	9 7	22 7	22 7	20 3	20 3	*	*	...	...	14 14	14 14	...	...	...	...	*	*	80 0	80 0	10 9	10 9
Guserat—																										
Surat	13 6	13 14	...	...	6 15	6 15	7 14	7 14	16 3	16 3	13 6	13 6	*	*	...	...	14 13	12 15	...	...	16 3	15 12	84 4	84 4	12 0	12 0
Broach	13 8	13 8	8 0	8 0	11 0	11 0	13 8	13 8	16 8	16 8	13 8	13 8	*	*	...	...	20 0	20 0	...	...	17 0	17 0	100 0	100 0	13 4	13 4
Kaira	13 0	13 8	8 0	8 0	13 8	13 8	19 0	20 0	15 0	15 0	22 8	22 8	*	*	...	...	20 0	16 0	...	...	*	*	106 11	106 11	12 0	12 0
Baroda (Camp)	11 8	11 8	8 0	8 0	10 0	10 0	17 0	16 0	14 0	14 0	*	*	...	...	14 0	13 0	...	...	...	...	*	*	91 7	91 7	11 0	11 0
Ahmedabad	14 8	14 0	13 0	12 8	14 0	14 0	20 0	20 0	15 0	15 8	...	...	...	...	22 8	22 0	...	...	...	...	...	...	70 0	70 0	13 10	13 10
Godhra (Panch Máhals)	13 8	13 8	11 0	11 0	12 8	12 0	19 8	19 8	16 0	16 0	24 0	24 0	...	...	24 0	25 0	...	...	20 0	20 0	182 0	182 0	12 8	12 8	12 8	12 8
Deesa Cantonment	14 8	15 0	8 8	8 8	10 8	10 8	19 0	20 0	18 0	18 0	*	*	...	...	20 0	20 0	...	...	23 0	*	192 0	192 0	11 0	11 0	11 0	11 0
Kattywar—																										
Rájkot	12 5	12 5	...	...	5 8	5 8	7 0	7 0	17 6	17 6	13 1	13 1	*	*	...	...	16 11	16 11	...	...	*	*	70 0	70 0	56 2	56 2
Central Provinces—																										
Western—																										
Nimar	14 3	15 1	...	...	6 12	6 12	13 1	13 1	22 9	24 13	...	...	...	...	...	...	17 4	17 4	...	...	11 2	11 2	100 0	100 0	10 13	10 13
Khandwa-Asirgarh Cant.	13 0	13 0	9 0	9 0	12 0	12 8	21 0	22 0	21 0	21 0	...	...	...	...	...	...	16 0	16 0	...	...	...	...	160 0	160 0	10 0	10 0
Hoshangabad	14 12	14 12	8 1	8 1	11 4	11 4	16 13	16 13	...	...	...	...	...	...	...	...	16 10	16 10	...	...	12 0	12 0	160 0	160 0	9 8	9 8
Betúl	14 6	14 6	...	...	9 13	9 13	18 5	21 5	...	...	...	...	...	...	...	...	14 6	14 6	...	...	10 4	10 4	240 0	240 0	9 2	9 2
Chhindwára	13 13	13 13	10 0	10 0	11 7	11 7	18 0	18 0	...	...	...	...	...	...	...	...	16 14	16 14	...	...	12 0	12 0	160 0	160 0	9 2	9 2
Nágpur	14 6	14 6	10 0	10 10	11 14	12 8	18 12	19 6	...	...	...	...	...	...	...	...	15 0	14 1	...	...	10 10	10 10	125 0	125 0	10 2	10 2
Wardha	14 9	14 9	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	...	...	14 9	14 9	...	...	13 5	13 5	160 0	160 0	10 10	10 10
Central—																										
Narsinghpur	13 0	13 0	8 0	8 0	9 2	9 2	22 0	22 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 0	18 0	200 0	200 0	9 2	9 2
Saugor	11 12	11 12	10 3	10 3	11 1	11 1	15 0	15 0	...	...	...	...	...	...	...	...	17 10	17 10	...	...	15 12	15 12	130 0	130 0	9 2	9 2
Damoh	12 8	11 12	11 4	11 4	12 8	11 13	...	...	...	...	...	...	...	...	...	...	15 5	15 0	...	...	10 0	10 0	160 0	160 0	9 7	9 8
Jubbulpore	13 0	13 0	10 4	10 12	14 4	15 0	18 0	18 0	...	...	...	...	...	...	...	...	16 8	16 8	...	...	10 4	10 8	120 0	120 0	9 8	9 4
Baghalkhand (Satna)	14 3	13 6	8 0	8 0	16 0	17 0	16 0	16 0	16 0	16 0	16 0	16 0	*	*	10 0	10 0	18 6	16 5	*	...	17 4	17 8	160 0	160 0	10 0	10 4
Mandla	17 0	17 0	13 0	13 0	16 0	17 0	...	...	...	...	...	...	...	...	...	...	23 0	25 0	...	...	13 0	10 8	200 0	200 0	9 12	9 12
Seoni	16 0	16 9	9 12	9 12	12 13	12 13	...	...	...	...	...	...	...	...	...	...	17 7	16 0	...	...	11 8	11 8	190 0	190 0	9 10	9 0
Bálághát	11 0	11 0	9 0	9 0	16 0	16 0	...	...	...	...	...	...	...	...	...	...	11 0	11 0	...	...	8 0	8 0	140 0	140 0	8 0	8 0
Bhandára	13 4	15 0	...	10 0	12 8	13 4	...	...	...	...	...	...	...	...	...	...	13 4	15 0	...	...	10 0	10 0	200 0	200 0	9 0	9 0
Chánda	13 8	13 8	...	...	15 0	12 8	17 0	16 5	...	...	...	...	...	...	...	...	14 0	12 8	...	...	12 0	12 0	320 0	320 0	10 14	10 14
Eastern—																										
Bilaspur	17 12	18 15	...	...	11 2	14 10	18 0	19 3	...	...	...	...	...	...	...	...	11 8	16 0	...	...	...	...	120 0	130 0	8 0	8 0
Raipur	17 0	17 0	10 0	10 0	15 12	15 0	...	...	...	...	...	...	...	...	...	...	11 0	11 0	...	...	14 3	13 0	100 0	100 0	9 0	9 0
Sambalpur	15 5	15 5	12 4	12 4	18 6	18 13	...	...	...	...	...	...	...	...	...	...	11 0	13 0	...	...	9 0	9 0	120 0	120 0	9 10	9 10
Berar—																										
Buldána	16 0	18 0	7 0	7 0	10 0	10 0	25 0	27 0	19 0	20 0	...	...	...	...	...	...	19 0	18 0	...	...	11 0	12 0	182 0	182 0	10 0	10 0
Basim	17 0	17 0	7 0	7 0	12 0	12 0	24 8	26 0	...	...	...	...	...	...	...	...	16 8	16 0	...	...	10 8	12 0	70 0	60 0	9 0	8 12
Akola	16 8	15 8	6 0	6 8	8 8	8 8	22 8	23 8	20 8	17 8	...	...	...	...	...	...	16 8	16 8	...	...	11 8	11 8	96 0	96 0	11 0	11 8
Ellichpur	14 8	14 8	6 0	6 0	8 0	8 0	21 0	20 8	15 0	15 0	...	...	...	...	...	...	13 0	13 0	...	...	14 0	14 0	120 0	120 0	10 0	10 0
Amraoti	14 0	14 8	7 0	7 0	10 0	10 0	20 0	20 0	14 0	15 0	...	...	...	...	...	...	14 0	14 8	...	...	13 0	12 0	90 0	95 0	11 0	11 0
Wún	13 0	12 0	8 0	8 0	10 0	10 0	20 0	20 0	16 0	16 0	...	...	...	...	...	...	14 0	12 0	...	...	20 0	20 0	260 0	240 0	9 8	9 8
Nizam's Territories—																										
Secunderabad	13 13	13 3	6 13	7 2	10 3	9 13	15 15	13 3	17 12	17 12	22 3	22 3	*	*	*	*	13 13	12 11	*	*	16 12	17 12	90 0	99 0	9 0	8 12
Boláram	14 0	15 3	8 2	8 2	12 3	11 11	17 8	17 10	*	*	*	*	*	*	*	*	13 2	13 14	*	*	*	*	116 14	116 14	8 14	9 5
Chadarghat	9 0	8 8	6 8	6 0	10 0	10 0	15 0	16 0	20 0	22 0	*	*	*	*	*	*	13 0	11 0	*	*	*	*	80 0	90 0	8 0	8 0

* Not sold. † Not produced ‡ Not procurable.

RETAIL PRICES FOR THE 1st HALF OF PUNJAB 1895—*concluded.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or cholum (*Sorghum vulgare*).	Bajra or cumbu (*Penicillaria spicata*).	Maize (*Zea Mays*).	Gram, chena, chola, kadalay or sunaga (*Cicer arietinum*).	Kangni or kakun, Italian millet (*Setaria italica*).	Masur or rasi (*Ervum lens* cor-responding).	Arhar, or thur, Cadian pea (*Cajanus indicus*).	Firewood.	Salt.
	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.
	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.
Madras—													
Malabar Coast—													
Malabar	... / ...	... / ...	... / ...	11 11 / 12 13	... / ...	... / ...	... / ...	... / ...	... / ...	... / ...	13 8 / 13 12	136 2 / 121 8	11 3 / 11 14
S. Canara	... / ...	... / ...	... / ...	11 11 / 12 13	... / ...	... / ...	... / ...	... / ...	... / ...	... / ...	10 0 / 10 8	136 2 / 121 8	11 3 / 11 14
South, central—													
Coimbatore	20 / 20	20 / 20	11 / 11	11 13 / 11 10	18 3 / 20 14	20 6 / 23 0	... / ...	11 8 / 11 8	26 0 / 15 0	27 3 / 26 3	14 0 / 15 0	131 3 / 121 8	11 2 / 11 2
Nilgiris	22 0 / 21 8	21 8 / 20 6	11 2 / 11 2	9 10 / 12 3	... / ...	... / ...	... / ...	11 0 / 11 0	... / ...	23 5 / *	... / ...	274 3 / 121 8	10 10 / 11-5 & 13-2
Salem	23 14 / 23 14	23 0 / 23 0	11 2 / 11 2	11 5 / 12 3	20 14 / 20 11	23 0 / 23 0	... / ...	12 10 / 12 10	34 0 / 34 0	23 5 / *	... / ...	121 8 / 121 8	10-5&11-8 / 11-5 & 13-2
Central—													
Bellary	27 3 / 28 2	... / ...	11 2 / 11 2	10 13 / 10 13	28 13 / 29 14	... / ...	... / ...	11 8 / 11 8	... / ...	... / ...	... / ...	97 3 / 97 3	10-5&11-8 / 11 8
Anantapur	26 3 / 26 3	23 3 / 23 3	11 5 / 11 5	10 13 / 10 13	25 3 / 26 5	... / ...	... / ...	11 8 / 11 8	... / ...	... / ...	... / ...	97 3 / 97 3	11 13 / 10-2 & 11-10
Cuddapah	23 5 / 23 5	... / ...	11 10 / 11 10	11 10 / 11 6	20 8 / 26 11	23 3 / ...	... / ...	11 0 / 11 0	... / ...	* / *	... / ...	135 2 / 97 3	11 13 / 10-2 & 11-10
Kurnool	... / ...	... / ...	... / ...	11 6 / 11 6	... / ...	... / ...	... / ...	11 0 / 11 0	... / ...	... / ...	... / ...	97 3 / 97 3	11 13 / 10-2 & 11-10
East Coast, north—													
Ganjam	... / ...	... / ...	... / ...	12 13 / 11 5	... / ...	... / 24 13	... / ...	12 0 / 12 0	... / ...	21 10 / 25 5	15 0 / 14 0	86 8 / 72 14	10 2 / 12 0
Vizagapatam	... / ...	... / ...	... / ...	11 5 / 11 5	... / 19 3	... / ...	... / ...	12 0 / 12 0	... / ...	25 5 / 25 5	13 8 / 13 9	97 3 / 133 11	12 0 / 12 2
Godavari	... / 26 11	... / ...	... / ...	14 0 / 14 14	... / 19 0	... / 24 11	... / ...	12 0 / 12 0	... / ...	29 2 / ...	14 0 / 14 0	133 11 / 140 14	12 0 / 12 2
East Coast, central—													
Kistna	* / 20 14	* / 20 14	14 14 / 14 13	14 14 / 14 13	19 0 / 24 11	* / 19 11	* / ...	12 0 / 12 0	... / ...	* / *	15 0 / 8 0	93 5 / 93 5	13 3 / 12 13
Nellore	32 13 / 24 0	25 0 / 25 0	11 2 / 11 2	11 5 / 12 3	20 3 / ...	24 11 / 29 5	25 5 / ...	12 0 / 12 0	... / ...	32 13 / 25 0	14 11 / 14 0	98 3 / 91 14	13 5 / 13 5
East Coast, south—													
Madras	21 14 / 21 14	... / ...	11 5 / 11 5	14 14 / 14 14	19 6 / ...	24 11 / 18 6	... / ...	12 0 / 12 0	... / ...	21 14 / 21 14	14 0 / 14 0	100 13 / 209 0	12 2 / 12 13
Chingleput	20 10 / 27 0	21 0 / 25 6	12 3 / 14 14	14 14 / 14 14	23 10 / 25 8	24 13 / 29 5	24 13 / 29 5	12 0 / 12 0	... / ...	25 11 / 27 0	... / ...	145 13 / 145 13	12 13 / 12 6 and 12 8
N. Arcot	27 0 / 25 6	25 11 / 27 0	11 5 / 12 3	14 14 / 14 14	... / ...	24 11 / 18 6	24 11 / 18 6	12 0 / 12 0	... / ...	27 3 / 25 11	13 6 / 13 6	143 6 / 143 6	12 0 / 12 0
S. Arcot	22 10 / 22 10	21 0 / 20 5	11 2 / 11 2	13 6 / 10 14	17 14 / 16 13	18 6 / 18 6	24 11 / 18 6	12 0 / 12 0	... / ...	21 0 / 22 10	11 3 / 11 3	58 5 / 97 3	13 13 / 12 11
Tanjore	* / 17 10	* / 17 10	11 5 / 11 5	11 5 / 12 3	* / 19 6	17 10 / *	17 10 / *	12 0 / 12 0	... / ...	* / *	14 0 / 14 0	96 0 / 96 0	10 0 / 9 12
Trichinopoly	26 0 / 26 0	20 0 / 21 0	10 4 / 7 13	11 0 / 10 4	28 0 / 23 6	20 0 / 18 0	20 0 / 18 0	12 0 / 12 0	... / ...	26 0 / 26 0	15 0 / 14 0	90 0 / 90 0	10 0 / 10 0
Southern—													
Tinnevelly	28 0 / 28 0	18 0 / 18 0	10 0 / 10 0	9 0 / 9 0	23 0 / 23 0	28 0 / 28 0	... / ...	12 0 / 12 0	... / ...	28 0 / 28 0	14 0 / 14 0	150 0 / 224 0	10 0 / 10 8
Madura	28 0 / 28 0	18 0 / 18 0	9 8 / 9 8	9 8 / 9 8	24 0 / 25 0	... / ...	... / ...	12 0 / 12 0	... / ...	28 0 / 28 0	14 0 / 14 0	200 0 / 200 0	8 8 / 8 8
Mysore—													
Mysore	30 0 / 30 0	20 0 / 20 0	10 0 / 10 0	10 0 / 10 0	... / ...	... / ...	... / ...	12 0 / 12 0	... / ...	30 0 / 30 0	14 0 / 14 0	240 0 / 240 0	9 0 / 9 0
Bangalore	30 0 / 30 0	20 0 / 20 0	10 0 / 10 0	11 13 / 12 1	29 2 / 30 0	20 0 / 20 0	... / ...	12 0 / 12 0	... / ...	30 0 / 30 0	14 0 / 14 0	272 0 / 240 0	10 8 / 9 8
Kolar	30 0 / 30 0	20 0 / 20 0	10 0 / 10 0	9 8 / 9 8	28 0 / 30 0	20 0 / 20 0	... / ...	12 0 / 12 0	... / ...	30 0 / 30 0	14 0 / 14 0	320 0 / 320 0	9 8 / 9 8
Coorg—													
Coorg	8 8 / 8 8	7 8 / ...	5 14 / 5 14	6 9 / 6 9	... / 10 3	... / 9 4	... / ...	12 0 / 12 0	... / ...	29 8 / *	... / ...	110 0 / 65 5	10 0 / 32 0
Aden	7 0 / 7 0	... / ...	5 14 / 5 14	6 9 / 6 9	10 3 / 10 3	9 4 / 9 4	... / ...	9 4 / 9 4	... / ...	* / *	* / *	65 5 / 65 5	32 0 / 32 0

* Not sold.

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

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, April 6th, 1895.

At the commencement and again at the close of the week, fine weather prevailed generally over the greater part of India, but during the middle of the week a barometric depression appeared over North-Western India, and occasioned very unsettled weather in that part of the country. Rain began in Baluchistan and Kashmir on the 2nd, spread over a large part of the Punjab and of the North-West Himalayas on the 3rd and 4th, and ceased on the 5th. In addition to this burst of rainfall over North-Western India, thundershowers have occurred over North-Eastern India—more particularly in Assam—on most days of the week; and, quite at the close of the week, rather severe thunderstorms and nor'-westers commenced in different parts of the Peninsula.

As noticed above, the rainfall area was greatest on the 3rd and 4th. Previous to the latter date, the mean temperature had been generally fairly normal, but on the 4th a sudden and considerable fall of temperature was reported in the Punjab, Sind, and Rajputana, and a wave of low temperature flowed out from North-Western India, and spread to all parts of the country, except Burma and Madras.

Daily Summary.—*Sunday.*—Pressure was decreasing slightly both in North-Eastern and North-Western India and was nearly steady elsewhere. Pressure was relatively low over the western desert and over North Bengal, and relatively high in Burma; but the differences were generally small, and over a large part of the country readings were very uniform. Winds were southerly over the Bay area, but blew from between north and west in most other places. Light showers of rain had fallen in Assam and at Colombo.

Monday.—Pressure had commenced to decrease over North-Western India, Baluchistan, and the west of the Peninsula, had risen in North-Eastern India, and had been nearly steady elsewhere. Pressure was above the normal in the north-east and below in the north-west of India. Winds were southerly over the Bay and Bengal, westerly down the Gangetic plain, and northerly in the west of the Peninsula. Thundershowers had given scattered rainfall to a few places in the east, of which the most important were 1·31 inches at Moulmein, 1·60 inches at Silchar, and 0·75 inch at Sibsagar.

Tuesday.—Pressure had decreased over North-Western India and had increased or been steady elsewhere. The fall had been brisk over the Central Punjab, and a large shallow depression was shown in the north-west. Pressure was in considerable excess over Assam and Burma, and in considerable defect within the depression area. Winds were cyclonic around the depression in the north-west, southerly over the Bay area, and variable elsewhere. Rain had fallen at a few places in the extreme north-west and extreme north-east. Silchar reported 1·20 inches of rain, Sibsagar 0·52 inch, and Peshawar 0·36 inch.

Wednesday.—Pressure had fallen briskly on the North-West Himalayas, but elsewhere the changes were small. The depression over North-Western India still existed, and the centre was approaching the hills, where strong squally winds were blowing. Strong south-south-westerly winds were also blowing at the head of the Bay. The weather was unsettled and cloudy over North-Western India, and scattered showers continued to be reported from North-Eastern India. Elsewhere the weather was fine. The heaviest rainfall amounts were 0·90 inch at Srinagar, 0·82 inch at Lahore and Silchar, and 0·55 inch at Astor and Sialkote.

Thursday.—The depression had disappeared from North-Western India, and the barometer had recovered rapidly there. It had, on the other hand, fallen briskly to rapidly over North-Eastern India, and a shallow depression was shown over Bengal. Pressure generally was very uniform, and the variations from the normal were moderate or small. Winds were variable, except over the Bay area, where they remained southerly. Rain was again reported from North-Western India and from Assam and Lower Bengal. The principal falls were 0·82 inch at Burdwan, 0·67 inch at Mussooree and Chakrata, and 0·46 inch at Silchar.

Friday.—Pressure had decreased briskly to rapidly over the greater part of the country. Readings were relatively high over the north-west of the Punjab and low over North Bengal and the centre of the Peninsula. Pressure was in slight excess over the Punjab, in large defect over the Assam Valley, and nearly normal elsewhere. Westerly winds prevailed down the Gangetic plain, and northerly winds in North-Western India, but in most other places the directions were variable. Rain had ceased in the north-west, but showers continued to fall in the north-east of India, and had commenced to fall in Southern India. The only amount exceeding ½ inch was at Silchar, which station received 1·29 inches.

Saturday.—Pressure had risen briskly to rapidly over North-Eastern India, but had been steady or nearly so elsewhere. In consequence, readings had become much more uniform, though shallow depressions were still shown in North Bengal and in the centre of the Peninsula. Westerly winds continued down the Gangetic plain, and a feeble and irregular cyclonic circulation of the winds had commenced in the Peninsula. A few light scattered showers (most general in the Central Provinces) were reported.

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

Province.	March 1895.	April 1895.						Mean variation of week.
	31st	1st	2nd	3rd	4th	5th	6th	
	°	°	°	°	°	°	°	°
Burma	−0·8	+0·1	−0·1	−0·2	+0·4	+1·5	+0·8	+0·2
Bengal and Assam	+1·1	+0·2	−0·4	+0·2	+0·3	+0·3	−0·9	+0·1
North-Western Provinces and Oudh	−1·4	−2·3	−0·2	+1·3	−1·4	−7·3	−5·9	−2·5
Punjab	−0·1	+1·7	+2·3	+0·2	−7·1	−5·5	−4·8	−1·9
Bombay	−0·3	+0·2	+0·6	+0·2	−0·1	+0·2	−1·2	−0·1
Central Provinces and Berar	+0·6	−0·7	+0·3	+2·3	+0·8	−1·9	−5·1	−0·5
Central India and Gujarat	−2·1	−2·8	−1·9	+0·7	−1·8	−6·4	−4·3	−2·7
Sind and Rajputana	−0·4	+0·9	+1·1	+2·0	−4·5	−4·0	−2·3	−1·0
Madras	−1·3	−1·2	−1·1	−0·9	−0·6	+0·4	+0·6	−0·6
Mean for whole of India	−0·5	−0·4	+0·1	+0·6	−1·6	−2·5	−2·6	−1·0

From the 31st of March to the 3rd April the mean temperature of India was approximately normal, but on the 4th a sudden fall of over 2° occurred, and the mean temperature from that date to the close of the week was below the average. The greatest abnormal defect was on the 6th. The greatest deficiency in the temperature was recorded in the North-Western Provinces, Central India, and Gujarat, where, on some days, the mean was between 6° and 7° lower than usual. The Punjab was almost equally cool, and that province reported a deficiency of 7·1° on the 4th. The greatest variation in temperature was recorded in the

Punjab, where there was an excess of 2·3° on the second, and a deficiency of 7·1° on the 4th.

The highest maximum recorded on—

31st March	was 105·2°	at	Cuddapah.
1st April	,, 105·9°	,,	Chanda.
2nd ,,	,, 106·4°	,,	Ditto.
3rd ,,	,, 106·2°	,,	Nagpur.
4th ,,	,, 105·9°	,,	Chanda.
5th ,,	,, 107·1°	,,	Minbu.
6th ,,	,, 106·2°	,,	Cuddapah.

The hottest regions of the Indian area were hence, as was the case last week, the Central Provinces and Central Madras, except on the 5th, when there occurred a rise of temperature in Burma, and the hottest region was transferred temporarily to that province.

Rainfall.—From a large part of India rain was actually or practically absent during the past week, but in Assam and the Punjab the fall was general and moderately heavy, while in Tenasserim, Lower Bengal, the Central Provinces, and the south of the Peninsula, light scattered showers were received. The regions which received actually or practically no rain during the week included all the Burma divisions, except Tenasserim, the Central, North, Orissa, Chota Nagpur, and Bihar divisions of Bengal, all the North-Western Provinces divisions, all the divisions in the Peninsula, except Malabar and South Madras, and all the central and north-western divisions of India, except the east of the Central Provinces and the whole of the Punjab. In Tenasserim, Assam, the Punjab (South, Central, Submontane and Hill districts), Malabar and the Central Provinces (East), the average actual rainfall was in excess of the normal; in all the other divisions it was in defect.

The three concluding columns of the table, showing the state of the rainfall for the five weeks ending on April 6th, exhibit an excess of rain, for that period, over the north-west and west of the Punjab, over Khandesh, Berar, the Central Provinces divisions, over Sind, Central India, and over Rajputana; and a deficiency of rain in all other parts of the country. In Burma (except Tenasserim) and over a large part of the Peninsula there has been actually or practically no rainfall throughout.

The returns of the heavy falls of rain during the week, March 31st to April 6th, show that the only considerable amounts were received in North-Eastern and North-Western India. The station of Netrokona in Mymensingh received a total of 1·60 inches; Karinagunj in Sylhet received 7·25 inches; Nemotha in Cachar 6·61 inches; Cherrapunji in the Khasia Hills 4·55 inches; Jorhat in Sibsagar 3·42 inches; Sonapur in Kamrup 2·17 inches; Pathankote in Gurdaspur 1·11 inches; Tarntaran in Amritsar 1·19 inches; Dharmsala 1·31 inches; Mansehra in Hazara 1·62 inches; Ponnani in Calicut 2·24 inches; Bramhapuri in Chanda 1·07 inches; and Tenkasi in Tinnevelly 1·73 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending April 6th, 1895.			Rainfall data from March 3rd to April 6th, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, March 3rd to April 6th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	0·66	0·58	+ 0·08	0·71	0·83	— 14
	Lower Burma	0	0·44	— 0·44	0	0·50	— 100
	Central Burma	0	0·20	— 0·20	0	0 28	— 100
	Upper Burma	0·04	?	?	0·14	?	?
	Arakan	0	0·07	— 0·07	0	0·35	— 100
Bengal and Assam	Eastern Bengal	0·19	0·42	— 0·23	0·97	2·90	— 67
	Assam (Surma)	3·02	2 03	+ 0·99	7 35	11·44	— 36
	Do. (Brahmaputra)	1 71	1·35	+ 0·36	4·63	5·05	— 8
	Deltaic Bengal	0·11	0·33	— 0·22	0·61	1·86	— 67
	Central Bengal	0·03	0·20	— 0·17	0·53	1·06	— 50
	North Bengal	0	0·43	— 0·43	0·82	1·04	— 58
	Orissa	0 06	0·17	— 0·11	0·22	1·13	— 81
	Chota Nagpur	0·01	0·09	— 0·08	0·70	0·99	— 29
	Bihar (South)	0	0·05	— 0·05	0·04	0·38	— 89
	Do. (North)	0	0·07	— 0·07	0·07	0·44	— 84
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·06	— 0·06	0·21	0·28	— 25
	Do. (Submontane) (*a*)	0	0·05	— 0·05	0·20	0·30	— 33
	Oudh (South)	0	0·04	— 0·04	0·35	0·35	0
	Do. (North)	0	0·04	— 0·04	0·24	0·47	— 49
	North-Western Provinces (Central).	0	0 03	— 0·03	0·29	0·31	— 6
	North-Western Provinces (West).	0	0·04	— 0 04	0·18	0·41	— 56
	North-Western Provinces (Submontane). (*b*)	0 09	0·11	— 0·02	0·36	1·24	— 71
Punjab	Punjab (South)	0·10	0·05	+ 0 05	0·33	0·49	— 33
	Do. (Central)	0·10	0·05	+ 0·05	0·29	0·50	— 42
	Do. (Submontane)	0·42	0·10	+ 0·32	0·80	1·04	— 23
	Do. (Hill Districts)	0·59	0·44	+ 0·15	2·00	2·94	— 32
	Do. (North-West)	0·35	0·35	0	3·24	2·09	+ 55
	Do. (West)	0·11	0·13	— 0·02	1·53	0·69	+ 122
Bombay and Malabar Coast Districts (Madras).	Malabar	0·44	0·42	+ 0·02	1·25	1·32	— 5
	Madras (South Central)	0·02	0 32	— 0·30	0·06	1·13	— 95
	Coorg	0·09	0·52	— 0·43	0·53	1·41	— 62
	Mysore	0	0 16	— 0·16	0·02	0·47	— 96
	Konkan	0	0·03	— 0·03	0	0·07	— 100
	Bombay Deccan	0	0 13	— 0·13	0·03	0·30	— 90
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0·03	— 0·03	0·07	0·05	+ 40
Central Provinces and Berar.	Berar	0	0·05	— 0 05	0·23	0·20	+ 15
	Central Provinces (West)	0·03	0·05	— 0·02	0·30	0·32	+ 22
	Ditto (Central)	0·06	0 09	— 0·03	1·15	0·56	+ 105
	Ditto (East)	0·20	0·14	+ 0·06	0·88	0·74	+ 19
Bombay (North)	Gujarat	0	0	0	0	0·01	— 100
	Kathiawar	0	0	0	0	0·08	— 100
	Sind	0	0·02	— 0·02	0·57	0·21	+ 171
Rajputana and Central India.	Central India (East)	0	0·01	— 0·01	0·35	0·13	+ 169
	Rajputana (East), Central India (West).	0	0·01	— 0·01	0·47	0·16	+ 194
	Rajputana (West)	0	0·02	— 0·02	0 36	0·06	+ 500
Madras	East Coast (North)	0·05	0 09	— 0·04	0·12	0·58	— 79
	Ditto (ditto) (*a*)	0·05	0·07	— 0 02	0·05	1 07	— 95
	Hyderabad (South)	0	0·21	— 0·21	0·12	0 70	— 83
	Madras (Central)	0	0·05	— 0·05	0·01	0·19	— 95
	East Coast (Central)	0	0·01	— 0·01	0	0·32	— 100
	Ditto (South)	0·01	0·07	— 0 06	0·01	0·42	— 98
	Madras (South)	0·16	0·23	— 0·07	0·16	1·25	— 86

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SIMLA, *11th April 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 6th April.*—A few showers have fallen in parts of the Southern districts, on the West Coast, and in the Circars. The pre-monsoon rains are being anxiously looked for in the Central and Southern districts. Cultivation for the next crop is commencing on the West Coast; elsewhere it is confined to small areas under wells and the largest irrigation works. Irrigation supplies continue to decrease as usual this time of the year. The standing crops are not very extensive, but are suffering in many parts of the southern half of the Presidency. The harvest still continues on a small scale with only moderate yield. Fodder is generally sufficient, and the condition of cattle is generally good. Prices are almost stationary, but are slightly easier in most districts, and have risen slightly only in South Arcot, Salem, and Madura.

Bombay.—*For week ending 10th April.*—The standing crops are good, except in parts of Sind, where they have been damaged by insects, rust, or other causes. Reaping of the late crops continues in parts of thirteen districts, and preparations for next season in parts of fifteen. Cotton-picking is in progress in parts of Gujarat, Kathiawar, and the Karnatak. The fodder-supply is sufficient, except in parts of Shikarpur. Agricultural stock are in good condition. Prices are normal, except in parts of Ahmednagar and Sholapur.

Bengal.—*For week ending 8th April.*—There was rain in the Central and Eastern districts of the Province during the week. Preparation of the land for jute and autumn paddy is in progress, and in several districts sowing itself has commenced, but rain is still required in parts. Early paddy and indigo are doing well. The harvesting of the spring crops is approaching completion, and the general result is satisfactory. The weighment of opium has begun with expectation of a fair outturn. In Gaya the opium is said to be of high consistence. A good crop of *mahua* (*Bassia latifolia*) is expected in Gaya and Chota Nagpur. In Hazaribagh the fodder-supply is still scanty. The price of common rice continues steady and is normal.

North-Western Provinces and Oudh.—*For week ending 10th April.*—Weather clear and seasonable. Showers have fallen in one or two districts. The spring crops are being harvested. The outturn is good, except in Oudh, where the harvest is below normal. Sowing of sugarcane continues. Prospects on the whole are favourable. Markets are well supplied, and fodder is sufficient. Prices are normal with a tendency to fall.

Punjab.—*For week ending 10th April.*—Rain has fallen in all districts, except Hissar, Delhi, and Sialkot. Harvesting of the spring crops has commenced. Extra spring and autumn sowings are in progress. The crops are generally in good condition, and the produce is said to be an average one in some districts. The crops are slightly damaged by hail in parts of Ferozepore and Shahpur. Cattle are generally reported to be in good condition, and fodder is sufficient throughout the Province. Prices are rising in Shahpur, normal in Umballa, but low elsewhere.

Central Provinces.—*For week ending 10th April.*—Weather cloudy in most districts. A thunderstorm occurred in Nagpur on the 6th instant accompanied by hail and 1·20 inches of rain. Winter crops in Chhattisgarh somewhat damaged by cloudy weather and hail. Threshing of winter crops in full swing in the north and east and nearly completed in the south. Prices above normal in Seoni, but falling in Nagpur. Importation into Damoh continues.

Burma.—*For week ending 6th April.*—Light showers of rain have fallen on the Tenasserim Coast and in the northern parts of the Province. There are signs of an early monsoon. In Lower Burma agricultural operations are practically *nil*. In Upper Burma the cultivation of dry-weather paddy and miscellaneous food-crops is nearly completed. Reaping and gathering of the crops has commenced in some parts. Sowing of the early wet-weather paddy has also begun. The standing crops are in good condition, except in the Ava subdivision, where slight damage has been caused to peas. Prospects are generally favourable. The fodder and water-supply are sufficient. The price of paddy has fallen slightly in four districts of Lower Burma and one of Upper Burma; elsewhere the price is stationary. Prices are above normal in most places in Lower Burma and below normal in Upper Burma.

Assam.—*For week ending 9th April.*—Weather seasonable. Sowing of early rice and pressing of sugarcane continue. The condition of cattle is fair. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 10th April.*—MYSORE: The standing crops are withering in parts of the Tumkur and Kolar districts. Prospects are favourable. Prices have slightly risen in the Hassan district.

COORG: Rainfall moderate. The coffee crop has blossomed in some parts. Fodder and water for cattle are sufficient. Prices of food-grains are normal.

Berar and Hyderabad.—*For week ending 10th April.*—BERAR: Weather warm. Ploughing of fields for the ensuing rain crop is well advanced. Fodder and water are sufficient. Prices have risen in two districts and fallen in one, but are stationary elsewhere.

HYDERABAD: Rainfall moderate during the week. Thunderstorms have occurred during the last few days. The standing crops are in favourable condition. Water in wells and tanks is sufficient for cultivation. Fodder is available for cattle. Prices are normal.

Central India.—*For week ending 10th April.*—No rain during the week. Agricultural operations are nearly completed in Bundelkhand, Baghelkhand, and Bhopawar, and are in progress in other Agencies. The probable outturn will be below average in Bundelkhand, but good in other Agencies. The condition of agricultural stock is indifferent in parts of Gwalior, Bundelkhand, and in parts of Bhopal, but is fairly good elsewhere. Pasturage is good and sufficient in all Agencies, but indifferent in some districts of Gwalior. Prices of food-grains are high in Goona, rising in part of Gwalior, falling in Bundelkhand, and normal elsewhere. The opium crop has been partly damaged by hail in Bhopal and by rain in Goona, but the crop is fairly good in other Agencies.

Rajputana.—*For week ending 10th April.*—Agricultural operations are satisfactory, and reaping continues. The standing crop prospects and agricultural stock are generally good. The crops have been partly damaged by hail in Dholpore. Fodder is sufficient, except in Dholpore. Prices are fluctuating in two States and falling in four, and steady elsewhere.

Kashmir.—*For week ending 9th April.*—KASHMIR VALLEY: Weather fine. The spring crops are in good condition. Prices continue normal.

JAMMU PROVINCE.—*For week ending 10th April.*—No rain. Standing crops in good condition. Fodder is sufficient. Prices are rising.

Nepal.—*For week ending 6th April.*—Rainfall very slight. Weather cloudy and misty. Prospects of the crops are good.

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OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

RETURNS OF ACCIDENTS ON INDIAN RAILWAYS FOR THE SIX MONTHS ENDING THE 30TH JUNE 1894.

No. 109 R. Stat., dated Simla, the 3rd April 1895.

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

Read again—

Public Works Department Order No. 12 R. Stat., dated the 21st January 1892.
Public Works Department Order No. 77 R. Stat., dated the 13th March 1893.
Public Works Department Order No. 95 R. Stat., dated the 13th March 1894.

Read also—

The following note by the Director General of Railways, No. 49 Stat., dated the 8th March 1895, with abstract returns of accidents to trains, etc., on the open lines of railway in India for the six months ending the 30th June 1894.

Abstract No. 4, on pages 14 and 15 of the accompanying returns, shows the accidents to trains, rolling stock, permanent-way, etc., reported during the six months ending the 30th June 1894, and distinguishes the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident.

2. The total number of accidents and the casualties resulting therefrom, as compared with the average of the three previous corresponding half-years, are

summarized in the following table under the heads "Standard gauge," "Metre gauge" and "Special gauges":

	Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act (IX of 1890).	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard gauge.									
Six months ending the 30th June 1894	40	1,362	1,402	(a) 8	(b) 31	6	15	14	46
Average of the corresponding periods of the three previous years	64	1,293	1,357	4	20	5	19	9	39
Metre gauge.									
Six months ending the 30th June 1894	13	1,121	1,134	...	(c) 25	1	4	1	29
Average of the corresponding periods of the three previous years	21	1,042	1,063	2	14	6	7	8	21
Special gauges.									
Six months ending the 30th June 1894	...	34	34	...	...	...	...	...	...
Average of the corresponding periods of the three previous years	1	29	30	...	...	...	1	...	1
Total all gauges for six months ending the 30th June 1894	53	2,517	2,570	(a) 8	(d) 56	7	19	15	75
Average of the corresponding periods of the three previous years	86	2,364	2,450	6	34	11	27	17	61

3. The following table shows, for each gauge separately, the percentage of increase or decrease in the number of accidents, in the mean mileage worked and in the train-mileage run during the half-year under review, as compared with the average of the three previous corresponding half-years:

INCREASE OR DECREASE AS COMPARED WITH THE AVERAGE OF THE FIRST-HALVES OF 1891, 1892 AND 1893.

	Accidents.		Mean mileage		Train-mileage.	
	No.	per cent.	Miles.	Per cent.	Miles.	Per cent.
Standard	+45	+ 3·32	+ 518	+ 4·82	+ 790,098	+ 3·27
Metre	+71	+ 6·68	+ 536	+ 8·23	+ 800,504	+ 8·72
Special	+4	+ 13·33	(e) −2	−0·82	−13,069	−6·11
Total	+120	+ 4·90	+ 1,052	+ 6·01	+ 1,585,933	+ 4·71

4. The principal variations in the number of accidents as compared with the average of the correspondin periods of the three previous years, reported in connection with the working of the several gauges, are shown in the statement below under the classification adopted in abstract No. 4 of the returns:

Gauge and classification.	Increase or decrease.			Percentage of increase or decrease.
	Serious.	Minor.	Total.	
Standard gauge.				
Collisions between goods trains or parts of goods trains	−6	+21	+15	+38·46
Passenger trains or parts of passenger trains leaving the rails	−8	− 5	−13	−44·83
Goods trains, or parts of goods trains, engines, etc., leaving the rails	−8	− 9	−17	−15·89
Trains running over cattle on the line	...	+88	+88	+10·89
Trains running over obstructions on the line	+6	−17	−11	−20·37
The bursting of tubes, etc., of engines	...	+53	+53	+151·43
The failure of machinery, springs, etc., of engines	+1	+43	+44	+28·39
Fire in trains	−1	−45	−46	−58·97
Fire at stations, or involving injury to bridges or viaducts	−2	− 9	−11	−33·33
Under head "Other accidents"	−5	−14	−19	−18·81
Metre gauge.				
Goods trains, or parts of goods trains, engines, etc., leaving the rails	−1	+11	+10	+16·95
Trains running over cattle on the line	−3	+15	+12	+ 1·95
The bursting of tubes, etc., of engines	...	+18	+18	+42·86
The failure of machinery, springs, etc., of engines	...	+26	+26	+35·14
Special gauges.				
The flooding of portions of permanent-way	...	+10	+10	+1,000·00

(a) Not passengers. (b) Of these, three were not passengers.
(c) Of these, one was not a passenger. (d) Of these, four were not passengers.
(e) Decrease due to the fair weather line on the Jorhat (state) railway having been taken up earlier than usual.

Standard gauge.

5. The increase under "Trains running over cattle on the line" was chiefly due to 34 accidents having been recorded under this head on the East Indian railway and 30 on the East Coast (state) railway.

6. Of the increase of 53 accidents under "The bursting of tubes, etc., of engines," the North Western (state) railway was responsible for 51.

7. Out of a total increase of 44 accidents under "The failure of machinery, springs, etc., of engines," the Great Indian Peninsula railway accounted for an increase of 34.

8. The principal variations under "Fire in trains" were decreases of 22 and 18 on the Madras and the Great Indian Peninsula railways, respectively.

Metre gauge.

9. The increase under "The bursting of tubes, etc., of engines" was almost entirely due to the number of accidents having risen from 17 to 34 on the Southern Mahratta railway.

10. Under "The failure of machinery, springs, etc., of engines," the chief increases took place on the Southern Mahratta and the Burma (state) railways, on which the numbers rose from 21 to 36 and 11 to 23, respectively.

Special gauges.

11. The increase under "The flooding of portions of permanent-way" was entirely due to the number recorded on the Morvi railway having risen from 1 to 11.

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12. Taking all gauges together, the number of cattle accidents was largest on the Southern Mahratta railway, *viz*, 278; next to that line comes the South Indian railway with 120, then the Rajputana-Malwa railway with 111, the East Indian railway with 110, the Eastern Bengal (state) railway with 100, the North Western (state) railway with 77, the Oudh and Rohilkhand (state) railway with 63, the Madras railway with 56, and the Great Indian Peninsula railway with 54.

In relation to train-mileage run, the number was highest on the Southern Mahratta railway, which gave an average of 1 accident in 6,173 train-miles run; the Bengal Dooars railway coming next with an average of 1 in 7,017; then the East Coast (state), the Nizam's Guaranteed State, the Dibru-Sadiya and the Jodhpore-Bickaneer railways with averages of 1 in 7,454, 1 in 7,811, 1 in 8,726, and 1 in 10,495, respectively.

The lowest number recorded relatively to train-mileage run was on the Great Indian Peninsula railway, *viz*., 1 in 111,310; the Bombay, Baroda and Central India railway coming next with 1 in 102,088; then the North Western (state) railway with 1 in 63,181, the East Indian railway with 1 in 51,022, the Gaekwar's Dabhoi railway with 1 in 47,993, and the Burma (state) railway with 1 in 47,321.

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13. As compared with the average of the corresponding periods of the three previous years, the casualties to passengers and to servants in the employ of railways or of contractors not coming under the classification adopted in abstract No. 4 of the returns, as also the total casualties from all causes including trespassers, cases of suicide, etc., are shown, separately for each gauge, in the table below. (For details, *vide* abstract No. 2.)

Gauges.	Average of the first-halves of 1891, 1892, and 1893.						First half of 1894.					
	Passengers.		Servants.		Total all causes.		Passengers.		Servants.		Total all causes.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard	27	73	69	223	227	370	24	60	80	216	259	364
Metre	4	20	18	53	75	111	5	24	19	49	51	126
Special	...	1	...	2	1	4	...	...	1	...	2	...
Total	31	94	87	278	303	485	29	84	100	265	312	490

14. The following table shows, for the several gauges, the number of persons reported to have been killed or injured in yards, workshops, etc., or to have died in carriages or at stations from causes unconnected with the working of trains:—

Gauges.	Killed.	Injured.	Died.
Standard	19	128	372
Metre	1	14	96
Special	...	...	1
Total	20	142	469

15. The statistical results of the half-year under review are summarized in the table below under certain selected heads:

Particulars.	Standard.	Metre.	Special.	Total	
				For six months ending the 30th June 1894.	Average of the corresponding periods of the three previous years.
Mean mileage worked . Miles.	11,259	7,051	242	18,552	17,500
Train-mileage run . . Miles.	24,960,480	10,094,103	209,978	35,264,561	33,678,628
Number of passengers carried . . . No.	45,759,894	23,681,796	448,529	69,890,219	61,450,611
Number of passenger units carried one mile . No.	2,146,037,968	926,446,711	11,593,312	3,084,077,991	2,793,057,573
Number of accidents per 100,000 train-miles run . No.	6	11	16	7	7
Proportion of passengers killed by accidents to trains (*vide* abstract No. 4) to number carried . No.	...	...	...	*Nil.*	1 in 20,483,537
Proportion of passengers injured by accidents to trains (*vide* abstract No. 4) to number carried . . . No.	1 in 1,634,282	1 in 986,741	...	1 in 1,344,043	1 in 2,048,354
Proportion of passengers killed from all causes (*vide* abstract No. 2) to number carried . . No.	1 in 1,906,662	1 in 4,736,359	...	1 in 2,410,008	1 in 1,807,371
Proportion of passengers injured from all causes (*vide* abstract No. 2) to number carried . . No.	1 in 519,999	1 in 493,371	...	1 in 513,899	1 in 495,569
Proportion of passengers killed and injured from all causes (*vide* abstract No. 2) to number carried No.	1 in 408,570	1 in 446,825	...	1 in 423,577	1 in 388,928
Proportion of passengers killed and injured from all causes (*vide* abstract No. 2) to number of passenger units carried one mile . . . No.	1 in 19,161,053	1 in 17,480,127	...	1 in 18,691,382	1 in 17,677,580

16. The accidents *for the second quarter of 1894* are dealt with in the following note:

Note on the accidents for the second quarter of 1894.

The following table gives the number of accidents, as classified in abstract No. 4 of the returns, which resulted in loss of, or injury to, life and limb, and shows the railways on which they occurred:

Casualties resulting from accidents to trains, rolling stock, etc., for the second quarter of 1894.

Railway.	Number of accidents reported during the 2nd quarter of 1894.	Passengers and others.		Servants.		Total.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard gauge.							
East Indian	3	...	1	2	1	2	2
Indian Midland	1	...	...	...	4	...	4
North Western (state)	2	1	...	...	1	1	1
Oudh and Rohilkhand (state)	1	...	...	...	1	...	1
Eastern Bengal (state)	4	4	19	4	...	8	19
Bombay, Baroda and Central India	1	...	...	...	1	...	1
Metre gauge.							
Burma (state)	1	...	18	...	...	...	18
Total	...	5	38	6	8	11	46
Average of the three corresponding quarters of 1891, 1892 and 1893	...	3	21	5	15	8	36

(2). *East Indian railway.*—On the 4th April 1894, a Permanent-way Inspector's trolly was run over by a down light engine at mile 431 between Dildárnagar and Gahmar. The accident was due to the trolly having been placed on the line without orders and not protected by signals. Two trollymen were killed.

On the 10th April 1894, a down goods train, while being shunted into a siding at Bhadan, ran against the dead-buffer and was derailed. The guard to whose carelessness the accident was due was slightly injured.

On the 30th May 1894, the up chord mail, which entered the Burdwan station at too high a speed, ran past the platform into the siding and collided with a local passenger train which had been stabled there for the night. A second class passenger was slightly injured. The accident was due to the brakesman and driver having failed to keep the train under proper control. The brakesman has been dismissed and the driver fined R100.

(3) *Indian Midland railway.*—On the 13th April 1894, a light trolly was run into by a down goods train at mileage 21—15 between Mid Ghát and Barkhera stations. The accident was due to the trolly not having been protected by signals. The Sub-Inspector who was in charge of the trolly and three trollymen were injured.

(4) *North Western (state) railway.*—On the 26th May 1894, a collision took place between two engines in the Jacobabad locomotive yard through the carelessness of the locomotive staff. A railway servant was slightly injured.

On the 25th June 1894, a bullock cart was run into by a down goods train at a level-crossing near Nundero. The cartman was killed.

(5) *Oudh and Rohilkhand (state) railway.*—On the 19th April 1894, a level-crossing gate was run through by an up goods train. The gateman was injured.

(6) *Eastern Bengal (state) railway.*—On the 12th May 1894, a down mixed train ran into the Canning station at a high speed and came into contact with the dead-buffer at the end of the station line. Nine passengers were slightly injured.

On the 22nd May 1894, owing to a defect in the draw-bar of a wagon, an up mixed train parted on an incline at Chámpaháti, and when the driver shut

off steam and applied the brake, the rear portion of the train collided with the front portion. Seven passengers were slightly injured.

On the 7th June 1894, owing to the driver having run at an excessive speed and in disregard of signals, a down goods train was derailed in the Calcutta goods yard. Four servants were killed, and there was considerable damage to rolling stock.

On the 9th June 1894, a special goods train ran into a hackney carriage at the level-crossing gate at Brace bridge junction. Four of the occupants of the hackney carriage were killed and three injured.

(7) *Bombay, Baroda and Central India railway.*—On the 29th June 1894, the gauge glass of an engine of a down local train accidentally broke at the Colába station. A fireman was injured.

(8) *Burma (state) railway.*—On the 14th May 1894, owing to the points having been wrongly set, a collision took place between an up mixed and a down mixed train which was standing at the Kyaukse platform. Eighteen passengers were slightly injured and there was also damage to rolling stock.

ORDER.—Ordered, that the above note, with the abstract returns, be communicated for information to the Local Governments and Administrations, and to the officers noted in the margin.

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

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

Ordered further, that this note, with the abstract returns, be published in the Supplement to the *Gazette of India*.

F. B. HEBBERT,
Under Secretary.

Documents accompanying.

Abstract returns of accidents for the six months ending the 30th June 1894.

Enclosure to P. W. D. No. 109 R. Stat., dated the 3rd April 1895.

ABSTRACT No. 1.

GENERAL TOTAL.

NUMBER of PERSONS reported, during the SIX months ending 30th June 1894, as KILLED or INJURED on ALL RAILWAYS open for TRAFFIC in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS; and distinguishing also, in the case of the two former classes, between ACCIDENTS caused by ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., and ACCIDENTS happening otherwise.

	Standard gauge lines.		Metre gauge lines.		Special gauge lines.		Total all gauges.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
PASSENGERS:—								
From accidents to trains, rolling-stock, permanent-way, etc.	...	28	...	24	...	...	...	52
By accidents from other causes, including accidents from their own want of caution or misconduct	24	60	5	24	...	...	29	84
SERVANTS:—								
From accidents to trains, rolling-stock, permanent-way, etc.	6	15	1	4	...	...	7	19
By accidents from other causes, including accidents from their own want of caution or misconduct	80	216	19	49	1	...	100	265
OTHER PERSONS:—								
Whilst passing over railways at level-crossings	16	4	2	1	...	...	18	5
Trespassers	88	30	22	24	1	...	111	54
Suicides	38	6	2	...	...	...	40	6
Miscellaneous, not included in either of the above	7	5	...	...	...	...	7	5
TOTAL	259	364	51	126	2	...	312	490

ABSTRACT

No. 2.

Number of persons reported, during the six months ending 30th June 1894, as killed or injured in India by the travelling of trains or the movement of vehicles used exclusively upon railways, distinguishing between passengers, railway servants, and other persons, and classifying, as far as practicable, the nature and causes of the accidents occasioning the death or injury.

Serial Number.	Railways.	PASSENGERS.																								SER											
		From accidents to trains, etc.—See Abstracts Nos. 3 and 4.		From causes other than accidents to trains, etc.																						From accidents to trains, etc.—See Abstracts Nos. 3 and 4.		From causes other than											
				1.—From falling between carriages and platforms.		2.—Falling on to the platform, ballast, etc., when getting into or out of trains.		3.—Whilst crossing the line at stations.		4.—By the closing of carriage doors.		5.—Falling out of carriages during the travelling of trains.		6.—Other accidents.		Total.		Total Passengers.										1.—During shunting operations.		2.—Falling off engines, vans, wagons, etc.		3.—Coming in contact with overbridges, etc., during the travelling of trains.		4.—Coming in contact, while shunting, with vehicles, etc., standing in adjoining lines.		5.—Getting on or off trains, engines, etc.		9.—Whilst loading, unloading or sheeting.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	Standard gauge.																																				
	State lines worked by companies.																																				
I	East Indian (*a*)	..	4	6	2	1	7	2	...	...	..	3	8	1	2	13	19	13	23	2	1	...	1	...	3	...	...	...	1	2	2	...	3				
II	Bengal-Nágpur	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	2	...	2	...	1	...	...	...	1	...	...	1	...	1	...	...	...				
III	Indian Midland (*b*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	1	...	...	...	...	...	...	...	...				
	State lines worked by the State.																																				
IX	North Western (state) (*c*)	...	...	...	...	1	1	..	1	...	...	6	8	1	1	8	11	8	11	...	1	2	1	...	2	...	2	3	...	2	4	...	1				
XI	Oudh and Rohilkhand (state).	...	..	...	...	...	...	...	...	1	...	6	...	..	...	7	...	7		...	1	...	...	...	...	...	...	...	...	...	...	...	...				
XII	Eastern Bengal (state) (*d*).	...	22	...	...	...	1	...	...	1	...	5	...	...	...	1	6	1	28	4	...	...	...	1	...	...	...	...	1	1	4	2				
XV	East Coast (state)	...	...	...	...	...	...	...	...	...	...	...	...	1	1	1	1	1	1	...	2	...	1	...	2	...	...	...	...	...	...	...	...				
	Lines worked by guaranteed companies.																																				
XVIII	Great Indian Peninsula (*e*).	...	2	..	...	...	1	...	...	...	1	...	3	...	3	...	8	...	10	...	4	2	6	3	7	...	...	...	...	...	1	...	21				
XIX	Bombay, Baroda and Central India (*f*).	...	...	...	...	...	2	...	...	...	...	...	1	...	...	...	3	...	3	...	1	1	1	1	1	...	...	...	...	...	1	...	7				
XX	Madras (*g*)	...	...	1	1	...	...	...	...	...	...	2	...	...	1	3	1	3	...	...	...	...	...	1	...	..	...	...	...	...	...	1				
	Line owned by native state and worked by company.																																				
XXVI	The Nizam's Guaranteed State (*h*).	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	2	...	3	...	...	1	...	...	...	...	...	...				
	Total	...	28	7	3	2	12	2	1	1	2	9	34	3	8	21	60	24	88	6	15	6	12	5	21	...	2	5	1	6	9	4	35				
	Average for 3 previous corresponding periods.	1	17	5	8	1	7	1	3	1	1	13	46	3	8	27	73	28	90	5	19	8	14	5	18	2	1	...	2	5	14	3	42				
	Metre gauge.																																				
	State lines worked by companies.																																				
XXXIII	Bengal and North-Western—																																				
	Tirhoot section. } Company's „ . }	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1	...	...	...	...	8	...	...	...	...	1	...	...	...				
XXXV	Rajputana-Malwa (*i*)	...	...	...	...	2	...	...	1	...	...	7	1	...	3	8	3	8	...	...	...	1	2	1	2	...	...	...	...	...	...	...	3				
XXXVII	Southern Mahratta (*j*).	...	6	...	...	...	...	...	...	...	...	3	...	...	...	3	...	9	1	4	1	3	...	3	...	...	...	...	...	...	...	...	2				
XL	South Indian (*k*).	...	..	...	...	...	...	...	...	...	...	5	...	...	...	5	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1				
	Carried over	..	6	...	...	2	...	...	1	...	...	16	1	...	3	17	3	23	1	4	2	8	1	5	...	...	...	...	1	...	...	6				

Serial Number.	Railways.	SERVANTS.																										OTHERS.										Total all classes.		Serial Number.
		Accidents to trains, etc.																										Whilst passing over railways at level-crossings.		Trespassers.		Suicides.		Miscellaneous.		Total others.					
		7.—Whilst breaking, spragging, or chocking wheels.		8.—Whilst working at cranes or capstans.		9.—Whilst working on the permanent-way or in sidings.		10.—Whilst walking along the line on the way home or to work.		11.—Whilst walking, crossing, or standing on the line.		12.—Whilst passing between vehicles.		13.—Whilst attending to the machinery of engines, cleaning them, etc.		14.—Whilst attending to gates at level-crossings.		15.—Falling or being caught between vehicles and platforms.		16.—Falling off ladders, scaffolds, platforms, etc.		17.—By falling of lamps, wagon-doors, timber, weights, etc.		18.—Whilst coupling or uncoupling wagons.		19.—Miscellaneous.		Total.		Total Servants.											
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
I	East Indian (*a*)	..	..	...	...	1	...	2	2	3	6	...	1	...	2	...	...	...	1	...	...	1	3	2	...	2	3	13	28	15	29	...	...	28	6	14	2	..	3	42	11	70	63	I.
II	Bengal-Nágpur	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	3	3	6	3	7	1	...	6	...	6	1	...	...	13	1	16	10	II.
III	Indian Midland (*b*)	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	2	1	6	...	...	4	1	...	...	...	...	4	1	5	7	III.
IX	North Western (state) (*c*)	...	1	1	...	1	...	...	...	7	4	2	3	1	1	...	...	1	...	...	...	...	2	...	...	4	1	26	20	26	21	1	...	12	8	5	...	...	...	18	8	52	40	IX.
XI	Oudh and Rohilkhand (state).	...	...	...	...	...	...	1	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	1	3	1	3	2	1	...	7	4	8	3	2	...	18	7	21	16	XI.
XII	Eastern Bengal (state) (*d*).	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	2	...	...	...	...	...	...	...	...	1	7	7	13	11	13	5	3	14	5	3	...	...	...	22	8	34	49	XII.
XV	East Coast (state)	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1	2	6	2	8	...	...	2	1	...	...	3	...	5	1	8	10	XV.
XVIII	Great Indian Peninsula (*e*).	...	2	...	...	2	...	...	4	4	...	...	...	...	...	...	...	2	...	1	...	18	2	12	...	17	11	93	11	97	5	..	7	3	2	...	1	...	15	3	26	110	XVIII.
XIX	Bombay, Baroda and Central India (*f*).	...	...	...	1	1	...	...	1	3	...	1	...	...	...	...	...	1	...	2	...	3	...	...	...	4	4	25	4	26	1	...	4	...	...	...	1	..	6	...	10	29	XIX.
XX	Madras (*g*)	...	...	...	...	2	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	2	...	1	1	2	8	9	3	9	1	...	4	2	...	...	2	5	4	9	16	XX.
XXVI	The Nizam's Guaranteed State (*h*).	...	1	...	1	3	1	1	...	...	1	...	3	...	...	...	...	...	...	1	1	...	...	...	...	...	7	13	7	13	1	1	...	...	...	...	...	1	1	8	14	XXVI.
	Total	..	3	2	...	4	6	4	5	20	20	3	5	1	6	2	2	2	4	...	3	2	28	6	14	8	40	80	216	86	331	16	4	88	30	38	6	7	5	149	45	259	364	
	Average for 3 previous corresponding periods.	1	2	...	3	2	5	2	2	17	16	3	2	1	11	2	1	1	4	...	5	1	11	5	18	11	52	69	223	74	242	6	6	83	25	31	2	5	5	125	38	227	370	
	Metre gauge.																																											
	State lines worked by companies.																																											
XXXIII	Bengal and North-Western—																																											
	Tirhoot section. } Company's „ . }	...	...	...	...	...	...	...	...	1	...	...	1	...	...	...	...	...	1	..	...	...	...	...	...	1	2	6	2	6	...	...	4	7	2	...	...	...	6	7	8	14	XXXIII.
XXXV	Rajputana-Malwa (*i*)	...	...	...	...	...	...	...	...	...	3	...	...	...	...	1	...	1	...	...	...	1	...	...	...	1	5	11	5	11	1	...	7	6	...	...	...	...	8	6	16	25	XXXV.
XXXVII	Southern Mahratta (*j*).	...	...	...	...	1	...	2	3	...	...	...	...	...	...	...	...	1	...	...	...	1	...	...	...	4	13	5	17	...	...	7	2	...	...	...	...	7	2	12	28	XXXVII.
XL	South Indian (*k*).	...	...	...	...	2	...	...	1	...	...	...	...	...	...	1	...	...	...	1	...	...	...	...	...	4	2	4	2	1	1	...	2	...	...	...	...	1	3	5	10	XL.
	Carried over	..	..	1	2	...	3	3	4	1	...	...	2	...	2	...	...	...	1	1	1	1	2	15	32	16	36	2	1	18	17	2	...	...	...	22	18	41	77	

(*a*) Includes the Delhi-Umballa-Kalka and Tarkessur railways.
(*b*) „ the Bhopal-Itársi railway.
(*c*) „ the Rájpura-Bhátinda and Jammu and Kashmir railways.
(*d*) „ the narrow gauge sections, the Bengal Central and the Cooch Behar railways.
(*e*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*f*) „ the Gaekwar's Petlád railway and the open portion of the Godhra, Eutlam railway.
(*g*) Includes the Kolár Gold-fields railway.
(*h*) Includes the Bezwada extension.
(*i*) „ the Gaekwar's Mehsána and the Pálanpur-Deesa railways.
(*j*) „ the Guntakal-Mysore frontier, the Southern Mahratta (Mysore section), the Kolhápur, the Yesvantpur-Mysore frontier, and the Mysore-Nanjangód railways.
(*k*) „ the Máyavaram-Mutupet railway.

ABSTRACT

NUMBER of PERSONS reported, during the SIX MONTHS ending 30th June 1894, as KILLED or INJURED in INDIA PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as practicable,

No. 2—*concluded.*

by the TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, distinguishing between the nature and causes of the ACCIDENTS occasioning the DEATH or INJURY—*concluded.*

| Serial Number. | RAILWAYS. | PASSENGERS. | | |

ABSTRACT No. 3.

ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, ETC., reported, during the SIX MONTHS ending 30th June 1894, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS AND OTHERS, and of RAILWAY SERVANTS KILLED or INJURED in each class of accident.

STANDARD GAUGE.

	East Indian. (a)									Bengal-Nágpur.									Indian Midland. (c)									North-Western (State). (d)								
	Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line		1	3	4	...	3	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...		9	9	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	27	27	...	...	...	...	...	...
4. Collisions between light engines	...		4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	1	...	1
5. Passenger trains or parts of passenger trains leaving the rails	...		1	1	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...		24	24	...	...	...	1	...	1	...	5	5	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	34	34	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...		2	2	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	8	8	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed		1	1	2	...	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
9. Trains running over cattle on the line	...		110	110	...	...	...	...	...	...	1	34	35	...	...	...	1	...	1	...	28	28	...	...	...	...	...	...	77	77	...	...	...	...	...	...
10. Ditto over obstructions on the line		1	13	14	...	...	2	...	2	...	3	1	4	(b)1	...	...	...	1	...	1	2	3	...	...	...	4	...	4	1	6	7	(b)1	...	...	...	1	...
11. Ditto through gates at level-crossings	...		1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
12. The bursting of boilers of engines	...		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...		3	3	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	73	73	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...		36	36	...	...	...	...	...	...	...	10	10	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	52	53	...	...	...	...	...	...
14. The failure of tyres	...		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles		1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...		5	5	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	4	4	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...		...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	1	6	...	...	...	...	...	...
22. Slips in cuttings or embankments	...		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	6	7	...	...	...	...	...	...
23. Fire in trains	...		8	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	4	5	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...		6	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12	12	...	...	...	...	...	...
25. Other accidents	...		9	9	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	28	28	...	...	...	...	...	...
TOTAL ALL CLASSES		4	235	239	...	4	2	1	2	5	6	64	70	(b)1	...	...	1	1	1	1	40	41	...	...	...	4	...	4	9	347	356	(b)1	...	...	1	1	1

(a) Includes the Delhi-Umballa-Kalka and Tarkessur railways. (b) Not a passenger. (c) Includes the Bhopal-Itársi railway. (d) Includes the Rájpura-Bhátinda and the Jammu and Kashmir railways.

ABSTRACT No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported, during the SIX MONTHS ending 30th June 1894, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS AND OTHERS, and of RAILWAY SERVANTS KILLED or INJURED in each class of accident—*continued*.

STANDARD GAUGE—*contd.*

	Oudh and Rohilkhand (State).									Eastern Bengal (State). (a)									East Coast (State).									Great Indian Peninsula. (d)								
	Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	1	...	1	...	6	...	...	...	6	1	...	1	...	...	...	1	...	1	1	3	4	...	2	...	2	...	4
3. Collisions between goods trains or parts of goods trains	...	6	6	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...
4. Collisions between light engines	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	1	3	4	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	3	4	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	2	2	...	...	...	...	...	...	1	2	3	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	1	6	7	...	...	...	1	...	1
8. Trains running into stations or sidings at too high a speed	...	2	2	...	...	...	...	...	...	2	...	2	...	9	4	...	4	9	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
9. Trains running over cattle on the line	...	63	63	...	...	...	...	...	...	...	100	100	...	...	...	...	...	...	...	30	30	...	...	...	...	...	...	...	54	54	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	3	4	7	(b)5	(b)3	...	...	5	3	1	...	1	...	...	...	1	...	1	...	5	5	...	...	...	...	...	...
11. Ditto through gates at level-crossings	1	1	2	...	...	...	1	...	1	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	1	1	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	57	57	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	1	1	...	...	...	...	...	...	1	3	4	...	7	...	...	...	7	...	2	2	...	...	...	...	...	...	...	9	10	...	...	...	1	...	1
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	3	3	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...
25. Other accidents	...	2	2	...	...	...	...	...	...	...	11	11	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	...	13	13	...	...	...	...	...	...
TOTAL ALL CLASSES	1	85	86	...	...	...	1	...	1	10	151	161	(b)5	(c)25	4	...	9	25	2	46	48	...	...	...	2	...	2	4	201	205	...	2	...	4	...	6

(a) Includes the narrow gauge sections, the Bengal Central and the Cooch Behar railways. (b) Not passengers. (c) Of these three were not passengers. (d) Includes the Wardha Coal, Dhond-Manmád, Kámgaon and Amráoti railways.

ABSTRACT No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported, during the SIX MONTHS ending 30th June 1894, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS AND OTHERS, and of RAILWAY SERVANTS KILLED or INJURED in each class of accident—*continued*.

STANDARD GAUGE—*concld.*

	BOMBAY, BARODA AND CENTRAL INDIA. (a)									MADRAS. (c)									THE NIZAM'S GUARANTEED STATE. (d)								
	Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 88 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 88 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 88 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	2	10	12	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	14	14	...	...	...	...	...	...	...	56	56	...	...	...	...	...	...	...	...	42	42	...	...	...	...	...
10. Ditto over obstructions on the line	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	21	21	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	10	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	1	1	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	1	1	(b)1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	5	5	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...
TOTAL ALL CLASSES	1	62	63	(b)1	...	...	1	1	1	...	70	70	...	...	...	...	...	...	2	61	63	...	...	...	...	...	...

	METRE GAUGE. BENGAL AND NORTH-WESTERN (TIRHOOT AND COMPANY'S SECTIONS).							
	Number.			Number of passengers and others.		Number of servants.		Total all classes.
	Accidents reported to Local Governments under section 88 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains		2	...	2	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line										
3. Collisions between goods trains or parts of goods trains		2	...	2	...	...	...	...	...	...
4. Collisions between light engines		...	1	1	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails		...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails		...	4	4	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points		1	21	22	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed		...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line		...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line		...	37	37	...	...	...	...	...	...
11. Ditto through gates at level-crossings		...	1	1	...	...	...	...	...	...
12. The bursting of boilers of engines		...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines		...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines		...	2	2	...	...	...	...	...	...
14. Ditto of tyres		...	5	5	...	...	...	...	...	...
15. Ditto of wheels		...	...	...	...	...	...	...	...	...
16. Ditto of axles		...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus		...	1	1	...	...	...	...	...	...
18. Ditto of couplings		...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.		...	5	5	...	...	...	...	...	...
20. Broken rails		...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way		...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments		...	...	...	...	...	...	...	...	...
23. Fire in trains		...	1	1	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts		...	...	...	...	...	...	...	...	...
25. Other accidents	1	2	3	...	...	...	...	...	...	...
TOTAL ALL CLASSES	1	6	80	86	...	...	...	...	...	...

(a) Includes the Gaekwar's Petlad railway and the open portion of the Godhra-Rutlam railway. (b) Not a passenger. (c) Includes the Kolar Gold-fields railway. (d) Includes the Bezwada extension.

ABSTRACT No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the SIX MONTHS ending 30th June 1894, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS AND OTHERS, and of RAILWAY SERVANTS KILLED or INJURED in each class of accident—*continued*.

METRE GAUGE—*contd.*

	RAJPUTANA-MALWA. (a)									SOUTHERN-MAHRATTA. (b)									SOUTH INDIAN. (c)								
	Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 88 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 88 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 88 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Ditto ditto and goods or mineral trains, engines, and vehicles standing foul of the line	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	9	9	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Ditto light engines	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	8	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	3	3	...	...	...	...	...	...	1	...	1	...	...	1	..	1	...	...	2	2	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	10	10	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	..	..	...	...	...	...	...	...
9. Ditto over cattle on the line	...	111	111	...	...	...	...	...	...	...	278	278	...	...	...	...	...	...	...	120	120	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	15	15	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	13	13	...	...	...	...	...	...	...	34	34	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	24	24	...	...	...	...	...	...	...	36	36	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	3	3	...	...	...	...	...	...	1	3	4	...	6	...	4	...	10	...	1	1	...	...	...	...	...	...
17. Ditto of brake apparatus	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	24	24	...	...	...	...	...	...	...	18	18	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	5	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	1	2	3	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	3	3	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
25. Other accidents	...	8	8	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
TOTAL ALL CLASSES	1	244	245	...	...	...	...	...	...	4	391	395	...	6	1	4	1	10	...	148	148	...	...	...	...	...	...

(a) Includes the Gaekwar's Mehsána and the Pálanpur-Deesa railways. (b) Includes the Guntakal-Mysore frontier, the Southern Mahratta (Mysore section), the Kolhápur, the Yesvantpur-Mysore frontier, and the Mysore-Nanjangúd railways. (c) Includes the Mayavaram-Mutupet railway.

ABSTRACT No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the SIX MONTHS ending 30th June 1894, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS AND OTHERS, and of RAILWAY SERVANTS KILLED or INJURED in each class of accident—*continued*.

METRE GAUGE—*contd.*

	Burma (State).									Deoghur.									Rohilkund and Kumaon. (a)								
	Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 88 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 88 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 88 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	1	...	1	...	18	...	...	...	18	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
2. Ditto ditto and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Ditto light engines	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	13	13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11	11	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	...	22	22	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	15	16	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	23	23	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	8	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	11	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	1	93	94	...	18	...	...	...	18	...	...	...	...	...	...	...	...	...	1	48	49	...	...	...	...	...	...

(a) Includes the Rohilkund and Kumaon, Lucknow-Bareilly section.

ABSTRACT No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the SIX MONTHS ending 30th June 1894, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS AND OTHERS, and of RAILWAY SERVANTS KILLED or INJURED in each class of accident—*continued*.

METRE GAUGE—*contd.*

	Bengal Dooars.									Dibru-Sadiya.									Jodhpore-Bikaneer.								
	Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 88 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 88 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 88 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
2. Ditto ditto and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Ditto light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	2	2	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	...	3	3	...	...	...	...	...	...	...	11	11	...	...	...	...	...	...	...	19	19	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	1	1	...	(a)1	...	...	...	1
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
TOTAL ALL CLASSES	...	6	6	...	...	...	...	...	...	...	50	50	...	...	...	...	...	...	...	39	39	...	(a)1	...	...	...	1

(a) Not a passenger.

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	METRE GAUGE—*concld.*									SPECIAL GAUGES.															
	BHAVNAGAR-GONDAL-JUNAGARH-PORBANDAR. (a)									JORHAT (2′ 6″).										DARJEELING-HIMALAYAN (2′ 0″).									
	Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.			Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	..	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...
2. Ditto ditto and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Ditto light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	2	2	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	...	10	10	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	..	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	8	8	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	...	22	22	...	...	...	...	...	...	...	10	10	...	...	...	...	...	...	..	6	6	...	...	...	...	...	...

(a) Includes the Jetalsar-Rajkot railway.

ABSTRACT No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported, during the SIX MONTHS ending 30th June 1894, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS AND OTHERS, and of RAILWAY SERVANTS KILLED or INJURED in each class of accident—*concluded.*

	SPECIAL GAUGES—*concld.*																										
	THE GAEKWAR'S DABHOI. (2′ 6″)									MORVI. (2′ 6″)																	
	Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.			Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	..	...	...	...	..	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Ditto ditto and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Ditto goods trains or parts of goods trains	...	...	...	...	..	...	..	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Ditto light engines	...	...	...	...	...	...	..	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	..	..	...	..	.	..	...	..	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	..	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	1	1	...	...	...	...	..	..	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	..	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	11	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents																											
TOTAL ALL CLASSES	...	3	3	...	...	...	...	...	...	...	15	15	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...

ABSTRACT

ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., on the several RAILWAYS open .different CLASSES of ACCIDENTS and the number of PASSENGERS, and OTHERS, and of RAILWAY

No. 4.

for TRAFFIC in INDIA, reported during the SIX MONTHS ending 30th June 1894, distinguishing the SERVANTS KILLED or INJURED in each class of accident.

	STANDARD GAUGE LINES.												METRE GAUGE LINES.											
	Average number of accidents during the corresponding periods of 1891, 1892, and 1893.			SIX MONTHS ENDING THE 30TH JUNE 1894.									Average number of accidents during the corresponding periods of 1891, 1892, and 1893.			SIX MONTHS ENDING THE 30TH JUNE 1894.							
				Number.			Number of passengers and others.		Number of servants.		Total all classes.					Number.			Number of passengers and others.					
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	2	1	3	1	1	2	...	...	...	...	...	...	1	1	2	3	3	6	...	18	...	...	...	18
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	9	10	19	5	11	16	..	11	...	3	...	14	2	9	11	3	3	6	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	6	33	39	...	54	54	..	...	..	..	...	...	2	14	16	...	16	16	...	...	...	...	...	...
4. Collisions between light engines	1	15	16	...	9	9	...	...	...	1	..	1	...	3	3	...	4	4	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	11	18	29	3	13	16	..	...	...	...	..	...	1	12	13	...	14	14	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	10	97	107	2	88	90	..	...	...	1	...	1	2	57	59	1	68	69	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	2	25	27	3	28	31	..	..	...	1	...	1	...	10	10	1	8	9	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	2	2	3	5	8	...	10	4	...	*4	10	...	3	3	1	11	12	...	...	...	...	...	...
9. Trains running over cattle on the line	1	520	521	1	608	609	...	...	...	1	...	1	4	611	615	1	626	627	...	...	...	...	...	...
10. Trains running over obstructions on the line	4	50	54	10	33	43	7 (a)	3 (a)	2	5	9	8	1	24	25	...	30	30	...	1 (a)	...	...	...	...
11. Trains running through gates at level-crossings	...	17	17	1	14	15	..	...	...	1	...	1	...	17	17	...	9	9	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines	...	35	35	...	88	88	...	...	...	...	...	...	...	42	42	...	60	60	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	155	155	1	198	199	...	...	...	...	...	...	...	74	74	...	100	100	...	...	...	...	...	...
14. The failure of tyres	...	6	6	...	1	1	...	...	...	...	...	...	...	4	4	...	5	5	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	..	2	2	...	...	..	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...
16. Ditto of axles	1	10	11	1	6	7	...	...	...	...	...	...	2	13	15	1	23	24	...	6	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	2	2	...	...	...	...	...	...	...	2	2	...	2	2	...	...	...	...	...	...
18. Ditto of couplings	...	53	53	2	42	44	...	7	...	1	...	8	...	69	69	...	63	63	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	21	21	...	14	14	...	...	..	...	...	...	...	7	7	...	9	9	...	...	...	...	...	...
21. The flooding of portions of permanent-way	3	8	11	5	1	6	...	...	...	...	...	...	5	10	15	1	16	17	...	...	...	...	...	...
22. Slips in cuttings or embankments	5	13	18	1	9	10	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...
23. Fire in trains	2	76	78	1	31	32	..	...	...	...	...	...	...	27	27	...	29	29	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	2	31	33	...	22	22	1 (a)	...	...	...	1	...	...	7	7	...	3	3	...	...	...	...	...	...
25. Other accidents	5	96	101	...	82	82	..	...	...	1	...	1	1	22	23	1	19	20	...	...	...	...	...	...
TOTAL FOR THE SIX MONTHS ENDING THE 30TH JUNE 1894	...	...	...	40	1,362	1,402	8 (a)	31 (b)	6	15	34	46	...	...	...	13	1,121	1,134	...	25 (c)	1	4	1	29
Average of the corresponding periods of the three previous years	...	...	...	64	1,293	1,357	4	20	5	19	9	39	...	...	...	21	1,042	1,063	2	14	6	7	8	21
Train mileage worked				11,259												7,051								
Number of servants employed				184,975												54,252								
Train-mileage of all descriptions				24,960,480												10,094,103								
Number of passengers carried				45,759,594												23,681,796								
Passenger-mileage				2,146,037,068												926,446,711								
Per mile open—																								
Train-mileage of all descriptions				2,217												1,432								
Number of passengers carried				4,064												3,359								
Passenger-mileage				190,606												131,392								
Total passengers—																								
Killed per million of passengers				...												...								
Injured per million of passengers				0·611												1·013								
Killed per million of passenger miles				...												...								
Injured per million of passenger miles				0·013												0·026								

	SPECIAL GAUGE LINES.												TOTAL ALL GAUGES.												
	SIX MONTHS ENDING 30TH JUNE 1894.												Average number of accidents during the corresponding periods of 1891, 1892 and 1893.	SIX MONTHS ENDING THE 30TH JUNE 1894.											
	Number of servants.		Total all classes.		Average number of accidents during the corresponding periods of 1891, 1892 and 1893.	Number.			Number of passengers and others.		Number of servants.		Total all classes.			Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
	Killed	Injured.	Killed	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
	...	...	...	18	...	...	...	...	...	...	...	...	...	...	3	2	5	4	4	8	..	18	...	...	...	18	1
	...	...	..	...	...	...	...	...	...	...	...	...	...	...	11	19	30	8	14	22	...	11	...	3	...	14	2
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	47	55	...	70	70	...	...	...	...	...	...	3
	...	...	..	...	...	...	...	...	...	...	...	...	...	...	1	18	19	...	13	13	..	...	...	1	...	1	4
	...	...	...	...	...	1	1	2	...	1	1	...	...	...	13	31	44	3	28	31	..	...	...	...	...	...	5
	...	...	...	...	...	...	8	8	...	11	11	...	...	...	12	162	174	3	167	170	...	...	...	1	...	1	6
	1	...	1	...	...	...	...	...	...	...	...	...	...	...	2	35	37	4	36	40	...	...	1	1	1	1	7
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	5	4	16	20	...	10	4	...	4	10	8
	...	...	..	1	...	1	1	...	...	...	...	...	...	...	5	1,136	1,141	2	1,239	1,241	...	...	...	1	...	1	9
	...	...	..	...	...	5	5	...	5	5	...	...	...	...	5	75	80	10	63	73 (a)	7	4 (a)	2	5	9	9	10
	...	...	..	..	...	...	...	...	...	...	...	...	...	...	...	34	34	1	23	24	...	...	...	1	...	1	11
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	77	77	...	148	148	...	...	...	...	...	...	13 (a)
	...	...	...	...	...	3	3	...	3	3	...	...	...	...	...	232	232	1	301	302	...	...	...	...	...	...	13
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	10	...	6	6	...	...	...	...	...	...	14
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	4	...	2	2	...	...	...	...	...	...	15
	...	...	...	...	...	2	2	...	...	...	...	...	...	...	3	27	30	2	31	33	...	6	...	4	...	10	16
	...	4	...	10	...	4	4	...	2	2	...	...	...	...	...	2	2	...	4	4	...	...	...	...	...	...	17
	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	124	124	2	105	107	...	7	...	1	...	8	18
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	19
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	28	28	...	23	23	...	...	...	...	...	...	20
	...	...	...	...	...	1	1	...	11	11	...	...	...	...	8	19	27	6	28	34	...	...	...	...	...	...	21
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	15	20	1	9	10	...	...	...	...	...	...	22
	...	...	...	...	...	1	1	...	...	...	...	...	...	...	2	104	106	1	60	61	...	...	...	...	...	...	23
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	38	40	...	25	25 (a)	1	...	...	...	1	...	24
	...	...	...	...	...	1	1	...	1	1	...	...	...	...	6	119	125	1	102	103	...	...	...	1	...	1	25
	1	4	1	29	...	...	...	...	24	24	...	...	...	...	...	...	...	53	2,517	2,570	8 (d)	56	7	19	15	75	
	6	7	8	21	...	...	...	1	29	30	...	...	1	...	1	...	...	86	2,364	2,450	6	34	11	27	17	61	
						242										18,552									
						1,511										190,758									
						209,978										85,264,561									
						448,529										69,890,219									
						11,598,313										3,084,077,991									
						868										1,901									
						1,853										6,767									
						47,906										166,240									
						...										...									
						...										0·744									
						...										...									
						...										0·017									

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, April 13th, 1895.

During the first four days of the week under review, pressure was exceedingly uniform throughout the greater part of India, and the barometric changes from day to day were in general small. During this period the winds were generally variable in direction, numerous calms were reported, and the force was generally low. There was a good deal of cloud at different times over considerable portions of the country, and the weather on some days was showery. On the 7th the showers were received in the central parts of the Peninsula and in the Central Provinces; on the 8th in the south of the Peninsula, on the Kumaun-Himalayas, and in Central Bengal; on the 9th in the south of the Peninsula, and on the 10th in the south of the Peninsula and in Lower Bengal. On the 11th a considerable change occurred. A deepish well-defined depression appeared over the western desert, the uniform pressures hitherto prevailing wholly disappeared, and the winds increased in force and became more steady. These conditions lasted till the close of the week. Near the centre of the depression in the north-west the barometer read about 0·17 inch below the normal, but notwithstanding this the disturbance exercised but little influence on the weather, which remained fine all over North-Western India, while showers continued to be received over Bengal and the south of the Peninsula. The heaviest rainfall was reported on the 13th, on which day several stations in Bengal registered largish amounts. The wet weather in North-Eastern and Southern India has been accompanied with low temperatures, while in North-Western India, where the weather has been dry, the temperature has been excessive.

Daily Summary.—*Sunday.*—Pressure was low in Lower Burma and the west of the Peninsula, relatively high in the east of the Peninsula, and highest in the Assam valley, but the pressure difference was everywhere small. The winds varied a good deal in direction, but at some stations had been strong. Showers had occurred at several inland stations.

Monday.—Pressure had increased except on the north-western frontier and at some central stations, where it had been steady. The general distribution was the same as on the preceding day, and readings were uniform generally. Variable winds prevailed, and calms were reported from several stations. The weather was cooler than usual, more especially in the North-Western and Central Provinces. Scattered showers were reported from different parts of the country, but more particularly from the south of the Peninsula.

Tuesday.—Very little change had occurred, and the pressure distribution was the same as on the 8th. Pressure was unusually uniform, and was above the normal, except in Lower Burma. Winds were again variable, and numerous calms were reported. Temperature remained low, except in Burma and Bombay. Showers had occurred in the south of the Peninsula.

Wednesday.—Pressure had decreased generally, but the change had been small, except in North-Western India and the Assam valley, where it had been brisk. Pressure remained very uniform generally, but a shallow depression was appearing over the western desert. Winds were southerly in Lower Burma and Madras, but remained variable and generally light elsewhere. Temperature, though rising slowly, was still generally low for the time of year in all provinces, except Burma and Bombay. Showers had occurred in the south of the Peninsula and in Lower Bengal.

Thursday.—Pressure had fallen over Northern India, and been steady or risen elsewhere. The fall over North-Western India has been brisk to rapid, and the depression in that region had undergone considerable development. In consequence the uniform pressures previously prevailing had disappeared and moderate gradients were shown. The winds were irregularly cyclonic over North-Western India, and southerly over the Bay and in Bengal. The force was increasing. Temperature had risen fast in North-Western India. The mean temperature was in excess of the normal in the Punjab, Sind, and Rajputana, normal in Burma, Bombay, Gujarat, and Central India, but still deficient in the North-Western and Central Provinces. Showers were reported from Burma and the south of the Peninsula.

Friday.—Pressure had fallen, except in North-Eastern India. The fall in North-Western and Central India had been brisk to rapid, and a large low pressure area covered the Punjab, Sind, Rajputana, and the west of the North-Western Provinces. Pressure was highest in the extreme east, and moderate gradients prevailed. Winds were generally unchanged in direction, but the force had increased in the north of the Bay and in Sind, Rajputana, and Central India. The mean temperature was excessive in North-Western India, but deficient elsewhere. Rain had fallen in North-Eastern India and the south-west of the Peninsula.

Saturday.—Pressure had risen generally, and the barometric gradients had become slighter, but otherwise the changes had been unimportant. A small local depression had appeared over Lower Bengal. Winds were also little changed. The force had been fresh to strong over the north of the Bay, in Bengal, and in the north of the Bombay Presidency. The mean temperature was excessive in the north-west, normal over the central parts of the country, and in defect elsewhere. Thundershowers have occurred generally over Bengal, and scattered showers over the south of the Peninsula. Showers had also occurred in Baluchistan.

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

Province.	April 1895.							Mean variation of week.
	7th	8th	9th	10th	11th	12th	13th	
	°	°	°	°	°	°	°	°
Burma	+0·8	+1·0	+2·0	+0·8	0	—1·9	—1·2	+0·2
Bengal and Assam	—3·2	—3·8	—2·7	—2·5	—2·0	—2·5	—5·2	—3·1
North-Western Provinces and Oudh	—5·8	—6·0	—6·4	—5·7	—4·6	—1·0	—2·3	—4·5
Punjab	—4·4	—3·6	—2·3	—1·0	+3·3	+2·1	+3·1	—0·4
Bombay	—0·9	—0·8	—0·4	—0·8	+0·1	—1·6	—2·3	—1·0
Central Provinces and Berar	—5·9	—5·5	—5·6	—6·4	—5·0	—2·9	—0·4	—4·5
Central India and Gujarat	—2·0	—4·5	—5·0	—2·7	—0·9	+1·8	+0·8	—1·8
Sind and Rajputana	—3·3	—3·7	—2·4	—1·1	+1·5	+7·1	+4·1	+0·3
Madras	—0·5	—2·1	—1·8	—1·6	—2·0	—1·7	—1·7	—1·6
Mean for whole of India	—2·8	—3·2	—2·7	—2·3	—1·1	—0·1	—0·6	—1·8

In Bengal, Assam, the North-Western Provinces, Bombay, the Central Provinces, and Madras, the mean temperature has been almost continuously below the normal average throughout the week; in Burma it was above for the first four days and subsequently below, and in the Punjab, Sind, Rajputana, Gujarat, and Central India it was below during the first four days and subsequently above the normal. For the whole of India the mean was low from the 7th to the 11th, and normal on the 12th and 13th. In the North-Western and Central Provinces the mean temperature for the week was as much as $4\frac{1}{2}^{\circ}$ below the average. The province of Sind and Rajputana exhibited the largest range of temperature during the week, for while on the 8th the mean was 3·7° below the normal, on the 12th it was 7·1° above.

The highest maxima recorded were—

On the 7th	April	104·3°	at	Ahmedabad.
„ 8th	„	105·3°	„	„
„ 9th	„	105·9°	„	„ and Deesa.
„ 10th	„	108·4°	„	Deesa.
„ 11th	„	109·3°	„	Jacobabad.
„ 12th	„	110·2°	„	Hyderabad (Sind).
„ 13th	„	106·4°	„	Jacobabad.

The above shows that temperature rose steadily between the 7th and the 12th, and then fell somewhat. At first the hottest region within the Indian area was Gujarat, but on the 11th the hottest region was transferred north-westward, and the highest maxima on the last three days of the week were reported from Sind.

Rainfall.—During the past week the rainfall has been actually or practically *nil* over Bihar, the North-Western Provinces, the Punjab, Gujarat, Kathiawar, Sind, Central India, Rajputana, and the northern half of the Peninsula. On the other hand, light general rain had been received in Burma and the Central Provinces, and moderate general rain in Assam, Bengal, and the southern half of the Peninsula. In all parts of the country the rainfall has accompanied and fallen during thunderstorms. The heaviest average actual rainfall reported was 1·89 inches in Coorg, but in East Bengal, Malabar, Madras (South-Central), Mysore and Hyderabad (South) the average rainfall for the week exceeded 1 inch. In Burma, Bengal, and Assam the major part of the rainfall occurred during the latter half of the week, and in the Central Provinces at the commencement of the week, while in the south of the Peninsula the fall was spread over the whole week. The average actual rainfall was in excess of the normal average in Eastern, Deltaic, and Central Bengal, Orissa, Malabar, Madras (South-Central), Coorg, Mysore, the Bombay Deccan, Berar, all the divisions of the Central Provinces, the East Coast (North), Hyderabad (South), Madras (Centre), the East Coast (Centre), and Madras (South). In most divisions the excess was comparatively small, but in Malabar, Coorg, and Mysore the excess exceeded 1 inch. In all the remaining divisions the rainfall was less than the normal. In Assam the deficiency was large, the Surma valley having received only 0·67 inch instead of the normal 4 inches, and the Brahmaputra valley only 0·35 inch instead of 1·38 inches.

The three concluding columns of the table show the state of the seasonal rainfall (from the 3rd of March to the 13th of April). In the north-west and west of the Punjab, in Malabar, in Coorg, in Mysore, in Berar, in the Central Provinces, in Sind, in Central India, in Rajputana, in Hyderabad (South), and in Madras (Centre) the fall for the above period has been in excess of the average. It will be seen, on comparing this list with that given last week, that a considerable improvement has occurred during the week under review. This is more particularly the case with regard to the Peninsula, Malabar, Coorg, Mysore, and parts of Hyderabad and of Madras having now received a good supply of rain.

The returns of heavy falls of rain during the week, April 7th to 13th, show that considerable amounts were received over Southern and over North-Eastern India. Manickgunj (Dacca) received 3·19 inches; Kandi (Moorshedabad) 3·04 inches; Ponani (Calicut) 7·78 inches; Trivandrum 3·43 inches; Yercand (Salem) 3·06 inches; Bhawani (Coimbatore) 3·35 inches; Kodaund (Nilgiris) 3·79 inches; Devantully (Bangalore) 3·05 inches; Tiptur (Tumkur) 7·20 inches; and Anantapur 3·02 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending April 13th, 1895.			Rainfall data from March 3rd to April 13th, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, March 3rd to April 13th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	0·31	0·62	−0·31	1·02	1·45	− 30
	Lower Burma	0·13	0·42	−0·29	0·13	0·92	− 86
	Central Burma	0·13	0·23	−0·10	0·13	0 51	− 75
	Upper Burma	0·12	?	?	0·26	?	?
	Arakan	0	0·18	−0·18	0	0·53	− 100
Bengal and Assam	Eastern Bengal	1·27	0·68	+0·59	2·43	3·29	+ 26
	Assam (Surma)	0·67	4·00	−3·33	8·03	15·44	− 48
	Do. (Brahmaputra)	0·35	1·38	−1·03	4·98	6·44	− 23
	Deltaic Bengal	0·74	0·43	+0·31	1·35	2·29	− 41
	Central Bengal	0·48	0·32	+0·16	1·01	1·38	− 27
	North Bengal	0·42	0·51	−0·09	1·26	2·46	− 49
	Orissa	0·70	0·29	+0·41	0·92	1·42	− 35
	Chota Nagpur	0·02	0·15	−0·13	0·72	1·14	− 37
	Bihar (South)	0	0·05	−0·05	0·04	0·43	− 91
	Do. (North)	0·01	0·17	−0·16	0·08	0·61	− 87
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·03	−0·03	0·21	0·31	− 32
	Do. (Submontane) (*a*)	0	0·10	−0·10	0·20	0·39	− 49
	Oudh (South)	0	0·04	−0·04	0·35	0·38	− 8
	Do. (North)	0	0·06	−0·06	0·24	0·53	− 55
	North-Western Provinces (Central).	0	0·02	−0·02	0·29	0·33	− 12
	North-Western Provinces (West).	0	0·05	−0·05	0·18	0·46	− 61
	North-Western Provinces (Submontane). (*b*)	0·01	0·19	−0·18	0·39	1·42	− 73
Punjab	Punjab (South)	0	0·16	−0·16	0·33	0·65	− 49
	Do. (Central)	0	0·13	−0·13	0·29	0·63	− 54
	Do. (Submontane)	0	0·28	−0·28	0·80	1·32	− 39
	Do. (Hill Districts)	0	0·81	−0·81	2·00	3·75	− 47
	Do. (North-West)	0·08	0·52	−0·44	3·32	2·61	+ 27
	Do. (West)	0	0·18	−0·18	1·53	0·87	+ 76
Bombay and Malabar Coast Districts (Madras).	Malabar	1·68	0·56	+1·12	2·93	1·88	+ 56
	Madras (South Central)	1·24	0·29	+0·95	1·29	1·43	− 10
	Coorg	1·89	0·52	+1·37	2·42	1·93	+ 25
	Mysore	1·68	0·17	+1·51	1·70	0·64	+ 166
	Konkan	0	0·02	−0·02	0	0·09	− 100
	Bombay Deccan	0·34	0·12	+0·22	0·37	0·42	− 12
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0·03	−0·03	0·07	0·08	− 13
Central Provinces and Berar.	Berar	0·14	0·03	+0·11	0·37	0·24	+ 54
	Central Provinces (West)	0·22	0·07	+0·15	0·62	0·38	+ 63
	Ditto (Central)	0·22	0·10	+0·12	1·37	0·66	+ 108
	Ditto (East)	0·44	0·19	+0·25	1·32	0·92	+ 43
Bombay (North)	Gujarat	0	0	0	0	0·01	− 100
	Kathiawar	0	0·10	−0·10	0	0·18	− 100
	Sind	0	0·11	−0·11	0·57	0·32	+ 78
Rajputana and Central India.	Central India (East)	0	0·02	−0·02	0·35	0·15	+ 133
	Rajputana (East), Central India (West).	0·01	0·02	−0·01	0·47	0·17	+ 176
	Rajputana (West)	0	0·02	−0·02	0·36	0·08	+ 350
Madras	East Coast (North)	0·25	0 08	+0·17	0·37	0·66	− 44
	Ditto (ditto) (*a*)	0	0·12	−0·12	0·05	1·19	− 95
	Hyderabad (South)	1·25	0·26	+0·99	1·37	0·96	+ 43
	Madras (Central)	0·69	0·05	+0 64	0 70	0·24	+ 192
	East Coast (Central)	0 11	0·03	+0·08	0·11	0·35	− 68
	Ditto (South)	0·05	0·10	−0·05	0 06	0·52	− 88
	Madras (South)	0·61	0·28	+0·33	0·75	1·52	− 51

W. L. DALLAS,

Asst. Meteorological Reporter to the Government of India.

SIMLA, *18th April 1895.*

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 13th April.*—Rainfall good in Bellary, Anantapur, Coimbatore, Nilgiris, and on the West Coast; fair in Ganjam, Vizagapatam, in parts of Salem, Madura, and Tinnevelly; scattered showers in Kurnool, Cuddapah, North Arcot, Trichinopoly, and Tanjore; no rain elsewhere. Cultivation has commenced on the West Coast and to a slight extent in other places under the recent rains. The standing crops chiefly under wells, and irrigation works are suffering in parts of the Carnatic and Southern districts. Some harvest is still going on with moderate yield. Fodder is generally sufficient, and cattle are in good condition. Prices of staple grains are slightly dearer in parts of the Southern districts; elsewhere prices are easier or stationary.

Bombay.—*For week ending 17th April.*—Slight rain in parts of the Upper Sind Frontier, the Karnatak, and Deccan. The standing crops are in good condition, except in Hyderabad where they are damaged by worms. Reaping of the late crops continues in parts of eleven districts, and preparations for the next season in parts of sixteen. Cotton-picking is in progress in parts of Gujarat and Dharwar. The fodder-supply is sufficient, except in one taluka of Shikarpur. Agricultural stock is in good condition. Prices are normal, except in parts of Sholapur and Ahmednagar.

Bengal.—*For week ending 15th April.*—Rain accompanied with thunderstorms fell generally over Bengal Proper, and has done good. It was heavy in the Western districts, where it was especially wanted. In Bihar there was no rain, and very little in Orissa and Chota Nagpur. The preparation of the land and the sowing of jute and of the autumn crops is going on, but more rain is required in parts. Spring rice and indigo are doing well. In Orissa the spring rice is being harvested. The harvesting of the spring crops is practically over, and the general result is good. The weighment of opium continues. The mango crop in Bihar promises well. The fodder-supply in Hazaribagh is still scanty. The price of common rice is generally steady with a slight tendency to fall.

North-Western Provinces and Oudh.—*For week ending 17th April.*—Weather clear. Slight showers in a few places. Harvesting of the spring crops is approaching completion. Threshing and winnowing are in progress. Irrigation of sugarcane continues, and sowing of indigo has commenced. Supplies and fodder are sufficient. Prices are normal, except in a few districts, where they have risen slightly. On the whole the crops in the Meerut division are excellent, in Agra and Rohilkhand they are good, in Benares and Allahabad fair, in Oudh below average.

Punjab.—*For week ending 17th April.*—Rain has fallen in Lahore tahsil only. Reaping and gathering of the spring crops are in progress. Sowings of

extra spring crops are going on, and that of the autumn crops has commenced. The condition and prospects of the crops are said to be good. Cattle are generally in good condition, and fodder is sufficient throughout the Province. Prices are below normal in Sialkot and Shahpur, normal in Umballa, and low elsewhere.

Central Provinces.—*For week ending 17th April.*—Weather somewhat cloudy with general light showers and thunderstorms in places. Hail in Seoni and Nagpur. Ploughing has commenced in some districts. Threshing of winter crops continues. Prices are above normal in Seoni and are rising slightly in Damoh. The price of wheat is falling in Saugor. Importation into Damoh continues.

Burma.—*For week ending 13th April.*—Light showers of rain have fallen in three divisions of Lower Burma and in two divisions of Upper Burma. In Upper Burma transplanting of the dry-weather crops is nearly completed, and reaping and gathering are in progress in places. Ploughing and sowing of the early wet-weather crops are commencing in the irrigated tracts. The standing crops are in good condition, except in parts of the Sagaing and Minbu districts. The fodder and water-supply are sufficient. Prices are normal and steady.

Assam.—*For week ending 16th April.*—Weather dry. Sowing of the early rice and pressing of sugarcane are progressing. Condition of cattle is fair. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 17th April.*—MYSORE: Rain has fallen in all districts. The standing crops are in good condition. Prices have fallen in Hassan and risen in Kolar.

COORG: Rainfall moderate. Fodder and water for cattle are sufficient. Prices of food-grains are normal.

Berar and Hyderabad.—*For week ending 17th April.*—BERAR: Weather warm and cloudy. Preparation of land for the ensuing crop continues. Fodder and water-supply are ample. Prices are almost steady.

HYDERABAD:—Rainfall moderate during the week. Storms with hail in some districts. The hot-weather crops are in good condition. The spring crops are being threshed. Grass is scarce in Aurungabad. Water in tanks and wells is sufficient for cultivation. Prices continue normal.

Central India.—*For week ending 17th April.*—Some rain fell in the Baghelkhand district during the week, and heavy rain at Indore. Agricultural operations have been completed in Bundelkhand, but are in progress in other Agencies. The probable outturn will be good. The condition of agricultural stock is fairly good in all Agencies, except in parts of Goona and Bhopal. Pasturage is good and sufficient in all Agencies. Prices of food-grains are high in Bhopal and Goona, falling in Bundelkhand, normal elsewhere. The condition of opium is bad in part of Gwalior, and the crop has been partly damaged by rain in Goona, but is fair elsewhere.

Rajputana.—*For week ending 17th April.*—Rainfall slight in Abu, Kotah, Ajmere, and Bikanir. Agricultural operations are satisfactory. Reaping continues. The standing crops, prospects, and agricultural stock are generally good. The crops have been damaged partly by hail in Dholpore. Fodder is sufficient, except in Dholpore. Prices are fluctuating in three States, rising in one, falling in two, and steady elsewhere.

Kashmir.—*For week ending 16th April.*—KASHMIR VALLEY: Rain has fallen twice during the week. The spring crops are reported to be in good condition. Prices continue normal.

JAMMU PROVINCE.—*For week ending 15th April.*—Rainfall slight. The spring crops are in good condition. Cattle are healthy. Prices are stationary.

Nepal.—*For week ending 13th April.*—Weather cloudy and cold. The prospects of the wheat crop are good. Sowing of maize has been delayed for want of rain.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 31ST MARCH 1894, AND FROM 1ST JANUARY TO 31ST MARCH 1895.

N.B.—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st half of 1894.	Week ending 31st March 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Last 8 days of March 1895. Mean mileage worked.	Earnings. Total.	Per mile open.	Earnings from 1st January to 31st March 1894.	Earnings from 1st January to 31st March 1895.	Increase.	Decrease.
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Standard gauge—											
East Indian	655	1,634	10,72,462	656	1,687	12,67,815	752	1,45,53,258	1,43,37,367	...	2,15,891
Bengal-Nágpur	189	862	1,93,132	224	862	1,83,848	213	23,57,207	24,01,208	43,911	...
Indian Midland (*a*)	162	752	1,16,683	155	752	1,27,734	170	15,54,140	14,38,207	...	1,15,942
Bezwada extension	108	21	2,973	142	21	3,201	152	29,389	39,044	12,655	...
Metre gauge—											
Rajputana-Malwa (*b*)	324	1,719	4,65,167	271	1,790	5,83,000	326	68,83,726	69,55,208	71,502	...
Pálanpur-Deesa	47	17	955	56	17	1,287	76	10,140	12,059	1,919	...
South Indian	143	1,043	1,58,216	152	1,042	1,82,253	175	17,41,909	20,43,209	3,01,240	...
Máyavaram-Mutupet	61	...	...	...	54	4,450	82	...	47,138	47,138	...
Southern Mahratta (*c*)	115	1,165	1,33,711	115	1,165	1,66,928	143	15,45,681	16,98,984	1,53,303	...
Bengal and North-Western (*d*)	102	750	1,08,298	143	750	1,58,941	210	14,51,299	15,89,837	1,38,538	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	229	22,120	97	231	27,263	118	3,62,986	2,78,618	15,632	...
TOTAL	286	8,198	22,73,717	277	8,377	27,07,620	323	3,03,80,874	3,08,40,879	4,54,005	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	255	2,507	7,39,853	295	2,511	9,44,059	376	83,27,128	86,85,952	3,58,824	...
Oudh and Rohilkhand (state)	287	741	1,92,900	260	797	2,54,041	319	26,25,371	31,65,769	5,40,398	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	281	813	2,73,776	337	813	3,11,870	384	31,00,713	34,86,716	2,06,003	...
Bengal Central (*f*)	126	125	15,647	125	125	19,304	154	2,00,837	2,25,205	24,368	...
East Coast (state)	107	266	26,613	100	351	50,138	100	3,23,695	4,40,788	1,17,323	...
Metre gauge—											
Burma (state)	199	730	1,83,347	251	746	1,67,308	224	22,15,904	22,44,900	28,996	...
Special gauges—											
Jorhát (state provincial)	44	28	1,426	51	28	1,704	61	14,392	16,266	1,874	...
Cherra-Companyganj (state provincial)	60	8	427	53	8	616	77	5,971	7,965	1,994	...
TOTAL	244	5,218	14,33,989	275	5,379	17,55,040	326	1,69,03,981	1,82,73,761	13,69,780	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	506	1,490	8,33,889	560	1,490	8,69,392	583	1,22,51,323	1,01,98,543	...	20,52,780
Bombay, Baroda and Central India	801	461	3,76,906	818	461	4,89,571	1,062	42,51,098	45,14,091	2,62,993	...
Madras	237	840	2,21,568	264	840	2,72,968	325	25,28,625	27,73,945	2,45,320	...
TOTAL	522	2,791	14,32,363	513	2,791	16,31,871	585	1,90,31,046	1,74,87,179	...	15,44,767
TOTAL (GUARANTEED AND STATE)	313	16,207	51,40,069	317	16,547	60,94,531	308	6,03,22,801	6,06,01,819	2,79,018	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	167	161	37,768	235	161	47,260	294	3,24,116	3,56,266	32,150	...
Tarkessur	308	22	6,229	283	22	7,330	333	84,970	85,628	658	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	149	67	11,386	170	66	9,680	147	1,24,501	84,324	...	40,177
Bengal Dooars	80	32	1,648	51	36	2,663	74	28,701	36,478	7,777	...
Dibru-Sadiya	133	78	12,725	163	78	14,449	185	1,38,466	1,52,577	14,111	...
Special gauge—											
Darjeeling-Himalayan	232	51	11,905	233	51	13,890	272	1,32,042	1,43,554	11,512	...
TOTAL	166	411	81,661	199	414	98,272	230	8,32,796	8,58,827	26,031	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	185	333	61,873	186	333	81,098	244	7,27,506	8,62,351	1,34,845	...
The Gaekwar's Petlád	112	13	1,449	111	13	1,397	107	16,522	17,301	779	...
Rájpura-Bhátinda	102	108	19,999	185	108	20,563	190	2,14,305	4,77,570	2,63,175	...
Kolar Gold-fields	306	...	...	...	10	2,473	247	...	30,589	30,589	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	88	362	30,587	84	362	37,493	104	3,91,305	4,31,221	39,916	...
The Gaekwar's Mehsána	68	93	9,042	97	93	9,773	105	1,10,579	87,343	...	23,236
Kolhápur	92	29	3,434	118	29	3,124	73	30,510	28,330	...	2,183
Special gauge—											
The Gaekwar's Dabhoi	81	72	4,253	59	72	4,244	59	72,723	49,887	...	22,836
Cooch Behar	30	22	884	40	22	943	43	6,651	16,136	9,485	...
TOTAL	130	1,032	1,31,521	127	1,042	1,60,108	154	15,70,200	20,10,734	4,31,534	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	131	334	46,412	139	334	56,832	170	5,54,315	5,11,319	...	42,996
Jetalsar-Rájkot	68	40	2,702	59	46	4,316	94	38,540	44,815	6,326	...
Jodhpur-Bickaneer	75	364	28,013	77	364	24,187	66	3,55,833	2,80,791	...	75,042
Special gauge—											
Morvi	75	94	6,188	66	94	7,068	75	85,419	83,904	...	1,515
TOTAL	97	838	83,315	99	838	92,403	110	10,34,116	9,20,889	...	1,13,227
GRAND TOTAL	290	18,488	54,36,560	294	18,841	64,42,314	342	6,97,68,913	7,03,92,268	6,23,156	...

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

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 18th April 1895.*

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. LI OF 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

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

RAILWAY.	Average earnings per mile per week in 1893-94.	Week ending 31st March 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Last 8 days of March 1895. Mean mileage worked.	Earnings. Total.	Per mile open.	Earnings from 1st April 1893 to 31st March 1894.	Earnings from 1st April 1894 to 31st March 1895.	Increase.	Decrease.
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Standard gauge—											
East Indian	602	1,634	10,72,462	656	1,687	12,67,815	752	5,11,87,447	5,27,37,853	15,50,406	...
Bengal-Nágpur	149	862	1,93,132	224	862	1,83,848	213	66,96,087	67,34,558	38,471	...
Indian Midland (*a*)	132	752	1,16,683	155	752	1,27,734	170	51,63,150	56,47,947	4,84,797	...
Bezwada Extension	95	21	2,973	142	21	3,201	152	1,05,553	1,83,671	78,118	...
Metre gauge—											
Rajputana-Malwa (*b*)	261	1,719	4,65,167	271	1,790	5,83,000	326	2,30,65,748	2,52,15,702	21,49,954	...
Pálanpur-Deesa	41	17	955	56	17	1,287	76	(*c*) 14,576	39,463	24,887	...
South Indian	144	1,043	1,58,216	152	1,042	1,82,253	175	78,23,020	83,47,800	5,24,780	...
Máyavaram-Mutupet	...	...	...	...	54	4,450	82	...	(*d*) 2,10,597	2,10,597	...
Southern Mahratta (*e*)	100	1,165	1,33,711	115	1,165	1,66,928	143	60,31,399	63,72,799	3,41,400	...
Bengal and North-Western (*f*)	132	756	1,08,298	143	756	1,58,941	210	51,89,923	56,98,084	5,08,161	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	229	22,120	97	231	27,263	118	7,82,276	9,87,902	2,05,626	...
TOTAL	250	8,198	22,73,717	277	8,377	27,07,620	323	10,60,59,179	11,21,76,376	61,17,197	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*g*)	232	2,507	7,39,853	295	2,511	9,44,059	376	3,02,71,016	3,28,18,144	25,47,128	...
Oudh and Rohilkhand (state)	242	741	1,92,900	260	797	2,54,041	319	89,75,800	1,10,59,234	20,83,434	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	309	813	2,73,776	337	813	3,11,870	384	1,26,30,952	1,43,11,730	16,71,778	...
Bengal Central (*h*)	120	125	15,647	125	125	19,304	154	7,81,144	8,44,547	63,403	...
East Coast (state)	71	266	(*i*) 26,613	100	351	50,138	160	(*i*) 7,94,715	15,98,002	8,03,287	...
Metre gauge—											
Burma (state)	171	730	1,83,347	251	746	1,67,308	224	64,52,748	63,16,350	...	1,36,398
Special gauges—											
Jorhát (state provincial)	49	28	1,426	51	28	1,704	61	70,928	73,807	2,879	...
Cherra-Companyganj (state provincial)	54	8	427	53	8	616	77	22,421	26,832	4,411	...
TOTAL	226	5,218	14,33,989	275	5,379	17,55,040	326	6,00,08,724	6,70,48,646	70,39,922	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*j*)	510	1,490	8,33,889	560	1,490	8,69,392	583	3,94,99,297	3,41,46,700	...	53,52,597
Bombay, Baroda and Central India	638	461	3,76,906	818	461	4,89,571	1,062	1,52,85,272	1,62,11,176	9,25,904	...
Madras	238	840	2,21,568	264	840	2,72,903	325	1,03,85,409	1,05,66,333	1,80,924	...
TOTAL	440	2,791	14,32,363	513	2,791	16,31,871	585	6,51,69,978	6,09,24,209	...	42,45,769
TOTAL (GUARANTEED AND STATE)	277	16,207	51,40,069	317	16,547	60,94,531	368	23,12,37,881	24,01,49,231	89,11,350	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	148	161	37,768	235	161	47,260	294	12,41,665	13,75,238	1,33,573	...
Tarkessur	253	22	6,229	283	22	7,330	333	2,89,949	3,97,044	17,095	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	137	67	11,386	170	66	9,680	147	4,76,090	4,19,136	...	56,954
Bengal Dooars	77	32	1,648	51	36	2,663	74	1,29,758	2,15,064	85,306	...
Dibru-Sadiya	130	78	12,725	163	78	14,449	185	5,27,815	5,45,756	17,941	...
Special gauge—											
Darjeeling-Himalayan	238	51	11,905	233	51	13,890	272	6,31,966	6,47,794	15,828	...
TOTAL	155	411	81,661	199	414	95,272	230	32,97,243	35,10,032	2,12,789	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	158	333	61,873	186	333	81,098	244	27,27,546	32,18,782	4,91,236	...
The Gaekwar's Petlád	92	13	1,449	111	13	1,397	107	62,477	70,447	7,970	...
Rájpura-Bhátinda	129	108	19,999	185	108	20,563	190	7,39,717	15,22,208	7,82,491	...
Kolar Gold-fields	...	...	...	...	10	2,473	247	...	(*k*) 1,06,360	1,06,360	..
Metre gauge—											
Southern Mahratta (Mysore section (*l*)	95	362	30,587	84	362	37,493	104	17,22,178	16,84,477	...	37,701
The Gaekwar's Mehsána	75	93	9,042	97	93	9,773	105	3,62,346	3,57,736	...	4,610
Kolhápur	77	29	3,434	118	29	2,124	73	1,16,820	1,21,207	4,387	...
Special gauges—											
The Gaekwar's Dabhoi	67	72	4,253	59	72	4,244	59	2,52,223	2,17,480	...	34,743
Cooch Behar	20	22	884	40	22	943	43	(*m*) 12,507	49,754	37,247	...
TOTAL	114	1,032	1,31,521	127	1,042	1,60,108	154	59,95,814	73,48,451	13,52,637	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	118	334	46,412	139	334	56,832	170	20,41,916	17,97,291	...	2,44,625
Jetalsar-Rájkot	60	46	2,702	59	46	4,316	94	(*n*) 1,41,556	1,61,881	20,325	...
Jodhpur-Bickaneer	54	364	28,013	77	364	24,187	66	10,15,076	10,86,387	71,311	...
Special gauge—											
Morvi	67	94	6,188	66	94	7,068	75	3,28,354	3,18,834	...	9,520
TOTAL	81	838	83,315	99	838	92,403	110	35,26,902	33,64,393	...	1,62,509
GRAND TOTAL	256	18,488	54,36,566	294	18,841	64,42,314	342	24,40,57,840	25,43,72,107	1,03,14,267	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 8th November 1893 to 31st March 1894.
(*d*) Total earnings from 2nd April 1894 to 31st March 1895.
(*e*) Includes the Guntakal-Mysore frontier section.
(*f*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*g*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the earnings of the Bezwada-Godávari section.
(*j*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*k*) Total earnings from 1st June 1894 to 31st March 1895.
(*l*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*m*) Total earnings from 15th September 1893 to 31st March 1894.
(*n*) Total earnings from 12th April 1893 to 31st March 1894.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 18th April 1895.*

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SUPPLEMENT TO

The Gazette of India.

No. 17.} CALCUTTA, SATURDAY, APRIL 27, 1895.

OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2nd HALF OF FEBRUARY 1895.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pra (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Burma—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Tenasserim—																										
Mergui	...	...	...	...	12 0	12 0	12 14	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	12 0	12 0
Tavoy	...	...	...	...	13 0	13 0	14 9	14 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	14 3	14 3
Moulmein and Amherst	7 0	7 0	...	...	11 6	11 6	14 0	14 0	...	...	...	...	...	...	...	...	11 6	11 6	14 0	14 0	7 12	7 12	140 0	140 0	14 0	14 0
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	20 8	20 8	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	6 0	6 0	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	9 8	9 8	11 10	11 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 3	14 3
Bassein	...	...	...	...	11 6	11 6	13 9	13 9	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	9 8	9 13	10 6	10 6	...	...	...	...	...	...	...	...	...	...	...	...	7 0	7 0	200 0	200 0	14 2	14 2
Tharrawaddy	...	...	...	...	13 8	13 8	14 13	16 7	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	450 0	450 0	14 3	14 13
Henzada	...	...	...	...	12 7	12 5	12 7	12 5	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	188 8	188 8	16 2	16 2
Prome	10 6	10 6	...	...	10 12	10 12	13 4	13 4	...	...	...	...	...	...	...	...	13 3	13 3	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	13 3	13 3	14 14	14 14	...	...	...	...	...	...	...	...	11 6	11 6	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	10 5	11 3	...	...	14 0	14 0	15 5	15 5	...	...	...	...	...	...	...	...	18 5	19 11	†	22 9	8 10	8 10	196 0	196 0	11 9	11 9
Upper Burma—																										
Mandalay	12 9	12 0	..	...	11 3	12 5	12 5	13 7	21 10	21 10	...	...	...	...	...	...	13 3	13 3	24 0	24 0	10 1	9 5	85 0	85 0	14 6	14 6
Bamo	...	...	...	...	7 6	7 6	9 14	9 14	...	...	...	...	...	...	...	...	...	†	...	...	7 3	7 3	200 0	200 0	9 10	9 10
Pakôkku	...	...	...	...	9 2	9 2	12 0	11 9	44 0	44 0	...	...	...	...	...	...	15 0	17 0	...	...	5 9	5 9	113 0	113 0	12 10	12 10
Meiktila	...	...	...	...	17 1	17 1	19 11	19 11	...	...	...	...	...	...	...	...	17 11	17 11	51 6	51 6	7 2	7 2	361 13	361 13	16 1	16 1
Arakan—																										
Sandoway	...	...	...	...	19 10	20 9	24 0	25 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	28 0	25 13
Kyaukpyu	...	...	...	...	15 4	16 4	17 0	17 4	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	25 4	25 4
Akyab	...	...	...	...	11 8	12 8	14 8	15 8	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	160 0	160 0	10 0	10 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	13 2	13 2	16 14	16 14	...	...	...	...	...	...	...	...	12 5	12 5	...	...	...	...	...	...	11 6	11 6
Cachar	7 4	8 0	...	...	10 0	10 0	16 0	16 0	...	...	...	...	...	...	...	...	10 13	11 6	...	...	...	...	80 0	80 0	10 0	10 0
Khási and Jaintia Hills	5 14	5 12	...	...	5 9	5 12	7 6	6 12	...	...	...	...	...	...	...	...	8 0	8 0	10 10	11 0	...	...	80 0	80 0	7 0	7 8
Garo Hills	...	...	...	...	6 0	6 0	13 0	15 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	7 0	7 0
Brahmaputra—																										
Goálpára	11 0	11 0	...	...	6 12	6 12	12 4	13 8	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	160 0	140 0	10 8	10 8
Kámrúp	9 0	9 0	...	...	13 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	160 0	160 0	10 0	10 0
Darrang	9 0	9 0	...	...	8 0	8 0	13 0	12 0	...	...	...	...	...	...	...	...	12 0	11 0	...	...	...	...	...	...	10 0	10 0
Nowgong	...	...	...	...	8 8	8 8	11 8	11 8	...	...	...	...	...	...	...	...	8 8	8 8	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	9 0	9 0	13 0	13 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	160 0	160 0	9 0	9 0
Lakhimpur	9 0	9 0	...	...	6 8	6 8	13 0	12 0	...	...	...	...	...	...	...	...	10 0	10 0	10 0	10 0	...	...	140 0	140 0	8 0	8 0
Manipur	...	...	...	...	22 8	22 0	33 0	33 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	82 0	80 0	2 11	2 11
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts (*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hill Tippera(*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	...	...	...	...	5 8	5 8	...	...	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	15 0	16 0	17 0	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	80 0	80 0	9 2	10 8
Noakhali	...	...	...	...	13 0 to 15 0	13 0 to 15 0	18 0	18 0	...	...	...	...	...	...	...	...	12 0	13 8	...	...	...	...	...	...	10 4	9 12
Chittagong	10 0	10 0	...	...	14 8	14 8	15 12	15 12	...	...	...	...	...	...	...	...	11 8	15 10	...	...	...	...	90 0	80 0	13 0	10 0
Tippera	10 0	10 0	...	...	11 6	11 6	17 9	17 9	...	...	...	...	...	...	...	...	13 5	15 8	...	...	8 0	8 0	...	...	13 0	10 0
Dacca	11 10	11 10	...	...	13 0	13 0	18 13	18 13	...	...	...	...	...	...	...	...	13 8	13 8	...	...	15 0	15 0	140 0	140 0	9 10	9 10
Mymensingh	9 8	9 8	...	...	13 0	13 0	14 0	14 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	90 0	90 0	8 0	8 0
Deltaic—																										
Khulna	...	...	...	...	16 0	16 0	17 0	17 8	...	...	...	...	...	...	...	...	11 8	11 8	...	...	11 0	11 0	160 0	160 0	9 12	9 12
24-Parganas	...	...	...	...	10 0	9 8	15 0	14 9	...	...	...	...	...	...	...	...	17 0	17 12½	...	...	11 12	11 12	106 8	106 10	11 6	11 6
Midnapore	12 0	13 0	...	...	14 0	14 0	18 12	18 0	...	...	...	...	...	...	...	...	14 8	14 8	...	...	11 0	11 0	200 0	200 0	11 0	11 0
Howrah	...	...	...	...	13 5	13 5	16 0	15 8	...	...	...	...	...	...	...	...	...	...	...	...	11 0	11 8	105 0	105 0	11 0	11 0
Calcutta	12 4	12 8	16 13	17 12	9 2	8 14	12 4	11 12	18 13	17 12	14 8	16 0	...	...	8 6	8 14	16 0	15 3	18 13	20 0	16 13	16 0	80 0	85 0	11 13	11 3
Hooghly	15 0	13 0	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	14 0	14 0	160 0	160 0	10 1	10 12
Nadia (Krishnagar)	15 0	16 4	...	...	7 8	7 8	16 0	16 0	...	...	...	...	...	...	...	...	16 0	16 8	...	...	16 0	16 0	128 0	128 0	11 8	11 8
Jessore	...	10 10	...	...	13 0	13 0	19 0	18 8	...	...	...	...	...	...	...	...	12 0	14 8	...	...	21 0	20 0	120 0	120 0	10 0	10 0
Faridpur	10 0	11 0	16 0	16 0	7 4	7 4	16 0	15 8	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	120 0	120 0	10 0	10 8
Central—																										
Bankura	14 9	15 8	...	...	16 4	16 0	20 10	20 10	...	...	...	...	...	...	...	...	16 0	15 10	...	...	13 5	13 5	320 0	320 0	11 0	11 0
Burdwan	14 4	14 0	...	...	16 4	16 0	17 4	17 4	...	...	...	...	...	...	...	...	15 8	15 8	...	...	18 0	15 8	80 0	90 0	12 0	11 8
Birbhum	10 8	10 8	...	...	13 8	13 8	18 0	18 0	...	...	...	...	...	...	...	...	13 8	13 8	...	...	12 0	12 0	120 0	120 0	11 0	11 0
Murshidabad	13 0	13 0	...	...	11 0	11 0	16 0	15 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	190 0	190 0	10 8	10 8
Sonthal Parganas	10 8	11 0	...	...	12 8	12 8	18 0	17 8	...	...	...	...	...	...	...	...	13 0	14 0	24 0	24 0	18 0	18 0	120 0	120 0	10 8	10 8
Pabna	17 4	17 4	20 10	19 8	6 6	6 6	17 10	16 8	...	...	...	...	...	...	...	...	13 4	13 8	...	...	18 6	18 12	200 0	200 0	9 12	9 12
Bogra	12 0	14 0	...	...	12 0	12 0	17 4	17 4	...	...	...	...	...	...	...	...	9 12	10 8	...	...	...	...	90 0	90 0	9 12	9 12
Rajshahi	9 12	9 6	...	‡	10 8	10 8	15 12	15 0	...	...	...	...	...	...	...	...	15 12	16 2	...	...	18 3	16 6	240 0	440 0	9 9	9 9
Malda	10 0	10 0	...	...	10 8	10 0	16 0	16 0	...	...	21 0	...	...	...	13 0	...	15 0	13 8	25 0	25 0	11 0	10 0	100 0	160 0	10 0	9 8
Northern—																										
Rangpur	13 0	13 0	...	...	9 0	9 0	13 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	9 0	9 0	120 0	120 0	10 0	10 0
Dinajpur	11 0	11 0	...	...	12 0	12 0	15 4	15 0	...	...	...	...	...	...	...	...	13 0	13 8	...	...	...	...	120 0	120 0	10 0	10 0
Jalpaiguri	13 0	13 0	...	...	10 0	10 0	15 0	15 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	10 0	10 0	160 0	160 0	10 0	10 0
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	12 0	12 0	...	...	...	...	14 0	14 0	...	...	10 0	10 0	21 0	21 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	9 10	12 0	...	...	14 7	11 0	21 0	21 0	...	...	...	...	...	...	...	...	17 1	10 8	...	...	17 1	17 1	80 0	80 0	11 8	11 8
Cuttack	10 8	10 8	...	...	11 13	11 13	21 0	20 5	...	...	...	...	...	14 0	...	...	19 11	10 0	...	...	17 12	17 12	80 0	80 0	9 4	9 4
Balasore	16 0	16 0	8 0	8 0	14 0	14 0	20 0	20 0	...	...	...	...	...	...	...	...	13 0	16 0	...	...	10 0	10 0	128 0	128 0	11 2	11 2
Chota-Nagpur—																										
Singhbhum	12 0	12 0	...	...	12 0	12 0	16 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	12 0	12 0	100 0	100 0	8 0	8 0
Manbhum	13 0	16 0	26 0	...	20 0 to 21 0	19 0 to 20 0	22 0 to 24 0	22 0 to 23 0	...	...	...	...	...	...	...	...	16 0	10 0	...	...	17 0	21 0	...	...	10 2	10 2
Lohardaga	7 0 to 10 0	7 0 to 10 0	14 0	10 0	14 8	14 0	19 0	19 0	...	...	...	...	28 0	...	...	...	12 0 to 13 0	13 8	16 0	16 0	9 8 and 11 8	9 0 and 12 0	180 0	180 0	9 8	9 4
Palámau	9 0	9 0	13 8	15 3	10 2	10 2	15 3	14 6	...	...	...	...	20 4	...	...	...	10 11	12 8	18 9	18 1	13 8	18 0	...	...	9 0	9 0
Hazáribágh	10 0	10 0	12 0	15 0	8 0	8 0	17 0	17 0	...	...	...	...	23 0	...	...	...	15 0	13 8	20 0	18 0	13 4	14 0	240 0	240 0	9 0	9 0

* Kaiai. † Not procurable. ‡ Not sold. (*a*) Not stated.

RETAIL PRICES FOR THE 2nd HALF OF FEBRUARY 1895—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cajan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Bihár, south—																										
Monghyr	12 0 to 16 0	12 0 to 16 0	16 0	16 8	10 8 to 11 8	10 8 to 11 0	13 0 to 15 8	15 0 to 16 0	14 0 to 20 0	16 0 to 16 0	...	...	...	...	12 8	...	15 0 to 17 0	14 8	16 0 to 18 0	16 0 to 18 0	14 0 to 15 0	14 0 to 15 0	126 0 to 160 0	126 0 to 160 0	10 0	10 0
Gaya	12 0	12 0	18 8	19 0	10 0	9 4	16 0	16 0	20 0	16 0	...	...	...	...	14 0	...	13 0	14 0	...	18 8	18 0	18 0	140 0	140 0	10 8	10 8
Patna	15 0 and 17 0	14 0 and 15 8	27 0	25 0	10 0	10 0	18 0	18 0	20 0	19 0	...	...	24 0	...	17 0	...	20 0	14 8	24 0	22 8	18 0	17 0	130 0	130 0	11 0	11 0
Shahabad	12 0	12 0	18 0	17 0	9 0	9 0	14 0	14 0	...	...	...	...	...	...	...	...	16 0	...	20 0	18 0	...	...	120 0	120 0	10 0	10 8
Bihár, north—																										
Purnea	12 0	13 0	...	...	14 0	15 0	20 0	20 0	...	..	...	...	...	...	...	...	16 0	16 2	...	...	14 0	15 0	320 0	320 0	10 0	10 0
Bhágalpur	12 8	12 10	15 2	12 10	14 8	14 8	17 10	17 10	...	...	...	...	...	...	...	...	16 6	11 8	20 3	20 3	15 2	15 2	151 8	151 8	10 0	10 0
Darbhanga	12 8	13 8	16 0	18 0	10 8	10 4	16 0	16 0	...	...	...	...	24 0	...	...	...	12 0	16 0	21 0	20 0	13 0	14 0	160 0	160 0	10 0	10 0
Muzaffarpur	11 0 to 13 0	... 0	...	19 0	8 0 to 10 0	9 8	15 4	14 0	...	...	...	...	...	...	...	...	15 0 to 16 0	16 8	22 4	23 0	15 0	15 0	160 0	160 0	11 0	11 0
Saran	13 0	13 8	24 0	22 8	10 8	10 0	16 0	15 8	...	...	...	...	18 0	...	14 0	...	18 0	17 12½	21 0	20 8	16 0	15 0	160 0	160 0	10 8	10 8
Champaran	14 8	14 0	21 0	21 0	8 8	8 4	17 0	17 0	...	...	...	16 0	...	...	...	8 14	16 8	15 3	24 4	24 0	14 8	14 0	180 0	180 0	10 12	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	12 0	12 8	16 0	17 0	6 0	7 0	13 0	13 0	16 0	18 0	...	18 0	...	...	11 0	11 8	17 0	17 0	16 8	18 0	16 8	17 0	100 0	100 0	9 0	9 0
Benares	14 1½	14 1½	17 5½	17 12	8 11	12 3	12 3	18 2½	17 9½	14 11½	14 10½	...	...	14 10	14 10	16 13	17 0½	18 13½	18 2½	15 3	15 3	110 0	110 0	9 4½	9 4½
Ghazipur	13 0	13 0	17 0	16 8	7 12	7 12	14 8	14 8	16 4	16 4	16 0	16 0	...	...	12 0	12 0	15 8	15 8	16 0	16 0	15 8	15 0	160 0	160 0	9 8	9 8
Jaunpur	14 0	12 0	17 0	16 4	7 0	7 0	12 0	11 8	...	...	...	...	...	...	...	...	17 0	15 0	...	...	16 0	16 0	145 0	145 0	9 8	9 8
Allahabad	11 12	12 4	19 0	19 0	10 0	10 8	12 0	12 0	18 4	18 0	16 0	15 8	...	...	18 0	18 0	20 4	19 8	17 12	18 0	16 8	16 12	80 0	80 0	10 0	10 0
Central—																										
Bánda	13 8	13 8	18 0	18 8	8 0	8 0	12 0	12 0	16 0	16 0	16 0	...	...	...	...	...	18 8	18 8	...	...	17 0	17 8	180 0	180 0	10 0	8 0
Fatehpur	12 12	12 12	18 0	18 8	7 0	7 0	12 8	11 0	...	...	16 0	16 0	16 0	17 0	...	...	18 0	18 8	...	...	18 8	19 0	160 0	160 0	10 0	10 0
Hamirpur	15 4	14 12	...	17 0	8 0	8 0	11 0	11 8	19 8	18 0	18 0	17 0	...	...	...	...	20 4	20 0	...	...	23 0	20 8	140 0	140 0	10 0	10 0
Jalaun	18 0	14 0	17 0	17 0	9 0	9 0	10 0	10 0	20 0	20 0	15 0	15 0	16 0	16 0	16 0	16 0	18 0	19 0	16 0	16 0	20 0	20 0	160 0	160 0	11 0	11 0
Cawnpore	17 0	16 8	21 8	21 0	8 0	8 0	13 0	13 0	21 0	21 0	20 0	20 0	...	18 0	18 0	18 0	22 8	22 8	21 0	21 0	20 0	20 0	130 0	130 0	11 8	11 8
Etáwah	16 8	16 4	19 8	19 12	5 0	5 0	12 4	12 8	19 12	19 8	16 4	18 2	18 0	18 0	12 0	13 14	22 4	21 12	22 8	22 8	22 8	22 14	160 0	160 0	10 0	11 8
Farukhabad	15 0	15 0	21 0	21 0	6 13	6 13	11 4	10 14½	19 0	18 8	21 0	21 0	...	...	...	...	21 0	21 0	18 12	18 12	20 0	19 12	130 0	120 0	10 0	10 4
Mainpuri	18 4	16 4	21 8	20 0	4 8	4 8	11 0	14 0	19 8	19 8	17 4	17 4	...	...	...	...	21 8	21 0	20 8	20 8	23 0	22 8	160 0	160 0	10 0	10 4
Etah	18 8	17 4	23 8	21 8	6 0	6 0	11 8	11 8	21 8	22 8	20 8	18 8	19 8	19 8	10 4	10 8	19 8	19 8	23 8	22 8	16 8	16 4	120 0	120 0	11 4	11 4
Western—																										
Jhánsi	14 15	15 0	21 0	21 0	9 12	9 12	12 4	12 4	19 4	19 0	17 0	17 0	...	...	...	...	18 8	20 7	...	...	23 0	23 0	160 0	160 0	11 0	11 0
Agra	15 8	15 0	23 0	24 0	5 0	5 0	8 0	8 0	23 0	21 8	19 8	19 8	...	...	10 0	10 0	23 0	24 0	22 0	22 0	13 0	16 0	95 0	95 0	11 8	11 8
Muttra	17 0	17 0	24 0	24 0	7 0	7 0	11 8	11 8	24 0	22 0	22 0	22 0	...	...	14 0	14 0	27 0	27 0	...	...	22 0	22 0	120 0	120 0	11 8	11 8
Aligarh	15 12	15 8	23 8	23 0	6 0	6 0	10 8	10 8	23 0	24 0	20 0	20 0	...	...	...	...	24 8	25 0	23 0	23 8	21 4	21 0	130 0	130 0	11 8	11 8
Bulandshahr	19 0	17 6	24 0	23 0	6 0	6 0	10 0	9 11	21 8	21 0	20 0	20 0	...	...	14 0	14 0	24 0	24 4	20 0	20 0	16 0	16 0	120 0	120 0	11 4	11 4
Sub-montane—																										
Ballia	14 8	14 8	18 0	18 0	9 0	9 0	14 0	14 0	19 0	19 0	19 0	...	...	...	...	...	18 0	18 0	19 0	19 0	18 0	18 0	115 0	115 0	11 0	11 0
Azamgarh	13 4	11 14	16 4	16 4	7 8	7 8	13 4	11 14	...	...	...	...	...	...	...	...	17 0	16 4	17 12	16 4	11 14	11 14	177 0	177 0	9 13	9 13
Gorakhpur	11 11	12 2	16 10	17 2	8 8	8 8	13 15	14 6	...	...	...	...	17 2	17 2	17 2	17 2	16 3	15 5	16 10	17 9	14 13	14 13	160 0	160 0	9 10	9 10
Basti	13 4	12 10	16 0	16 0	8 12	8 12	12 0	12 0	12 0	12 0	...	...	12 0	12 0	8 0	8 0	16 0	16 0	19 0	19 0	12 12	12 12	160 0	160 0	10 0	10 0
Shahjahanpur	15 4	14 12	22 0	21 0	7 4	7 0	13 4	13 4	20 12	20 4	18 0	18 0	...	...	12 0	16 0	20 12	21 12	22 4	21 12	17 12	17 12	120 0	120 0	10 8	10 8
Budaun	16 8	16 0	20 0	19 8	6 0	6 0	12 0	12 0	19 0	19 0	16 8	16 0	...	...	15 0	15 0	20 0	20 0	20 0	20 0	18 8	18 0	144 0	144 0	10 8	10 8
Pilibhit	15 4	13 12	21 12	20 4	12 8	12 8	13 12	13 12	18 0	17 12	...	13 0	...	...	...	...	21 8	20 0	21 8	20 0	...	...	120 0	120 0	10 0	10 0
Bareilly	14 1	13 S	20 9	21 0	4 11	4 11	11 12	11 12	18 12	18 12	15 14	17 9	...	...	12 8	12 8	20 9	19 15	18 12	20 9	17 9	16 7	125 0	125 0	10 0	10 0
Moradabad	15 12	15 0	24 4	22 0	5 0	5 0	11 12	11 0	21 0	21 0	18 8	18 0	...	...	8 0	8 0	22 8	22 8	22 0	22 0	17 8	17 8	110 0	110 0	11 0	11 0
Naini Tal	11 0	11 0	17 0	17 0	4 0	4 0	10 0	9 0	18 12	20 0	17 8	16 14	...	...	17 8	17 8	14 8	14 8	20 0	18 12	8 0	8 0	160 0	160 0	7 0	7 0
Almora	10 0	10 0	13 0	13 0	8 0	8 8	9 0	9 0	...	...	...	...	13 0	13 0	14 0	15 0	12 0	13 0	...	...	9 0	9 0½	120 0	160 0	7 0	7 0
Bijnor	17 7	16 14	22 8	24 12	10 2	8 0	13 11	13 11	...	19 2	20 4	19 2	...	...	17 8	17 8	21 15	21 15	...	...	...	...	90 0	90 0	11 0	11 0
Muzaffarnagar	19 4	17 6	24 3	24 3	5 8	5 8	12 1½	11 0	22 0	19 14	17 9	17 9	...	...	...	...	26 6	24 12	24 4	21 0	13 3	13 3	110 0	110 0	11 0	11 0
Meerut	17 8	16 8	24 0	24 0	5 0	5 0	13 0	13 0	21 0	21 0	18 0	18 0	...	...	10 0	10 0	24 8	24 8	21 0	21 0	20 0	20 0	100 0	100 0	11 12	11 12
Saháranpur	16 0	16 0	22 0	22 0	5 0	5 0	10 0	10 0	18 0	18 0	17 0	17 0	22 0	22 0	16 0	16 0	22 0	22 0	23 0	23 0	14 0	14 0	100 0	100 0	10 0	10 0
Dehra Dún	14 8	14 0	19 0	19 0	8 0	8 0	18 0	18 0	18 0	18 0	16 0	16 0	18 0	18 0	18 0	18 0	20 0	20 0	19 0	19 0	22 0	22 0	160 0	160 0	10 0	10 0
Garhwál	11 0	11 0	18 0	18 0	4 0	4 0	6 0	7 0	...	...	...	...	18 0	18 0	18 0	18 0	9 0	10 0	...	...	6 0	6 0	160 0	160 0	6 8	6 8
Oudh—																										
Southern—																										
Partabgarh	13 6	12 0	17 6	16 0	8 0	7 8	12 0	12 0	16 0	15 8	...	14 8	...	48 0	...	...	18 8	15 4	...	16 0	12 8	11 0	150 0	140 0	10 0	9 12
Sultanpur	13 8	13 0	18 0	18 0	8 0	8 0	13 8	13 0	16 8	16 0	14 8	14 4	16 0	16 0	16 0	16 0	17 8	17 8	17 8	17 8	17 0	17 0	160 0	160 0	10 0	10 0
Rae-Bareli	15 0	15 4	18 0	17 8	8 0	8 0	14 0	15 0	18 0	18 0	16 0	16 8	18 0	19 0	12 0	12 0	20 0	18 12	18 0	18 0	17 0	17 0	200 0	200 0	11 0	10 8
Unao	15 0	14 0	18 0	18 0	8 0	8 0	13 0	13 0	20 0	20 0	16 0	16 0	...	...	16 0	16 0	20 8	19 0	18 0	18 0	15 0	14 0	160 0	160 0	11 0	10 8
Lucknow	15 0	15 0	21 0	21 0	6 0	6 0	13 0	13 0	20 0	20 0	18 8	16 0	21 0	21 0	18 0	18 0	20 8	20 8	21 0	20 8	18 0	18 0	110 0	110 0	10 12	10 12
Hardoi	16 0	16 8	22 0	22 0	7 0	7 0	14 0	14 0	19 0	19 0	17 0	17 0	...	...	...	...	22 0	22 0	21 0	21 0	18 0	18 0	120 0	120 0	10 0	10 0
Northern—																										
Fyzabad	14 13	14 8	19 8	19 8	10 12	10 12	13 6	13 10½	18 8	18 2½	17 8	15 8	...	...	10 4	10 4	20 0	20 0	19 8	19 10½	18 2½	18 2½	155 0	155 0	10 8	10 8
Barabanki	14 0	13 8	17 0	17 0	13 0	13 0	8 0	18 0	18 0	15 0	15 0	24 0	24 0	14 0	14 0	18 0	19 4	19 0	18 0	18 0	16 0	16 0	120 0	120 0	10 0	10 0
Gonda	14 13	14 9	18 0	18 0	12 0	12 0	14 0	15 0	...	...	15 0	15 0	...	...	8 0	8 0	18 0	17 14	20 8	20 8	18 0	16 0	120 0	120 0	10 4	10 4
Bahraich	13 0	13 0	17 8	17 0	10 8	10 8	13 8	13 8	19 4	19 0	16 0	15 8	29 0	29 0	12 8	12 8	17 8	17 8	22 0	22 0	14 0	14 8	160 0	160 0	10 0	10 0
Sitapur	16 0	15 0	20 0	20 0	10 0	10 0	12 0	13 0	21 0	20 0	14 0	16 0	...	...	16 0	20 0	20 0	19 0	18 0	20 0	18 0	18 0	120 0	120 0	10 0	10 0
Kheri	14 0	14 0	20 0	22 0	8 0	7 0	13 0	14 0	...	...	...	...	...	...	...	...	20 0	19 8	...	...	16 0	16 0	160 0	140 0	10 0	10 0
Rajputana—																										
Eastern—																										
Partábgarh	15 0	15 0	27 8	27 8	8 2	8 12	11 4	11 4	20 0	20 0	15 0	15 0	...	...	...	...	28 0	27 8	26 14	26 4	25 0	25 0	...	...	14 1	14 6
Bánswara	18 12	20 0	22 8	22 8	7 8	7 8	16 4	15 0	...	...	...	...	...	...	...	...	40 0	35 0	36 4	36 4	15 0	15 0	...	...	10 0	10 0
Meywar (Oodeypore)	13 4½	14 13½	28 2	31 4	10 2½	9 6	10 15	10 2½	28 2	29 11	15 10	15 10	*Nil*	*Nil*	16 6½	15 10	23 7	25 12½	32 13	33 9½	11 5½	10 2½	160 0	160 0	10 2½	10 8½
Sirohee	14 0	14 0	30 0	30 0	6 0	6 0	7 0	7 0	...	...	18 0	18 0	...	...	...	...	20 0	20 0	24 0	24 0	...	...	160 0	160 0	11 8	11 8
Erinpura	15 0	14 14	28 12	28 4	6 2	6 2	7 6	7 6	24 0	24 0	20 8	20 4	...	...	...	...	23 2	26 8	...	...	...	...	200 0	200 0	12 0	12 0
Ajmere	14 8	14 8	21 0	27 0	5 0	5 0	8 0	8 0	22 11	22 11	19 0	19 0	...	...	15 0	15 0	27 3	27 3	26 13	26 13	...	...	90 0	90 0	12 0	12 8
Abu	14 8	14 8	20 6	20 4	5 12	5 12	7 4	7 4	...	...	13 12	13 8	...	...	●	...	20 4	20 4	...	...	...	...	160 0	160 0	11 0	11 0
Kishengarh	15 8	15 4	28 8	28 0	8 0	8 8	9 0	9 8	29 4	29 0	20 8	20 4	†	†	†	†	29 8	29 12	28 8	28 8	†	†	*	*	13 0	13 0
Boondee	13 8	12 0	32 4	36 8	8 0	8 0	8 8	8 8	33 12	36 0	...	...	...	...	...	...	47 0	45 0	37 8	36 0	...	...	160 0	160 0	10 8	10 8
Kotah	13 0	13 0	24 0	24 0	7 0	7 0	8 8	8 8	24 0	24 0	16 0	16 0	...	...	...	...	35 0	35 0	25 0	22 8	25 0	25 0	240 0	240 0	10 0	10 0
Jhallawar	12 7	12 7	21 1	21 1	7 14	7 14	11 0	11 0	21 2	21 2	14 12	14 12	...	...	13 6	13 6	26 5½	26 1	22 4	22 15	11 0	11 0	175 0	175 0	9 7½	9 7½
Tonk	11 8	11 8	26 0	29 8	4 0	4 0	7 0	7 0	27 0	28 0	20 0	21 0	...	...	...	...	30 0	30 0	30 0	29 8	...	...	100 0	100 0	10 8	10 8
Jeypore	15 0	14 0	28 8	29 8	5 0	5 0	7 4	7 4	26 8	26 0	21 8	21 0	†	†	21 0	21 0	23·8 & 28 8	24·0 & 28 8	29 0	18 0	28 0	28 0	95 0	95 0	12 0	12 0
Kerowlee	15 0	14 1	26 4	22 8	10 0	11 4	11 4	25 0	21 14	20 0	18 12	...	...	18 12	18 12	25 0	25 0	...	...	27 8	27 8	200 0	200 0	10 10	10 5
Dholpur	10 7½	15 5¾	22 8	22 6	8 6	8 2½	9 13½	9 6½	19 4	19 10	19 7½	18 14	...	...	15 12	15 12	22 11½	22 13	...	...	25 5	25 14	90 0	90 0	11 10½	11 10¾
Bhurtpore	16 3	15 0	25 6	24 13	5 2½	5 2½	5 5½	5 5½	25 0	23 7	18 8	18 12	...	...	13 8	13 10	25 12	24 11	21 8	21 0	24 0	23 0	160 0	160 0	11 8	11 8
Ulwur	19 7	18 5	26 4	26 1	6 10	6 10	9 2½	9 2½	26 15	26 13	22 14	22 1	...	...	14 0	14 0	26 10	27 8	27 1	27 0	25 6	140 0	140 0	12 10	12 8
Deoli Cantonment	14 7½	14 2	33 6½	34 0	4 0	4 0	7 0	7 0	32 14	32 8	27 12	26 8	...	...	...	...	33 13	34 2	...	...	...	...	163 0	190 0	12 0	12 0
Nusseerabad Cantonment	15 0	15 0	...	...	6 8	6 8	7 0	7 0	26 0	25 0	18 0	18 0	†	†	...	...	31 0	31 0	...	...	†	†	110 0	100 0	13 0	13 0
Hilly Tracts of Meywar	16 0	14 8	35 0	36 0	...	...	15 8	15 0	...	...	...	...	...	...	...	...	36 0	35 0	38 0	38 0	...	...	‡	‡	11 8	11 8
Bálmer	14 10	14 10	...	...	5 3	5 3	7 8	7 8	...	...	24 6	24 6	...	...	...	...	16 4	16 4	...	...	...	...	260 0	260 0	13 6	13 8
Anádra	16 3	16 5	23 0	23 0	6 0	6 0	8 0	8 0	...	...	15 0	14 12	...	...	...	...	21 8	21 12	...	...	...	...	400 0	400 0	12 0	12 0
Shahpoora	13 4	13 0	35 0	33 0	9 12	9 0	15 0	12 0	24 0	24 0	22 0	22 0	...	...	...	...	30 0	25 0	...	33 0	...	...	160 0	160 0	11 12	11 14
Western—																										
Jodhpore	14 1	13 14½	11 9	22 8	6 4	6 4	7 8	7 8	20 10	22 8	18 2	17 8	...	...	...	...	25 2	26 6½	20 5	21 10	11 4	...	...	...	13 2	13 2
Jeysulmere	13 0	13 0	...	...	7 0	7 4	10 12	11 0	19 0	19 0	16 4	16 0	...	...	...	...	15 12	16 4	...	...	...	...	240 0	240 0	21 0	21 0
Bickaneer	12 3½	13 0	...	...	3 0	3 0	6 8	6 8	...	...	16 10½	17 0	...	...	...	...	21 0	21 9½	...	...	10 0	10 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	12 4	12 4	21 0	21 0	8 0	8 0	9 0	9 0	20 0	20 0	18 0	18 0	...	...	...	...	20 8	20 8	22 0	22 0	19 0	19 0	120 0	120 0	10 8	10 8
Nimach Cantonment	13 8	13 8	...	...	8 0	8 0	12 0	12 0	25 8	25 0	18 0	18 0	...	...	...	...	27 8	27 8	...	...	25 0	25 0	160 0	160 0	12 4	12 2
Goona	11 4	12 0	...	18 0	8 12	8 12	9 8	9 8	20 0	20 0	18 0	18 0	...	...	...	...	22 12	22 8	21 0	21 0	...	...	200 0	200 0	10 0	10 0
Gwalior	15 9½	15 2½	22 5	22 5	5 5	5 5	8 8	8 8	19 2	19 2	18 9½	18 9½	...	...	14 14	14 14	15 6½	14 14	19 2	19 2	15 10½	15 2½	212 8	191 4	11 6¼	11 4½

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

RETAIL PRICES FOR THE 2nd HALF OF FEBRUARY 1895—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Panjab—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Southern—																										
Hissar	21 0	21 0	36 0	32 0	...	...	12 0	12 0	31 0	29 0	27 0	25 0	†	†	15 0	16 0	36 0	33 0	27 0	27 0	11 0	11 0	100 0	100 0	10 8	10 8
Ferozepore	21 0	20 0	41 0	34 0	...	...	9 0	9 0	26 0	24 0	20 0	20 0	†	†	‡	30 0	32 0	29 0	30 0	29 0	8 0	8 0	170 0	190 0	12 8	12 4
Montgomery	21 0	21 0	32 0	30 0	...	...	10 0	10 0	27 0	24 0	†	†	†	†												
Central—																										
Gurgáon	20 0	19 0	30 0	29 0	...	...	9 0	9 0	22 0	22 0	23 0	23 0	†	†	†	†	29 0	28 0	20 0	20 0	22 0	22 0	100 0	100 0	10 0	10 0
Delhi	18 0	18 0	28 0	25 0	...	...	12 0	12 0	28 0	26 0	21 0	20 0	†	†	11 0	11 0	23 0	27 0	25 0	21 0	24 0	21 0	70 0	90 0	11 0	11 0
Rohtak	19 0	18 0	25 0	25 0	...	...	12 0	12 0	29 0	29 0	21 0	21 0	†	†	12 0	12 0	34 0	31 0	23 0	23 0	18 0	18 0	120 0	120 0	11 0	11 0
Karnál	18 0	17 0	25 0	22 0	...	...	12 0	12 0	24 0	24 0	22 0	22 0	16 0	16 0	12 0	12 0	31 0	28 0	25 0	25 0	15 0	15 0	120 0	120 0	10 8	10 8
Lahore	23 0	22 0	43 0	39 0	...	...	11 0	11 0	25 0	25 0	27 0	23 0	‡	‡	23 0	23 0	34 0	31 0	32 0	29 0	10 0	10 0	78 0	78 0	13 0	13 0
Sub-montane—																										
Umballa	21 0	20 0	30 0	30 0	...	...	11 0	11 0	27 0	27 0	20 0	20 0	‡	‡	8 0	8 0	28 0	28 0	27 0	27 0	‡	‡	110 0	110 0	12 12	12 12
Ludhiána	25 0	24 0	36 0	35 0	...	...	13 0	13 0	29 0	28 0	24 0	24 0	‡	‡	18 0	17 0	33 0	33 0	33 0	33 0	14 0	13 0	100 0	100 0	13 0	13 0
Jullundur	24 0	23 0	30 0	28 0	...	...	10 0	10 0	25 0	24 0	18 0	19 0	‡	‡	20 0	20 0	29 0	25 0	30 0	27 0	‡	‡	80 0	80 0	13 0	13 8
Hoshiárpur	21 0	21 0	32 0	32 0	...	...	10 0	10 0	27 0	21 0	20 0	19 0	11 0	16 0	16 0	15 0	29 0	25 0	28 0	25 0	10 0	10 0	100 0	100 0	12 8	12 8
Gurdáspur	25 0	24 0	32 0	32 0	...	...	12 0	12 0	28 0	28 0	26 0	20 0	26 0	26 0	12 0	12 0	31 0	28 0	24 0	24 0	‡	‡	100 0	100 0	12 0	12 0
Amritsar	24 0	22 0	41 0	33 0	...	...	11 0	11 0	24 0	23 0	25 0	24 0	†	†	20 0	18 0	30 0	29 0	30 0	26 0	†	†	80 0	80 0	12 0	12 0
Hills—																										
Simla	13 0	14 0	18 0	18 0	...	...	8 0	8 0	16 0	16 0	14 0	14 0	16 0	16 0	9 0	9 0	18 0	17 0	17 0	17 0	9 0	9 0	90 0	90 0	9 0	9 0
Kángra	14 0	15 0	20 0	20 0	...	...	12 0	12 0	16 0	18 0	14 0	14 0	21 0	21 0	6 0	6 0	19 0	19 0	16 0	18 0	8 0	10 0	120 0	120 0	10 0	10 0
North-western—																										
Sialkot	21 0	21 0	39 0	39 0	...	...	14 0	14 0	34 0	34 0	‡	‡	‡	‡	‡	‡	29 0	29 0	26 0	26 0	‡	‡	120 0	120 0	13 8	13 8
Gujránwála	22 0	22 0	43 0	42 0	...	...	12 0	12 0	24 0	24 0	26 0	26 0	‡	‡	20 0	20 0	34 0	32 0	24 0	24 0	‡	‡	115 0	115 0	13 0	13 0
Gujrát	24 0	23 0	*31 0	31 0	...	...	15 0	15 0	28 0	28 0	25 0	25 0	‡	‡	10 0	10 0	28 0	31 0	26 0	25 0	‡	‡	110 0	110 0	14 0	14 0
Jhelum	30 0	26 0	48 0	48 0	...	...	14 0	14 0	32 0	32 0	29 0	28 0	‡	‡	*	*	28 0	28 0	25 0	23 0	*	*	120 0	120 0	14 0	14 0
Rawalpindi	25 0	24 0	37 0	37 0	...	...	8 0	8 0	33 0	33 0	30 0	29 0	*	*	20 0	20 0	28 0	28 0	31 0	31 0	*	*	70 0	70 0	13 10	13 10
Hazára	22 0	22 0	34 0	37 0	...	...	13 0	10 0	‡	‡	‡	‡	‡	‡	‡	‡	24 0	24 0	27 0	27 0	†	†	90 0	90 0	11 0	11 0
Peshawar	21 0	21 0	43 0	38 0	...	...	10 0	10 0	29 0	28 0	25 0	25 0	‡	‡	22 0	21 0	23 0	22 0	35 0	31 0	27 0	27 0	92 0	92 0	42 0	42 0
Kohát	20 0	21 0	41 0	45 0	...	...	11 0	11 0	40 0	40 0	28 0	31 0	‡	‡	26 0	26 0	25 0	20 0	28 0	31 0	‡	‡	154 0	154 0	01 3	01 3
Western—																										
Shahpur	25 0	25 0	36 0	36 0	...	...	10 0	10 0	32 0	32 0	25 0	25 0	22 0	22 0	44 0	22 0	32 0	32 0	20 0	20 0	†	†	100 0	100 0	13 0	13 0
Jhang	20 0	22 0	30 0	30 0	...	...	8 0	10 0	26 0	26 0	27 0	28 0	24 0	40 0	20 0	40 0	28 0	28 0	23 0	23 0	10 0	8 0	160 0	160 0	12 0	12 0
Mooltan	18 0	18 0	32 0	32 0	...	...	14 0	14 0	25 0	25 0	23 0	23 0	†	†	20 0	40 0	26 0	26 0	23 0	23 0	†	†	90 0	90 0	12 0	12 0
Bannu	23 0	22 0	42 0	42 0	...	...	13 0	15 0	36 0	35 0	29 0	29 0	9 0	9 0	9 0	9 0	31 0	31 0	37 0	35 0	15 0	14 0	90 0	90 0	11 14	11 14
D. I. Khan	19 0	22 0	30 0	36 0	...	...	8 0	8 0	32 0	32 0	25 0	25 0	4 0	4 0	20 0	29 0	29 0	29 0	26 0	26 0	11 0	16 0	103 0	103 0	30 0	30 0
Muzaffargarh	21 0	20 0	33 0	32 0	...	...	17 0	14 0	26 0	20 0	20 0	23 0	‡	‡	24 0	23 0	23 0	15 0	15 0	‡	9 0	9 0	140 0	140 0	12 0	12 0
D. G. Khan	17 0	19 0	25 0	25 0	...	...	7 0	7 0	33 0	33 0	26 0	26 0	20 0	20 0	18 0	18 0	23 0	23 0	15 0	15 0	‡	‡	125 0	125 0	22 8	23 12
Sind and Baluchistan—																					8 0 and 10 0	8 0 and 10 0	80 0	71 0	14 8	14 8
Karáchi	15 0	15 0	...	...	9 0	9 0	10 0	10 0	17 0	17 0	15 0	15 0	...	‡	...	...	19 0	19 0	...	...						
Hyderabad	14 0	14 0	...	...	8 0	8 0	10 0	10 0	18 0	17 0	15 8	15 8	...	‡	...	...	18 0	18 0	...	...	...	...	116 6	106 11	12 8	12 8
Thar and Párkar (Umarkot)	12 0	10 0	...	...	11 0	11 0	13 0	13 0	12 0	10 0	16 0	10 0	...	‡	...	...	8 4	8 4	...	...	10 0	10 0	100 0	140 0	10 0	12 0
Sukkur (Shikárpur)	18 0	18 0	...	...	8 0	8 *	10 0	10 0	23 0	23 0	21 0	21 0	...	‡	...	...	25 0	23 8	...	...	...	...	100 0	160 0	11 0	11 0
Upper Sind Frontier	17 0	17 0	...	...	10 0	10 0	13 0	13 0	27 0	27 0	22 0	22 0	...	‡	...	...	22 0	20 0	...	...	...	...	160 0	128 0	11 0	11 0
Quetta	18 0	18 0	25 8	25 0	5 0	5 0	7 0	7 0	24 0	24 0	15 0	15 0	‡	‡	6 0	6 0	18 4	17 8	27 0	27 0	9 0	9 0	60 12	53 5	9 0	9 0
Bombay—																										
Konkan—																										
Karwar (Kánara)	10 3	10 3	...	...	10 2	10 2	11 2	11 2	15 3	15 3	15 0	13 2	18 3	21 9	...	...	13 7	12 8	...	...	...	...	312 0	312 0	10 10	9 12
Ratnágiri	10 13	10 13	...	...	10 14	10 14	11 6	11 6	14 7	14 7	15 4	15 4	14 2	14 2	...	...	13 14	13 14	...	...	*	*	134 6	134 6	11 1	11 1
Alibág (Colába)	10 3	10 3	...	...	10 13	10 13	11 11	11 11	17 9	11 9	12 12	12 12	*	*	...	...	11 14	11 14	...	...	*	*	99 9	99 9	11 14	11 14
Bombay	13 0	13 0	...	...	8 5	6 6	10 6	10 6	13 8	13 8	13 15	13 15	13 8	13 8	...	...	13 12	13 12	...	...	13 4	13 4	97 1	79 7	11 9	11 9
Tanna	12 12	12 12	...	...	10 3	10 3	11 2	11 2			16 3	16 3	*	*	...	...	14 3	14 3	...	...			112 0	112 0	12 4	12 4
Deccan—																										
Dharwar	19 12	19 12	...	...	11 0	11 0	11 8	11 8	23 9	24 1	22 6	22 13	...	...	...	...	14 10	14 10	...	...	14 13	15 4	100 0	100 0	11 6	11 6
Belgaum	17 3	18 4	...	...	10 3	10 12	11 0	11 9	21 4	21 9	20 8	20 8	26 0	28 0	...	...	15 0	16 0	...	...	14 8	14 8	118 14	113 7	11 14	11 14
Satara	14 5	14 5	...	...	8 14	8 14	10 2	10 2	17 5	17 5	16 0	16 0	...	...	...	...	14 7	14 7	...	...	14 9	14 9	91 3	91 3	12 10	12 5
Sholapur	16 12	16 12	...	...	7 10	7 10	11 11	11 11	23 4	21 7	21 7	21 7	*	*	...	...	18 14	18 14	...	...	*	*	80 0	80 0	11 10	11 10
Bijápur	20 7	20 7	...	...	8 13	8 13	11 6	11 6	25 3	25 3	24 11	23 13	...	...	...	...	18 12	17 14	...	...	16 7	18 4	81 0	80 0	11 6	11 6
Poona	13 15	15 2	...	...	9 11	9 11	10 13	10 13	18 13	18 13	16 2	16 2	14 13	15 13	...	...	16 11	16 11	...	...	19 10	19 10	86 14	86 14	11 13	11 13
Khandesh—																										
Ahmadnagar	19 9	20 5	...	...	8 14	8 14	10 9	10 9	24 1	23 6	20 8	21 3	*	*	...	...	19 7	19 7	...	...	19 3	19 3	80 0	80 0	12 6	12 6
Násik	15 3	16 9	...	...	8 14	8 14	11 11	11 11	22 6	28 0	18 6	18 6	23 0	23 0	...	...	17 2	18 8	...	...	...	...	128 0	128 0	12 11	12 6
Dhulia (Khandesh)	17 8	17 8	...	...	7 7	7 7	9 7	9 7	22 7	22 7	20 3	20 3	*	*	...	...	14 14	14 14	...	...	*	*	80 0	80 0	10 9	10 9
Guserat—																										
Surat	12 15	13 6	...	...	6 15	6 15	7 14	7 14	16 3	16 3	13 14	13 6	*	*	...	...	14 13	14 13	...	...	16 3	16 3	84 4	84 4	12 0	12 0
Bróach	13 8	13 8	...	...	8 0	8 0	11 0	11 0	18 0	16 8	14 12	13 8	*	*	...	...	20 0	20 0	...	...	17 0	17 0	100 0	100 0	13 4	13 4
Kaira	13 0	13 0	...	...	8 0	8 0	13 8	13 8	19 0	19 0	15 0	15 0	22 8	22 8	...	...	20 0	20 0	...	...	*	*	106 11	106 11	12 0	12 0
Baroda (Camp)	11 8	11 8	...	...	8 0	8 0	10 0	10 0	17 0	17 0	14 0	14 0	*	*	...	...	15 0	14 0	...	...	*	*	91 7	91 7	11 0	11 0
Ahmadabad	14 0	14 8	...	...	13 0	13 0	14 8	14 0	20 0	20 0	15 0	15 0	...	...	...	...	21 0	22 8	...	...	...	...	70 0	70 0	13 10	13 10
Godhra (Panch Mahals)	13 0	13 8	...	...	11 0	11 0	13 0	12 8	19 8	19 8	16 0	16 0	24 0	24 0	...	...	25 0	24 0	20 0	20 0	182 0	182 0	12 8	12 8
Deesa Cantonment	13 8	14 8	...	...	8 8	8 8	10 8	10 8	19 0	19 0	18 0	18 0	*	*	...	...	20 0	20 0	...	...	23 0	23 0	240 0	192 0	11 0	11 0
Kattywar—																										
Rájkot	12 5	12 5	...	...	5 8	5 8	7 0	7 0	17 6	17 6	13 1	13 1	*	*	...	...	17 13	16 11	...	...	*	*	70 0	70 0	56 2	56 2
Central Provinces—																										
Western—																										
Nimar	14 3	14 3	...	...	6 12	6 12	13 1	13 1	22 9	22 9	...	...	...	...	...	...	17 4	17 4	...	...	11 2	11 2	100 0	100 0	10 13	10 13
Khandwa-Asirgarh Cant.	13 9	13 0	...	...	9 0	9 0	*32 0	12 0	21 0	21 0	21 0	21 0	...	...	...	...	16 0	16 0	...	...	...	...	160 0	160 0	10 0	10 0
Hoshangabad	14 11	14 12	...	...	8 1	8 1	11 4	11 4	16 13	16 13	...	...	...	...	...	...	16 10	16 10	...	...	12 0	12 0	160 0	160 0	9 8	9 8
Betúl	14 6	14 6	...	...	...	...	9 13	9 13	20 9	18 5	...	...	...	...	...	...	16 9	14 6	...	...	11 6	10 4	240 0	240 0	8 0	9 2
Chhindwára	12 10	13 13	...	...	8 0	10 0	12 5	11 7	18 0	18 0	...	...	...	...	...	...	19 0	16 14	...	...	14 6	12 0	150 0	160 0	8 0	9 2
Nágpur	14 6	14 6	...	...	10 0	10 0	12 8	11 14	18 12	18 12	...	...	...	...	...	...	15 0	15 0	...	...	10 10	10 10	125 0	125 0	10 2	10 2
Wardha	14 9	14 9	...	...	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	16 0	14 9	...	...	13 5	13 5	160 0	160 0	10 10	10 10
Central—																										
Narsinghpur	13 0	13 0	...	...	8 0	8 0	9 2	9 2	...	22 0	...	...	...	...	...	...	16 0	16 0	...	...	18 0	18 0	200 0	200 0	9 2	9 2
Saugor	11 12	11 12	...	...	10 3	10 3	11 1	11 1	15 0	15 0	...	...	...	...	...	...	17 10	17 10	...	...	15 12	15 12	130 0	130 0	9 2	9 2
Damoh	12 0	12 8	...	...	11 4	11 4	12 0	12 8	...	...	...	...	...	...	...	...	15 0	15 5	...	...	10 0	10 0	100 0	100 0	9 8	9 7
Jubbulpore	13 4	13 0	...	...	10 4	10 4	14 4	14 4	17 0	18 0	...	...	...	...	...	...	16 4	16 8	...	...	11 0	10 4	120 0	120 0	9 4	9 8
Baghalkhand (Sohna)	14 12	14 3	17 8	16 0	8 0	8 0	16 0	16 0	17 0	16 0	17 0	16 0	...	...	9 0	10 0	18 12	18 6	...	...	17 0	17 4	100 0	160 0	10 0	10 0
Mandla	17 0	17 0	...	...	13 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	23 0	23 0	...	...	13 0	13 0	200 0	200 0	9 0	9 0
Sconi	16 0	16 0	...	...	9 12	9 12	12 13	12 13	...	...	...	...	...	...	...	...	17 7	17 7	...	...	11 8	11 8	190 0	190 0	9 10	9 10
Ellaghát	11 0	11 0	...	...	9 0	9 0	16 0	16 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	8 0	8 0	140 0	140 0	8 0	8 0
Bhandára	13 4	13 4	...	...	...	...	12 8	12 8	...	...	...	...	...	...	...	...	15 0	13 4	...	...	10 0	10 0	220 0	200 0	9 0	9 0
Chánda	13 8	13 8	...	...	...	...	15 0	15 0	17 0	17 0	...	...	...	...	...	...	14 0	14 0	...	...	12 0	12 0	320 0	320 0	10 14	10 14
Eastern—																										
Bilaspur	17 12	17 12	...	...	11 3	11 2	18 0	18 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	...	...	120 0	120 0	8 0	8 0
Raipur	17 8	17 0	...	...	11 6	10 0	17 8	15 12	...	...	...	...	...	...	...	...	15 15	11 0	...	...	14 3	14 3	100 0	100 0	9 0	9 0
Sambalpur	15 5	15 5	...	...	12 4	12 4	18 6	18 6	...	...	...	...	...	...	...	...	10 0	11 0	...	...	9 0	9 0	120 0	120 0	9 10	9 10
Berar—																										
Buldána	17 0	16 0	...	...	7 0	7 0	10 0	10 0	25 0	25 0	19 0	19 0	...	‡	...	...	20 0	19 0	...	...	12 0	11 0	182 0	182 0	10 0	10 0
Basim	17 8	17 0	...	...	7 0	7 0	12 0	12 0	25 0	24 8	...	...	...	‡	...	...	17 0	16 8	...	...	10 8	10 8	75 0	70 0	9 0	9 0
Akola	17 0	16 8	...	...	6 0	6 0	11 8	8 8	23 8	22 8	...	20 8	...	‡	...	...	15 8	16 8	...	...	11 8	11 8	96 0	96 0	11 8	11 0
Ellichpur	14 8	14 8	...	...	6 0	6 0	8 0	8 0	21 0	21 0	15 0	15 0	...	‡	...	...	13 0	13 0	...	...	14 0	14 0	120 0	120 0	10 0	10 0
Amraoti	14 8	14 0	10 0	10 0	7 0	7 0	10 0	10 0	20 0	20 0	16 0	14 0	...	‡	...	...	15 0	14 0	...	...	13 0	13 0	90 0	90 0	11 0	11 0
Wún	14 0	13 0	...	...	8 0	8 0	10 0	10 0	20 0	20 0	16 0	16 0	...	‡	...	...	14 0	14 0	...	...	20 0	20 0	200 0	260 0	9 8	9 8
Nizam's Territories—																										
Secunderabad	13 13	13 13	*	*	6 13	6 13	10 3	10 3	15 15	15 15	17 12	17 12	22 3	22 3	*	*	13 13	13 13	*	*	16 12	16 12	95 0	90 0	8 12	9 0
Bolárum	14 9	14 0	*	*	7 0	8 2	11 11	12 13	17 3	17 8	*	*	*	*	*	*	13 12	13 2	*	*	*	*	110 14	116 14	9 3	8 14
Chadarghat	11 0	9 0	*	*	7 8	6 8	12 0	10 0	18 8	15 0	24 0	20 0	*	*	*	*	14 0	13 0	*	*	*	*	120 0	80 0	9 0	8 0

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

RETAIL PRICES FOR THE 2nd HALF OF FEBRUARY 1895—*concluded*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Ragi or marua (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadian pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	...	...	...	...	...	...	11 11	11 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	136 2	136 2	11 3	11 3
S. Canara	...	...	...	...	...	...	12 13	12 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	121 8	121 8	11 14	11 14
South, central—																										
Coimbatore	...	...	...	...	...	...	12 2	11 13	19 8	18 6	20 11	20 6	21 5	22 0	...	...	...	...	...	...	...	...	133 11	133 11	11 2	11 2
Nilgiris	...	...	...	...	...	...	8 13	9 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	274 3	274 3	10 10	10 10
Salem	...	...	...	...	...	...	11 13	12 3	20 3	20 11	22 10	23 0	23 2	23 14	...	...	...	...	...	...	...	...	116 10	121 8	11 5	11 5
Central—																										
Bellary	...	...	...	...	...	...	11 5	11 5	28 13	28 13	...	...	27 3	27 3	...	...	...	...	...	...	...	...	121 8	121 8	10-5&11-8	10-5&11-8
Anantapur	...	...	...	...	...	...	10 13	10 13	25 13	25 3	...	...	26 3	26 3	...	...	...	...	...	...	...	...	97 3	97 3	11 8	11 8
Cuddapah	...	...	...	...	...	...	11 10	11 10	20 5	20 8	23 3	23 3	23 5	23 5	...	...	...	...	...	...	...	...	135 2	135 2	11 13	11 13
Kurnool	...	...	...	...	...	...	11 6	11 6	26 11	26 11	...	...	...	...	...	...	...	...	...	...	...	...	97 3	97 3	10-2 & 11-10	10-2 & 11-10
East Coast, north—																										
Ganjam	...	...	...	...	...	...	13 3	12 13	...	...	...	...	21 10	21 10	...	...	...	...	...	...	...	...	86 8	86 8	10 2	10 2
Vizagapatam	...	...	...	...	...	...	11 5	11 5	...	...	24 13	24 13	25 5	25 5	...	...	...	...	...	...	...	...	97 3	97 3	12 0	12 0
Godávari	...	...	...	...	...	...	16 0	16 0	19 3	19 3	...	...	29 2	29 2	...	...	...	...	...	...	...	...	133 11	133 11	12 2	12 2
East Coast, central—																										
Kistna	...	...	...	...	...	...	14 14	14 14	20 8	19 0	●	●	32 13	32 13	...	...	...	...	...	...	...	...	140 14	140 14	13 3	13 3
Nellore	...	...	...	...	...	...	14 13	14 13	24 11	23 11	18 13	19 11	25 0	24 0	...	...	...	...	...	...	...	...	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	...	...	...	...	...	...	11 2	11 2	20 3	20 3	...	...	21 14	21 14	...	...	...	...	...	...	...	...	98 8	98 3	13 5	13 5
Chingleput	...	...	...	...	...	...	11 5	11 5	...	...	...	...	20 10	20 10	...	...	...	...	...	...	...	...	91 14	91 14	13 5	13 5
N. Arcot	...	...	...	...	...	...	11 5	12 3	23 10	25 8	23 2	24 13	27 6	27 6	...	...	...	...	...	...	...	...	100 13	100 13	12 2	12 2
S. Arcot	...	...	...	...	...	...	14 14	14 14	...	...	29 5	29 5	27 0	27 0	...	...	...	...	...	...	...	...	209 0	209 0	12 13	12 13
Tanjore	...	...	...	...	...	...	13 6	13 6	...	...	23 3	24 11	24 3	25 11	...	...	...	...	...	...	...	...	145 13	145 13	12 6 and 12 3	12 6 and 12 8
Trichinopoly	...	...	...	...	...	...	10 14	10 14	16 13	16 13	18 6	18 6	22 10	22 10	...	...	...	...	...	...	...	...	143 6	143 6	12 0	12 0
Southern—																										
Tinnevelly	...	...	...	...	...	...	11 10	11 5	●	●	●	●	●	●	...	...	...	...	...	...	...	...	58 5	58 5	13 13	13 8
Madura	...	...	...	...	...	...	11 0	11 0	15 6	19 6	...	17 10	20 3	21 11	...	...	...	...	...	...	...	...	97 3	97 3	12 11	12 11
Mysore—																										
Mysore	11 8	11 8	11 0	11 0	9 0	10 4	10 0	11 0	27 0	27 0	21 0	20 0	25 0	26 0	22 0	21 0	11 8	11 8	...	...	13 0	13 8	96 0	96 0	10 0	10 0
Bangalore	13 8	13 8	10 0	10 0	7 8	7 8	9 0	9 0	23 0	22 6	...	...	29 0	28 6	...	...	11 8	11 8	...	...	13 8	13 12	90 0	96 0	10 0	10 0
Kolar	12 4	12 0	10 4	10 4	10 4	10 0	10 12	10 12	24 0	23 0	19 0	18 0	29 0	28 0	15 0	15 0	10 4	10 4	12 0	15 0	15 0	16 0	150 0	150 0	10 0	10 0
Tumkur	12 0	12 0	11 0	11 0	9 0	9 0	9 8	9 8	25 0	24 0	28 0	28 0	32 8	30 0	33 0	34 0	12 0	12 0	...	...	15 0	14 8	224 0	224 0	10 8	10 8
Hassan	...	...	9 8	8 8	9 0	9 0	10 0	10 0	...	...	...	...	32 0	32 0	...	...	11 8	11 8	...	...	15 0	15 0	200 0	200 0	8 8	8 8
Kadur	12 0	11 0	12 0	12 0	9 0	9 0	10 0	10 0	...	...	...	...	24 0	24 0	...	...	12 0	11 0	...	...	8 0	8 0	240 0	240 0	9 0	9 0
Shimoga	14 15	14 3	...	...	7 10	8 2	11 13	11 13	31 8	31 8	...	...	33 10	32 9	...	...	11 13	12 10	...	...	12 14	12 14	320 0	272 0	10 8	10 8
Chitaldroog	16 0	16 0	15 0	15 0	9 0	9 8	10 0	10 8	32 0	32 0	20 0	20 0	36 0	32 0	36 0	36 0	14 0	14 0	...	...	14 0	14 0	320 0	320 0	9 8	9 8
Coorg—																										
Coorg	8 8	8 8	7 8	7 8	10 0	10 0	12 0	12 0	...	...	...	...	29 8	30 8	...	...	25 0	25 8	...	...	...	...	110 0	110 0	10 8	10 0
Aden	7 0	7 0	...	..	5 14	5 14	6 9	6 9	10 3	10 3	9 4	9 4	●	●	...	...	9 4	9 4	...	...	●	●	65 5	65 5	32 0	32 0

● Not sold.

FINANCE AND COMMERCE DEPARTMENT,
(Statistical Branch).

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

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the twelve months of the official year 1894-95, and of the twenty-three preceding years.

(In Thousands of Rupees.)

FOR THE TWELVE MONTHS, APRIL TO MARCH.

Year.	Bengal.				Bombay.				Sindh.				Madras.				Burma.				Total British India.				Year.
	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	Total Import Revenue.	Export Revenue.	Total Revenue.	
1871-72	10,52	70,05	24,64	1,06,11	6,32	48,75	4,66	59,73	1,10	1,35	2,44	4,89	3,74	12,57	14,31	30,62	1,82	4,60	23,83	30,25	23,50	1,38,22	1,61,72	69,88	2,31,60	1871-72
1872-73	11,95	68,43	27,16	1,07,54	5,87	46,08	3,79	55,74	1,07	1,22	2,02	4,31	4,01	12,55	12,25	28,81	3,01	5,30	35,44	43,75	25,91	1,33,58	1,59,49	80,66	2,40,15	1872-73
1873-74	11,23	65,09	21,11	97,51	6,71	51,69	4,34	62,74	1,30	1,00	1,40	3,70	3,79	14,02	15,20	33,01	3,40	5,49	30,74	39,63	26,43	1,37,29	1,63,72	72,87	2,36,59	1873-74
1874-75	12,10	76,05	19,42	1,07,57	7,59	51,92	5,44	64,95	1,22	1,00	1,72	3,94	3,76	13,22	14,22	31,20	3,86	6,80	26,26	36,92	28,53	1,48,92	1,77,45	67,06	2,44,51	1874-75
1875-76	12,71	72,96	20,94	1,06,61	8,17	50,29	4,43	62,89	1,37	1,02	1,20	3,59	4,81	13,44	11,79	30,04	3,77	5,49	34,03	43,26	30,83	1,43,17	1,74,00	72,89	2,46,89	1875-76
1876-77	13,32	66,58	21,52	1,01,42	8,58	43,93	1,29	53,80	1,49	75	38	2,62	5,55	11,83	6,55	23,93	4,24	5,81	31,39	41,44	33,18	1,28,19	1,62,08	68,13	2,30,21	1876-77
1877-78	14,28	88,86	21,02	1,16,16	8,58	49,56	1,51	59,65	1,87	89	48	3,24	6,00	10,13	2,81	18,94	4,93	6,76	29,32	41,01	35,66	1,48,20	1,83,86	55,14	2,39,00	1877-78
1878-79	13,49	63,09	20,78	97,36	8,54	44,51	2,53	55,58	1,96	59	36	2,91	5,40	9,30	5,14	19,84	6,96	7,21	33,16	47,33	36,35	1,24,70	1,61,05	61,97	2,23,02	1878-79
1879-80	12,47	59,45	15,48	87,40	9,47	40,53	2,57	52,57	3,46	75	38	4,59	5,02	9,17	8,43	22,62	8,31	7,40	37,24	52,95	38,73	1,17,39	1,56,03	64,10	2,20,13	1879-80
1880-81	13,25	39,23	17,27	89,73	9,04	56,07	2,81	67,72	5,04	1,25	26	6,55	5,21	10,43	8,34	23,98	5,37	8,74	42,90	57,01	37,89	1,35,72	1,73,61	71,58	2,45,19	1880-81
1881-82	13,55	47,66	19,41	80,62	10,47	45,19	2,06	57,72	4,01	1,24	51	5,76	5,01	9,20	4,99	19,20	7,53	7,69	47,88	63,10	40,57	1,10,98	1,51,55	74,85	2,26,40	1881-82
1882-83	14,31	17	20,11	34,59	10,49	—96*	2,02	11,55	3,42	5	62	4,09	5,44	8	4,37	9,89	8,18	8	54,44	62,70	41,84	—58*	41,26	81,56	1,22,82	1882-83
1883-84	14,44	45	18,71	33,60	10,97	55	1,81	13,33	3,66	5	60	4,31	4,89	10	6,07	11,06	8,11	13	43,44	51,68	42,07	1,28	43,35	70,63	1,13,98	1883-84
1884-85	12,59	34	15,40	28,33	11,09	52	2,16	13,77	4,02	6	65	4,73	4,84	4	4,68	9,56	7,57	7	34,68	42,32	40,11	1,03	41,14	57,57	98,71	1884-85
1885-86	13,32	23	17,49	31,04	12,08	56	1,59	14,23	4,36	8	97	5,41	5,03	12	3,85	9,00	6,96	8	49,09	56,13	41,75	1,07	42,82	72,93	1,15,81	1885-86
1886-87	14,24	38	15,40	30,02	12,46	57	1,95	14,98	5,38	12	1,00	6,50	6,87	15	5,16	12,18	9,72	17	46,75	56,64	48,67	1,39	50,06	70,26	1,20,32	1886-87
1887-88	13,39	1,03	20,55	34,97	14,65	1,16	2,37	18,18	5,18	8	84	6,10	10,13	17	4,84	15,14	9,08	28	45,89	55,25	52,43	2,72	55,15	74,49	1,29,64	1887-88
1888-89	14,76	6,30	16,24	37,30	14,92	4,50	1,93	21,35	5,32	74	56	6,62	10,43	86	5,39	16,68	8,96	99	36,37	46,32	54,39	13,39	67,78	60,49	1,28,27	1888-89
1889-90	14,86	8,63	15,77	39,46	15,82	4,62	2,44	22,88	5,55	65	78	6,98	10,29	86	6,15	17,30	8,98	2,69	46,74	57,81	55,50	17,05	72,55	71,88	1,44,43	1889-90
1890-91	16,07	9,64	20,19	45,90	17,42	4,93	2,06	24,41	6,26	1,25	85	8,36	10,93	1,20	4,56	16,69	9,09	77	62,89	72,75	59,77	17,79	77,56	90,55	1,68,11	1890-91
1891-92	15,95	19,51	21,41	48,17	17,25	4,63	1,91	23,79	6,33	92	84	8,09	10,37	1,60	3,72	15,69	8,67	77	58,22	67,66	58,57	18,73	77,30	86,10	1,63,40	1891-92
1892-93	16,68	13,29	18,25	48,22	17,48	5,25	2,79	25,52	5,73	1,06	82	7,61	10,39	1,07	4,24	15,70	10,33	1,00	47,33	58,66	60,61	21,67	82,28	73,43	1,55,71	1892-93
1893-94	16,38	18,43	16,97	51,78	18,52	13,81	2,29	34,62	5,80	1,72	62	8,14	9,53	1,80	5,20	16,53	8,82	1,61	40,35	50,78	59,05	37,37	96,42	65,43	1,61,85	1893-94
1894-95	17,86	68,26	19,82	1,05,94	18,16	1,15,62	3,99	1,37,77	5,27	10,10	87	16,24	11,04	18,34	6,88	36,26	8,82	10,88	57,92	77,62	61,15	2,23,20	2,84,35	89,48	3,73,83	1894-95

● The amount refunded was greater than the duty collected.

FINANCE AND COMMERCE DEPARTMENT.
(Statistical Branch)
Calcutta, 20th April 1895.

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, April 20th, 1895.

General Summary.—During the week under review, pressure has been more or less above the normal average throughout the whole of India. This excess has been considerable to very large in the north, while it has been but slight in the south, and over the western desert. The result has been an irregular and abnormal distribution of pressure. Over the Peninsula readings have been very uniform; over the western desert there has been a stationary shallow depression, while over the Gangetic plain and North-Eastern India, moderate gradients for easterly and south-easterly winds have prevailed. The winds have been very unsteady and light over the Peninsula and the central parts of the country, while moderate southerly and south-easterly winds have blown in Bengal, and south-easterly and easterly winds up the Gangetic plain. Thundershowers have occurred in most parts of the country during the week. On most days they have been scattered and more or less local, but on the 16th there was a very general fall of rain over North-Western India, and on the 14th over Bengal. As a result of these showers, and in Northern India of the prevalence of easterly instead of the normal north-westerly winds, the weather has been most unusually cool, and the temperature more particularly during the day has been largely below the normal average.

Daily Summary.—*Sunday.*—Pressure had increased very generally. Readings were highest over Assam, and lowest over the western desert. Moderate gradients existed over Northern India, but over the Peninsula pressure was uniform. The winds were easterly up the Gangetic plain and very variable elsewhere. Over the north of the Bay the force was fresh. Rain had fallen generally in Bengal, and fairly generally over the Peninsula. In two or three instances the amount received exceeded one inch.

Monday.—Pressure had increased briskly over the central parts of the country, fallen or been steady elsewhere. The general distribution was unaltered, but gradients were slighter over Northern India. The winds had fallen lighter, and the easterly current up the Gangetic plain was feebler. Rain had ceased in Bengal, but a few scattered showers were reported from the north-west, centre, and south of India.

Tuesday.—Pressure had changed by considerable amounts. It had risen in the north-west and fallen elsewhere. A large shallow depression overlay Sind, Southern Rajputana, and Central India, while pressure was highest in the north of the Punjab. Over the Peninsula readings were exceedingly uniform. The winds varied considerably. A general burst of rain had occurred in the north-west, while in the centre and south showers were fairly general.

Wednesday.—The changes of the barometer and the general distribution of pressure were irregular. North-westerly winds prevailed over Sind, Gujarat, and Bombay, but elsewhere variable winds continued. Showers of rain, in several instances heavy, were received over a large part of the country.

Thursday.—Pressure had been steady over North-Eastern India and had fallen elsewhere. Readings were in nearly all places very uniform, and the winds remained light and variable. Showers had been received in north and west Bengal and in the south of the Peninsula.

Friday.—Pressure had fallen briskly in North-Western India, and been steady or risen slightly elsewhere. A depression had been developed over the western desert, while pressure was highest in Assam; hence the general distribution which

prevailed at the commencement of the week had been re-established. Winds were becoming easterly again up the Gangetic plain. Thundershowers had been received over the North-West Himalayas, the Gangetic plain, north and east Bengal, Upper Burma, and the south of the Peninsula.

Saturday.—Pressure had fallen briskly in Sind, but had been steady elsewhere. The distribution was unaltered. Southerly and south-easterly winds prevailed at the head of the Bay, easterly winds in the Gangetic plain, and variable winds elsewhere. Showers had been received in north Bengal, Chota Nagpur, the Kumaun-Himalayas, and parts of the Peninsula.

Temperature.—The following table gives the variation of the mean temperature from the normal in the different Provinces of India for each day of the week:

Province.	April 1895.							Mean variation of week.
	14th	15th	16th	17th	18th	19th	20th	
	°	°	°	°	°	°	°	°
Burma	—1·2	—0·5	+0·6	+0·3	+0·8	+1·3	+1·1	+0·3
Bengal and Assam	—7·0	—5·4	—3·0	—2·0	—2·3	—3·1	—3·6	—3·9
North-Western Provinces and Oudh	—1·9	—0·8	—1·1	—6·5	—7·7	—5·3	—7·0	—4·0
Punjab	+2·7	+5·3	—3·3	—7·0	—4·1	—1·9	—0·4	—1·3
Bombay	—1·4	—1·0	—1·6	—1·6	—0·8	+0·4	+0·3	—0·8
Central Provinces and Berar	+0·1	—2·6	—4·6	—5·6	—6·0	—3·4	—4·4	—3·8
Central India and Gujarat	+1·3	+0·3	—0·2	—0·6	—1·2	+0·4	—1·3	—0·2
Sind and Rajputana	+1·5	+2·3	+2·3	—5·2	—0·9	+1·5	+1·3	+0·4
Madras	—2·6	—3·3	—3·2	—3·4	—3·8	—3·1	—3·7	—3·3
Mean for whole of India	—0·9	—0·6	—1·6	—3·6	—2·9	—1·5	—2·0	—1·9

The mean temperature of the whole country was about normal on the 14th and 15th, but fell below on the 16th, and so remained until the close of the week; the coolest day being the 17th, when the mean temperature of the whole country was 3½° below the average. The provincial variations show that the coolest regions, relatively to the normal, were the North-Western Provinces, where there was a deficiency of 4°, Bengal with a mean deficiency of 3·9°, the Central Provinces with a mean deficiency of 3·8°, and Madras with a mean deficiency of 3·3°. The warmest region was Sind and Rajputana, where on the mean of the week there was an excess of 0·4°.

The highest maxima reported on each day were—

On the 14th April 105·3° at Ahmedabad.
„ 15th „ 107·7° „ Hyderabad (Sind).
„ 16th „ 108·9° „ Jacobabad.
„ 17th „ 106·9° „ Deesa.
„ 18th „ 107·4° „ „
„ 19th „ 109·4° „ „
„ 20th „ 112·2° „ Jacobabad.

The warmest region was thus Sind and Gujarat throughout the week, and the maxima increased 7° during the week.

Rainfall.—The past week was one of unusual rainfall over the Indian area. Only three districts—*viz.*, Arakan, Kathiawar, and Rajputana (West)—had absolutely no rain during the week, though nine more—*viz.*, Upper Burma, North Bihar, the North-Western Provinces (East and Submontane), Khandesh, Gujarat, Sind, and Rajputana (East)—had an average actual fall of less than 0·10″, which for

practical purposes was unimportant. In all the remaining districts effective rainfall was received. The heaviest average fall was 2·01 inches in Madras (South), while Central Bengal, Orissa, Chota Nagpur, Madras (South-Central), and Coorg had average falls of one inch or over. Nearly the whole of this rainfall occurred during thunderstorms, which storms were most severe in the south of the Peninsula. The third column of the table shows that the week's rainfall was in defect of the normal in Burma, Assam, Lower Bengal, and part of the western desert, but was in excess elsewhere. The deficiency was large in Assam, but was unimportant elsewhere. The excess was greatest—exceeding one inch—in Orissa, Chota Nagpur, Madras (South-Central) and Madras (South).

In North-East India the principal part of the rain fell on the 14th, 17th, and 20th; in the North-Western Provinces on the 15th, 16th, and 17th; in the Punjab, on the 15th and 16th; in the south of the Peninsula, on the 19th and 20th; and over the head of the Peninsula and the central parts of India on the 15th, 16th, and 17th.

The columns showing the total actual and normal rainfall for the period March 3rd to April 20th exhibit a deficient rainfall in Burma, Assam, Bengal (except Central Bengal, Orissa and Chota Nagpur), the North-Western Provinces (except Oudh [South] and the Central and West divisions), the Punjab (except the North-West and West divisions), Kathiawar, and the East Coast (North (*a*) and South). In the remaining parts of India the rainfall for the period quoted above has been excessive. Heavy local falls of rain have occurred during the week April 14th to 20th in many parts of the country. Thus Jamalpur (Mymensingh) has received 3·13 inches; Cherrapunji 3·47 inches; Jalpaiguri 2·38 inches; Kurseong (Darjeeling) 2·26 inches; Kendrapara (Cuttack) 5·12 inches; Bhodrak (Balasore) 3·14 inches; Chaibassa 2·32 inches; Jansath (Muzaffarnagar) 2·02 inches; Pithoragarh 3·11 inches; Raya (Amritsar) 2·85 inches; Abbottabad 2·02 inches; Palghat (Calicut) 3·00 inches; Karkal (Mangalore) 3·03 inches; Bhawani (Coimbatore) 3·35 inches; Coonoor 5·20 inches; Sorab (Mysore) 3·76 inches; Bhatkal (Karwar) 2·68 inches; Sindgi (Bijapur) 2·58 inches; Umrer (Nagpur) 3·84 inches; Udayagiri (Ganjam) 3·45 inches; Tallapudy (Godavery) 6·02 inches; Perambular (Trichinopoly) 3·18 inches; Dindigul 4·28 inches; Arasadi (Tinnevelly) 5·26 inches.

PROVINCE.	DIVISION	Rainfall data for week ending April 20th, 1895. Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Rainfall data from March 3rd to April 20th, 1895. Average actual rainfall of season to date.	Average normal rainfall, March 3rd to April 20th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	0·42	1·08	— 0·66	1·44	2·53	— 43
	Lower Burma	0·12	0·36	— 0·24	0·25	1·28	— 80
	Central Burma	0·05	0·28	— 0·23	0·18	0·79	— 77
	Upper Burma	0·08	?	?	0·36	?	?
	Arakan	0	0·54	— 0·54	0	1·07	— 100
Bengal and Assam	Eastern Bengal	0·25	0·85	— 0·60	2·68	4·14	— 35
	Assam (Surma)	0·90	2·75	— 1·85	8·92	18·19	— 51
	Do. (Brahmaputra)	0·22	1·51	— 1·29	5·20	7·94	— 35
	Deltaic Bengal	0·50	0·54	— 0·04	1·85	2·83	— 35
	Central Bengal	1·00	0·27	+ 0·73	2·00	1·65	+ 21
	North Bengal	0·83	0·67	+ 0·16	2·08	3·13	— 34
	Orissa	1·00	0·34	+ 1·26	2·52	1·76	+ 43
	Chota Nagpur	1·43	0·13	+ 1·30	2·14	1·26	+ 70
	Bihar (South)	0·31	0·06	+ 0·25	0·36	0·49	— 27
	Do. (North)	0·09	0·13	— 0·04	0·17	0·75	— 77
North-Western Provinces and Oudh.	North-Western Provinces (East)	0·04	0·02	+ 0·02	0·25	0·33	— 24
	Do. (Submontane) (*a*)	0·05	0·05	0	0·25	0·44	— 43
	Oudh (South)	0·10	0·01	+ 0·09	0·44	0·40	+ 10
	Do. (North)	0·19	0·01	+ 0·18	0·43	0·54	— 20
	North-Western Provinces (Central).	0·14	0·03	+ 0·11	0·43	0·36	+ 19
	North-Western Provinces (West).	0·35	0·02	+ 0·33	0·53	0·49	+ 8
	North-Western Provinces (Submontane). (*b*)	0·67	0·04	+ 0·63	1·05	1·47	— 29
Punjab	Punjab (South)	0·16	0·05	+ 0·11	0·48	0·70	— 31
	Do. (Central)	0·22	0·05	+ 0·17	0·51	0·68	— 25
	Do. (Submontane)	0·30	0·09	+ 0·21	1·10	1·42	— 23
	Do. (Hill Districts)	0·85	0·29	+ 0·56	2·85	4·04	— 29
	Do. (North-West)	0·56	0·23	+ 0·33	3·88	2·84	+ 37
	Do. (West)	0·25	0·09	+ 0·16	1·79	0·96	+ 86
Bombay and Malabar Coast Districts (Madras).	Malabar	0·94	0·77	+ 0·17	3·87	2·65	+ 46
	Madras (South Central)	1·57	0·51	+ 1·06	2·80	1·03	+ 48
	Coorg	1·28	0·53	+ 0·75	3·70	2·46	+ 50
	Mysore	0·63	0·30	+ 0·27	2·33	1·00	+ 133
	Konkan	0·20	0·05	+ 0·21	0·26	0·14	+ 86
	Bombay Deccan	0·57	0·13	+ 0·44	0·94	0·55	+ 71
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0·04	0·03	+ 0·01	0·11	0·11	0
Central Provinces and Berar.	Berar	0·26	0·05	+ 0·21	0·64	0·29	+ 121
	Central Provinces (West)	0·32	0·05	+ 0·27	0·94	0·43	+ 119
	Ditto (Central)	0·19	0·04	+ 0·15	1·56	0·70	+ 123
	Ditto (East)	0·42	0·07	+ 0·35	1·73	0·99	+ 75
Bombay (North)	Gujarat	0·02	0	+ 0·02	0·02	0·01	+ 100
	Kathiawar	0	0·04	— 0·04	0	0·22	— 100
	Sind	0·03	0·03	0	0·59	0·35	+ 69
Rajputana and Central India.	Central India (East)	0·39	0·02	+ 0·37	0·74	0·17	+ 335
	Rajputana (East), Central India (West).	0·06	0·01	+ 0·05	0·53	0·19	+ 179
	Rajputana (West)	0	0·01	— 0·01	0·36	0·09	+ 300
Madras	East Coast (North)	0·69	0·22	+ 0·47	1·07	0·88	+ 22
	Ditto (ditto) (*a*)	0·90	0·46	+ 0·44	0·95	1·64	— 42
	Hyderabad (South)	0·16	0·13	+ 0·03	1·53	1·08	+ 42
	Madras (Central)	0·32	0·16	+ 0·16	1·01	0·40	+ 153
	East Coast (Central)	0·34	0·09	+ 0·25	0·44	0·44	0
	Ditto (South)	0·43	0·13	+ 0·30	0·49	0·65	— 25
	Madras (South)	2·01	0·42	+ 1·59	2·75	1·94	+ 42

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

Simla, *25th April 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 20th April.*—Showers have fallen throughout the greater part of the Presidency; they were especially good in the Circars, Central, and Southern districts. Sowing has commenced on the West Coast. Such standing crop as there is has been much benefited in the southern half of the Presidency by the recent showers, and the crop generally is in good condition, except cotton in the Deccan districts. Some harvest is still going on with moderate yield. Pasture is improving in places and fodder is generally sufficient. Cattle are in good condition. Prices of staple grains are slightly cheaper in the Deccan and Southern districts; elsewhere prices are practically stationary.

Bombay.—*For week ending 24th April.*—Slight rain in parts of eleven districts. The standing crops are in good condition. Reaping of the late crops continues in parts of nine districts, and preparations for next season in parts of sixteen. Sowing is progressing in parts of Sholapur. Cotton-picking is in progress in parts of Gujarat and Dharwar. The fodder-supply is sufficient. Agricultural stock are in good condition. Prices are normal, except in parts of Ahmednagar and Sholapur.

Bengal.—*For week ending 22nd April.*—There was rain in Orissa and Chota Nagpur and over the greater part of Bengal Proper. In Bihar and in Eastern Bengal little or no rain was reported during the week. The lands are being ploughed and the sowing of the autumn rice and jute is going on. More rain is required in parts of Northern and Eastern Bengal and in Darbhanga and Purneah. Spring rice and indigo are doing well. In some districts the harvesting of the spring rice has begun. The spring harvest is over and the mean outturn for the Province is estimated between thirteen and fourteen annas. The price of common rice is steady.

North-Western Provinces and Oudh.—*For week ending 24th April.*—Showers have fallen in most districts. Grain on the threshing floors has been somewhat damaged by rain in Bareilly. Threshing and winnowing of spring crops and irrigation of sugarcane and extra crops are going on. Markets are well supplied and fodder is sufficient. Prices are generally easy; but slightly above normal in two districts. Prospects are favourable, except in Oudh.

Punjab.—*For week ending 24th April.*—Rain has fallen in all but three districts. Harvesting of the spring crops is in progress. Cotton and sugarcane are being sown. Prospects of the standing crops are favourable; the outturn of barley and other crops in Dera Ismail Khan is reported below average owing

to high winds. Cattle are generally in good condition. Fodder is sufficient throughout the Province. Prices are below normal in Sialkot and Shahpur and continue low elsewhere.

Central Provinces.—*For week ending 24th April.*—Weather generally cloudy and warm with occasional storms and light rain. Ploughing of land is in progress. Prices are above normal in Saugor, Damoh, and Seoni. Importation of grain into Damoh continues.

Burma.—*For week ending 20th April.*—Showers of rain fell in several districts, but were not general. In Upper Burma transplanting of the dry-weather crops is approaching completion, and reaping is well in hand. Sowing of early wet-weather paddy is progressing in Mandalay, Kyaukse, and the Southern Shan States. Prospects of the standing crops are good. Prices are normal and steady. The fodder and water-supply are sufficient.

Assam.—*For week ending 23rd April.*—Weather dry. Sowing of early rice and pressing of sugarcane continue. The condition of cattle is fair. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 24th April.*—MYSORE: Rain has fallen in all districts. The standing crops are in good condition. Prospects are good. Prices have slightly risen in Mysore and fallen in Kadar.

COORG: Rainfall good. Coffee has blossomed. No standing crops. Fodder and water for cattle are sufficient. Prices of food-grains are normal.

Berar and Hyderabad.—*For week ending 24th April.*—BERAR: Weather warm and clear. Threshing of wheat, gram, and linseed continues. In the Ellichpur and Melghat talukas land is being prepared for the ensuing rain crop. Fodder and water are sufficient. Prices are fluctuating in two districts and are stationary elsewhere.

HYDERABAD: Rainfall moderate. Weather unusual for this season of year: the temperature is comparatively low and storms are frequent. The standing crops have been damaged to some extent. The spring crops are being harvested in Aurangabad. Water in tanks is sufficient for cultivation. Fodder is scarce, but sufficient for agricultural cattle. Prices are normal.

Central India.—*For week ending 24th April.*—Moderate rain in five Agencies. The crops have been harvested in four Agencies and the probable outturn will be fair, except in one Agency. Cattle are in good condition, except in some parts of the Bhopal Agency. Pasturage is good and sufficient in all Agencies. Prices of food-grains are high in Bhopal and Goona, falling in Bundelkhand, below normal in part of Gwalior, and normal elsewhere. The opium crop is in good condition, except in Goona.

Rajputana.—*For week ending 24th April.*—Rainfall good in Meywar, slight in Kherwara, Ajmere, Dholepore, Bhurtpore and Bickanir. Agricultural

operations are satisfactory. Reaping continues. The standing crops, prospects, and agricultural stock are generally good. The crops have been damaged partly by hail in Dholepore. Fodder is sufficient, except in Dholepore. Prices are fluctuating in one State, falling in one, rising in one, and steady elsewhere.

Kashmir.—*For week ending 23rd April.*—KASHMIR VALLEY: Rainfall slight. Oil-seeds and other standing spring crops are generally in good condition. Land is being prepared for the autumn crops. Prices continue normal.

JAMMU PROVINCE: *For week ending 21st April.*—Rainfall slight. The spring crops are ripe. Reaping has commenced. Prices are normal.

Nepal.—*For week ending 20th April.*—Rainfall slight. Weather cloudy and cool. Sowing of Indian-corn has begun.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT

DEPARTMENT OF REVENUE

STATIS

IMPORTS OF COTTON, WHEAT,

Statement showing in maunds the imports of Cotton, Wheat, Linseed, and Indigo by rail and river into Calcutta, compared with the corresponding

Articles, and whence exported.	Total of month.											
	Calcutta.			Bombay Town.			Karachi.			Total.		
	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.
1	2	3	4	5	6	7	8	9	10	11	12	13
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
COTTON, RAW—												
Madras	...	...	...	...	6	...	...	...	...	...	6	...
Bombay	...	242	...	2,71,199	3,98,282	2,42,239	...	...	...	2,71,199	3,98,524	2,42,239
Sind	...	...	...	...	...	...	19,538	58,833	31,589	19,538	58,833	31,589
Bengal	14,278	8,171	7,863	...	...	...	...	...	...	14,278	8,171	7,863
N.-W. P. & O.	31,181	1,03,598	37,158	40,373	56,287	33,750	...	...	...	71,554	1,59,885	70,908
Punjab	2,913	16,079	7,794	11,383	21,156	10,132	42,308	38,415	28,069	56,604	75,650	45,995
Cent. Provs.	...	2,792	1,101	25,080	29,628	27,288	...	...	...	25,080	32,420	28,389
Berar	...	2,361	5,318	2,15,718	2,76,507	1,83,948	...	...	...	2,15,718	2,78,868	1,89,266
Assam	9,050	6,507	760	...	...	...	...	...	...	9,050	6,507	760
Raj. & C. I.	1,349	7,175	2,452	1,36,486	1,54,418	1,05,707	...	...	...	1,37,835	1,61,593	1,08,159
Nizam's Terry.	...	...	...	139	25	109	...	...	...	139	25	109
Mysore	...	...	...	41	40	...	...	...	...	41	40	...
TOTAL	58,771	1,47,225	62,446	7,01,025	9,36,349	6,03,173	61,846	97,248	59,658	8,21,642	11,80,822	7,25,277
WHEAT—												
Madras	...	...	...	...	86	...	...	...	...	...	86	...
Bombay	...	...	...	82,397	49,597	1,05,923	...	...	...	82,397	49,597	1,05,923
Sind	...	...	...	...	...	...	47,846	1,58,316	83,109	47,846	1,58,316	83,109
Bengal	20,245	6,665	3,633	...	...	...	...	...	...	20,245	6,665	3,633
N.-W. P. & O.	1,39,374	1,00,246	1,64,211	40,227	16	3	...	...	...	1,79,601	1,00,262	1,64,214
Punjab	...	97,595	38,128	1,496	49,148	8,476	8,516	4,52,746	4,07,335	10,012	5,60,489	4,53,939
Cent. Provs.	22,371	5,870	6,523	2,95,737	1,50,949	23,702	...	...	...	3,18,108	1,56,825	30,225
Berar	...	...	64	844	68	43	...	...	...	844	68	107
Assam	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I.	921	...	...	87,681	78,395	11,870	...	...	...	88,602	78,393	11,870
Nizam's Terry.	...	...	...	...	...	17	...	...	...	...	...	17
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	1,82,911	1,80,382	2,12,559	5,08,382	3,28,257	1,50,034	56,362	6,11,062	4,90,444	7,47,655	11,19,701	8,53,037
LINSEED—												
Madras	...	...	...	3,032	22,674	19,139	...	...	...	3,032	22,674	19,139
Bombay	...	...	...	1,44,609	3,11,032	3,17,632	...	...	...	1,44,609	3,11,032	3,17,632
Sind	...	...	...	...	...	...	...	124	...	...	124	...
Bengal	18,094	1,33,483	71,585	...	...	...	...	...	...	18,094	1,33,483	71,585
N.-W. P. & O.	4,292	23,189	8,293	1,330	2,323	499	...	...	...	5,622	25,512	8,792
Punjab	...	...	...	...	...	...	...	1	82	...	1	82
Cent. Provs.	336	35,814	373	1,02,891	81,535	38,040	...	...	...	1,03,227	1,17,349	38,413
Berar	...	1,513	...	1,02,377	4,12,058	1,89,347	...	...	...	1,02,377	4,13,571	1,89,347
Assam	646	647	2,448	...	...	...	...	...	...	646	647	2,448
Raj. & C. I.	1,021	4,262	1,236	16,994	14,628	7,490	...	...	...	18,015	18,890	8,726
Nizam's Terry.	...	...	...	88,250	1,52,493	1,63,501	...	...	...	88,250	1,52,493	1,63,501
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	24,389	1,98,908	83,935	4,59,483	9,96,743	7,35,648	...	125	82	4,83,872	11,95,776	8,19,665
INDIGO—												
Madras	...	...	...	314	420	106	...	...	...	314	420	106
Bombay	...	...	...	97	17	79	...	...	...	97	17	79
Sind	...	...	...	...	...	...	1,424	534	1,125	1,424	534	1,125
Bengal	812	1,976	2,975	...	...	...	...	...	...	812	1,976	2,975
N.-W. P. & O.	27	347	1,039	...	44	...	...	...	...	27	391	1,039
Punjab	...	248	1,936	3	...	...	651	397	781	654	645	2,717
Cent. Provs.	...	...	...	...	...	...	...	...	...	...	...	...
Berar	...	...	...	...	...	...	...	...	...	...	...	...
Assam	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I.	...	...	...	65	172	96	...	...	...	65	172	96
Nizam's Terry.	...	...	...	...	...	...	...	...	...	...	...	...
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	839	2,571	5,940	479	653	281	2,075	931	1,906	3,393	4,155	8,127

DEPARTMENT OF REVENUE AND AGRICULTURE:

Simla, the 24th April, 1895.

OF INDIA.

AND AGRICULTURE.

TICS.

LINSEED, AND INDIGO.

Bombay Town and Karachi, during the month of February 1895, and from 1st January to 28th February 1895, periods of the years 1893 and 1894.

Total from January 1st, including Total of month.													Articles, and whence exported.
Calcutta.			Bombay Town.			Karachi.			Total.				
1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.		
14	15	16	17	18	19	20	21	22	23	24	25		26
Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.		
												COTTON, RAW—	
...	...	...	...	1,726	882	...	...	...	...	1,726	882	Madras.	
...	242	...	5,76,823	7,51,379	4,97,931	...	...	...	5,76,823	7,51,621	4,97,931	Bombay.	
...	...	...	...	...	...	43,048	1,01,044	66,141	43,048	1,01,044	66,141	Sind.	
23,020	13,584	13,415	19	...	...	...	...	...	23,039	13,584	13,415	Bengal.	
64,305	2,12,239	58,821	1,35,522	1,73,854	86,058	...	...	...	1,99,827	3,86,093	1,44,879	N.-W. P. & O.	
12,465	23,829	10,800	41,548	41,850	23,312	82,302	72,185	61,439	1,36,315	1,37,864	95,551	Punjab.	
546	4,109	1,116	48,207	57,684	50,395	...	...	...	48,753	61,793	51,511	Cent. Provs.	
236	3,559	5,318	3,69,272	5,61,752	3,84,937	...	...	...	3,69,508	5,65,311	3,90,255	Berar.	
12,157	9,995	885	...	...	...	...	...	...	12,157	9,995	885	Assam.	
2,583	9,604	2,741	2,41,998	2,54,864	1,95,002	...	...	...	2,44,581	2,64,468	1,97,743	Raj. & C. I.	
...	...	...	1,071	398	1,610	...	...	...	1,071	398	1,610	Nizam's Terry.	
...	...	...	364	40	...	...	...	...	364	40	...	Mysore.	
1,15,312	2,77,161	93,096	14,14,824	18,43,547	12,40,127	1,25,350	1,73,229	1,27,580	16,55,486	22,93,937	14,60,803	TOTAL.	
												WHEAT—	
...	...	...	...	86	...	...	...	...	...	86	...	Madras.	
...	...	...	1,25,387	74,897	1,81,802	...	...	...	1,25,387	74,897	1,81,802	Bombay.	
...	...	...	...	...	...	1,10,452	3,49,008	2,46,802	1,10,452	3,49,008	2,46,802	Sind.	
34,170	14,284	8,960	...	...	...	...	...	...	34,170	14,284	8,960	Bengal.	
2,72,999	2,00,692	2,99,287	86,976	871	3	...	...	...	3,59,975	2,01,563	2,09,290	N.-W. P. & O.	
...	1,21,907	70,902	12,250	83,343	12,884	27,018	8,51,836	9,33,354	39,268	10,57,176	10,17,140	Punjab.	
51,097	24,686	16,238	6,19,103	3,96,569	49,966	...	...	...	6,70,200	4,21,255	66,204	Cent. Provs.	
...	...	64	12,175	68	891	...	...	...	12,175	68	955	Berar.	
...	...	...	...	...	...	...	...	...	...	...	...	Assam.	
1,856	...	...	1,71,804	1,89,484	24,767	...	...	...	1,73,660	1,89,484	24,767	Raj. & C. I.	
...	...	...	...	...	17	...	...	...	...	...	17	Nizam's Terry.	
...	...	...	...	...	...	...	...	...	...	...	...	Mysore.	
3,80,122	3,61,659	3,95,451	10,27,695	7,45,318	2,70,330	1,37,470	12,00,844	11,80,156	15,45,287	23,07,821	18,45,937	TOTAL.	
												LINSEED—	
...	...	...	3,120	23,646	21,977	...	...	...	3,120	23,646	21,977	Madras.	
...	...	...	1,71,048	3,69,371	3,45,102	...	...	...	1,71,048	3,69,371	3,45,102	Bombay.	
...	...	...	...	...	...	...	124	...	...	124	...	Sind.	
47,067	2,85,458	95,803	...	...	...	...	...	...	47,067	2,85,458	95,803	Bengal.	
15,635	1,04,672	18,125	2,516	5,983	4,403	...	...	...	18,151	1,10,655	22,528	N.-W. P. & O.	
...	...	...	...	...	...	...	566	82	...	566	82	Punjab.	
5,062	64,045	1,088	1,21,042	1,37,840	56,774	...	...	...	1,26,104	2,01,885	57,862	Cent. Provs.	
...	1,513	...	1,12,292	4,62,507	1,99,946	...	...	...	1,12,292	4,64,020	1,99,946	Berar.	
1,046	909	3,598	...	...	...	...	...	...	1,046	909	3,598	Assam.	
1,434	16,408	2,475	28,810	26,904	28,204	...	...	...	30,244	43,312	30,679	Rai. & C. I.	
...	...	...	1,14,353	1,81,870	1,87,805	...	...	...	1,14,353	1,81,870	1,87,805	Nizam's Terry.	
...	...	...	18	2	5	...	...	...	18	2	5	Mysore.	
70,244	4,73,005	1,21,089	5,53,199	12,08,123	8,44,216	...	690	82	6,23,443	16,81,818	9,65,387	TOTAL.	
												INDIGO—	
...	...	...	606	680	313	...	...	...	606	680	313	Madras.	
...	...	...	343	268	298	...	...	...	343	268	298	Bombay.	
...	...	...	...	...	...	3,989	971	1,860	3,989	971	1,860	Sind.	
6,124	6,549	21,596	...	...	4	...	...	...	6,124	6,549	21,600	Bengal.	
545	3,064	5,779	...	74	2	...	...	...	546	3,138	5,781	N.-W. P. & O.	
...	248	1,936	3	1	2	1,635	728	1,187	1,638	977	3,125	Punjab.	
...	...	...	1	...	...	...	...	...	1	...	...	Cent. Provs.	
...	...	...	...	...	...	...	...	...	...	...	...	Berar.	
...	...	...	...	...	...	...	...	...	...	...	...	Assam.	
...	...	24	565	588	284	...	...	...	565	588	308	Raj. & C. I.	
...	...	...	...	...	...	...	...	...	...	...	...	Nizam's Terry.	
...	...	...	...	...	...	...	...	...	...	...	...	Mysore.	
6,670	9,861	29,335	1,518	1,611	903	5,624	1,699	3,047	13,812	13,171	33,285	TOTAL.	

DENZIL IBBETSON,

Offg. Secretary to the Government India.

C

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 14TH APRIL 1894, AND FROM 1ST JANUARY TO 13TH APRIL 1895.

N.B.—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st-half of 1894.	First 14 days of April 1894.			First 13 days of April 1895.			Earnings from 1st January to 14th April 1894.	Earnings from 1st January to 13th April 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open.				
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	655	1,634	22,33,182	1,367	1,687	21,18,441	1,256	1,67,86,446	1,64,58,830	...	3,27,604
Bengal-Nágpur	189	862	3,63,668	422	862	3,00,179	348	27,20,965	27,18,589	...	2,376
Indian Midland (*a*)	162	752	2,63,443	350	752	1,75,563	233	18,17,592	16,15,691	...	2,01,901
Bezwada extension	108	21	5,589	266	21	5,278	251	31,978	44,321	12,343	...
Metre gauge—											
Rajputana-Malwa (*b*)	324	1,719	10,88,958	633	1,790	9,54,796	533	79,72,664	77,83,882	11,218	...
Pálanpur-Deesa	47	17	1,540	91	17	2,333	137	11,080	14,150	2,479	...
South Indian	143	1,042	2,86,593	275	1,042	3,19,560	307	20,28,562	23,62,769	3,34,207	...
Máyavaram-Mutupet	61	50	(*c*) 4,454	89	54	10,622	197	(*c*) 4,454	57,700	53,300	...
Southern Mahratta (*d*)	115	1,165	2,58,650	222	1,165	2,93,131	252	18,04,331	19,97,115	1,8 ,784	...
Bengal and North-Western (*e*)	162	756	2,82,799	374	756	2,41,319	319	17,34,098	18,47,224	1,13,120	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	231	50,392	218	231	36,580	158	3,13,378	3,15,198	1,820	...
TOTAL	286	8,249	48,39,268	587	8,377	44,57,802	532	3,52,26,142	3,54,10,551	1,84,409	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	255	2,507	13,44,787	536	2,511	14,85,608	592	96,71,915	1,03,08,156	6,36,241	...
Oudh and Rohilkhand (state)	287	741	4,77,154	644	797	3,42,428	430	31,02,525	34,93,369	3,90,844	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	281	813	3,78,697	466	813	4,34,100	534	35,09,410	38,23,161	3,53,751	...
Bengal Central (*g*)	126	125	29,409	235	125	31,136	249	2,30,246	2,50,341	20,095	...
East Coast (state)	107	266	48,027	181	397	66,738	168	3,71,672	5,07,726	1,30,934	...
Metre gauge—											
Burma (state)	199	730	2,63,173	361	746	2,58,197	346	24,79,077	24,88,009	8,932	...
Special gauges—											
Jorhát (state provincial)	44	28	1,801	64	28	1,971	70	16,193	18,237	2,044	...
Cherra-Companyganj (state provincial)	60	8	835	104	8	970	121	6,806	8,935	2,129	...
TOTAL	244	5,218	25,43,883	487	5,425	26,21,148	483	1,94,47,804	2,10,03,934	15,56,070	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*h*)	596	1,490	19,00,678	1,276	1,490	14,53,486	975	1,41,52,000	1,16,71,623	...	24,80,378
Bombay, Baroda and Central India	801	461	7,95,151	1,725	461	8,58,429	1,862	50,47,149	53,92,759	3,45,610	...
Madras	237	840	3,64,448	434	840	4,00,062	476	28,63,073	31,70,920	2,80,850	...
TOTAL	522	2,791	30,60,277	1,096	2,791	27,11,977	972	2,20,02,223	2,02,44,311	...	18,47,912
TOTAL (GUARANTEED AND STATE)	313	16,258	1,04,43,428	642	16,593	97,90,927	591	7,67,76,220	7,66,58,790	...	1,07,433
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	167	161	1,22,834	763	161	61,409	381	4,46,050	4,17,135	...	29,815
Tarkessur	308	22	23,331	1,060	22	20,874	949	1,08,301	1,06,290	...	2,011
Metre gauge—											
Rohilkund and Kumaon (Company's section)	149	67	23,219	347	66	16,136	244	1,47,720	1,00,460	...	47,260
Bengal Dooars	80	32	3,496	109	36	3,977	110	32,197	40,455	8,258	...
Dibru-Sadiya	133	78	22,599	290	78	21,855	280	1,61,065	1,74,775	13,710	...
Special gauge—											
Darjeeling-Himalayan	232	51	24,207	474	51	23,490	461	1,56,749	1,60,987	13,738	...
TOTAL	165	411	2,19,686	535	414	1,47,741	357	10,52,482	10,00,102	...	43,380
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	185	333	1,17,420	353	333	1,41,344	424	8,44,926	10,03,695	1,58,769	...
The Gaekwar's Petlád	112	13	3,266	251	13	3,033	233	19,788	20,650	862	...
Rájpura-Bhátinda	192	108	31,722	294	108	28,156	261	2,46,117	5,05,720	2,59,603	...
Kolar Gold-fields	306	...	...	...	10	3,431	343	...	35,238	35,238	...
Metre gauge—											
Southern Mahratta (Mysore section) (*i*)	88	362	56,704	157	362	66,450	184	4,48,000	4,07,671	49,662	...
The Gaekwar's Mehsána	98	93	18,724	201	93	14,557	157	1,38,303	1,12,515	...	25,788
Kolhápur	92	29	9,892	341	29	6,134	212	40,411	34,852	...	5,559
Special gauge—											
The Gaekwar's Dabhoi	81	72	13,141	183	72	13,656	190	85,864	64,372	...	21,492
Cooch Behar	30	22	2,012	91	22	1,617	73	8,663	17,998	9,335	...
TOTAL	130	1,032	2,52,881	245	1,042	2,78,378	267	18,32,081	22,02,717	4,60,636	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	131	334	96,920	290	334	92,753	278	6,51,235	6,06,832	...	44,403
Jetalsar-Rájkot	68	46	5,773	126	46	7,941	173	44,322	52,745	8,423	...
Jodhpur-Bickaneer	75	364	57,216	157	364	38,323	105	4,13,049	3,25,089	...	87,960
Special gauge—											
Morvi	75	94	11,876	126	94	12,159	129	97,295	95,881	...	1,414
TOTAL	97	838	1,71,785	205	838	1,51,176	180	12,05,901	10,80,547	...	1,25,354
GRAND TOTAL	290	18,539	1,10,87,780	598	18,887	1,03,68,222	549	3,08,56,694	3,10,41,163	1,84,469	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd to 14th April 1894.
(*d*) Includes the Guntakal Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*i*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 25th April 1895.*

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. I OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1893-94.	First 14 days of April 1894.			First 13 days of April 1895.			Earnings from 1st to 14th April 1894.	Earnings from 1st to 13th April 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open.				
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	602	1,634	22,33,182	1,367	1,687	21,18,441	1,256	22,33,182	21,18,441	...	1,14,741
Bengal-Nágpur	149	862	3,63,668	422	862	3,00,179	348	3,63,668	3,00,179	...	63,489
Indian Midland(*a*)	132	752	2,63,443	350	752	1,75,563	233	2,63,443	1,75,563	...	87,880
Bezwada Extension	95	21	5,589	266	21	5,278	251	5,589	5,278	...	311
Metre gauge—											
Rajputana-Malwa (*b*)	261	1,719	10,88,958	633	1,790	9,54,796	533	10,88,958	9,54,796	...	1,34,162
Pálanpur-Deesa	41	17	1,540	91	17	2,333	137	1,540	2,333	793	...
South Indian	144	1,042	2,86,593	275	1,042	3,19,560	307	2,86,593	3,19,560	32,967	...
Máyavaram-Mutupet	...	50	(*c*) 4,454	89	54	10,622	197	(*c*) 4,454	10,622	6,168	...
Southern Mahratta (*d*)	100	1,165	2,58,650	222	1,165	2,93,131	252	2,58,650	2,93,131	34,481	...
Bengal and North-Western (*e*)	132	756	2,82,799	374	756	2,41,319	319	2,82,799	2,41,319	...	41,480
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	231	50,392	218	231	36,580	158	50,392	36,580	...	13,812
TOTAL	250	8,249	48,39,268	587	8,377	44,57,802	532	48,39,268	44,57,802	...	3,81,466
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	232	2,507	13,44,787	536	2,511	14,85,608	592	13,44,787	14,85,608	1,40,821	...
Oudh and Rohilkhand (state)	242	741	4,77,154	644	797	3,42,428	430	4,77,154	3,42,428	...	1,34,726
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	309	813	3,78,697	466	813	4,34,100	534	3,78,697	4,34,100	55,403	...
Bengal Central (*g*)	120	125	29,409	235	125	31,136	249	29,409	31,136	1,727	...
East Coast (state)	71	266	48,027	181	397	66,738	168	48,027	66,738	18,711	...
Metre gauge—											
Burma (state)	171	730	2,63,173	361	746	2,58,197	346	2,63,173	2,58,197	...	4,976
Special gauges—											
Jorhát (state provincial)	49	28	1,801	64	28	1,971	70	1,801	1,971	170	...
Cherra-Companyganj (state provincial)	54	8	835	104	8	970	121	835	970	135	...
TOTAL	226	5,218	25,43,883	487	5,425	26,21,148	483	25,43,883	26,21,148	77,265	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*h*)	510	1,490	19,00,678	1,276	1,490	14,53,486	975	19,00,678	14,53,486	...	4,47,192
Bombay, Baroda and Central India	638	461	7,95,151	1,725	461	8,58,429	1,862	7,95,151	8,58,429	63,278	...
Madras	238	840	3,64,448	434	840	4,00,062	476	3,64,448	4,00,062	35,614	...
TOTAL	440	2,791	30,60,277	1,096	2,791	27,11,977	972	30,60,277	27,11,977	...	3,48,300
TOTAL (GUARANTEED AND STATE)	277	16,258	1,04,43,428	642	16,593	97,90,927	591	1,04,43,428	97,90,927	...	6,52,501
Assisted companies.											
Standard gauge—											
Delhi Umballa-Kalka	148	161	1,22,834	763	161	61,409	381	1,22,834	61,409	...	61,425
Tarkessur	253	22	23,331	1,060	22	20,874	949	23,331	20,874	...	2,457
Metre gauge—											
Rohilkund and Kumaon (Company's section)	137	67	23,219	347	66	16,136	244	23,219	16,136	...	7,083
Bengal Dooars	77	32	3,496	109	36	3,977	110	3,496	3,977	481	...
Dibru-Sadiya	130	78	22,599	290	78	21,855	280	22,599	21,855	...	744
Special gauge—											
Darjeeling-Himalayan	238	51	24,207	474	51	23,490	461	24,207	23,490	...	717
TOTAL	155	411	2,19,686	535	414	1,47,741	357	2,19,686	1,47,741	...	71,945
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	158	333	1,17,420	353	333	1,41,344	424	1,17,420	1,41,344	23,924	...
The Gaekwar's Petlád	92	13	3,266	251	13	3,033	233	3,266	3,033	...	233
Rájpura-Bhátinda	129	108	31,722	294	108	28,156	261	31,722	28,156	...	3,566
Kolar Gold-fields	...	...	...	...	10	3,431	343	...	3,431	3,431	...
Metre gauge—											
Southern Mahratta (Mysore section (*i*)	95	362	56,704	157	362	66,450	184	56,704	66,450	9,746	...
The Gaekwar's Mehsána	75	93	18,724	201	93	14,557	157	18,724	14,557	...	4,167
Kolhápur	77	29	9,892	341	29	6,134	212	9,892	6,134	...	3,758
Special gauges—											
The Gaekwar's Dabhoi	67	72	13,141	183	72	13,656	190	13,141	13,656	515	...
Cooch Behar	20	22	2,012	91	22	1,617	73	2,012	1,617	...	395
TOTAL	114	1,032	2,52,881	245	1,042	2,78,378	267	2,52,881	2,78,378	25,497	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	118	334	96,920	290	334	92,753	278	96,920	92,753	...	4,167
Jetalsar-Rájkot	60	46	5,773	126	46	7,941	173	5,773	7,941	2,168	...
Jodhpur-Bickaneer	54	364	57,216	157	364	38,323	105	57,216	38,323	...	18,893
Special gauge—											
Morvi	67	94	11,876	126	94	12,159	129	11,876	12,159	283	...
TOTAL	81	838	1,71,785	205	838	1,51,176	180	1,71,785	1,51,176	...	20,609
GRAND TOTAL	256	18,539	1,10,87,780	598	18,887	1,03,68,222	549	1,10,87,780	1,03,68,222	...	7,19,558

* Figures for 1894-95 are not yet available.
(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd to 14th April 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*i*) Includes the Mysore-Najangúd and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 25th April 1895.*

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OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, April 27th, 1895.

During the present week two important points call for notice. The first is the large general change which has occurred during the week from the relatively uniform pressures, light winds and cloudy, cool and showery weather which prevailed at the commencement of the week to the large pressure differences, the strong winds and the dry hot weather which prevailed at the close of the week. Superimposed on this general large change was an important local irregularity in the shape of a cyclonic storm which appeared over the centre of the Bay on the 24th, advanced quickly on a curved course, first to north and then to north-east during the 25th, and struck the Arakan Coast on the morning of the 26th. This storm probably occasioned rough unsettled weather over the Bay, and has given very heavy rain to Assam and probably Upper Burma. During the first few days of the week the weather was cloudy and showery, but as soon as the isobars began to close up and the wind to rise, the thunderstorms, on which the rainfall had depended, ceased, and, except for the local rainfall due to the cyclone, the weather became more settled. Temperature during the week exhibited a general tendency to increase.

Daily Summary.—*Sunday.*—Pressure was falling slightly over the North-Western and Central Provinces, the east of the Peninsula, and Bengal, and was steady elsewhere. A slight depression was shown over the Indus Valley and

another over Burma, while readings were highest in Assam and North Bengal. Pressure was uniform, and the winds were light and unsteady. Showers had occurred in several parts of the country, and the mean temperature was low, except in Burma, Sind, and Rajputana, where there was an excess of $2\frac{1}{2}^{\circ}$, and in the Punjab, where there was an excess of $\frac{1}{2}^{\circ}$.

Monday.—The pressure differences remained very small, but the distribution was irregular. One shallow depression was shown over the western desert, a second over the central parts of the country, and a third over Burma. Readings remained highest over North Bengal and Assam. The wind directions were again very variable, and scattered showers, accompanying dust and thunderstorms, had occurred over a considerable part of the country. The mean temperature was excessive over North-Western and part of Central India, but was still in defect elsewhere.

Tuesday.—Pressure had generally changed only by small amounts, and the relative distribution had undergone very little alteration. Readings remained highest in Assam and North Bengal, and lowest over the western desert, and the pressure difference remained small. The winds were variable, and the mean temperature was low for the time of year in Bengal, the North-Western Provinces, the Central Provinces, and Madras. Elsewhere the heat was more or less excessive. Scattered thundershowers were reported.

Wednesday.—The barometric changes and the distribution were both irregular. Pressure was highest over Burma, and low over the western desert and the east of the Punjab and over the central parts of the country. The winds were light and variable generally, but at Diamond Island a strongish east-north-easterly wind was blowing with a rough sea and rain. Temperature was inclined to rise very generally, and scattered thundershowers were reported from several parts of the country.

Thursday.—Pressure had decreased everywhere, and a depression had formed over the centre of the Bay. Pressure was below the normal average almost everywhere—most so in the south of the Bay. Around the Bay the winds were cyclonic, but, except at Diamond Island, they had little force. The directions elsewhere were variable. The mean temperature was low over Burma and the North-Western Provinces, high over Sind, Rajputana, Gujarat, and Central India, and about normal in other provinces. Heavy rain had fallen at Diamond Island, and scattered showers over a large part of the country.

Friday.—The depression which was developing over the centre of the Bay on the 25th had intensified considerably, travelled quickly along a curved path, and had struck the Arakan Coast between Chittagong and Akyab. Pressure had increased over a large part of the Peninsula, and decreased elsewhere—most so in North-Eastern India. The winds were probably strong within the storm area, but were moderate in other regions. The mean temperature had been low in North-Eastern India and in Madras, and about normal elsewhere.

Saturday.—The principal change was the brisk to very rapid rise of pressure over North-Eastern India, due to the filling up of the storm. In other parts of the country the changes were slight. A very important general alteration had, however, occurred; the uniform pressures of the early part of the week having disappeared, and been succeeded by large pressure differences. Fresh to strong winds prevailed throughout the country. Rain had fallen at a few places in North-Western and North-Eastern India and in the Peninsula. The heat was in excess over North-Western India.

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

Province.	April 1895.							Mean variation of week.
	21st	22nd	23rd	24th	25th	26th	27th	
	°	°	°	°	°	°	°	°
Burma	+2·7	+3·0	+1·6	—1·5	—3·4	—3·6	—6·3	—1·1
Bengal and Assam	—3·7	—4·2	—2·2	—0·6	—1·0	—3·0	—0·9	—2·2
North-Western Provinces and Oudh	—5·7	—5·0	—2·7	—1·5	—2·8	—2·1	—1·2	—3·0
Punjab	+0·6	+1·5	+2·2	+1·1	+0·6	+1·1	+2·1	+1·3
Bombay	—0·2	—0·5	+0·4	+1·1	+1·0	+0·4	—1·0	+0·2
Central Provinces and Berar	—4·1	—3·5	—1·7	—0·4	—0·7	—0·6	—0·4	—1·6
Central India and Gujarat	—1·4	—0·9	+0·5	+1·3	—1·5	+1·1	+0·9	+0·4
Sind and Rajputana	+2·3	+2·9	+2·8	+2·0	+2·7	+0·8	+3·8	+2·5
Madras	—3·2	—3·2	—1·8	—0·4	—0·3	—1·6	—1·6	—1·7
Mean for whole of India	—1·4	—1·1	—0·1	+0·1	—0·3	—0·8	—0·5	—0·6

The means for the whole of India for the week show apparently that there was a general tendency for temperature to recover from the depression which had prevailed during the previous week. This tendency was counteracted by the accident of the cyclone on the 25th and 26th, but as this disturbance was disappearing on the 27th, the recovery of temperature began to reassert itself. The coolest day, relatively to the average for the whole of India, was the 21st, when the general temperature was 1·4° below the normal, and the warmest day the 24th, when the general temperature was 0·1° above. The provincial variations show that, compared with the average, the hottest region was Sind and Rajputana with an abnormal excess of 2·5°, and the coolest place, the North-Western Provinces, with an abnormal deficiency of 3·0°.

The highest maxima reported on each day were—

On the	21st	April	112·3°	at Jacobabad.
„	22nd	„	112·2°	„ „
„	23rd	„	108·9°	„ Mooltan.
„	24th	„	111·3°	„ Jacobabad.
„	25th	„	111·0°	„ Deesa.
„	26th	„	112·2°	„ Jacobabad.
„	27th	„	115·1°	„ „

The above shows that the warmest region throughout the week was Sind and Gujarat, and that, as indicated by the general table given above, there was comparatively little increase of heat as the week progressed.

Rain.—The past week, like its predecessor, has been one of very general rainfall throughout India. Only seven of the rainfall divisions report absolutely no rain. These divisions are the North-Western Provinces (Central and West), Khandesh, Gujarat, Kathiawar, Sind, and Rajputana (West). In addition to these divisions the following had an average actual fall for the week of less than one-tenth of an inch, *viz.*, the Punjab (South and West), Berar, the Central Provinces (West and East), Central India (East), and Rajputana (East). In these fourteen divisions then there was absolutely or practically no rain, but in all the other divisions effective rainfall was received. The heaviest average actual fall was 4·00 inches in Arakan, followed by 3·14 inches in Assam (Surma), by 2·07 inches in Coorg, and by averages of over 1 inch in North Bengal, Chota Nagpur, Malabar, and Madras (South). The above consideration of the disposition of the divisions having heavy and light rainfall shows that during the week rain was heaviest in North-Eastern India, relatively heavy in the south of the Peninsula, and lightest over parts of North-Western India. From Burma the only return received is from the Arakan division, but it is probable that rain fell throughout the whole of Burma.

The third column of the table shows that the rainfall of the week was in excess of the normal over the greater part of the country. The only divisions which reported a deficiency were—East Bengal, the Assam divisions, Deltaic Bengal, North Bihar, the North-Western Provinces (Central and West), the Punjab (South and West), Khandesh, Berar, the Central Provinces (East), Sind, Rajputana (West), and Hyderabad (South). In nearly all cases the deficiency was small and unimportant, but in Assam (Brahmaputra) it was as much as 1·41 inches. In all the divisions of India, except those mentioned above, the week's rainfall was excessive, the excess being as much as 3·48 inches in Arakan, and 1 inch or above in Chota Nagpur and Coorg. Most of this rainfall occurred during thunder and duststorms, but in Arakan and Cachar the principal part of the rainfall occurred during the cyclone which crossed from the Bay into Burma. The rainfall was scattered through the week in most parts of the country, but in North-Eastern India the heaviest rainfall occurred during the progress of the cyclone noticed above.

The columns giving the total actual and normal rainfall for the period, March 3rd to April 27th, exhibit a deficiency of rain in East, Deltaic and North Bengal, in Assam, in Bihar, in the North-Western Provinces (Submontane), in the Punjab (South, Central, Submontane, and Hill districts), in Khandesh, in Kathiawar, and in the East Coast (North), and an excess elsewhere. The greatest excess is over the Peninsula and the more central parts of the country.

The following heavy local falls during the week are reported: Akyab 4·71 inches, Barisal 3·32 inches, Cherrapunji 8·79 inches, Churamn (Dinajpur) 4·62 inches, Kurseong 4·43 inches, Perintalward (Calicut) 7·10 inches, Raspar (Salem) 4·35 inches, Mettupalayam (Coimbatore) 5·24 inches, Virajpet (Coorg) 3·69 inches, Honnavalli (Tumkur) 4·49 inches, Thirthahalli 4·12 inches, Chandgad (Belgaum) 3·70 inches, Yellavaram (Godavery) 3·90 inches, Wandewash (North Arcot) 4·20 inches, Illuppur (Trichinopoly) 5·07 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending April 27th, 1895.			Rainfall data from March 3rd to April 27th, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, March 3rd to April 27th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	...	...	...	...	...	...
	Lower Burma	...	...	...	...	...	...
	Central Burma	...	...	...	...	...	...
	Upper Burma	...	...	...	...	...	...
	Arakan	4·00	0·52	+ 3·48	4·00	1·88	+ 113
Bengal and Assam	Eastern Bengal	0·62	1·40	— 0·78	3·62	5·26	— 31
	Assam (Surma)	3·14	3·40	— 0·26	12·06	21·59	— 44
	Do. (Brahmaputra)	0·86	2·27	— 1·41	6·06	10·21	— 41
	Deltaic Bengal	0·62	1·00	— 0·38	2·47	3·83	— 36
	Central Bengal	0·58	0·57	+ 0·01	2·58	2·22	+ 16
	North Bengal	1·81	1·68	+ 0·13	3·89	4·81	— 19
	Orissa	0·35	0·35	0	2·86	2·11	+ 36
	Chota Nagpur	1·11	0·11	+ 1·00	3·25	1·37	+ 137
	Bihar (South)	0·17	0·06	+ 0·11	0·52	0·55	— 5
	Do. (North)	0·14	0·33	— 0·19	0·31	1·05	— 70
North-Western Provinces and Oudh.	North-Western Provinces (East)	0·13	0·02	+ 0·11	0·38	0·35	+ 9
	Do. (Submontane) (*a*)	0·46	0·06	+ 0·40	0·71	0·50	+ 42
	Oudh (South)	0·10	0·03	+ 0·07	0·54	0·43	+ 24
	Do. (North)	0·21	0·05	+ 0·16	0·64	0·59	+ 8
	North-Western Provinces (Central).	0	0·02	— 0·02	0·43	0·38	+ 13
	North-Western Provinces (West).	0	0·03	— 0·03	0·53	0·52	+ 2
	North-Western Provinces (Submontane). (*b*)	0·26	0·07	+ 0·19	1·42	1·54	— 8
Punjab	Punjab (South)	0·02	0·05	— 0·03	0·51	0·75	— 32
	Do. (Central)	0·10	0·05	+ 0·05	0·60	0·73	— 18
	Do. (Submontane)	0·16	0·07	+ 0·09	1·25	1·48	— 14
	Do. (Hill Districts)	0·62	0·25	+ 0·37	3·46	4·29	— 19
	Do. (North-West)	0·25	0·19	+ 0·06	4·14	3·03	+ 37
	Do. (West)	0·03	0·11	— 0·08	1·82	1·07	+ 70
Bombay and Malabar Coast Districts (Madras).	Malabar	1·65	0·82	+ 0·83	5·52	3·37	+ 39
	Madras (South Central)	0·94	0·89	+ 0·05	3·80	2·82	+ 35
	Coorg	2·07	0·53	+ 1·54	5·77	2·99	+ 93
	Mysore	0·86	0·42	+ 0·44	3·90	1·41	+ 126
	Konkan	0·29	0·08	+ 0·21	0·55	0·22	+ 150
	Bombay Deccan	0·42	0·34	+ 0·08	1·37	0·90	+ 52
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0·05	— 0·05	0·11	0·16	— 31
Central Provinces and Berar.	Berar	0·02	0·10	— 0·08	0·65	0·38	+ 71
	Central Provinces (West)	0·07	0·02	+ 0·05	1·01	0·45	+ 124
	Ditto (Central)	0·10	0·05	+ 0·05	1·66	0·75	+ 121
	Ditto (East)	0·03	0·14	— 0·11	1·76	1·13	+ 56
Bombay (North)	Gujarat	0	0	0	0·02	0·01	+ 100
	Kathiawar	0	0	0	0	0·22	— 100
	Sind	0	0·02	— 0·02	0·59	0·37	+ 59
Rajputana and Central India.	Central India (East)	0·04	0·03	+ 0·01	0·78	0·20	+ 290
	Rajputana (East), Central India (West).	0·04	0·03	+ 0·01	0·57	0·22	+ 159
	Rajputana (West)	0	0·02	— 0·02	0·36	0·11	+ 228
Madras	East Coast (North)	0·37	0·14	+ 0·23	1·43	1·02	+ 40
	Ditto (ditto) (*a*)	0·35	0·14	+ 0·21	1·30	1·78	— 27
	Hyderabad (South)	0·02	0·09	— 0·07	1·54	1·17	+ 32
	Madras (Central)	0·25	0·14	+ 0·11	1·26	0·54	+ 133
	East Coast (Central)	0·15	0·06	+ 0·09	0·59	0·49	+ 20
	Ditto (South)	0·47	0·22	+ 0·25	0·96	0·87	+ 10
	Madras (South)	1·21	0·65	+ 0·56	3·96	2·59	+ 53

SIMLA, *2nd May 1895.*

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Asst. Meteorological Reporter to the Government of India.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 27th April.*—Showers have fallen throughout the Province, and the rainfall has been especially good in parts of the Central, Southern, and West Coast districts. Ploughing and sowing are in progress in parts. The standing crops only occupy small areas, and are generally fair, and have been improved by the recent rain in all the Southern districts. Some harvest is still going on, generally with fair outturn. Pasture continues scarce, but is improving in places, and fodder is generally sufficient. Cattle are generally in good condition. Prices are slightly easier in the Central and Southern districts; elsewhere prices are practically stationary.

Bombay.—*For week ending 1st May.*—Slight rain in parts of the Konkan, Deccan, and Karnatak. The standing crops are good, except in one taluka of Karachi, where they are injured by blight. Reaping of all crops continues in parts of eight districts. Preparations for next season are in progress in parts of seventeen districts. Sowing is progressing in one taluka of Sholapur. Cotton-picking continues in parts of Gujarat and Dharwar. The fodder-supply is sufficient. Agricultural stock in good condition. Prices are normal, except in parts of Ahmednagar.

Bengal.—*For week ending 29th April.*—There was rain in all the reporting districts, except Dacca, accompanied by hail in parts of Khulna and Patna. It has done much good to the standing crops, and has facilitated ploughing and early sowings. More rain is required in some few districts. Indigo and young sugarcane are doing well. The harvesting of the spring rice in Orissa is nearly over. The *mahua* (*Bassia latifolia*) harvest in Chota-Nagpur has yielded a good outturn. The mango crop in Bihar is reported good, but in Patna it has been somewhat damaged by rain and hail. The fodder-supply in Hazaribagh has improved by the late rain. The price of common rice continues generally stationary.

North-Western Provinces and Oudh.—*For week ending 1st May.*—Weather seasonable with increasing heat. Slight rain has fallen in some of the Eastern and Submontane districts and in Agra. Damage by hail is reported in one parganah of Almora. Threshing and winnowing of the spring crops are approaching completion. Irrigation of the summer crops continues. Markets are well supplied. Fodder is reported to be insufficient in Fyzabad; elsewhere it is sufficient. Prices are fairly steady, but rising in a few districts.

Punjab.—*For week ending 1st May.*—Rain has fallen in all districts, except Hissar, Delhi, Umballa, Sialkot, and Dera Ismail Khan. Reaping of the spring crops is nearly over; threshing has commenced. Sowing of the extra spring crops is still going on in Dera Ismail Khan. Land is being prepared for the autumn crops, the sowing of which will begin shortly. The standing crops are in good condition. The outturn is said to be an average one in Delhi. The spring crops are reported to have been damaged to some extent by hail in parts of Lahore. Agricultural stock and cattle are generally in good condition, and pasturage and fodder are sufficient throughout the Province. Prices are normal in Umballa, below normal in Sialkot and Shahpur, and continue low elsewhere.

Central Provinces.—*For week ending 1st May.*—Weather generally clear and warm with light showers in Nagpur. Land is being prepared for the autumn sowings in Nimar, Nagpur, and Chanda. Threshing of the winter crops is progressing. Prices are above normal in Seoni and are stationary in Damoh, where imports are increasing.

Burma.—*For week ending 27th April.*—Report not received.

Assam.—*For week ending 30th April.*—Weather seasonable. Sowing of the early rice continues. Pressing of sugarcane is finished. The condition of cattle is fair. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 1st May.*—MYSORE: Rain has fallen in all districts. The standing crops are in good condition. Prospects are good. Ploughing operations have commenced in the Shimoga district. Prices have slightly risen in the Mysore and Shimoga districts.

COORG: Rainfall moderate. Prospects of coffee and cardamom are fair. Ploughing for rice and *ragi* (*Eleusine coracana*) has commenced. Fodder and water for cattle are sufficient. Prices of food-grains are normal.

Berar and Hyderabad.—*For week ending 1st May.*—BERAR: Weather hot. Threshing of wheat, gram, and linseed has been completed in Ellichpur. Breaking up of the land for the next rain crop is in progress. The fodder and water-supply are ample. Prices have fallen in two districts, but are steady elsewhere.

HYDERABAD: Rainfall moderate. Thunderstorms and slight rain in the Eastern and Southern divisions. The standing crops have been somewhat damaged by hail. The hot-weather crops are being harvested in the Hyderabad and Warangal districts. The water-supply is running short, except in Hyderabad. Prices are normal.

Central India.—*For week ending 1st May.*—Rainfall moderate in parts of three Agencies. Harvesting of the winter crops has been completed in four Agencies and in parts of Gwalior, and is in progress elsewhere. The probable outturn will be good in four Agencies, but below average in others owing to the recent rain and hailstorms. Agricultural stock in good condition in all Agencies, except in parts of Goona and Gwalior. Pasturage is good and sufficient in all Agencies, except in parts of Gwalior. Prices of food-grains are falling in Bundelkhand, above normal in Bhopawar and Goona, rising in parts of Gwalior, and normal elsewhere. Opium is in good condition in Gwalior; elsewhere it has been gathered.

Rajputana.—*For week ending 1st May.*—Rainfall moderate in Kotah, Ajmere, Jeypore, and Bickanir. Agricultural operations are satisfactory. Reaping continues. The standing crops, prospects, and agricultural stock are generally good. The crops have been damaged partly by hail in Dholepore. Fodder is sufficient, except in Dholepore. Prices have risen in one State, fluctuating in one, falling in one, and steady elsewhere.

Kashmir.—*For week ending 30th April.*—KASHMIR VALLEY: Rainfall slight. The standing spring crops are generally in good condition. Land is being prepared for the autumn crops. Prices continue normal.

JAMMU PROVINCE: *For week ending 30th April.*—Harvesting is in progress. Cattle are healthy. Prices are stationary.

Nepal.—*For week ending 27th April.*—Slight showers have fallen. The weather is getting warm. The wheat crop promises well. Indian-corn is still being sown.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

No. 2056-S.R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.
Customs.

Simla, the 3rd May, 1895.

Read the following Customs Circulars:

CUSTOMS CIRCULAR No. IV.

(Levy of duty, at six annas a maund, on salted fish imported into British India.)

No. 1548-S. R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.
Customs.

NOTIFICATION.

Calcutta, the 24th March, 1894.

In exercise of the power conferred by the Indian Tariff Act, VIII of 1894, and in supersession of the Notification in the Finance and Commerce Department, No. 3493, dated the 12th August 1893, the Governor General in Council directs that on and from the date of this Notification a duty at the rate of six annas a maund of 82⅔ lbs. advoirdupois shall be levied on salted fish, dry and wet, imported into any Customs port from any place beyond the limits of British India.

J. F. FINLAY,

Secretary to the Government of India.

CUSTOMS CIRCULAR No. V.

(Refund of the difference between the specific and *ad valorem* duty to be allowed on arms purchased by European British subjects residing in Native States from an importer or seller also residing in a Native State.)

No. 102-S.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.
Customs.

To

THE SECRETARY TO THE GOVERNMENT OF MADRAS,
REVENUE DEPARTMENT.

Calcutta, the 27th March, 1894.

SIR,

I am directed to acknowledge the receipt of the Proceedings forwarded with your letter No. 626, dated the 14th ultimo, and to say that the Government of India agree with the Government of Madras that a refund should be made of the difference between the specific and *ad valorem* duty on arms purchased by European British subjects residing in Native States from an importer or seller also residing in a Native State.

* * * * *

I have the honour to be,

SIR,

Your most obedient Servant,

J. E. O'CONOR,
Asst. Secretary to the Government of India.

Copy forwarded to the Governments of Bombay and Bengal, and to the Chief Commissioner of Burma.

CUSTOMS CIRCULAR No. VI.

(Refund of import duty not to be granted on lost goods, on which duty has been paid, when they have passed out of Customs custody.)

No. 2692-S.R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.
Customs.

To

THE CHIEF SECRETARY TO THE GOVERNMENT OF
BOMBAY, REVENUE DEPARTMENT.

Simla, the 30th May, 1894.

SIR,

I am directed to acknowledge the receipt of your letter No. 2834, dated 24th April 1894, on the subject of a claim made by * * * for the refund of the Customs duty paid by them on 198 cases of kerosine oil which were lost in Bombay Harbour while in transit from the importing vessel to the wharf after the oil had been entered for home consumption and duty had been paid on it.

2. I am to state that the Governor General in Council concurs in the opinion of the Government of Bombay stated in the second paragraph of your letter, and that the claim made by the firm cannot be accepted. To establish a claim for exemption from duty on lost goods it must be shown that the goods when lost had not actually been entered for warehousing or for home consumption, or that they were lost after entry for home consumption while they were in the custody of the Customs officials. When the goods have been lost before entry for home consumption or after it has been completed, and while the goods are in the custody of the importer or his agents, such loss must be accepted by the importer as a trade risk against which the Government cannot undertake to insure him.

3. This ruling will be communicated to all Local Governments for future guidance in such cases.

I have the honour to be,

SIR,

Your most obedient Servant,

J. E. O'CONOR,
Asst. Secretary to the Government of India.

CUSTOMS CIRCULAR NO. VII.

(Adoption at all Indian ports of the practice observed in the Bombay Custom House in regard to the treatment under the Merchandise Marks Act, 1889, of goods bearing the names of British or British Indian firms, and of bottles of wine and other liquors.)

No. 4175-S.R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.
Customs.

RESOLUTION.

Simla, the 18th August, 1894.

Read—

Letter from the Government of Bombay, No. 1484, dated the 24th February 1894, and enclosures.

Letter to the Governments of Madras and Bengal, and the Chief Commissioner of Burma, No. 84-S., dated the 16th March 1894.

Letter from the Government of Bengal, No. 5-T.F., dated the 6th May 1894, and enclosure.

Letter from the Chief Commissioner of Burma, No. 476-1 C.-3, dated the 22nd May 1894, and enclosures.

Letter from the Government of Madras, No. 432, dated the 20th June 1894, and enclosures.

In the letter of the 24th February 1894 the Government of Bombay brought to the notice of the Government of India that the practice of the Bombay Custom House in the administration of the Indian Merchandise Marks Act, 1889, was at variance with the practice at Calcutta and other ports in respect of the following two points:

(1) At Bombay goods bearing the names of British or British Indian firms are detained unless the origin of the goods is indicated *on the same label* as that on which the name appears.

(2) At Bombay the indication of the country of origin, as well as of the names of the shippers, is required to be placed on the capsules and corks of bottles of wine and other liquors as well as on the labels.

The Government of Bombay observed that this practice was in conformity with the intention of the law, and suggested that it should be adopted elsewhere. As the Collector of Bombay observes, the English Board of Customs, in their circular issued under the corresponding Act in England, have ordered that the indication of origin "should form an actual part of the label or wrapper on which the description appears."

2. The suggestion was referred for opinion to the other local Governments. From the replies it appears that in Bengal and Burma the practice in regard to both points is different, but that both the local Governments are in favour of adopting the Bombay practice. In Madras, the practice as regards the first point is the same as that obtaining in Bombay; but as regards the second point, the marking of the country of origin on corks and capsules of bottles is not insisted on. The Government of Madras admit that such marking seems to be required by law; but, in view of the inconvenience and loss which would be caused to shippers by a sudden change of the existing practice, they suggest that the practice need not be interfered with, or, if any change is to be made, that ample notice should be given to the trade.

3. The Governor General in Council agrees with the Government of Bombay in thinking that the practice of the Bombay Custom House in regard to both the points is in accordance with the intention of the law. His Excellency in

Council is, therefore, pleased to direct that this practice should be adopted at all other ports, but that its enforcement as regards the second point should follow adequate notice to importing firms, so as to prevent any reasonable ground of complaint of loss.

Ordered, that copy of the Resolution be communicated to the Governments of Madras, Bombay, and Bengal, and to the Chief Commissioner of Burma.

J. E. O'CONOR,
Asst. Secretary to the Government of India.

CUSTOMS CIRCULAR NO. VIII.

(Exemption from Customs duty of salt imported into Calcutta and issued with the sanction of the Government of Bengal to manufacturers of glazed stoneware.)

No. 4708-S.R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.
Customs.

NOTIFICATION.

Simla, the 18th September, 1894.

In exercise of the powers conferred by Section 23 of the Sea Customs Act, VIII of 1878, and in supersession of the Notification in the Department of Revenue, Agriculture and Commerce, No. 150, dated the 12th July 1877, the Governor General in Council is pleased to exempt from the whole of the duties of customs to which it is liable under the Indian Tariff Act, VIII of 1894, all salt imported into the port of Calcutta and issued with the sanction of the Government of Bengal to manufacturers of glazed stoneware.

STEPHEN JACOB,
Offg. Secretary to the Government of India.

ORDERED, that the Circulars be published for general information in the Supplement to the *Gazette of India*.

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

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 21ST APRIL 1894, AND FROM 1ST JANUARY TO 20TH APRIL 1895.

N.B.—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st half of 1894.	Week ending 21st April 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 20th April 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st January to 21st April 1894.	Earnings from 1st January to 20th April 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	655	1,641	11,01,193	726	1,687	11,74,729	696	1,70,77,633	1,76,65,835	...	3,11,798
Bengal-Nágpur	189	862	1,88,256	218	862	1,58,300	184	29,69,221	28,97,529	...	11,692
Indian Midland (*a*)	162	752	1,45,927	194	752	1,03,686	138	19,93,519	17,18,920	...	2,44,593
Bezwada extension	108	21	2,382	113	21	2,996	143	34,300	47,347	12,957	...
Metre gauge—											
Rajputana-Malwa (*b*)	324	1,719	6,08,642	354	1,790	5,44,720	304	85,81,306	85,28,609	...	52,697
Pálanpur-Deesa	47	17	1,074	63	17	1,100	65	12,754	15,250	2,505	...
South Indian	143	1,042	1,57,054	151	1,042	1,72,295	165	21,85,616	25,36,707	3,50,151	...
Máyavaram-Mutupet	61	54	2,778	51	54	4,220	78	(*c*) 7,232	62,155	54,923	...
Southern Mahratta (*d*)	115	1,165	1,53,725	132	1,165	1,53,903	132	19,58,056	21,26,714	1,68,658	...
Bengal and North-Western (*e*)	162	756	1,50,614	199	756	1,28,850	170	18,84,712	19,84,716	1,00,004	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	231	21,011	91	231	19,104	83	3,34,380	3,31,771	...	2,618
TOTAL	286	8,260	26,22,656	318	8,377	24,63,903	294	3,78,48,798	3,79,14,598	65,800	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	255	2,507	7,24,125	289	2,511	7,52,529	300	1,03,66,040	1,10,60,831	6,64,791	...
Oudh and Rohilkhand (state)	287	741	2,52,083	340	797	2,10,655	264	33,54,608	37,13,872	3,59,264	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	281	813	1,94,269	239	813	2,01,270	248	37,63,679	41,33,322	3,69,643	...
Bengal Central (*g*)	126	125	14,842	119	125	15,890	127	2,45,088	2,72,120	27,032	...
East Coast (state)	107	266	30,969	116	397	33,979	80	4,02,661	5,41,705	1,39,044	...
Metre gauge—								(*i*)	(*j*)		
Burma (state)	199	...	...	...	...	(*h*)	...	24,79,077	24,88,009	8,932	...
Special gauges—											
Jorhát (state provincial)	44	28	1,523	54	28	915	33	17,716	19,152	1,436	...
Cherra-Companyganj (state provincial)	60	8	510	64	8	568	71	7,316	9,503	2,187	...
TOTAL	244	4,488	12,18,121	271	4,679	12,15,806	260	2,06,66,185	2,22,38,514	15,72,329	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*k*)	596	1,490	10,27,723	690	1,490	7,73,799	519	1,51,79,724	1,24,62,699	...	27,17,025
Bombay, Baroda and Central India	801	461	4,60,185	998	461	4,74,000	1,028	55,07,333	58,66,759	3,59,425	...
Madras	237	840	1,92,180	229	840	2,00,600	239	30,85,253	33,78,674	2,93,421	...
TOTAL	522	2,791	16,80,088	602	2,791	14,48,459	519	2,37,72,311	2,17,08,132	...	20,64,179
TOTAL (GUARANTEED AND STATE)	313	15,539	55,21,065	355	15,847	51,28,168	324	8,22,87,294	8,18,61,744	...	4,26,050
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	167	161	30,551	190	161	26,909	167	4,77,501	4,46,087	...	31,414
Tarkessur	308	22	6,979	317	22	6,598	300	1,15,280	1,13,564	...	1,716
Metre gauge—											
Rohilkund and Kumaon (Company's section)	149	67	11,318	169	66	12,942	196	1,50,038	1,12,264	...	46,774
Bengal Dooars	80	32	1,674	52	36	3,030	84	33,871	44,020	10,149	...
Dibru-Sadiya	133	78	10,992	141	78	11,181	143	1,72,057	1,87,940	15,783	...
Special gauge—											
Darjeeling-Himalayan	232	51	11,516	226	51	13,202	259	1,67,765	1,83,189	15,424	...
TOTAL	166	411	73,030	178	414	73,862	178	11,25,512	10,86,064	...	38,548
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	185	333	63,423	190	333	70,578	212	9,68,349	10,74,273	1,65,924	...
The Gaekwar's Petlád	112	13	1,926	148	13	1,310	101	21,714	21,960	246	...
Rájpura-Bhátinda	192	108	15,861	147	108	20,595	191	2,61,978	5,26,321	2,64,343	...
Kolar Gold-fields	306	...	...	...	10	1,604	160	...	37,387	37,387	...
Metre gauge—											
Southern Mahratta (Mysore section) (*i*)	88	362	31,422	87	368	29,725	81	4,70,431	5,21,289	41,858	...
The Gaekwar's Mehsána	98	93	10,578	114	93	7,440	80	1,48,881	1,19,955	...	28,926
Kolhápur	92	29	3,074	127	29	2,953	102	44,085	38,038	...	6,047
Special gauge—											
The Gaekwar's Dabhoi	81	72	10,140	141	72	5,040	83	96,004	70,312	...	25,692
Cooch Behar	30	22	891	41	22	770	35	9,504	18,991	9,427	...
TOTAL	130	1,032	1,37,915	134	1,048	1,40,015	134	19,70,006	24,28,526	4,58,520	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	131	334	60,327	181	334	57,178	171	7,11,562	6,60,230	...	51,332
Jetalsar-Rájkot	68	46	4,530	98	46	3,826	83	48,852	56,305	7,453	...
Jodhpur-Bickaneer	75	364	32,096	88	364	21,170	58	4,45,145	3,46,259	...	98,886
Special gauge—											
Morvi	75	94	6,319	67	94	9,404	100	1,03,614	1,05,348	1,734	...
TOTAL	97	838	1,03,272	123	838	91,578	109	13,09,173	11,68,142	...	1,41,031
GRAND TOTAL	290	17,820	58,35,282	327	18,147	54,34,523	299	8,66,91,985	8,65,44,876	...	1,47,109

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd to 21st April 1894.
(*d*) Includes the Guntakal Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Return not received.
(*i*) Total earnings from 1st January to 14th April 1894.
(*j*) Total earnings from 1st January to 13th April 1895.
(*k*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*l*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 3rd May 1895.*

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. II OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	* Average earnings per mile per week in 1893-94.	Week ending 21st April 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 20th April 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st to 21st April 1894.	Earnings from 1st to 20th April 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	602	1,641	11,91,193	726	1,687	11,74,729	696	34,24,375	32,93,170	...	1,31,205
Bengal-Nágpur	149	862	1,88,256	218	862	1,58,300	184	5,51,924	4,58,479	...	93,445
Indian Midland (*a*)	132	752	1,45,927	194	752	1,03,686	138	4,09,370	2,79,249	...	1,30,121
Bezwada Extension	95	21	2,382	113	21	2,996	143	7,971	8,274	303	...
Metre gauge—											
Rajputana-Malwa (*b*)	261	1,719	6,08,642	354	1,790	5,44,720	304	16,97,600	14,99,516	...	1,98,084
Pálanpur-Deesa	41	17	1,074	63	17	1,100	65	2,614	3,433	819	...
South Indian	144	1,042	1,57,054	151	1,042	1,72,295	165	4,43,647	4,91,855	48,208	...
Máyavaram-Mutupet	...	54	2,778	51	54	4,220	78	(*c*) 7,232	14,842	7,610	...
Southern Mahratta (*d*)	100	1,165	1,53,725	132	1,165	1,53,903	132	4,12,375	4,47,034	34,659	...
Bengal and North-Western (*e*)	132	756	1,50,614	199	756	1,28,850	170	4,33,413	3,70,169	...	63,244
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	231	21,011	91	231	19,104	83	71,403	55,684	...	15,719
TOTAL	250	8,260	26,22,656	318	8,377	24,63,903	294	74,61,924	69,21,765	...	5,40,219
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	232	2,507	7,24,125	289	2,511	7,52,529	300	20,68,912	22,38,137	1,69,225	...
Oudh and Rohilkhand (state)	242	741	2,52,083	340	797	2,10,655	264	7,29,237	5,53,083	...	1,76,154
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	309	813	1,94,269	239	813	2,01,270	248	5,72,966	6,35,370	62,404	...
Bengal Central (*g*)	120	125	14,842	119	125	15,890	127	44,251	47,026	2,775	...
East Coast (state)	71	266	30,969	116	397	33,979	86	78,996	1,00,717	21,721	...
Metre gauge—											
Burma (state)	171	...	...	...	...	(*h*)	...	(*i*) 2,63,173	(*j*) 2,58,197	...	4,976
Special gauges—											
Jorhát (state provincial)	49	28	1,523	54	28	915	33	3,324	2,886	...	438
Cherra-Companyganj (state provincial)	54	8	510	64	8	568	71	1,345	1,538	193	...
TOTAL	226	4,488	12,18,321	271	4,679	12,15,806	260	37,62,201	38,36,954	74,750	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*k*)	510	1,490	10,27,723	690	1,490	7,73,799	519	20,28,401	22,27,285	...	7,01,116
Bombay, Baroda and Central India	638	461	4,60,185	998	461	4,74,000	1,028	12,55,336	13,32,429	77,093	...
Madras	238	840	1,92,180	229	840	2,00,600	239	5,50,028	6,00,722	44,094	...
TOTAL	440	2,791	16,80,088	602	2,791	14,48,459	519	47,40,365	41,60,436	...	5,79,929
TOTAL (GUARANTEED AND STATE)	277	15,539	55,21,065	355	15,847	51,28,168	324	1,59,64,493	1,49,19,095	...	10,45,398
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	148	161	30,551	190	161	26,909	167	1,53,385	88,318	...	65,067
Tarkessur	253	22	6,979	317	22	6,598	300	30,310	27,472	...	2,838
Metre gauge—											
Rohilkund and Kumaon (Company's section)	137	67	11,318	169	66	12,942	196	34,537	29,078	...	5,459
Bengal Dooars	77	32	1,674	52	36	3,030	84	5,170	7,007	1,837	...
Dibru-Sadiya	130	78	10,992	141	78	11,181	143	33,591	33,036	...	555
Special gauge—											
Darjeeling-Himalayan	238	51	11,516	226	51	13,202	259	35,723	36,692	969	...
TOTAL	155	411	73,030	178	414	73,802	178	2,92,716	2,21,603	...	71,113
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	158	333	63,423	190	333	70,578	212	1,80,843	2,11,922	31,079	...
The Gaekwar's Petlád	92	13	1,926	148	13	1,310	101	5,192	4,343	...	849
Rájpura-Bhátinda	129	108	15,861	147	108	20,595	191	47,583	48,751	1,168	...
Kolar Gold-fields	...	...	...	...	10	1,604	160	...	5,035	5,035	...
Metre gauge—											
Southern Mahratta (Mysore section (*l*)	95	362	31,422	87	368	29,725	81	88,126	96,175	8,049	...
The Gaekwar's Mehsána	75	93	10,578	114	93	7,440	80	29,302	21,997	...	7,305
Kolhápur	77	29	3,674	127	29	2,953	102	13,566	9,087	...	4,479
Special gauges—											
The Gaekwar's Dabhoi	67	72	10,140	141	72	5,040	83	23,281	19,596	...	3,685
Cooch Behar	20	22	891	41	22	770	35	2,903	2,387	...	516
TOTAL	114	1,032	1,37,915	134	1,048	1,40,015	134	3,90,796	4,19,293	28,497	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	118	334	60,327	181	334	57,178	171	1,57,247	1,49,931	...	7,316
Jetalsar-Rájkot	60	46	4,530	98	46	3,826	83	10,303	11,767	1,464	...
Jodhpur-Bickaneer	54	364	32,096	88	364	21,170	58	89,312	59,493	...	29,819
Special gauge—											
Morvi	67	94	6,319	67	94	9,404	100	18,195	21,563	3,368	...
TOTAL	81	838	1,03,272	123	838	91,578	109	2,75,057	2,42,754	...	32,303
GRAND TOTAL	256	17,820	58,35,282	327	18,147	54,34,523	299	1,69,23,062	1,58,02,745	...	11,20,317

* Figures for 1894-95 are not yet available.
(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd to 21st April 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Return not received.
(*i*) Total earnings from 1st to 14th April 1894.
(*j*) Total earnings from 1st to 13th April 1895.
(*k*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*l*) Includes the Mysore-Najangúd and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 3rd May 1895.*

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OFFICIAL PAPERS.

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

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, May 4th, 1895.

At the close of last week pressure was low over the Gangetic plain and the Punjab, and high over the Arabian Sea and Bay of Bengal; large pressure differences existed, strong westerly winds were blowing, and the weather was dry and hot. These conditions have continued with only slight modification during the week under review. The only really important change has been the gradual and unsteady rise of the barometer over Northern India, combined with steady pressures in the south. Hence pressure had become more uniform at the close of the week than it was at the commencement, and accompanying this change there was a change in the winds. The westerly winds which continued to prevail over the greater part of the country fell lighter, and easterly winds appeared over the north side of the Gangetic plain, while the weather became more cloudy and cooler, and thundershowers, which had almost ceased during the prevalence of the strong westerly winds, again occurred over a large part of the country. In North-Eastern India the weather was at no time influenced by these westerly winds, but strong southerly winds from the Bay blew uninterruptedly. Consequently, there was much more moisture in this region, heavyish rainfall was of almost daily occurrence, and the provinces of Burma, Bengal, and Assam alone among the provinces of India had a temperature steadily lower than the normal. The wind was strong to a gale over a large part of the country at different times,

and local dust and thunder storms were on some occasions accompanied with strong winds, but there was no cyclonic storm during the week.

Daily Summary.—*Sunday.*—Pressure was low over the western desert and the Gangetic plain, and high off the Bombay Coast. Gradients were much steeper than usual, and the westerly to north-westerly winds which blew over a large part of the country were strong to a gale in force. The southerly winds over the Bay were also strong. Rain was practically confined to North and East Bengal and Assam, though a few local showers were reported from other parts of the country. The mean temperature was generally excessive, except in Bengal and Bombay.

Monday.—Pressure remained highest on the west coast of the Peninsula and lowest over the north of the Gangetic plain, and gradients were even steeper than on the 28th. Strong westerly and north-westerly winds prevailed, except in North-Eastern India, where the directions were variable. The mean temperature had been normal or excessive, except in Bengal and Burma. Rain had fallen in Burma, Assam, and North Bengal. In Assam the fall had been heavy.

Tuesday.—Pressure had decreased over the extreme north-west, been steady in the extreme south, and risen elsewhere. The relative distribution showed little general change, and gradients continued steep. Easterly winds were re-appearing in Northern India, otherwise there was little alteration in the wind currents. The mean temperature had been excessive, except in Burma, Bengal, and the North-Western Provinces. Rain was confined to North-Eastern India, but was heavy in Cachar and East Bengal.

Wednesday.—Two barometric depressions were shown, one over the Upper Indus Valley, and a second over the east of the Central Provinces and west of Bengal, while readings were highest in Assam. The winds were cyclonic around the depression over the Central Provinces, easterly and south-easterly up the Gangetic plain, and north-westerly elsewhere. The mean temperature had been excessive everywhere, except Burma, but particularly so in North-Western India. Rain had fallen in Upper Burma, East Bengal, and Assam, but the amounts were smaller than on the preceding day.

Thursday.—Pressure had changed irregularly and largely in Northern India, and been nearly steady elsewhere. The general conditions of pressure and of wind were not much changed. The mean temperature remained above the normal average everywhere, particularly in the north-west. Showers had fallen in North-Eastern India, the amounts being large in Lower Bengal.

Friday.—Two depressions continued to be shown, one over North-Western India, and the second over the Central Provinces, and the general conditions were still unaltered. The easterly winds were disappearing from the Gangetic plain, but otherwise there was little alteration. The mean temperature had been normal or excessive everywhere. Scattered showers had occurred over a large part of the country.

Saturday.—Pressure had increased over nearly the whole country. Readings were highest in Assam and lowest over the western desert, and gradients had become more nearly normal. The wind had again become easterly up the Gangetic plain, but this was practically the only change. The mean temperature had

been excessive, except in the North-Western Provinces, and perhaps in Burma. Rain had fallen over nearly the whole of Bengal and Assam, and scattered showers had occurred in other parts of the country.

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

Province.	April 1895.			May 1895.				Mean variation of week.
	28th	29th	30th	1st	2nd	3rd	4th	
	°	°	°	°	°	°	°	°
Burma	—4·5	—2·1	—1·3	—1·3	—0·3	—0·1	—0·5	—1·4
Bengal and Assam	—1·1	—1·3	—0·5	—1·3	—1·4	—0·8	—3·8	—1·5
North-Western Provinces and Oudh	+2·5	+1·5	—0·5	+1·0	+0·8	—0·6	—1·4	+0·5
Punjab	+3·1	+1·4	+2·0	+7·4	+6·2	+2·7	+1·4	+3·5
Bombay	—0·9	—0·5	+0·1	+0·1	+1·4	+1·8	+2·2	+0·6
Central Provinces and Berar	+1·7	—0·1	+1·6	+2·3	+2·6	+2·9	+1·4	+1·8
Central India and Gujarat	+1·6	+1·3	+0·8	+0·9	+1·4	+2·7	+1·6	+1·5
Sind and Rajputana	+3·7	+2·7	+4·0	+5·5	+4·3	+0·8	+1·6	+3·2
Madras	+0·6	+2·7	+3·9	+3·1	+2·2	+3·1	+0·8	+2·3
Mean for whole of India	+0·7	+0·6	+1·1	+2·0	+1·9	+1·4	+0·4	+1·2

The recovery of temperature which had commenced last week was maintained, and the mean temperature of the whole of India was above the normal throughout the week. The excess was greatest on the 1st and 2nd May, when it was about 2°. The provincial variations show that in North-Eastern India, where there occurred a good deal of heavy rainfall during the week, the mean temperature was steadily low throughout, but that in all the other parts of the country the mean was on nearly all days excessive. The heat, relatively to the average, as well as absolutely, was greatest in the Punjab, Sind, and Rajputana. On the 30th April and the 1st and 3rd of May, the abnormal heat was very great in the Madras Coast districts.

The highest maxima reported on each day were—

On the 28th April 115·2° at Jacobabad.
„ 29th „ 113·7° „ „ and Hyderabad.
„ 30th „ 115·6° „ „
„ 1st May 118·0° „ „
„ 2nd „ 117·1° „ „
„ 3rd „ 112·7° „ Nagpur.
„ 4th „ 115·6° „ Jacobabad.

With the single exception of the 3rd, when there occurred a considerable and sudden fall of temperature in the Punjab and Upper Sind, and considerable rise in the Central Provinces, the maximum temperature for the whole of India has been steadily reported from Sind, and the maxima there have varied from 113·7° on the 29th to 118° on the 1st.

Rain.—The rainfall of the week under review has been much less generally distributed than was the case with the rainfall of the two preceding weeks, while, on the contrary, it has been very much heavier in certain districts during the

present than during the past weeks. It will be remembered that, over the greater part of the country and during most of the present week, dry hot westerly and north-westerly winds prevailed. These winds carried very little moisture, and where they blew the weather was dry. These winds fell lighter towards the close of the week, winds from other directions sprang up, conditions favourable for local storms were developed, and scattered thundershowers occurred. This account explains the rainfall conditions exhibited in the first column of the concluding table. Over the whole country, except North-Eastern India, the rainfall is light and scattered, such as would be received during the occurrence of small local storms, or altogether wanting where these storms had been absent and where the dry winds had prevailed uninterruptedly. In North-Eastern India conditions were the opposite of those just described. The dry westerly winds never penetrated into this region, which had, on the contrary, strong southerly winds from the Bay. These winds brought up much moisture, and the rainfall was general throughout the whole of North-Eastern India, and was heavy and continuous in some parts.

The table shows that absolutely no rain was received in twenty-one divisions, and practically none in eight more. These twenty-nine divisions included Bihar (South), most of the North-Western Provinces, and all the Punjab divisions, the greater part of the Peninsula, and the whole of the central parts of the country, while all over North-Eastern India moderate to heavy rain was received. The heaviest average actual fall was 11·41 inches in Assam (Surma), followed by 5·00 inches in East Bengal, and by nearly 2 inches in North Bengal. The third column of the table shows that the rainfall of the week was in excess of the normal in Central Burma, in East, Deltaic and North Bengal, in Assam (Surma), in Orissa, in Chota Nagpur, in Bihar (North), in the North-Western Provinces (East and Submontane), in Oudh (North), and in the East Coast (North). In all other places the rainfall was short of the average. The excess was as much as 6·56 inches in Assam (Surma) and 2·66 inches in East Bengal, while the largest deficiency was about 1 inch in Tenasserim, Malabar, and Coorg. In Burma most of the rainfall of the week fell during the first two days, in Assam and East Bengal rainfall occurred practically daily, and elsewhere most of the rain fell on the last two days.

The columns giving the total actual and normal rainfall for the period March 3rd to May 4th show that the seasonal rainfall equals or exceeds the normal over the greater part of the country. The only important instances of defect are found in Assam (Brahmaputra), Bihar (North), the Punjab (South), Khandesh, Kathiawar, and the East Coast (South).

The following heavy total falls during the week are reported: Fenny (Noakhalli) 7·27 inches, Nasimagar (Tipperah) 14·60 inches, Naraingunj (Dacca) 7·44 inches, Karimgunj (Sylhet) 15·39 inches, Silchar 14·14 inches, Cherrapunji 14·39 inches, Magurah (Jessore) 7·37 inches, Jalpaiguri 3·45 inches, Mozufferpore 4·79 inches, Badaun 3·57 inches, Moyisandra (Tumkur) 2·95 inches, Nassapatam (Vizagapatam) 3·24 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending May 4th, 1895.			Rainfall data from March 3rd to May 4th, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, March 3rd to May 4th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	0·74	1·79	— 1·05	4·19	4·99	— 16
	Lower Burma	0·43	0·48	— 0·05	2·63	1·87	+ 41
	Central Burma	0·77	0·44	+ 0·33	2·87	1·81	+ 58
	Upper Burma	0·31	?	?	2·18	?	?
	Arakan	0·98	1·61	— 0·63	5·26	3·19	+ 65
Bengal and Assam	Eastern Bengal	5·00	2·34	+ 2·66	8·18	7·88	+ 3
	Assam (Surma)	11·41	4·85	+ 6·56	23·47	26·45	— 11
	Do. (Brahmaputra)	2·23	2·86	— 0·43	8·29	13·07	— 37
	Deltaic Bengal	2·64	1·55	+ 1·09	5·11	5·38	— 5
	Central Bengal	0·69	0·93	— 0·24	3·36	3·04	+ 11
	North Bengal	1·98	1·63	+ 0·35	5·91	6·17	— 4
	Orissa	1·09	0·57	+ 0·52	5·38	2·92	+ 84
	Chota Nagpur	0·67	0·33	+ 0·34	3·92	1·70	+ 131
	Bihar (South)	0·09	0·21	— 0·12	0·61	0·76	— 20
	Do. (North)	0·73	0·54	+ 0·19	1·04	1·59	— 35
North-Western Provinces and Oudh.	North-Western Provinces (East)	0·07	0·03	+ 0·04	0·46	0·37	+ 27
	Do. (Submontane) (*a*)	0·31	0·10	+ 0·21	1·02	0·59	+ 73
	Oudh (South)	0·01	0·05	— 0·04	0·54	0·48	+ 13
	Do. (North)	0·22	0·06	+ 0·16	0·85	0·65	+ 31
	North-Western Provinces (Central).	0	0·02	— 0·02	0·43	0·40	+ 8
	North-Western Provinces (West).	0	0·04	— 0·04	0·53	0·55	— 4
	North-Western Provinces (Submontane). (*b*)	0·34	0·16	+ 0·18	1·76	1·70	+ 4
Punjab	Punjab (South)	0	0·03	— 0·03	0·51	0·78	— 35
	Do. (Central)	0	0·04	— 0·04	0·60	0·77	— 22
	Do. (Submontane)	0	0·08	— 0·08	1·25	1·56	— 20
	Do. (Hill Districts)	0·01	0·32	— 0·31	3·47	4·61	— 25
	Do. (North-West)	0·02	0·16	— 0·14	4·15	3·19	+ 30
	Do. (West)	0	0·04	— 0·04	1·82	1·10	+ 65
Bombay and Malabar Coast Districts (Madras).	Malabar	0·02	1·02	— 1·00	5·54	4·50	+ 23
	Madras (South Central)	0·06	0·93	— 0·87	3·86	3·75	+ 3
	Coorg	0·03	1·08	— 1·05	5·80	4·07	+ 42
	Mysore	0·33	0·69	— 0·36	3·53	2·10	+ 68
	Konkan	0	0·09	— 0·09	0·55	0·30	+ 83
	Bombay Deccan	0	0·23	— 0·23	1·37	1·13	+ 21
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0·02	— 0·02	0·11	0·18	— 39
Central Provinces and Berar.	Berar	0	0·02	— 0·02	0·65	0·40	+ 63
	Central Provinces (West)	0	0·06	— 0·06	1·01	0·52	+ 94
	Ditto (Central)	0	0·08	— 0·08	1·66	0·83	+ 100
	Ditto (East)	0	0·12	— 0·12	1·76	1·24	+ 42
Bombay (North)	Gujarat	0	0	0	0·02	0·01	+ 100
	Kathiawar	0	0	0	0	0·22	— 100
	Sind	0	0·02	— 0·02	0·59	0·38	+ 55
Rajputana and Central India.	Central India (East)	0	0·02	— 0·02	0·78	0·22	+ 255
	Rajputana (East), Central India (West).	0	0·03	— 0·03	0·57	0·25	+ 128
	Rajputana (West)	0	0·07	— 0·07	0·36	0·18	+ 100
Madras	East Coast (North)	0·39	0·29	+ 0·10	1·82	1·31	+ 39
	Ditto (ditto) (*a*)	0·30	0·35	— 0·05	1·60	2·13	— 25
	Hyderabad (South)	0	0·14	— 0·14	1·54	1·31	+ 17
	Madras (Central)	0·24	0·33	— 0·09	1·50	0·87	+ 72
	East Coast (Central)	0·12	0·18	— 0·06	0·70	0·67	+ 5
	Ditto (South)	0	0·71	— 0·71	0·96	1·58	— 39
	Madras (South)	0·15	0·52	— 0·37	4·11	3·11	+ 32

SIMLA, *9th May 1895.*

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

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 4th May.*—Scattered showers have fallen in the Circars, Deccan, and Southern districts. Irrigation supplies are seasonable. Cultivation and sowing are proceeding in parts. The standing crops generally are in good condition. Some harvest is still going on with fair yield. Pasture is scarce, but fodder is available, and cattle are in good condition. Prices are almost stationary, but are slightly easier in the Deccan, Central, and some of the Southern districts.

Bombay.—*For week ending 8th May.*—Slight rain in parts of Sholapur, Belgaum, and Dharwar. The standing crops are good, except in parts of Karachi, where they are injured by blight or insects. Reaping of the late crops continues in parts of five districts. Preparations for the next season are general. Sowing is progressing in one taluka of Sholapur. Cotton-picking continues in parts of Gujarat. The fodder-supply is sufficient. Agricultural stock in good condition. Prices are normal, except in parts of Sholapur.

Bengal.—*For week ending 6th May.*—There was rain over the whole Province during the week, the heaviest falls being in Eastern and Central Bengal. Agricultural prospects are generally favourable. Ploughing is now in progress in most districts, and the early rice and jute are being sown. Indigo and sugarcane are doing well. The harvesting of spring rice in Orissa is finished, but in other districts it is still proceeding. In Behar mangoes have been slightly injured by storms. The fodder-supply at Giridi is still reported to be scanty. The price of common rice is steady.

North-Western Provinces and Oudh.—*For week ending 8th May.*—Weather generally seasonable, but stormy and rainy, and unusually cool in a few districts. Irrigation of sugarcane and extra crops is progressing. Threshing and winnowing of the spring crops are still going on. Supplies are ample. Fodder is still insufficient in Fyzabad. Prices are slightly above normal in Allahabad, Moradabad, and Meerut; elsewhere prices are stationary.

Punjab.—*For week ending 8th May.*—No rain during the week. Harvesting of the spring crops is going on. Sowings of the extra spring crops are nearly over. Ploughings for and sowings of the autumn crops have commenced. The irrigation of sugarcane and cotton has also commenced in Jullundur. The standing crops are generally said to be in good condition. The outturn of the spring crops is reported good to average. A flight of locusts passed through one tahsil of Dera Ismail Khan from west to east, but no damage is reported. Cattle are generally in good condition, and fodder is sufficient in all districts, except in part of Lahore. Prices are rising in Peshawar; normal in Delhi and Umballa; elsewhere prices continue low.

Central Provinces.—*For week ending 8th May.*—Weather very warm and generally clear. Land is being ploughed for the autumn sowings in the south and in the east. Threshing of the winter crops is approaching completion in some districts. Prices have slightly risen in Damoh and continue above normal in Seoni. Importations in Damoh continue.

Burma.—*For week ending 27th April.*—In Lower Burma the reaping of dry-weather paddy has been completed in Amherst. In Upper Burma transplanting of dry-weather paddy is nearly finished. Cultivation of early wet-weather paddy is in progress. Reaping of miscellaneous crops is in progress. In the Myinmyu sub-division of the Sagaing district the dry-weather paddy has been slightly damaged by rain, as also tobacco in the Sagaing sub-division. Crop prospects are generally good. The price of paddy has risen considerably in Thongwa and Bassein and slightly in Henzada; elsewhere the price is stationary.

For week ending 4th May.—In some districts of Upper Burma the dry-weather paddy has been reaped; in others it is still being transplanted. Cultivation of early wet-weather paddy is progressing in Mandalay and Kyaukse. In Sagaing dry-weather paddy is slightly damaged by insects and heavy rain, and in the Mingin sub-division of Upper Chindwin this crop has been destroyed by heavy rain. The wheat, dry-weather paddy, pea, gram, and bean crops have failed entirely in three circles of the Salin township of the Minbu district; elsewhere crop prospects are good. The price of paddy has risen largely in Tharrawaddy, considerably in Rangoon, Pegu, Bassein, Magwe, and Kyaukse, slightly in Prome, Thongwa, Shwegyin, and Toungoo, but has fallen slightly in Tavoy.

Assam.—*For week ending 7th May.*—Weather seasonable. Sowing of the early rice continues. The condition of cattle is indifferent. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 8th May.*—MYSORE: Rain has fallen in all districts. The standing crops are in good condition. Ploughing operations continue throughout the Kolar district. Prospects are good. Prices have risen in Bangalore and fallen in Mysore.

COORG: Rainfall moderate. Ploughing of rice fields has commenced in some parts of Coorg. Fodder and water for cattle are sufficient. Prices are normal.

Berar and Hyderabad.—*For week ending 8th May.*—BERAR: Weather warm and clear. Land is being prepared for the ensuing rain crop. Fodder and water are sufficient for requirements. Prices have risen in two districts and fallen in one, but are stationary elsewhere.

HYDERABAD: Rainfall moderate. The weather is warm and indicates storms. The hot-weather crops have been harvested. Land is being manured in the Western division for the coming monsoon. The water-supply is sufficient. Fodder is somewhat scarce in Aurangabad. Prices are normal.

Central India.—*For week ending 8th May.*—No rain during the week. Harvesting of the winter crops is completed in Bundelkhand, Western Malwa and Gwalior, but is in progress in other Agencies. The probable outturn is below average in one district of Gwalior, and in Bhopal and Bundelkhand, but is good elsewhere. Agricultural stock in good condition in all Agencies, except in some parts of Gwalior and Bhopal. Pasturage is good and sufficient in all Agencies, except in a few districts of Gwalior. Prices of food-grains are high in Bhopal and Goona, rising in one district of Gwalior, low in another district, but normal elsewhere.

Rajputana.—*For week ending 8th May.*—Rainfall moderate in Bikanir. Agricultural operations are satisfactory. Reaping and threshing continue. The standing crops, prospects, and agricultural stock are generally good. Fodder is sufficient, but is failing in Dholepore. Prices are rising in two States, but are steady elsewhere.

Kashmir.—*For week ending 7th May.*—KASHMIR VALLEY: Rainfall moderate. The weather is now fine. The oil-seeds crops are generally in excellent condition. Land is being prepared for rice cultivation. Prices continue normal.

JAMMU PROVINCE: *For week ending 8th May.*—No rain. Reaping of the spring crops is in progress. Prices are stationary.

Nepal.—*For week ending 4th May.*—Weather cloudy. Sowing of early rice and Indian-corn is progressing. The land has been prepared for cultivation. The wheat crop is ripe; reaping has commenced.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

No. $\frac{8}{26-13}$.

Extract from the Proceedings of the Government of India in the Department of Revenue and Agriculture (Geology and Minerals), dated 7th May, 1895.

Read again—

1. The Report of the Inspector of Mines in India for the year ending 30th June 1894, and the following correspondence connected therewith.
2. Letter No. 769-94, dated 9th July 1894, from the Acting Secretary, Bengal Chamber of Commerce, addressed to the Government of India in the Legislative Department.
3. Despatch from the Government of India, to Her Majesty's Secretary of State for India, No. 63—13-24 (Minerals), dated 24th October 1894.
4. Telegram from Her Majesty's Secretary of State for India, to the Government of India, dated 4th December 1894.
5. Letter to the Government of Bengal, No. 3747—13-32, dated 22nd December 1894.
6. Telegram to the Government of Bengal, No. 1122—26-7, dated 23rd April 1895.
7. Letter from the Government of Bengal, No. $\frac{14\text{-T.}}{\text{Marine}}$, dated 30th April 1895.

RESOLUTION.

Towards the end of 1893 the Secretary of State, at the request of the Government of India, sent out from England an expert to fill the appointment of Inspector of Mines, one of whose principal duties was to advise the Government of India on the subject of that regulation and control of the mining industry which, it was acknowledged, could not long be delayed. The report cited in the preamble to this Resolution represents the results of six months' inspection by Mr. Grundy, the expert in question, and embodies his proposals for the regulation of mines in India.

2. The inspections upon which these proposals are based have been confined to coal-mines in Bengal; and with regard to two major questions, the decision of which must largely depend upon the social and industrial habits of the people, the Governor-General in Council will await Mr. Grundy's matured conclusions, based upon a wider experience of the country generally, of mines other than coal-mines, and of a mining population other than the non-Aryan Sonthals and Bauris. These questions are, the prohibition of underground labour by females, and restrictions upon the employment of children. But it is abundantly clear from Mr. Grundy's report that there are many matters common to mines in all parts of the world, regarding which authoritative regulation is already needed for the protection of the mining population, and will become more and more necessary as existing mines develop. This, it is believed, will be admitted even by those whose interests are most closely concerned; and in respect of these matters there is every reason why action should not be delayed.

3. His Excellency in Council is anxious to associate with him in the consideration of this important question, and to carry with him in the conclusions to be arrived at, those who are concerned in the mining industry of the country,

and who will be immediately affected by the proposed regulations. He has therefore decided, with the approval of Her Majesty's Secretary of State, to refer the matter for consideration to a Committee on which the Bengal Chamber of Commerce, the Indian Mining Association, and the native owners of coal-mines will be represented. Mr. William Miller, Manager of the Equitable Coal Company's Works at Barrakur, Mr. Ernest Cable of the Firm of Messrs. Bird & Co., and Kumar Dakhineswar Malia have been nominated to represent their interests respectively. Mr. Grundy has been appointed a Member of the Committee by the Government of India, and Mr. H. C. Williams, I.C.S., has been selected for the office of President.

4. The Committee will meet towards the end of May under the direction of the Bengal Government. Its duty will be to consider and advise upon the regulation by Government of mines in India. It should frame, for the approval of Government, general rules which will be applicable to all mines without distinction, and also special skeleton rules which will be applied to individual mines or groups of mines, the details being filled in subsequently with reference to the special circumstances of each case. It should also specify the matters regarding which it considers legislation to be desirable, and the provisions which it would suggest under each head. In framing its recommendations, it should bear in mind, as the objects to be aimed at, *firstly* to afford full protection to the mining population in all matters in which they have a reasonable claim to protection; *secondly*, to limit interference as far as may be possible consistently with the attainment of that object; and *thirdly*, to pay due regard to the interests and possibilities of small mines and of native owners.

5. In pages 28 to 30 of his report, Mr. Grundy enumerates the headings under which he suggests that regulation will be advisable. The Government of India are not sure that Mr. Grundy's list does not include some minor matters which may safely be left alone for the present. The following appear to them to be the more important matters regarding which regulation is undoubtedly called for: the qualifications of Managers and Assistant Managers, plans of mines, standing water, ventilation, lighting, fire-damp, shafts and outlets, the fencing of shafts and machinery, report and classification of accidents, the securing of roofs, and the powers of Inspectors. But they have no desire to fetter the discretion of the Committee, to whose consideration they refer the general question.

ORDER.—Ordered, that a copy of the foregoing Resolution be forwarded (i) to the Government of Bengal for information and the issue of the necessary orders; and (ii) to the Director, Geological Survey of India, for information and communication to the Inspector of Mines in India.

Ordered also, that a copy of the Resolution be forwarded to the Secretary to the Bengal Chamber of Commerce and to the Secretary to the Indian Mining Association, in continuation of letter No. $\frac{3706}{3707}$, dated 18th December 1894.

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

[True Extract.]

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 28TH APRIL 1894, AND FROM 1ST JANUARY TO 27TH APRIL 1895.

N.B.—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st-half of 1894.	Week ending 28th April 1894. Mean mileage worked.	Week ending 28th April 1894. Earnings. Total.	Week ending 28th April 1894. Earnings. Per mile open per week.	Week ending 27th April 1895. Mean mileage worked.	Week ending 27th April 1895. Earnings. Total.	Week ending 27th April 1895. Earnings. Per mile open per week.	Earnings from 1st January to 28th April 1894.	Earnings from 1st January to 27th April 1895.	Increase.	Decrease.
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Standard gauge—											
East Indian	655	1,683	12,18,977	724	1,687	12,45,416	738	1,91,06,610	1,88,65,261	...	3,31,349
Bengal-Nágpur	189	862	1,74,501	203	862	1,62,715	189	30,83,722	30,69,629	...	14,093
Indian Midland (*a*)	162	752	1,47,317	196	752	1,10,310	147	21,10,836	18,20,035	...	2,90,801
Bezwada extension	108	21	2,275	108	21	2,387	114	36,635	49,463	12,828	...
Metre gauge—											
Rajputana-Malwa (*b*)	324	1,719	6,63,226	386	1,790	5,91,620	330	92,44,532	91,52,914	...	91,618
Pálanpur-Deesa	47	17	805	53	17	1,610	95	13,640	16,764	3,115	...
South Indian	143	1,042	1,53,215	147	1,042	1,64,317	158	23,38,831	27,03,797	3,64,966	...
Máyavaram-Mutupet	61	54	3,293	61	54	3,923	73	(*c*) 10,525	66,294	55,769	...
Southern Mahratta (*d*)	115	1,165	1,56,266	134	1,165	1,68,700	145	21,14,322	22,95,414	1,81,092	...
Bengal and North-Western (*e*)	162	756	1,50,165	199	756	1,36,650	181	20,34,877	21,16,786	81,909	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	231	19,628	85	231	21,453	93	3,54,017	3,53,283	...	734
TOTAL	286	8,302	26,89,758	324	8,377	26,08,501	311	4,05,38,556	4,05,09,640	...	28,916
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	255	2,507	6,13,201	245	2,511	6,68,682	266	1,10,09,241	1,17,32,902	7,23,661	...
Oudh and Rohilkhand (state)	287	741	2,42,663	327	797	2,10,685	264	35,97,271	38,76,347	2,79,076	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	281	813	2,42,489	298	813	2,16,890	267	40,06,168	43,10,454	3,43,286	...
Bengal Central (*g*)	126	125	15,726	126	125	16,630	133	2,60,814	2,88,750	27,936	...
East Coast (state)	107	266	33,316	125	397	72,053	181	4,35,977	6,18,783	1,82,806	...
Metre gauge—											
Burma (state)	199	730	1,14,448	157	746	1,43,746	193	27,09,394	27,67,505	58,111	...
Special gauges—											
Jorhát (state provincial)	44	28	910	33	28	1,233	44	18,626	20,392	1,766	...
Cherra-Companyganj (state provincial)	60	8	545	68	8	531	66	7,861	10,035	2,174	...
TOTAL	244	5,218	12,63,298	242	5,425	13,30,450	245	2,20,45,352	2,36,64,168	16,18,816	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*h*)	596	1,490	9,27,467	622	1,490	7,50,595	504	1,61,07,191	1,32,13,294	...	28,93,897
Bombay, Baroda and Central India	801	461	4,82,246	1,046	461	5,07,000	1,100	50,80,586	63,75,100	3,85,580	...
Madras	237	840	2,00,282	238	840	2,04,898	244	32,85,53	36,05,047	3,20,112	...
TOTAL	522	2,791	16,09,995	577	2,791	14,62,493	524	2,53,82,306	2,31,94,101	...	21,88,205
TOTAL (GUARANTEED AND STATE)	313	16,311	55,63,051	341	16,593	54,01,444	326	8,79,96,214	8,73,67,909	...	5,98,305
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	167	161	26,464	164	161	27,554	171	5,03,965	4,76,560	...	27,405
Tarkessur	308	22	6,651	302	22	5,907	268	1,21,931	1,19,899	...	2,032
Metre gauge—											
Rohilkund and Kumaon (Company's section)	149	67	9,863	147	66	7,833	119	1,68,901	1,17,692	...	51,209
Bengal Dooars	80	32	1,648	51	36	3,740	104	35,519	47,760	12,241	...
Dibru-Sadiya	133	78	12,230	157	78	10,879	139	1,84,287	1,98,519	14,232	...
Special gauge—											
Darjeeling-Himalayan	232	51	12,834	252	51	13,997	274	1,80,509	1,97,186	16,587	...
TOTAL	166	411	69,690	170	414	69,910	169	11,95,202	11,57,616	...	37,586
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	185	333	75,421	226	333	60,259	181	9,83,770	11,39,484	1,55,714	...
The Gaekwar's Petlád	112	13	1,740	134	13	1,170	90	23,454	22,840	...	614
Rájpura-Bhátinda	192	108	15,861	147	108	18,656	173	2,77,839	5,44,977	2,67,138	...
Kolar Gold-fields	306	...	...	...	10	2,548	255	...	39,307	39,307	...
Metre gauge—											
Southern Mahratta (Mysore section) (*i*)	88	362	34,297	95	362	34,401	95	5,13,728	5,55,600	41,962	...
The Gaekwar's Mehsána	98	93	9,091	98	93	8,180	88	1,57,072	1,28,230	...	29,736
Kolhápur	92	29	3,324	115	29	2,165	75	47,409	40,203	...	7,206
Special gauge—											
The Gaekwar's Dabhoi	81	72	6,046	84	72	5,170	72	1,52,050	75,843	...	26,207
Cooch Behar	30	22	886	40	22	590	27	10,450	10,617	9,167	...
TOTAL	130	1,032	1,46,666	142	1,042	1,33,139	128	21,16,672	25,66,107	4,49,525	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	131	334	55,294	166	334	60,654	182	7,66,856	7,20,884	...	45,972
Jetalsar-Rájkot	68	46	4,349	95	46	4,467	97	53,201	60,772	7,571	...
Jodhpur-Bickaneer	75	364	26,826	74	364	20,740	57	4,71,971	3,70,776	...	1,01,195
Special gauge—											
Morvi	75	94	7,620	81	94	10,547	112	1,11,234	1,16,405	5,171	...
TOTAL	97	838	94,089	112	838	96,408	115	14,03,262	12,68,837	...	1,34,425
GRAND TOTAL	290	18,592	58,73,406	316	18,887	57,00,901	302	9,26,81,350	9,23,60,559	...	3,20,791

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd to 28th April 1894.
(*d*) Includes the Guntakal Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*i*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 9th May 1895.*

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. III OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	* Average earnings per mile per week in 1893-94.	Week ending 28th April 1894. Mean mileage worked.	Week ending 28th April 1894. Earnings. Total.	Week ending 28th April 1894. Earnings. Per mile open per week.	Week ending 27th April 1895. Mean mileage worked.	Week ending 27th April 1895. Earnings. Total.	Week ending 27th April 1895. Earnings. Per mile open per week.	Earnings from 1st to 28th April 1894.	Earnings from 1st to 27th April 1895.	Increase.	Decrease.
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Standard gauge—											
East Indian	602	1,683	12,18,977	724	1,687	12,45,416	738	46,43,352	45,38,586	...	1,04,766
Bengal-Nágpur	149	862	1,74,501	202	862	1,62,715	189	7,20,425	6,21,194	...	1,05,231
Indian Midland (*a*)	132	752	1,47,317	196	752	1,10,310	147	5,56,687	3,89,559	...	1,67,128
Bezwada Extension	95	21	2,275	108	21	2,387	114	10,245	10,661	415	...
Metre gauge—											
Rajputana-Malwa (*b*)	261	1,719	6,63,226	386	1,790	5,91,020	330	23,60,826	20,90,536	...	2,70,290
Pálanpur-Deesa	41	17	895	53	17	1,610	95	3,509	5,043	1,534	...
South Indian	144	1,042	1,53,215	147	1,042	1,64,317	158	5,96,862	6,57,172	60,310	...
Máyavaram-Mutupet	...	54	3,293	61	54	3,923	73	(*c*) 10,525	18,765	8,240	...
Southern Mahratta (*d*)	100	1,165	1,56,266	134	1,165	1,68,700	145	5,68,641	6,15,734	47,093	...
Bengal and North-Western (*e*)	132	756	1,50,165	199	756	1,36,650	181	5,83,578	5,06,819	...	76,759
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	231	19,628	85	231	21,453	93	91,031	77,137	...	13,894
TOTAL	250	8,302	26,89,758	324	8,377	26,08,501	311	1,01,51,682	95,31,206	...	6,20,476
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	232	2,507	6,13,201	245	2,511	6,68,682	266	26,82,113	29,06,819	2,24,706	...
Oudh and Rohilkhand (state)	242	741	2,42,663	327	797	2,10,685	264	9,71,900	7,63,768	...	2,08,132
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	309	813	2,42,489	298	813	2,16,890	267	8,15,455	8,52,260	36,805	...
Bengal Central (*g*)	120	125	15,726	126	125	16,630	133	59,977	63,636	3,659	...
East Coast (state)	71	266	33,316	125	397	72,053	181	1,12,312	1,72,770	60,458	...
Metre gauge—											
Burma (state)	171	730	1,14,448	157	746	1,43,746	193	4,93,490	5,23,678	30,188	...
Special gauges—											
Jorhát (state provincial)	49	28	910	33	28	1,233	44	4,234	4,119	...	115
Cherra-Companyganj (state provincial)	54	8	545	68	8	531	66	1,890	2,069	179	...
TOTAL	226	5,218	12,63,298	242	5,425	13,30,450	245	51,41,371	52,89,139	1,47,768	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*h*)	510	1,490	9,27,467	622	1,490	7,50,595	504	38,55,868	29,77,880	...	8,77,988
Bombay, Baroda and Central India	638	461	4,82,246	1,046	461	5,07,000	1,100	17,37,582	18,30,429	1,01,847	...
Madras	238	840	2,00,282	238	840	2,04,898	244	7,56,910	8,05,620	48,710	...
TOTAL	440	2,791	16,09,995	577	2,791	14,62,493	524	63,50,360	56,22,929	...	7,27,431
TOTAL (GUARANTEED AND STATE)	277	16,311	55,63,051	341	16,593	54,01,444	326	2,16,43,413	2,04,43,274	...	12,00,139
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	148	161	26,464	164	161	27,554	171	1,79,849	1,15,872	...	63,977
Tarkessur	253	22	6,651	302	22	5,907	268	36,961	33,379	...	3,582
Metre gauge—											
Rohilkund and Kumaon (Company's section)	137	67	9,863	147	66	7,833	119	44,400	36,911	...	7,489
Bengal Dooars	77	32	1,648	51	36	3,740	104	6,818	10,747	3,929	...
Dibru-Sadiya	130	78	12,230	157	78	10,879	139	45,821	43,915	...	1,906
Special gauge—											
Darjeeling-Himalayan	238	51	12,834	252	51	13,997	274	48,557	50,689	2,132	...
TOTAL	155	411	69,690	170	414	69,910	169	3,62,406	2,91,513	...	70,893
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	158	333	75,421	226	333	60,259	181	2,56,264	2,72,181	15,917	...
The Gaekwar's Petlád	92	13	1,740	134	13	1,170	90	6,932	5,513	...	1,419
Rájpura-Bhátinda	129	108	15,861	147	108	18,656	173	63,444	67,407	3,963	...
Kolar Gold-fields	...	...	...	...	10	2,548	255	...	7,583	7,583	..
Metre gauge—											
Southern Mahratta (Mysore section) (*i*)	95	362	34,297	95	362	34,401	95	1,22,423	1,30,576	8,153	...
The Gaekwar's Mehsána	75	93	9,091	98	93	8,180	88	38,393	30,177	...	8,216
Kolhápur	77	29	3,324	115	29	2,165	75	16,890	11,252	...	5,638
Special gauges—											
The Gaekwar's Dabhoi	67	72	6,046	84	72	5,170	72	29,327	24,766	...	4,561
Cooch Behar	20	22	886	40	22	590	27	3,789	2,977	...	812
TOTAL	114	1,032	1,46,666	142	1,042	1,33,139	128	5,37,462	5,52,432	14,970	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	118	334	55,294	166	334	60,654	182	2,12,541	2,10,585	...	1,956
Jetalsar-Rájkot	60	46	4,349	95	46	4,467	97	14,652	16,234	1,582	...
Jodhpur-Bickaneer	54	364	26,826	74	364	20,740	57	1,16,138	80,233	...	35,905
Special gauge—											
Morvi	67	94	7,620	81	94	10,547	112	25,815	32,110	6,295	...
TOTAL	81	838	94,089	112	838	96,408	115	3,69,146	3,39,162	...	29,984
GRAND TOTAL	256	18,592	58,73,496	316	18,887	57,00,901	302	2,29,12,427	2,16,26,381	...	12,86,046

* Figures for 1894-95 are not yet available.
(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd to 28th April 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*i*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 9th May 1895.*

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

SUPPLEMENT TO

The Gazette of India.

No. 20.} SIMLA, SATURDAY, MAY 18, 1895.

OFFICIAL PAPERS.

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

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

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, May 11th, 1895.

During the past week, though the barometer has changed considerably from day to day, the general distribution of pressure has altered very little. Readings have been steadily low over the western desert, over the Central Provinces, and over Upper Burma, while they have been highest in the south of the Bay. Accompanying this steadiness in the distribution of pressure were fairly steady wind directions. Over the Bay the winds were generally southerly, over the Gangetic plain south-easterly and easterly, and over Western India north-westerly and westerly. The force was strong to a gale over a large part of the country, but particularly so on the Sind and Kathiawar coasts, where the wind blew with a high velocity at times. The most marked feature in the weather was the high temperature which prevailed almost everywhere towards the close of the week. This excess of heat was at its maximum on Saturday, the 11th, when the thermometer in North-Western India rose to many degrees above the normal of the time of year. Rain fell on several days over North-Eastern India and the Peninsula, but there was little or none received in North-Western and Central India.

Daily Summary.—*Sunday.*—Pressure was changing irregularly and generally by small amounts. The barometer read highest in Assam, and lowest over the western desert, and above the normal average everywhere. Winds were easterly and south-easterly over the Gangetic plain, westerly to north-westerly over Western India, and variable elsewhere. The mean temperature was in defect of the normal in the North-Western Provinces, in excess over the Punjab, Central India, Gujarat, Sind, and Rajputana, and about normal elsewhere. Rain had fallen in North Bengal, and at a few places in the Peninsula.

Monday.—Pressure continued to change irregularly, but was still above the normal average everywhere. The excess was greatest in Northern India. The general distribution was little changed. The wind directions were also practically unaltered. Temperature had very generally fallen. The mean temperature was in excess of the normal in the Punjab, Sind, and Rajputana, in defect in the North-Western and Central Provinces, Burma, and Madras, and about normal elsewhere. Rain had fallen in West Bengal, Burma, and the Peninsula. The rainfall, though not general, was heavy in some places.

Tuesday.—Pressure had fallen almost everywhere, but still the general distribution exhibited very little change. Pressure was highest in the south of the Bay, and low over the western desert, the Central Provinces, and Central Burma. Winds were south-easterly over the north of the Gangetic plain, northerly on the west, and southerly on the east side of the Peninsula, and variable elsewhere. The mean temperature was above the normal average over North-Western India and Central India, below in the North-Western Provinces and Madras, and normal in other parts of the country. A little scattered fall was all the rain reported.

Wednesday.—Pressure had been nearly steady; hence the general distribution was practically unchanged. The winds were the same as on the preceding day. The mean temperature was normal or excessive. The abnormal excess was greatest in the Punjab, Sind, and Rajputana. Scattered showers of rain were again reported from different parts of the country.

Thursday.—The barometer had begun to fall very generally, and the excess of pressure previously prevailing was beginning to disappear. The winds were again practically unchanged. The temperature had, on the whole, risen, and, except in Burma and Madras, exceeded the normal average. Rain had fallen generally in Burma, and locally at Salem, but there had been none elsewhere.

Friday.—The barometer was changing by small amounts, and pressure was nearly normal over the greater part of the country. The wind was southerly over the Bay and Bengal, but was variable elsewhere. Temperature had again risen, except in Burma, and the mean temperature was excessive, except in Burma. The abnormal excess was very large in North-Western India. Showers of rain had fallen in Burma and the south of the Peninsula.

Saturday.—Barometric readings were high over Assam and the south-east of the Bay, low over Central Burma, over the Central Provinces, and over the Punjab. The winds remained southerly over the Bay and Lower Bengal, and generally variable elsewhere. Temperature had again risen, and the mean temperature remained excessive over all parts of the country, except Burma. Scattered showers of rain had occurred in several parts of the country, but more particularly in Burma and the south of the Peninsula.

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

Province.	May 1895.							Mean variation of week.
	5th	6th	7th	8th	9th	10th	11th	
	°	°	°	°	°	°	°	°
Burma	+0·8	—1·4	+0·8	—0·3	—1·1	—2·2	—1·3	—0·7
Bengal and Assam	—0·9	—0·5	+0·3	+0·7	+1·6	+3·0	+3·1	+1·0
North-Western Provinces and Oudh	—2·3	—3·0	—3·4	—0·8	+1·3	+3·9	+5·7	+0·2
Punjab	+3·3	+2·1	+3·7	+5·6	+5·5	+7·7	+8·7	+5·2
Bombay	+0·5	+0·1	—0·2	+0·8	+1·1	+2·5	+3·7	+1·2
Central Provinces and Berar	+0·8	—1·4	0	+0·9	+1·5	+2·7	+3·1	+1·1
Central India and Gujarat	+2·5	+0·6	+0·6	+0·6	+1·4	+2·9	+6·1	+2·1
Sind and Rajputana	+1·9	+1·9	+2·6	+3·6	+4·9	+5·8	+6·5	+3·9
Madras	—0·4	—3·1	—2·4	—0·8	—0·1	+0·5	+0·9	—0·8
Mean for whole of India	+0·7	—0·5	+0·2	+1·1	+1·8	+3·0	+4·1	+1·5

The means for the whole country show that, during the first three days of the week, the temperature was unsteady, there being a slight excess on the 5th, a slight defect on the 6th, and a slight excess again on the 7th. After the last date, however, a decided rise set in, and between the 8th and the 11th the mean temperature rose from 1·1° above the normal to 4·1° above the normal. The provincial variations show that the mean temperatures of Burma and of Madras for the week were lower than usual, but that in all other provinces the heat was greater than is ordinarily experienced. This was particularly the case over north-western India, comprising the Punjab, Central India, Gujarat, Sind, and Rajputana, where the mean temperature was in excess of the normal throughout the whole week, and where the abnormal excess on the 11th varied between 6·1° and 8·7°. In the North-Western Provinces the variations of the mean temperature were irregular; thus on the 7th the mean was 3·4° below, and on the 11th 5·7° above the average.

Exceptionally high day temperatures were recorded towards the close of the week, when in the Indus Valley the readings of the maximum thermometer were from 10° to 12° above the normal.

The highest maxima reported on each day were—

On May	5th	117·6°	at	Jacobabad.
„	6th	118·0°	„	„
„	7th	118·5°	„	„
„	8th	119·0°	„	„
„	9th	121·5°	„	„
„	10th	118·5°	„	„
„	11th	119·0°	„	„

Rain.—During the week under review dust and thunder storms have given rain to all parts of the country, except the centre and north-west, where the weather has either been fine or disturbed only very slightly. The rainfall of the week has been absolutely or practically *nil* in Arakan, Orissa, Oudh, the North-Western Provinces (Central and West divisions), the Punjab (all divisions), the Konkan, Khandesh, Berar, the Central Provinces (West and Central divisions), Gujarat, Kathiawar, Sind, Central India, Rajputana, and Hyderabad (South). In all other parts of the country effective rainfall has been received, the average of the divisions ranging from 5·43 inches in Tenasserim and 4·00 inches in the East Coast, North, division to 0·12 inch in the Central Provinces (East). Even where rain was received, however, the average fall was generally below the normal average. In Tenasserim there was an abnormal excess of 3·77 inches, in the East Coast (North) of 3·55 inches, in Lower Burma of 0·37 inch, in the North-Western Provinces (East) of 0·12 inch in Madras (South Central) of 0·92 inch, in Mysore of 0·38 inch, in Madras (Central) of 0·08 inch, in the East Coast (Central) of 0·14 inch; and in Madras (South) of 0·13 inch. In all the remaining divisions the rainfall was less than the normal. The deficiency was large in Arakan, East Bengal, Assam, Deltaic, Central and North Bengal, Orissa, the Hill districts of the Punjab, and Coorg, but elsewhere, though general, was not very important.

The columns giving the average actual and average normal rainfall for the period, 3rd March to 11th May, show that the seasonal rainfall has been in excess over Tenasserim, Lower and Central Burma, Chota Nagpur, the North-Western Provinces (East and Submontane), the Punjab (North-West and West), Malabar, Madras (South Central), Coorg, Mysore, the Konkan, the Deccan, Berar, the Central Provinces, Sind, Central India, Rajputana, the East Coast (North and Central), Madras (Central), and Madras (South); that it has been normal in Orissa and Hyderabad (South); and that it has been in defect elsewhere. The deficiency is most marked in Gujarat and Kathiawar.

The following heavy total falls of rain during the week are reported: Thaton (Amherst) 7·48 inches, Maubin 4·42 inches, Myittha (Kyaukse) 2·03 inches, Fenny (Noakhalli) 2·24 inches, Shillong 2·61 inches, Goalundo 2·00 inches, Pubna 2·54 inches, Bhagatpur (Jalpaiguri) 3·34 inches, Zamani (Ghazipur) 2·40 inches, Nelamber (Calicut) 1·75 inches, Perundarai (Coimbatore) 4·98 inches, Chitaldroog 3·55 inches, Bobbili (Vizagapatam) 5·40 inches, Garravaram (Tistna) 2·02 inches, Maunargadi (Tanjore) 2·82 inches, Periyakolam (Madura) 2·52 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending May 11th, 1895.			Rainfall data from March 3rd to May 11th, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, March 3rd to May 11th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	5·43	1·66	+ 3·77	9·62	6·65	+ 45
	Lower Burma	1·46	1·09	+ 0·37	3·52	3·30	+ 7
	Central Burma	0·13	0·67	— 0·54	2·52	2·33	+ 8
	Upper Burma	1·11	?	?	3·19	?	?
	Arakan	0	1·97	— 1·97	3·68	5·16	— 29
Bengal and Assam	Eastern Bengal	0·43	2·47	— 2·04	8·78	10·84	— 19
	Assam (Surma)	1·32	4·99	— 3·67	24·79	31·43	— 21
	Do. (Brahmaputra)	0·19	2·56	— 2·37	8·48	15·63	— 46
	Deltaic Bengal	0·24	1·68	— 1·44	5·35	7·06	— 24
	Central Bengal	0·41	1·20	— 0·79	3·68	4·38	— 16
	North Bengal	0·98	1·80	— 0·82	6·45	8·34	— 23
	Orissa	0·04	1·03	— 0·99	3·02	3·01	0
	Chota Nagpur	0·54	0·68	— 0·14	4·46	2·38	+ 87
	Bihar (South)	0·26	0·36	— 0·10	0·86	1·12	— 23
	Do. (North)	0·60	0·77	— 0·17	1·64	2·36	— 31
North-Western Provinces and Oudh.	North-Western Provinces (East)	0·33	0·21	+ 0·12	0·79	0·58	+ 36
	Do. (Submontane) (*a*)	0·18	0·38	— 0·20	1·20	0·97	+ 24
	Oudh (South)	0·09	0·18	— 0·09	0·63	0·66	— 5
	Do. (North)	0·07	0·31	— 0·24	0·92	0·97	— 5
	North-Western Provinces (Central).	0	0·15	— 0·15	0·43	0·55	— 22
	North-Western Provinces (West).	0	0·12	— 0·12	0·53	0·68	— 22
	North-Western Provinces (Submontane). (*b*)	0·03	0·33	— 0·30	1·79	2·02	— 12
Punjab	Punjab (South)	0	0·10	— 0·10	0·51	0·88	— 42
	Do. (Central)	0	0·14	— 0·14	0·60	0·91	— 34
	Do. (Submontane)	0	0·19	— 0·19	1·25	1·75	— 29
	Do. (Hill Districts)	0	0·72	— 0·72	3·47	5·33	— 35
	Do. (North-West)	0·06	0·32	— 0·26	4·21	3·51	+ 20
	Do. (West)	0	0·14	— 0·14	1·82	1·24	+ 47
Bombay and Malabar Coast Districts (Madras).	Malabar	0·40	0·73	— 0·33	5·04	5·23	+ 14
	Madras (South Central)	1·68	0·76	+ 0·92	5·54	4·51	+ 22
	Coorg	0·51	1·30	— 0·79	6·31	5·37	+ 18
	Mysore	0·96	0·58	+ 0·38	4·49	2·68	+ 68
	Konkan	0·02	0·12	— 0·10	0·57	0·42	+ 36
	Bombay Deccan	0·18	0·23	— 0·05	1·55	1·36	+ 14
	Hyderabad (North)	...	....	...	...	...	...
	Khandesh	0·03	0·13	— 0·10	0·13	0·31	— 58
Central Provinces and Berar.	Berar	0	0·06	— 0·06	0·66	0·47	+ 40
	Central Provinces (West)	0	0·09	— 0·09	1·01	0·61	+ 66
	Ditto (Central)	0·02	0·12	— 0·10	1·67	0·94	+ 78
	Ditto (East)	0·12	0·22	— 0·10	1·88	1·46	+ 29
Bombay (North)	Gujarat	0	0·04	— 0·04	0·02	0·05	— 60
	Kathiawar	0	0·02	— 0·02	0	0·24	— 100
	Sind	0	0·01	— 0·01	0·59	0·39	+ 51
Rajputana and Central India.	Central India (East)	0	0·04	— 0·04	0·78	0·26	+ 200
	Rajputana (East), Central India (West).	0	0·10	— 0·10	0·57	0·35	+ 63
	Rajputana (West)	0	0·13	— 0·13	0·36	0·31	+ 16
Madras	East Coast (North)	1·06	0·44	+ 0·62	2·88	1·75	+ 65
	Ditto (ditto) (*a*)	4·00	0·45	+ 3·55	5·60	2·58	+ 117
	Hyderabad (South)	0·04	0·29	— 0·25	1·58	1·60	— 1
	Madras (Central)	0·48	0·40	+ 0·08	1·90	1·27	+ 59
	East Coast (Central)	0·49	0·35	+ 0·14	1·19	1·02	+ 17
	Ditto (South)	0·44	0·58	— 0·14	1·40	2·17	— 35
	Madras (South)	0·70	0·57	+ 0·13	4·81	3·67	+ 31

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

SIMLA, *16th May 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 11th May.*—Seasonable showers have fallen almost throughout the Province. The water-supply is sufficient for the season. Cultivation is proceeding generally after the recent rain, and sowing is in progress in parts. The standing crops are in good condition. Some harvest with moderate outturn is still proceeding. Pasture is improving, and fodder is sufficient. Prices are practically stationary.

Bombay.—*For week ending 15th May.*—Slight rain in parts of the Deccan and Karnatak. The standing crops are good, except in one taluka of Karachi where they have been injured by the heat. Reaping of the late crops continues in parts of two districts. Preparations for next season are general. Sowing is progressing in parts of two districts. Cotton-picking continues in parts of Gujarat. The fodder-supply is sufficient, and agricultural stock are in good condition. Prices are normal, except in parts of two districts.

Bengal.—*For week ending 13th May.*—There were local showers during the week, but no heavy rain was reported, except in Khulna and Patna. More rain is wanted in parts for ploughing and for the early sowings. The sowing of jute and of early rice still continues. The state of the young sugarcane and indigo crops is good. The harvesting of the spring rice still continues in some districts. The price of common rice is generally reported stationary, but in Chittagong it is said to be rising.

North-Western Provinces and Oudh.—*For week ending 15th May.*—The heat is increasing. Occasional storms accompanied with slight rain have occurred in places. Threshing and winnowing of the spring crops is nearly completed. The outturn is reported to be excellent in Meerut, below average in Lucknow, and poor in part of Aligarh. Irrigation of sugarcane, indigo, and extra crops continues. Prospects are generally fair. Markets are well supplied. Fodder is still insufficient in Fyzabad. Prices are generally stationary, but are rising in two districts.

Punjab.—*For week ending 15th May.*—No rain. Reaping of the spring crops is nearly over. Threshing operations are in progress. Sowing of the extra spring crops is still going on in parts of Dera Ismail Khan. Ploughings for and sowings of the autumn crops have commenced. The sugarcane and cotton crops are being irrigated. The standing crops are generally reported to be in good condition. Flights of locusts passed through two tahsils of Dera Ismail Khan but did no damage. Cattle are generally in good condition and fodder is sufficient in all districts, except in parts of Lahore and Dera Ismail Khan. Prices are rising in Peshawar, normal in Umballa, and low elsewhere.

Central Provinces.—*For week ending 15th May.*—Weather hot and occasionally cloudy with storms in Seoni and Nagpur on the 12th. Land is being prepared for the autumn sowings nearly everywhere. Threshing of the winter crops is almost completed. Prices are steady. Imports into Damoh continue.

Burma.—*For week ending 11th May.*—In Upper Burma the reaping of the dry-weather paddy is still in progress. Cultivation of the early wet-weather paddy has commenced in Lower Chindwin and Meiktilla, and ploughing for sesamum in Minbu. Prospects of the standing crops are generally good. The

price of paddy has fallen slightly in Rangoon, Thongwa, and Bassein, risen considerably in Thayetmyo, and slightly in Prome, Magwe, and Myingyan; elsewhere prices are stationary.

Assam.—*For week ending 14th May.*—Weather seasonable. Sowing of early rice is progressing. The condition of cattle is indifferent. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 15th May.*—MYSORE: Rain has fallen in all districts. The standing crops are in good condition. Ploughing operations have commenced in Bangalore, and are continued throughout the Kadur district. Prospects are good. Prices have slightly risen in three districts.

COORG: Rainfall moderate. Ploughing of rice fields continues. Fodder and water for cattle are sufficient.

Berar and Hyderabad.—*For week ending 15th May.*—BERAR: Weather hot and cloudy. Ploughing of fields for the next rain crop continues. Fodder is sufficient. The water-supply is scarce in parts of the Chikhli taluka. Prices are almost stationary.

HYDERABAD: Rainfall moderate. The weather betokens storms. The present water-supply is sufficient. Fodder is scarce in Aurangabad. The hot-weather crops are still being harvested in some districts. Prices are normal.

Central India.—*For week ending 15th May.*—There was no rain during the week. Agricultural operations are in progress in Goona, but have been completed elsewhere. The probable outturn is good in two Agencies, but below average in four others, and in parts of Gwalior. The condition of agricultural stock is good in all districts, except in Bhopal. Pasturage is good and sufficient, except in the Neemuch district. Prices of food-grains are high in Bhopal and Goona, and rising in one district of Gwalior; elsewhere prices are normal.

Rajputana.—*For week ending 15th May.*—Agricultural operations are satisfactory. The crops have been harvested. Land is being prepared for the autumn crops in parts. Crops, prospects, and agricultural stock are generally good. Fodder is sufficient, except in Dholepore where it is failing. Prices have fallen in two States, and are rising in four, but are normal elsewhere.

Kashmir.—*For week ending 14th May.*—KASHMIR VALLEY: Slight rain during the week. The weather is now fine. The oil-seeds crops are generally in good condition. Land is being prepared for rice cultivation. Prices continue normal.

JAMMU PROVINCE: *For week ending 14th May.*—Rainfall slight. Reaping of the standing spring crops is still in progress. Fodder is sufficient. Prices are stationary.

Nepal.—*For week ending 11th May.*—Some smart showers have fallen, and the weather continues cloudy. Sowing of Indian-corn has been completed.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Circular No. 1-P.

Extract from the Proceedings of the Government of India, Department of Revenue and Agriculture (Inventions and Designs),—dated Calcutta, the 3rd May 1895.

Read—

The appended report by the Secretary under the Inventions and Designs Act, 1888, on the working of his office, during the year ending 31st December 1894.

RESOLUTION.

The Director of Records to the Government of India was appointed Secretary under the Inventions and Designs Act in January 1894, and held charge of the office throughout the year under report, except during an absence of four months, on medical leave, when his duties were carried on by Surgeon-Lieutenant-Colonel Ranking, Secretary to the Board of Examiners.

2. The Government of India notice with satisfaction the increasing work of the office as an indication of the value placed by the public on the protection afforded to inventors by the Act.

3. **The number of references to experts was considerably reduced during the year under review. The subject of these references is still under the consideration of the Government of India.**

ORDER.—Ordered, that the above Resolution be forwarded to the Legislative Department, and to the Local Governments and Administrations noted in the margin.

Government of Madras.		Chief Commr. of the C. Provinces.	
"	Bombay.	" "	Burma.
"	Bengal.	" "	Assam.
"	N.-W. P. and Oudh.	" "	Coorg.
"	Punjab.	" "	Ajmere.
Resident at Hyderabad.			

Ordered also, that a copy be published in the supplement to the *Gazette of India*.

(True extract.)

DENZIL IBBETSON,
Offg. Secy. to the Govt. of India.

No. 861-P., dated Calcutta, the 19th March 1895.

From—G. W. FORREST, Esq., Secretary under the Inventions and Designs Act,

To—The Secretary to the Government of India, Department of Revenue and Agriculture.

I have the honour to submit the following report on the working of the Office of the Secretary under the Inventions and Designs Act, 1888, during the year ending 31st December 1894.

2. I assumed charge of the office on the 1st January 1894, and discharged the functions of Secretary under the Act up to the 1st July 1894, when ill-health compelled me to proceed to Europe on four months' medical leave. During my absence Surgeon-Major Ranking, Secretary, Board of Examiners, held charge of the office.

3. Through the courtesy of the Comptroller General of Patents I was enabled, when in England, to pay some visits to the Patent Office for the purpose of gathering knowledge which would be useful in the organisation and administration of the Patent Office in India. My thanks are due to Mr. Webb of the Patent Office for conducting me through every portion of the Patent Office, and having explained to me by the heads of the different branches the working of this great and important department of the State. A great portion of the information which I gathered is too technical for this report, but it will always be of service to me in all work relating to Patents. I had an instructive discussion with some of the high officials connected with the office with regard to the fundamental question whether it is better to adopt the English system of entering into no enquiry as to novelty, or the American system of having a thorough investigation made. In India the Act leaves it discretionary to make an enquiry into novelty, but owing to there being but few competent experts in the country, the exercise of this power must be more or less unsatisfactory. In England the consensus of opinion seems to be that it is better to make no enquiry into novelty. The advantages of the various publications issued by the Patent Office were discussed, and the forms in use and the rules in force were explained. Since my return to India the Patent Office in England has kindly forwarded to me a complete set of the various publications issued by it and copies of its several rules and forms. Some of these might, with advantage, be adapted to India. The time has certainly come when, as is the case in England, a set of rules might be prescribed under the Act for the guidance of the public. At present the only guide is notifications issued from time to time in the Government Gazette. The Act contains much which would be incorporated in the rules, but in the latter it would be put into less technical language and so be more easily understood by the public. The framing of a set of rules for the guidance of the office has for some time been under consideration, and therefore the present appears to be an opportune moment for considering the construction of rules for the guidance of the public.

4. The time has also come when it might be advisable to consider whether it would not be a convenience to the public for the Indian Office to issue an illustrated journal, somewhat similar to the journal issued by the English Patent Office. A journal of this nature might, without much trouble and cost, be issued, if applicants were required, when filing specifications, to also lodge an abridged description and a drawing, on a reduced scale, of their inventions. The trouble

and outlay involved in the issue of a journal of this nature would be amply compensated by the stimulus it would give to inventions. A great portion of the outlay would, in all probability, be recovered, by the sale of the journal. But even if no portion of the cost were recovered the growing prosperity of the Indian Office would justify a small expenditure on a work so useful to the public.

5. As will be observed from the table of statistics appended to this report, the year was marked by a steady improvement in the several branches of business done in the office. Every facility was afforded the public for the inspection of specifications and models, and a few new models were added to the collection in the museum provided for their accommodation.

6. Among the matters of public interest dealt with during the year was a representation from the Society of Patent Agents, London, for the grant of a more formal certificate than that hitherto issued, of the filing of specifications and the acquisition of exclusive privileges. The matter is still under consideration. Steps have also been taken for the issue of rules for the preparation of drawings accompanying applications snd specifications. The drawings hitherto filed have been of various sizes and descriptions, and the object of the rules is to secure uniformity in size and other details. This will facilitate the work of examining the drawings with the specifications. The rules have been framed with few restrictions, in order to hamper as little as possible those who are anxious to have their inventions protected.

7. Three applications have been filed during the year under report for the extension of the term of exclusive privilege. One of these was granted for a further period of fourteen years, another was rejected as having been submitted after the prescribed limit of time, and the third has since the close of the year been rejected.

8. The total number of applications for leave to file specifications was the same as the year preceding, *viz.*, three hundred and seventy-five: two hundred and sixty-six of these were granted, thirty-seven refused, and seventy-two remained pending at the close of the year.

9. The number of references to experts was less than the previous year, and amounted to about a third of the number of applications filed. This decrease is due to the present policy of curtailing, as far as possible, the preliminary investigation regarding novelty and utility. The question of novelty and utility is now closely investigated in those cases only in which the invention is likely to affect the interests of the State, or that of the poorer classes who cannot protect themselves. Of the one hundred and thirty-one applications referred to experts, fifty-five were on payment of fees and seventy-six without—twenty-one of the latter, against thirty-one in 1893 having been reported on by the Public Works Department. One hundred and seventy-five of the applications filed were received from residents in India, thirty-two or ten more than the previous year having come from natives. Seven of the latter were refused for want of novelty in the inventions it was sought to have protected.

10. The number of specifications filed during the year was two hundred and ninety-four against two hundred and fifty-three in the year before. These

included twenty-six for matters connected with railways, ten for the pulling of punkahs, ten for the manufacture of tea, eight for the treatment of cotton and other fibres, six for water-lifts, four for the manufacture of indigo, four for sugarcane mills, and three for baling presses.

11. The applications received for the registration of designs were only thirty-eight in number, of which but nine were registered. This was due to the subject of the applications being in some instances inventions, and in others trade marks. In fourteen cases the applications were for the registration of representations of the Hindu gods and goddesses on playing-cards, which, however, were not considered as new and original designs within the meaning of the Act.

12. The Advocate General was consulted in four cases involving points of law.

13. In one hundred and thirty-three cases the exclusive privilege acquired was continued—sixty-four beyond the fourth year, fifty-three beyond the fifth and sixteen beyond the sixth year; this being an increase by fifty-four over the year previous.

14. During the period under report, one hundred and twenty-eight patents lapsed through the non-payment of the fourth year's renewal fee, and twenty through the non-payment of the fee for the fifth year.

15. A marked increase took place in the amount of fees collected, the sum received having stood at Rs. 21,881-6-0 against Rs. 17,057-2-0 in 1893. Of the amount collected, Rs. 60-12-0 were refunded, leaving a net total income of Rs. 21,820-10-0.

16. The several heads of receipt are shown in the annexed table, from which it will be seen that the main items consisted of Rs. 8,810 for specifications, Rs. 6,610 on account of the continuance of exclusive privilege, and Rs. 3,750 for applications.

G. W. FORREST,

Secretary under the Inventions and Designs Act.

Statement showing the working of the Office of the Secretary under the Inventions and Designs Act, V of 1888, during the year 1894 as compared with the years 1892 and 1893.

—	—	1894.	1893.	1892.
I. Applications for leave to file a specification.	Number of applications filed .	375	375	336
	Ditto granted .	266	261	228
	Ditto rejected .	37	36	26
	Ditto pending .	72	78	8
II. Applications by natives of India.	Number of applications submitted by natives of India.	32	22	22
III. References to experts.	Number of applications referred to experts.	131	156	198
	(*a*) on payment of fee .	55	61	53
	(*b*) without payment of fee .	76	95	145
	(*b*1) to Public Works Department.	21	31	47
IV. Specifications	Number of specifications filed	294	253	305
V. Applications for registration of designs.	Number of applications for registration of designs.	38	37	89
	Number of designs registered	9	26	76
	Ditto rejected .	29	11	13
VI. Cases involving law points.	Number of cases referred to Advocate General and Government Solicitor.	4	2	2
VII. Privileges continued.	Number of cases in which exclusive privilege was continued beyond—			
	(*a*) the fourth year . .	64	69	...
	(*b*) the fifth year . .	53	10	...
	(*c*) the sixth year . .	16	...	...
VIII. Privileges lapsed.	Number of cases in which exclusive privilege lapsed through non-payment of—			
	(*a*) the fourth year's renewal fee.	128	144	...
	(*b*) the fifth year's renewal fee.	20	...	...
IX. Applications for extension of privilege.	Number of applications filed .	30	...	...
		₹ a.	₹ a.	₹ a.
X. Income from fees.	Applications . . .	3,750 0	3,750 0	3,360 0
	Specifications . . .	8,810 0	7,590 0	9,150 0
	Extension of time . . .	680 0	335 0	80 0
	Continuance of exclusive privilege.	6,610 0	4,300 0	1,400 0
	Inspection	116 0	82 0	117 0
	Copying	530 6	343 2	328 10
	Drawing	710 0	202 0	487 0
	Designs	380 0	370 0	890 0
	Amended specifications .	40 0	80 0	40 0
	Extension of term of exclusive privilege.	250 0	...	...
	Miscellaneous . . .	5 0	5 0	...
	Total .	21,881 6	17,057 2	15,852 10
	Refunds drawn from the Bank of Bengal during 1894.	60 12	5 0	147 4
	NET TOTAL INCOME .	21,820 10	16,907 2	15,705 6

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

Rates and conditions for the carriage of coal for the general public; and of coal and railway materials and stores, whether for state or other railways.

No. 8-Ry., dated Simla, the 4th May, 1895.

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

Read—

Government of India circular No. 17 Railway, dated the 30th October 1891, and its enclosures, as modified by the corrigenda slips dated respectively the 14th September 1893, 13th March 1894 and 29th August 1894, and the addendum slip dated the 9th March 1894.

Despatch to the Secretary of State for India, No. 34 Railway, dated the 16th March 1892.

Despatch from the Secretary of State for India, No. 121 Railway, dated the 22nd December 1892, and its enclosure.

Despatch to the Secretary of State for India, No. 22 Railway, dated the 11th April 1894.

Despatch from the Secretary of State for India, No. 55 Railway, dated the 19th July 1894, and its enclosure.

Read also—

Government of India letter No. 505-R.T., dated the 17th September 1894, to the Local Governments and Administrations and officers controlling railways, and the replies received thereto.

Letter from the Consulting Engineer to the Government of India for railways, Calcutta, No. 2242, dated the 27th September 1894, and its enclosure.

Government of India memorandum No. 630-R.T., dated the 6th November 1894, to the Local Governments and Administrations and officers controlling railways and its enclosures.

Government of India letter No. 705-R.T., dated the 10th December 1894, to the Consulting Engineer to the Government of India for railways, Calcutta.

Memorandum from the Consulting Engineer to the Government of India for railways, Calcutta, No. 3065, dated the 22nd December 1894, and its enclosure.

Government of India letter No. 1-R.T., dated the 2nd January 1895, to the Consulting Engineer to the Government of India for railways, Calcutta.

Memorandum from the Consulting Engineer to the Government of India for railways, Calcutta, No. 3074, dated the 22nd December 1894, and its enclosures.

OBSERVATIONS.—With circular No. 17 Railway, dated the 30th October 1891, the Government of India promulgated, for adoption on all state railways worked by Government and on the East Indian railway, schedules of rates and conditions for the carriage (i) of railway materials and stores, including coal, whether for state or other railways, and (ii) of coal for the general public. Further, in order to secure uniformity, it was requested that the administrations of all other railways might be moved to adopt the same rates and conditions.

2. Complete uniformity in the charges for this description of traffic was not, however, secured; and the matter continued to receive the attention of the Government of India in respect to the removal of the chief objections which were considered to exist. By the terms of the circular of October 1891 the rules became subject to revision at the end of 1894, and the opportunity has been taken to draw up, in consultation with the administration of the East Indian railway, schedules revised with a view to better serve the various interests involved.

RESOLUTION.—The Governor General in Council is accordingly pleased to rule, in supersession of all previous orders on the subject, that, until further orders, the charges and conditions embodied in the accompanying schedules, A, B and C, for the carriage respectively of (i) coal for the general public, (ii) coal for foreign lines, and (iii) foreign railway materials and stores (excluding coal), shall be adopted on all state railways which are directly administered by Government and on the East Indian railway.

2. These orders shall have effect in the case of railway materials and stores, including coal, from 1st January 1895, and in the case of coal carried for the general public from such date, not later than 1st July 1895, as may be notified by each railway.

3. In order to secure, on the several railways, uniformity in the charges for these services, the Governor General in Council desires that the administrations of the railways mentioned in the margin, over which the Secretary of State has reserved control in such matters, may be moved to accept the revised rates and conditions shown in the accompanying schedules in place of the rates which have previously been approved for this description of traffic under the provisions of the several contracts, and that the administrations of all other railways which are not specially referred to may likewise be moved to adopt the same.

South Indian.
Bombay, Baroda and Central India, including the Rajputana-Malwa.
Southern Mahratta, including the Mysore section.
Bengal Central.
Bengal and North-Western, including Tirhoot.
Lucknow-Bareilly section of the Rohilkund-Kumaon.
Bengal-Nagpur.
Indian Midland.
Assam-Bengal.

ORDER.—Ordered, that this resolution be communicated to the Local Governments and Administrations, and to the officers noted in the margin, for information and guidance; also to the Governments of the North-Western Provinces and Oudh, and the Punjab, the Chief Commissioner of the Central Provinces, the Agents to the Governor General for Central India and Baluchistan, and the Accountant General, Public Works Department, for information.

The Governments of Madras, Bombay and Bengal.
The Chief Commissioners of Burma and Assam.
The Resident at Hyderabad.
The Agent to the Governor General for Rajputana.
The Director General of Railways.
The Consulting Engineers to the Government of India for railways, Calcutta, Lucknow and Assam.

Ordered also, that this resolution, and its enclosures, be published in the Supplement to the *Gazette of India*, for general information.

W. S. S. BISSET, *Lieut.-Col., R.E.*,
Secretary to the Government of India.

SCHEDULE A to the Government of India circular No. 8 Railway, dated the 4th May 1895.

Rates and conditions for the carriage of coal for the general public.

1. The following will be the scale of charges for the carriage of coal, including coke and patent fuel, and shall be applicable alike to local and through traffic, for the general public:

(*a*) *Consignments of less than a wagon load*—

These consignments will be charged for as a full wagon load at the rates shown below, unless the coal is bagged, in which case it will be charged at ½ pie per maund mile on actual weight, subject to the differential rule, and carried at owner's risk.

(*b*) *Consignments in full wagon loads*—

	Per maund per mile.
For all distances up to 400 miles inclusive . . .	0·15 pie.
For distances above 400 miles—	
For the first 400 miles	0·15 „
For the distance in excess of 400 miles . . .	0·10 „

The charge under (*b*) shall be made on the full carrying capacity, for each class of coal, of the wagons employed.

(*c*) *Minimum distance for charge*—

The minimum distance which each individual railway shall be entitled to charge is 25 miles, no terminal being charged when a minimum distance charge is applied.

In calculating the distance for charge for through traffic the minimum distance to be taken for the despatching or for the receiving railways shall not be less than 25 miles unless a shorter minimum distance for charge shall have been adopted by any of the railways concerned, in which case the minimum adopted by that railway shall be taken. The charge shall be calculated on the through distance so arrived at and shall be divided between the railways concerned in the proportion of the actual mileage of each railway when that mileage is not less than the minimum mileage adopted on that railway. Should the actual mileage be less than the minimum mileage adopted by any railway, the minimum mileage adopted by that railway is to be taken in division. Only two minimum distance charges, those of the despatching and receiving railways, shall, however, be included in calculating any through rate.

(*d*) *Rebate on aggregate of consignments carried a less distance than 500 miles*—

At the end of any calendar half-year, a consignee, whose aggregate consignments to one station or *viâ* one junction during the half-year shall have exceeded 50,000 maunds, may claim a refund in respect of the payments made in accordance with the following scale. (For the purposes of these rebates all Calcutta stations to be regarded as one with Howrah)—

On quantities in excess of—

Mds.	Mds.	Rebate.
50,000 up to	200,000 . . .	2½ per cent.
200,000 „	400,000 . . .	5 „
400,000 „	600,000 . . .	7½ „
600,000 „	800,000 . . .	10 „
800,000 „	... . . .	15 „

The rebate under this scale will be limited to 10 per cent. of the total quantity carried.

(*e*) *Rebate on exported coal*—

An additional rebate to that granted under clause (*d*) and calculated on the same scale will be allowed on the whole quantity of coal exported by one consignee by sea from Howrah or Calcutta as shown by the bills of lading, but not including bunker coal. This additional rebate will be limited to 10 per cent. of the total quantity exported.

Thus, the maximum rebate claimable on exported coal will be 10 per cent. in accordance with clause (*d*) and 10 per cent. in accordance with this clause, or 20 per cent. altogether.

(*f*) *Rebate on aggregate of consignments carried 500 miles and more over the home line*—

At the end of any calendar half-year a consignee, whose aggregate consignments to one station or *viâ* one junction during the half-year shall have exceeded 50,000 maunds, may claim a refund in respect of the payments made in accordance with the following scale:

On quantities in excess of—

Mds.	Mds.	Rebate.
50,000 up to	200,000 . . .	2½ per cent.
200,000 „	400,000 . . .	5 „
400,000 „	600,000 . . .	7½ „
600,000 „	... . . .	25 „

The rebate under this scale will be limited to 15 per cent. of the total quantity of coal carried.

(*g*) *Claim for rebate*—

Any rebate not claimed within two months of the expiry of the calendar half-year in which it accrued will be subject to a discount in accordance with the following scale:—

If claimed after two months, but—

within three months	5 per cent.
„ four „	10 „
„ five „	15 „
„ six „	20 „

No rebate will be paid unless claimed within six months after the expiry of the calendar half-year in which it accrued.

2. Consignments of coal destined for *or viâ* stations on any foreign railway which is in immediate connection with the despatching railway shall be booked *viâ* such junction between the despatching railway and the said foreign railway as the consignor shall elect. Railways between which there is a transfer of goods shall be deemed to be in immediate connection.

3. The charge under paragraph 1 (*a*) and (*b*) shall be calculated in all cases on the shortest route, and shall be divided among the carrying railways adopting this schedule in proportion to the mileage passed over each: provided that when the consignment is not carried by the shortest route, the mileage rate to be credited in division to the railways carrying the traffic for the actual distance they carry the consignment shall not, for such railways as form part of such portion of the shortest route as may not have been followed and are not consenting parties to the adoption of the route followed, be less than the mileage rate to which they would have been entitled if the consignment had been carried by the shortest route.

Railways that do not form part of the portion of the shortest route not followed shall only receive in division a proportion of the charge by the shortest route in accordance with their mileage by the route followed.

4. When traffic is booked over railways whose administrations have not adopted this schedule, the through rates with such railways shall be the sum of the local rates, the local rates of the railways parties to this arrangement being the charges according to this tariff to or from the junction stations of the railway or railways which have not accepted this schedule.

5. All charges for loading and unloading coal into and from railway wagons, as well as those for transhipment at ferries, or otherwise, shall be at the entire cost of the consignors and consignees, and will be in addition to the rates herein prescribed.

The loading, unloading and transhipment charges shall belong to the railway doing the work, or if at a joint station shall be credited to the joint account.

6. When additional charges at ferries or elsewhere are reckoned at a rate on an additional mileage, such mileage shall not be taken into account in calculating distances under this tariff, nor in the division of the tariff charges, and all ferry charges, whether calculated at a rate on an additional mileage or otherwise, shall belong to the railway working the ferry.

7. Subsidiary rules, not at variance with the foregoing rules, may be made in the usual manner, and the customary power of making special arrangements for special consignments may be reserved.

8. In the interpretation of these rules, all railways worked by the Undertaking of the East Indian railway are to be considered parts of that line, excepting the portion of the Delhi-Umballa-Kalka railway between Umballa Cantonment and Kalka stations, for carriage over which an additional charge may be made, subject to the approval of the Government of India.

SCHEDULE B to the Government of India circular No. 8 Railway, dated the 4th May 1895.

Rates and conditions for the carriage of coal for foreign railways.

COAL, COKE, AND PATENT FUEL.

1. The following will be the scale of charges for the carriage of coal, coke and patent fuel, whether consigned for construction, working, or maintenance :

(*a*) *Consignments of less than a wagon load*—

These consignments will be charged for as a full wagon load at the rate shown below, unless the coal is bagged, in which case it will be charged at ⅓ pie per maund mile on actual weight, subject to the differential rule, and carried at owner's risk.

(*b*) *Consignments in full wagon loads*—

	Per maund per mile.
For all distances up to 400 miles inclusive	0·15 pie.
For distances above 400 miles—	
For the first 400 miles	0·15 ,,
For the distance in excess of 400 miles . . .	0·10 ,,

The charge under (*b*) shall be made on the full carrying capacity, for each class of coal, of the wagons employed.

(*c*) *Minimum distance for charge*—

The minimum distance which each individual railway shall be entitled to charge is 25 miles, no terminal being charged when a minimum distance charge is applied.

In calculating the distance for charge for through traffic the minimum distance to be taken for the despatching or for the receiving railways shall not be less than 25 miles unless a shorter minimum distance for charge shall have been adopted by any of the railways concerned, in which case the minimum adopted by that railway shall be taken. The charge shall be calculated on the through distance so arrived at and shall be divided between the railways concerned in the proportion of the actual mileage of each railway when that mileage is not less than the minimum mileage adopted on that railway. Should the actual mileage be less than the minimum mileage adopted by any railway, the minimum mileage adopted by that railway is to be taken in division. Only two minimum distance charges, those of the despatching and receiving railways, shall, however, be included in calculating any through rate.

(*d*) *Rebate on aggregate of consignments carried a less distance than 500 miles.*—

At the end of any calendar half-year, a railway administration whose aggregate consignments during the half-year shall have exceeded 50,000 maunds may claim in respect of the payments made a refund in accordance with the following scale. (For the purposes of these rebates all Calcutta stations to be regarded as one with Howrah)—

On quantities in excess of—

Mds.		Mds.	Rebate.
50,000	up to	200,000 . . .	2½ per cent.
200,000	,,	400,000 . . .	5 ,,
400,000	,,	600,000 . . .	7½ ,,
600,000	,,	800,000 . . .	10 ,,
800,000	,,	. . . . .	15 ,,

The rebate under this scale will be limited to 10 per cent. of the total quantity carried.

(*e*) *Rebate on exported coal*—

An additional rebate to that granted under clause (*d*) and calculated on the same scale will be allowed on the whole quantity of coal exported by one consignee by sea from Howrah or Calcutta as shown by the bills of lading, but not including bunker coal. This additional rebate will be limited to 10 per cent. of the total quantity exported.

Thus the maximum rebate claimable on exported coal will be 10 per cent. in accordance with clause (*d*) and 10 per cent. in accordance with this clause or 20 per cent. altogether.

(*f*) *Rebate on aggregate consignments carried 500 miles and more over the home line*—

At the end of any calendar half-year, a railway administration, whose aggregate consignments during the half-year shall have exceeded 50,000 maunds and each has been carried a distance 500 miles or more over the home line, may claim in respect of the payments made a refund in accordance with the following scale :

On quantities in excess of—

Mds.		Mds.	Rebate.
50,000	up to	200,000	2½ per cent.
200,000	,,	400,000	5 ,,
400,000	,,	600,000	7½ ,,
600,000		... .	25 ,,

The rebate under this scale will be limited to 15 per cent. of the total quantity of coal carried.

(*g*) *Claim for rebate*—

Any rebate not claimed within two months of the expiry of the calendar half-year in which it accrued will be subject to a discount in accordance with the following scale :—

If claimed after two months, but—

within three months	5 per cent.
,, four ,, ...	10 ,,
,, five ,, ...	15 ,,
,, six ,, ...	20 ,,

No rebate will be paid unless claimed within six months after the expiry of the calendar half-year in which it accrued.

2. Consignments of coal destined for a railway in immediate connection with the despatching railway shall be booked to such junction between the said railway and the despatching railway as the former railway may elect at the charge (under this tariff) by the shortest route to that junction. Railways between which there is a transfer of goods shall be deemed to be in immediate connection.

3. (i) Coal for use on a foreign railway which is not in immediate connection with the despatching railway shall be booked over the despatching and intervening railways to such junction with the said foreign railway as that railway may elect, at the through mileage rate to such junction.

(ii) The charge under paragraph 1 (*a*) and (*b*) shall be calculated in all cases on the shortest route, and shall be divided among the carrying railways adopting this schedule in proportion to the mileage passed over each: provided that when the consignment is not carried by the shortest route the mileage rate to be credited in division to the railways carrying the traffic for the actual distance they carry the consignment shall not, for such railways as form part of such portion of the shortest route as may not have been followed and are not consenting parties to the adoption of the route followed, be less than the mileage rate to which they would have been entitled if the consignment had been carried by the shortest route.

Railways that do not form part of the portion of the shortest route not followed shall only receive in division a proportion of the charge by the shortest route in accordance with their mileage by the route followed.

4. When traffic is booked over railways whose administrations have not adopted this schedule the through rates with such railways shall be the sum of the local rates, the local rates of the railways parties to this arrangement being the charges according to this tariff to or from the junction stations of the railway or railways which have not accepted this schedule.

5. All charges for loading and unloading coal into and from railway wagons, as well as those for transhipment at ferries, or otherwise, shall be at the entire cost of the consignors and consignees, and will be in addition to the rates herein prescribed.

The loading, unloading and transhipment charges shall belong to the railway doing the work, or if at a joint station shall be credited to the joint account except in the case of coal consigned to any of the railways forming the junction, in which case such charges are debitable to that railway.

6. When additional charges at ferries, or elsewhere, are reckoned at a rate on an additional mileage, such mileage shall not be taken into account in calculating distances under the tariff, nor in the division of the tariff charges. And all ferry charges, whether calculated at a rate on an additional mileage or otherwise, shall belong to the railway working the ferry.

7. Subsidiary rules, not at variance with the foregoing rules, may be made in the usual manner, and the customary power of making special arrangements for special consignments may be reserved.

8. In the interpretation of these rules all railways worked by the Undertaking of the East Indian railway are to be considered parts of that line, excepting the portion of the Delhi-Umballa-Kalka railway between Umballa Cantonment and Kalka stations, for carriage over which an additional charge may be made, subject to the approval of the Government of India.

SCHEDULE C to the Government of India circular No. 8 Railway, dated the 4th May 1895.

Rates and conditions for the carriage of foreign railway materials and stores (excluding coal).

RAILWAY MATERIALS AND STORES (EXCLUDING COAL).

1. The following will be the scale of charges for the carriage of railway materials and stores, whether consigned for construction, working, or maintenance:

(*a*) *For consignments of less than 300 maunds, subject to the differential rule*—

	Per maund per mile.
For all distances up to 400 miles inclusive . .	0·1725 pie.
For distances above 400 miles—	
For the first 400 miles	0·1725 ,,
For the distance in excess of 400 miles . .	0·115 ,,

(*b*) *For consignments of 300 maunds and over*—

	Per maund per mile.
For all distances up to 400 miles inclusive . .	0·15 pie.
For distances above 400 miles—	
For the first 400 miles	0·15 ,,
For the distance in excess of 400 miles . .	0·10 ,,

2. Railway materials and stores for use on a foreign railway which is in immediate connection with the despatching railway shall be booked over the despatching railway to such junction between the said foreign railway and the despatching railway as the former railway may elect, at the charge (under this tariff) by the shortest route to that junction. Railways between which there is a transfer of goods shall be deemed to be in immediate connection.

3. (i) Railway materials and stores for use on a foreign railway which is not in immediate connection with the despatching railway shall be booked over the despatching and intervening railways to such junction with the said foreign railway as that railway may elect, at the through mileage rate to such junction.

(ii) The charge under paragraph 1 (*a*) and (*b*) shall be calculated in all cases on the shortest route, and shall be divided among the carrying railways adopting this schedule in proportion to the mileage passed over each: provided that when the consignment is not carried by the shortest route, the mileage rate to be credited in division to the railways carrying the traffic for the actual distance they carry the consignment shall not, for such railways as form part of such portion of the shortest route as may not have been followed and are not consenting parties to the adoption of the route followed, be less than the mileage rate to which they would have been entitled if the consignment had been carried by the shortest route.

Railways that do not form part of the portion of the shortest route not followed shall only receive in division a proportion of the charge by the shortest route in accordance with their mileage by the route followed.

4. When traffic is booked over railways whose administrations have not adopted this schedule, the through rates with such railways shall be the sum of the local rates, the local rates of the railways parties to this arrangement being the charges according to this tariff to or from the junction stations of the railway or railways which have not accepted this schedule.

5. All dangerous goods, specie and bullion are charged at tariff rates, subject to the ordinary regulations as to minimum, etc.

6. (i) Any articles which, owing to length, breadth, or any other cause, require to be loaded separately in one or more vehicles for their conveyance, and do not admit of such vehicle or vehicles being loaded to the full marked carrying capacity, shall be charged for on actual weight at the rates prescribed in paragraph 1 (*a*) or 1 (*b*), as the case may be, subject to a minimum weight of 200 maunds in respect of each vehicle employed, such minimum being charged for on the scale for consignments under 300 maunds, provided that the charge made shall not exceed the charge as for a consignment of 300 maunds at the rates prescribed in paragraph 1 (*b*).

(ii) Girders, rails, long timber and other material requiring the protective use of dummy wagons shall be charged at the rates prescribed in paragraph 1 (*a*) or 1 (*b*), as the case may be, calculated as under—

For each vehicle under load—

Actual weight of load, subject to a minimum of 200 maunds, such minimum being charged for on the scale for consignments under 300 maunds: provided that the charge made shall not exceed the charge as for a consignment of 300 maunds at the rates prescribed in paragraph 1 (*b*).

For each dummy wagon—

A fixed minimum charge for each vehicle employed as for 200 maunds, based upon the scale for consignments over 300 maunds.

(iii) *For rolling stock the following scale of charges will apply:*

Locomotives complete, or engines and tenders separately, when running on their own wheels—12 annas per mile each.

Locomotives complete when loaded on other vehicles—1 anna per mile per wheel of the vehicle used.

Vehicles of all descriptions running on their own wheels—3 annas per mile per vehicle.

Vehicles of all descriptions when loaded on other vehicles—1 anna per mile per wheel of the vehicle used.

7. All consignments shall, unless otherwise specially agreed to, be subject to the same conditions as may be applicable to public traffic in respect of demurrage, loading and unloading, etc., provided that, when loading or unloading is done by the railway, the charge shall be 3 pies per maund for each operation.

8. In all cases where loading is performed by senders, or their agents, and not by the Traffic Department of the forwarding railway, the following scale of charges shall apply:

(*a*) Full wagon loads* . .	These will be charged for on actual weight at the rates prescribed in paragraph 1 (*b*).
(*b*) Consignments of less than full wagon loads.*	These will be charged for in accordance with paragraph 6 (i).
(*c*) The balance of a consignment over full wagon loads.	
(*d*) Articles falling under paragraph 6 (i).	
(*e*) Articles falling under paragraph 6 (ii)	These will be charged for in accordance with paragraph 6 (ii).

9. All charges for loading and unloading into and from railway wagons as well as those for transhipment at ferries, or otherwise, shall be at the entire cost of the consignors and consignees, and will be in addition to the rates herein prescribed.

The loading, unloading and transhipment charges shall belong to the railway doing the work, or if at a joint station, shall be credited to the joint accounts, except in the case of railway materials and stores consigned to any of the railways forming the junction, in which case such charges are debitable to that railway.

10. When additional charges at ferries or elsewhere are reckoned at a rate on an additional mileage, such mileage shall not be taken into account in calculating distances under the tariff, nor in the division of the tariff charges, and all ferry charges, whether calculated at a rate on an additional mileage or otherwise, shall belong to the railway working the ferry.

11. Subsidiary rules, not in variance with the foregoing rules, may be made in the usual manner, and the customary power of making special arrangements for special consignments is reserved.

12. In the interpretation of these rules, all railways worked by the Undertaking of the East Indian railway are to be considered parts of that line, excepting the portion of the Delhi-Umballa-Kalka railway between Umballa Cantonment and Kalka stations, for carriage over which double charges may be made.

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* Full wagon loads are defined to be loads of not less than within half a ton of the marked carrying capacity of the vehicles used.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 5TH MAY 1894, AND FROM 1ST JANUARY TO 4TH MAY 1895.

N.B.—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st half of 1894.	Week ending 5th May 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 4th May 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st January to 5th May 1894.	Earnings from 1st January to 4th May 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	655	1,683	12,32,845	733	1,687	12,24,545	726	[illegible]	[illegible]	...	3,32,016
Bengal-Nágpur	189	862	1,53,204	178	862	1,54,523	179	32,30,086	32,30,838	...	148
Indian Midland (*a*)	162	752	1,40,468	187	752	1,00,016	133	22,51,304	19,19,098	...	3,31,666
Bezwada extension	108	21	1,959	93	21	2,485	118	38,594	52,212	13,618	...
Metre gauge—											
Rajputana-Malwa (*b*)	324	1,719	6,67,826	388	1,790	5,71,820	319	99,12,358	97,52,658	...	1,59,700
Pálanpur-Deesa	47	17	1,120	66	17	1,000	59	14,[illegible]99	17,242	2,473	...
South Indian	143	1,042	1,57,766	151	1,042	1,84,011	177	24,90,597	28,87,808	3,01,211	...
Máyavaram-Mutupet	61	54	3,645	68	54	4,378	81	(*c*) 14,170	70,672	56,502	...
Southern Mahratta (*d*)	115	1,165	1,52,602	131	1,165	1,70,468	146	22,00,984	24,01,109	1,94,125	...
Bengal and North-Western (*e*)	162	756	1,42,610	189	756	1,14,600	152	21,77,487	22,33,657	56,170	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	231	19,760	86	231	19,397	84	3,73,777	3,71,117	...	2,660
TOTAL	286	8,302	26,73,925	322	8,377	25,47,243	304	4,32,12,481	4,31,00,456	...	1,12,031
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	255	2,507	6,00,274	239	2,511	6,16,681	246	1,16,28,836	1,24,29,364	8,00,525	...
Oudh and Rohilkhand (state)	287	741	2,33,988	316	797	2,12,977	267	38,31,259	41,13,438	2,82,179	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	281	813	2,09,738	258	813	2,01,080	247	42,15,906	45,58,787	3,42,881	...
Bengal Central (*g*)	126	125	15,850	127	125	16,390	131	2,76,604	3,05,020	28,416	...
East Coast (state)	107	266	30,283	114	397	39,903	101	4,66,200	6,55,988	1,89,728	...
Metre gauge—											
Burma (state)	199	730	1,22,067	167	746	1,52,409	204	28,31,461	29,19,914	88,453	...
Special gauges—											
Jorhát (state provincial)	44	25	1,270	51	28	1,450	52	19,896	21,842	1,946	...
Cherra-Companyganj (state provincial)	60	8	518	65	8	237	30	8,379	10,272	1,803	...
TOTAL	244	5,215	12,13,988	233	5,425	12,41,127	229	2,32,78,664	2,50,14,685	17,30,021	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*h*)	506	1,490	9,70,981	652	1,490	7,34,223	493	1,70,78,173	1,40,06,602	...	30,71,570
Bombay, Baroda and Central India	801	401	4,80,975	1,043	461	5,40,000	1,171	64,70,505	69,27,054	4,57,149	...
Madras	237	840	2,10,505	251	840	2,17,572	259	34,96,040	38,29,109	3,33,069	...
TOTAL	527	2,791	16,62,411	596	2,791	14,91,795	535	2,70,44,717	2,47,63,365	...	22,81,352
TOTAL (GUARANTEED AND STATE)	313	16,308	55,50,324	340	16,593	52,80,165	318	5,35,35,864	5,28,78,501	...	6,57,362
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	167	161	25,597	159	161	25,995	161	5,29,562	5,06,940	...	22,622
Tarkessur	308	22	6,765	308	22	5,943	270	1,28,696	1,25,352	...	3,344
Metre gauge—											
Rohilkund and Kumaon (Company's section)	149	67	9,659	144	66	11,573	175	1,78,560	1,29,093	...	49,467
Bengal Dooars	80	32	1,498	47	36	3,030	84	37,017	51,332	14,315	...
Dibru-Sadiya	133	78	10,934	140	78	12,405	159	1,95,221	2,11,435	16,214	...
Special gauge—											
Darjeeling-Himalayan	232	51	15,467	303	51	16,871	331	1,96,066	2,16,514	20,148	...
TOTAL	161	411	69,920	170	414	75,817	183	12,65,122	12,40,666	...	24,456
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	185	333	68,334	205	333	59,552	179	10,52,104	12,06,024	1,53,920	...
The Gaekwar's Petlád	112	13	1,601	123	13	1,410	108	25,055	24,145	...	610
Rájpura-Bhátinda	192	108	17,437	161	108	19,198	178	2,99,807	5,04,175	2,64,368	...
Kolar Gold-fields	306	...	...	...	10	3,543	354	...	43,102	43,102	...
Metre gauge—											
Southern Mahratta (Mysore section) (*i*)	88	362	30,761	85	362	30,202	83	5,44,489	5,79,465	34,976	...
The Gaekwar's Mehsána	98	93	9,191	99	93	7,990	86	1,67,163	1,37,289	...	29,874
Kolhápur	92	29	2,657	92	29	2,234	77	50,066	42,927	...	7,139
Special gauge—											
The Gaekwar's Dabhoi	81	72	7,115	99	72	6,860	95	1,09,165	83,628	...	25,537
Cooch Behar	30	22	799	36	22	860	39	11,249	20,041	9,192	...
TOTAL	130	1,032	1,37,895	134	1,042	1,31,849	127	22,59,098	27,01,090	4,42,598	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	131	334	53,238	150	334	61,708	185	8,20,004	7,83,267	...	36,827
Jetalsar-Rájkot	68	46	3,410	74	46	4,243	92	56,611	65,613	9,002	...
Jodhpur-Bickaneer	75	364	28,951	80	364	20,460	56	5,00,922	4,01,093	...	99,829
Special gauge—											
Morvi	75	94	8,148	87	94	10,652	113	1,10,382	1,27,653	8,271	...
TOTAL	97	838	93,747	112	838	97,063	116	14,97,009	13,77,626	...	1,19,383
GRAND TOTAL	290	18,589	58,51,886	315	18,887	55,84,894	296	5,85,57,091	5,81,98,488	...	3,58,603

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 5th May 1894.
(*d*) Includes the Guntakal Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*i*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 16th May 1895.*

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. IV OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1893-94.	Week ending 5th May 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 4th May 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st April to 5th May 1894.	Earnings from 1st April to 4th May 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	602	1,683	12,32,845	733	1,687	12,24,545	726	58,76,197	57,63,131	...	1,13,066
Bengal-Nágpur	149	862	1,53,204	178	862	1,54,523	179	8,79,689	7,75,717	...	1,03,972
Indian Midland (*a*)	132	752	1,40,468	187	752	1,00,016	133	6,97,155	4,89,272	...	2,07,883
Bezwada Extension	95	21	1,959	93	21	2,485	118	12,205	13,146	941	...
Metre gauge—											
Rajputana-Malwa (*b*)	261	1,719	6,67,826	388	1,790	5,71,820	319	30,28,652	26,62,356	...	3,66,296
Pálanpur-Deesa	41	17	1,120	66	17	1,000	59	4,629	6,043	1,414	...
South Indian	144	1,042	1,57,766	151	1,042	1,84,011	177	7,54,628	8,41,183	86,555	...
Máyavaram-Mutupet	...	54	3,645	68	54	4,378	81	(*c*) 14,170	23,143	8,973	...
Southern Mahratta (*d*)	100	1,165	1,52,602	131	1,165	1,70,468	146	7,21,303	7,86,202	64,899	...
Bengal and North-Western (*e*)	132	756	1,42,610	189	756	1,14,600	152	7,26,188	6,21,419	...	1,04,769
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	231	19,760	86	231	19,397	84	1,10,791	96,534	...	14,257
TOTAL	250	8,302	26,73,925	322	8,377	25,47,243	304	1,28,25,607	1,20,78,140	...	7,47,461
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	232	2,507	6,00,274	239	2,511	6,16,681	246	33,01,711	35,23,500	2,21,789	...
Oudh and Rohilkhand (state)	242	741	2,33,988	316	797	2,12,977	267	12,05,888	9,76,745	...	2,29,143
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	309	813	2,09,738	258	813	2,01,080	247	10,25,193	10,53,340	28,147	...
Bengal Central (*g*)	120	125	15,850	122	125	16,390	131	75,827	80,046	4,219	...
East Coast (state)	71	266	30,283	114	397	39,903	101	1,42,595	2,12,673	70,078	...
Metre gauge—											
Burma (state)	171	730	1,22,067	167	746	1,52,409	204	6,15,557	6,76,087	60,530	...
Special gauges—											
Jorhát (state provincial)	49	25	1,270	51	28	1,450	52	5,504	5,569	65	...
Cherra-Companyganj (state provincial)	54	8	518	65	8	237	30	2,408	2,306	...	102
TOTAL	226	5,215	12,13,988	233	5,425	12,41,127	229	63,74,683	65,30,276	1,55,580	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*h*)	510	1,490	9,70,981	652	1,490	7,34,223	493	48,26,849	37,67,010	...	10,59,839
Bombay, Baroda and Central India	638	461	4,80,925	1,043	461	5,40,000	1,171	22,18,507	23,79,429	1,60,922	...
Madras	238	840	2,10,505	251	840	2,17,572	259	6,67,415	10,23,192	55,777	...
TOTAL	440	2,791	16,62,411	596	2,791	14,91,795	535	80,12,771	71,79,631	...	8,43,140
TOTAL (GUARANTEED AND STATE)	277	16,308	55,50,324	340	16,593	52,80,165	318	2,72,13,061	2,57,78,043	...	14,35,018
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	148	161	25,597	159	161	25,995	161	2,05,446	1,41,867	...	63,579
Tarkessur	253	22	6,765	308	22	5,943	270	43,726	39,322	...	4,404
Metre gauge—											
Rohilkund and Kumaon (Company's section)	137	67	9,659	144	66	11,573	175	54,050	48,484	...	5,575
Bengal Dooars	77	32	1,498	47	36	3,030	84	8,316	13,777	5,461	...
Dibru-Sadiya	130	78	10,934	140	78	12,405	159	56,755	56,320	...	435
Special gauge—											
Darjeeling-Himalayan	238	51	15,467	303	51	16,871	331	64,024	67,560	3,536	...
TOTAL	155	411	69,920	170	414	75,817	183	4,32,326	3,67,330	...	64,996
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	158	333	68,334	205	333	59,552	179	3,24,508	3,31,733	7,135	...
The Gaekwar's Petlád	92	13	1,601	123	13	1,410	108	8,533	6,923	...	1,610
Rájpura-Bhátinda	129	108	17,437	161	108	19,198	178	85,412	86,005	1,193	...
Kolar Gold-fields	...	...	...	...	10	3,543	354	...	10,899	10,899	...
Metre gauge—											
Southern Mahratta (Mysore section (*i*)	95	362	30,761	85	362	30,202	83	1,53,184	1,60,778	7,594	...
The Gaekwar's Mehsána	75	93	9,191	99	93	7,990	86	47,584	38,167	...	9,417
Kolhápur	77	29	2,657	92	29	2,234	77	19,547	13,486	...	6,061
Special gauges—											
The Gaekwar's Dabhoi	67	72	7,115	99	72	6,860	95	36,442	31,626	...	4,816
Cooch Behar	20	22	799	36	22	860	39	4,588	3,837	...	751
TOTAL	114	1,032	1,37,895	134	1,042	1,31,849	127	6,70,888	6,84,054	4,166	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	118	334	53,238	159	334	61,708	185	2,65,779	2,72,293	6,514	...
Jetalsar-Rájkot	60	46	3,410	74	46	4,243	92	18,062	20,177	2,415	...
Jodhpur-Bickaneer	54	364	28,951	80	364	20,460	56	1,45,089	1,00,693	...	44,396
Special gauge—											
Morvi	67	94	8,148	87	94	10,652	113	33,963	42,762	8,799	...
TOTAL	81	838	93,747	112	838	97,063	116	4,62,893	4,36,225	...	26,668
GRAND TOTAL	256	18,589	58,51,886	315	18,887	55,84,894	296	2,87,88,168	2,72,65,652	...	15,22,516

* Figures for 1894-95 are not yet available.
(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 5th May 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*i*) Includes the Mysore-Najangúd and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 16th May 1895.*

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

SUPPLEMENT TO

The Gazette of India.

No. 21.} CALCUTTA, SATURDAY, MAY 25, 1895.

OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF MARCH 1895.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	12 0	12 0	13 14	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	12 0	12 0
Tavoy	...	...	...	...	13 0	13 0	14 9	14 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	14 3	14 3
Moulmein and Amherst	7 0	7 0	...	...	11 6	11 6	14 0	14 0	...	...	...	...	...	...	...	...	11 6	6	14 0	14 0	7 12	7 12	140 0	140 0	14 0	14 0
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	20 8	20 8	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	6 0	6 0	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	9 8	9 8	11 10	11 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 3	14 3
Bassein	...	...	...	...	15 3	11 6	16 15	13 9	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	10 10	9 13	11 5	10 6	...	...	...	...	...	...	...	...	...	...	...	...	7 0	7 0	200 0	200 0	14 2	14 2
Tharrawaddy	...	...	...	...	13 8	13 8	14 13	14 13	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	450 0	450 0	14 3	14 3
Henzada	...	...	...	...	13 5	12 7	13 5	12 7	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	188 8	188 8	16 2	16 2
Prome	10 6	10 6	...	...	10 12	10 12	13 4	13 4	...	...	...	...	...	...	...	...	13 3	13 3	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	13 3	13 3	14 14	14 14	...	...	...	...	...	...	...	...	11 6	11 6	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	10 5	10 5	...	...	10 12	14 *	13 12	15 5	...	...	...	...	...	...	...	...	18 5	18 5	...	†	8 10	8 10	196 0	196 0	11 9	11 9
Upper Burma—																										
Mandalay	13 3	12 9	...	...	11 3	11 3	12 5	12 5	21 10	21 10	...	...	...	...	...	...	12 9	13 3	24 0	24 0	9 14	10 1	85 0	85 0	14 6	14 6
Bamo	...	...	...	...	7 6	7 6	10 0	9 14	...	...	...	...	...	...	...	...	...	...	...	...	7 3	7 3	200 0	200 0	9 10	9 10
Pakôkku	...	...	...	...	9 2	9 2	12 0	12 0	44 0	44 0	...	...	...	...	...	...	15 0	15 0	...	...	5 9	5 9	113 0	113 0	12 10	12 10
Meiktila	...	...	...	...	17 1	17 1	19 11	19 11	...	...	...	...	...	...	...	...	17 11	17 11	51 6	51 6	7 2	7 2	361 13	361 13	16 1	16 1
Arakan—																										
Sandoway	...	...	...	...	18 9	19 10	24 0	24 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	28 0	28 0
Kyaukpyu	...	...	...	...	15 0	15 4	16 10	17 0	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	25 4	25 4
Akyab	...	...	...	...	11 0	11 8	14 0	14 8	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	160 0	160 0	15 0	16 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	14 0	13 2	18 10	16 14	...	...	...	...	...	...	...	...	10 0	12 5	...	...	...	...	...	...	10 0	11 6
Cachar	7 12	7 4	...	...	9 8	10 0	14 12	16 0	...	...	...	...	...	...	...	...	11 0	10 13	...	...	...	...	80 0	80 0	10 0	10 0
Khási and Jaintia Hills	5 14	5 14	...	...	5 9	5 9	7 6	7 6	...	...	...	...	...	...	...	...	8 0	8 0	10 10	10 10	...	...	80 0	80 0	7 10	7 0
Garo Hills	...	...	...	...	6 0	6 0	15 0	13 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	7 0	7 0
Brahmaputra—																										
Goálpára	12 0	11 0	...	...	6 12	6 12	13 0	12 4	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	150 0	160 0	10 8	10 8
Kámrup	9 0	9 9	...	...	13 4	13 0	16 0	16 0	...	...	...	...	...	...	...	...	12 0	11 0	...	...	...	...	160 0	160 0	10 0	10 0
Darrang	9 0	9 9	...	...	9 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	10 0	10 0
Nowgong	...	...	...	...	8 8	8 8	11 8	11 8	...	...	...	...	...	...	...	...	8 8	8 8	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	9 0	9 0	13 0	13 0	...	...	...	...	...	...	...	...	10 0	11 0	...	...	...	...	160 0	160 0	9 0	9 0
Lakhimpur	8 0	9 0	...	...	6 8	6 8	12 8	13 0	...	...	...	...	...	...	...	...	9 0	10 0	10 0	...	...	...	140 0	140 0	8 0	8 0
Manipur	...	...	...	...	22 8	22 8	33 0	33 *	...	...	...	...	...	...	...	...	...	...	...	...	...	...	84 0	82 *	2 11	2 11
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hill Tippera (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	...	...	...	...	5 8	5 8	...	...	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	15 2	15 0	17 0	17 0	...	...	...	...	...	...	...	...	13 4	12 0	...	...	...	...	80 0	80 0	11 0	9 2
Noakhali	...	...	...	...	13 0 to 15 0	13 0 to 15 0	18 0	18 0	...	...	...	...	...	...	...	...	11 0	12 0	...	...	...	...	...	...	10 8	10 4
Chittagong	10 0	10 0	...	...	14 0	14 8	15 8	15 12	...	...	...	...	...	...	...	...	11 8	11 8	...	...	...	...	85 0	90 0	10 0	10 0
Tippera	10 0	10 0	...	...	11 6	11 6	17 9	17 9	...	...	...	...	...	...	...	...	13 5	13 5	...	...	8 0	8 0	...	...	10 0	10 0
Dacca	11 10	11 10	...	...	13 0	13 0	18 13	18 13	...	...	...	...	...	...	...	...	13 8	13 8	...	...	15 0	15 0	140 0	140 0	9 10	9 10
Mymensingh	9 8	9 8	...	...	13 0	13 0	14 0	14 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	100 0	90 0	8 0	8 0
Deltaic—																										
Khulna	...	...	...	...	16 0	16 0	17 0	17 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	11 0	11 0	160 0	160 0	9 12	9 12
24-Parganas	...	...	...	...	10 0	10 0	14 8	15 0	...	...	...	...	...	...	...	...	17 9	17 0	...	...	12 0	11 12	106 0	106 8	11 8	11 6
Midnapore	14 0	12 0	...	...	14 0	14 0	18 12	18 12	...	...	...	...	...	...	...	...	14 8	14 8	...	...	11 0	11 0	200 0	200 0	11 0	11 0
Howrah	...	...	...	...	12 0	13 5	16 0	16 0	...	...	...	...	...	...	...	...	...	...	...	...	11 0	11 0	105 0	105 0	11 0	11 0
Calcutta	12 4	12 4	16 0	16 13	9 6	9 2	12 12	12 4	18 13	18 13	13 5	14 8	...	...	8 0	8 6	16 0	16 0	17 12	18 13	16 13	16 13	80 0	80 0	11 13	11 13
Hooghly	13 0	15 0	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	...	14 0	160 0	160 0	10 10	10 1
Nadia (Krishnagar)	16 4	15 0	...	...	7 8	7 8	16 4	16 0	...	...	...	...	...	...	...	...	22 4	16 0	...	...	16 0	16 0	128 0	128 0	10 8	11 8
Jessore	12 6	...	...	...	13 4	13 0	19 0	19 0	...	...	...	...	...	...	...	...	16 0	12 0	...	...	20 0	21 0	120 0	120 0	10 0	10 0
Faridpur	10 0	10 0	15 0	16 0	7 8	7 4	16 0	16 0	...	...	...	...	...	...	...	...	13 4	10 0	...	...	...	...	120 0	120 0	10 0	10 0
Central—																										
Bankura	14 9	14 9	...	...	16 4	16 4	20 10	20 10	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 5	13 5	320 0	320 0	11 0	11 0
Burdwan	16 0	14 4	...	...	16 8	16 4	18 0	17 4	...	...	...	...	...	...	...	...	16 4	15 8	...	...	17 4	18 0	80 0	80 0	11 8	12 0
Birbhum	10 8	10 8	...	...	13 8	13 8	18 0	18 0	...	...	...	...	...	...	...	...	13 8	13 8	...	...	15 0	12 0	120 0	120 0	11 0	11 0
Murshidabad	15 0	13 0	...	...	11 0	11 0	16 0	16 0	...	...	...	...	...	...	...	...	20 0	16 0	...	...	16 0	16 0	190 0	190 0	10 8	10 8
Santhal Parganas	11 8	10 8	...	...	12 8	12 8	18 0	18 0	...	...	...	...	...	...	...	...	13 0	13 0	24 0	24 0	18 0	18 0	124 0	120 0	10 8	10 8
Pabna	16 8	17 4	21 0	20 10	6 6	6 6	18 0	17 10	...	...	...	...	...	...	...	...	12 12	13 4	...	...	19 0	18 6	200 0	200 0	9 12	9 12
Bogra	12 12	12 0	...	...	11 4	12 0	17 4	17 4	...	...	...	...	...	...	...	...	9 12	9 12	...	...	...	...	90 0	90 0	9 12	9 12
Rajshahi	15 0	9 12	30 0	...	15 0	10 8	16 8	15 12	...	...	...	...	...	...	...	...	14 4	15 12	...	...	18 10	18 3	240 0	240 0	9 9	9 9
Maida	10 0	10 0	...	...	13 0	10 8	17 0	16 0	...	...	...	21 0	...	...	13 0	13 0	14 0	15 0	25 0	25 0	11 0	11 0	160 0	160 0	9 8	10 0
Northern—																										
Rangpur	13 0	13 0	...	...	9 0	9 0	13 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	9 0	9 0	120 0	120 0	10 0	10 0
Dináipur	11 0	11 0	...	...	12 0	12 0	15 4	15 4	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	120 0	120 0	10 0	10 0
Jalpaiguri	...	13 0	...	...	10 0	10 0	15 0	15 0	...	...	...	...	...	...	...	...	13 0	14 0	...	...	10 0	10 0	160 0	160 0	10 0	10 0
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	12 0	12 0	...	...	...	...	14 0	14 0	...	...	11 0	10 0	20 0	21 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	9 10	9 10	...	...	11 0	14 7	23 10	21 0	...	...	...	...	...	...	...	...	16 6	17 1	...	...	15 0	17 1	80 0	80 0	11 8	11 8
Cuttack	13 2	10 8	...	...	11 13	11 13	21 0	21 0	...	...	...	...	...	...	...	...	17 1*	19 11*	...	...	17 1	17 12	80 0	80 0	9 4	9 4
Balasore	18 0	16 0	8 0	8 0	15 0	14 0	20 0 to 21 0	20 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	10 0	10 0	120 0	128 0	11 0	11 2
Chota-Nagpur—																										
Singhbhum	12 0	12 0	...	...	12 0	12 0	16 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	12 0	12 0	100 0	100 0	8 0	8 0
Manbhum	13 0	13 0	28 0	26 0	19 0 to 20 0	20 0 to 21 0	21 0 to 23 0	22 0 to 24 0	...	...	...	...	...	...	...	...	16 0	16 0	24 0	...	16 0	17 0	...	...	10 10	10 2
Lohardaga	7 0 to 10 0	7 0 to 10 0	13 0	14 0	14 8	14 8	18 8	19 0	...	...	...	...	29 0	28 0	...	...	12 0 to 13 0	12 0 to 13 0	17 0	16 0	10 0 and 12 0	9 8 and 11 8	180 0	180 0	9 4	9 8
Palámau	12 10	9 0	25 5	13 8	11 4	10 2	14 14	15 3	...	...	...	...	20 4	20 4	...	...	15 3	10 11	16 14	18 9	13 8	13 8	...	...	8 11½	9 0
Hazáribágh	10 0	10 0	12 0	12 0	8 0	8 0	17 0	17 0	...	...	...	...	23 0	23 0	...	...	15 0	15 0	20 0	20 0	13 4	13 4	240 0	240 0	8 0	9 0

* Kalai. † Not procurable. (a) Not stated.

RETAIL PRICES FOR THE 1st HALF OF MARCH 1895—*continued*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajrà or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or rakun, Italian millet (*Setaria italica*).		Gram, chénna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Bengal—*continued*.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bihár, south—																										
Mongkyr	18 0 to 19 0	18 0 to 18 0	12 0 to 13 0	16 0	10 8 to 11 0	10 8 to 11 8	14 0 to 15 0	13 0 to 15 8	...		14 0 to 16 0		...	...	...	12 8	15 0 to 16 8	15 0 to 17 0	18 0 to 19 0	16 0 to 18 0	13 0 to 13 8	14 0 to 15 0	160 0	126 0 to 160 0	10 0	10 0
Gaya	12 8	12 8	18 8	18 8	10 0	10 0	16 0	16 0	16 0	20 0	...	...	...	...	11 0	14 0	18 0	18 0	...	...	19 0	18 0	140 0	140 0	10 8	10 8
Patna	15 8 and 18 0	15 0 and 17 0	26 0	27 0	12 0	10 0	18 0	18 0	22 0	20 0	...	...	...	24 0	14 0	17 0	21 0	20 0	23 0	24 0	21 0	18 0	130 0	130 0	11 0	11 0
Shahabad	12 0	12 0	16 0	18 0	9 0	9 0	14 0 to 16 0	14 0	16 0	...	...	...	...	...	...	...	15 0	16 0	20 0	20 0	20 0	...	120 0	120 0	10 0	10 0
Bihár, north—																										
Purnea	13 0	12 0	...	...	15 0	14 0	20 0	20 0	...	...	...	...	...	...	...	...	15 0	16 0	...	...	14 0	14 0	320 0	320 0	10 0	10 0
Bhágalpur	13 14	12 8	25 4	15 2	15 2	14 8	17 15	17 10	...	...	...	...	...	...	...	...	18 4	16 6	20 3	20 3	15 3	15 2	151 8	151 8	10 0	10 0
Darbhanga	13 0	12 8	18 0	16 0	10 8	10 8	16 0	16 0	...	...	...	...	22 0	24 0	...	...	13 0	12 0	22 0	21 0	13 8	13 0	160 0	160 0	10 0	10 0
Muzaffarpur	12 0	11 0 to 13 0	20 0	...	8 8	8 0 to 10 0	14 8	15 4	...	...	...	...	...	...	...	...	15 0	15 0 to 16 0	22 0	22 4	15 0	15 0	160 0	160 0	11 0	11 0
Saran	14 0	13 0	23 0	24 0	10 0	10 8	16 0	16 0	...	...	...	...	20 0	18 0	13 4	14 0	19 0	18 0	21 0	21 0	16 0	16 0	160 0	160 0	10 8	10 8
Champaran	15 0	14 8	23 0	21 0	8 8	8 8	16 0	17 0	...	...	...	...	25 0	...	...	...	17 0	16 8	24 8	24 4	14 8	14 8	180 0	180 0	10 8	10 12
N.-W. Provinces—																										
Eastern—																										
Mirzapur	12 0	12 0	16 0	16 00	6 0	6 0	13 0	13 0	16 0	16 0	...	...	...	...	11 0	11 0	17 0	17 0	16 8	16 8	16 8	16 8	100 0	100 0	9 0	9 0
Benares	14 1½	14 1½	18 0½	17 5½	8 11	8 11	12 3	12 3	18 5½	18 2½	15 7½	14 11½	...	...	14 10	14 10	16 15	16 13	19 6	18 13½	15 3	15 3	110 0	110 0	9 4½	9 4½
Ghazipur	12 8	13 0	18 0	17 0	7 12	7 12	10 8	14 8	17 0	16 4	16 8	16 0	...	...	12 0	12 0	16 8	15 8	17 0	16 0	16 8	15 8	160 0	160 0	9 8	9 8
Jaunpur	12 4	14 0	15 8	17 0	7 0	10 0	12 0	12 0	...	...	...	...	...	...	...	...	15 0	17 0	...	...	16 0	16 0	160 0	145 0	9 8	9 8
Allahabad	12 8	11 12	20 0	19 0	9 0	10 0	12 0	12 0	18 8	18 4	17 8	16 0	...	...	17 0	18 0	21 8	20 4	...	17 12	16 10	16 8	80 0	80 0	10 0	10 0
Central—																										
Banda	14 0	13 8	19 0	18 0	8 0	8 0	12 0	12 0	16 0	16 0	...	16 0	...	...	...	...	20 0	18 8	...	...	17 0	17 0	180 0	180 0	10 0	10 0
Futehpur	13 4	12 12	18 0	18 0	7 0	7 0	11 0	12 8	...	...	...	16 0	...	...	...	...	18 0	18 0	...	...	20 0	18 8	160 0	160 0	10 0	10 0
Humirpur	15 8	15 4	21 0	...	8 0	8 0	11 0	11 0	20 8	19 8	18 0	18 0	...	...	...	...	20 8	20 4	...	...	...	23 0	140 0	140 0	10 0	10 0
Jalaun	15 0	14 0	19 0	17 0	9 0	9 0	10 0	10 0	20 0	20 0	16 0	15 0	16 0	16 0	16 0	16 0	19 0	18 0	18 0	16 0	24 0	20 0	160 0	160 0	11 0	11 0
Cawnpore	18 8	17 0	21 8	21 8	8 0	8 0	13 8	13 0	21 0	21 0	20 0	20 0	...	...	20 0	18 0	23 0	22 8	21 0	21 0	20 8	20 8	130 0	130 0	11 12	11 8
Etawah	16 14	16 8	18 12	19 8	5 0	5 0	12 0	12 4	19 12	19 12	16 4	16 4	18 0	18 0	12 0	12 0	22 4	22 4	21 8	22 8	23 0	22 8	160 0	160 0	10 0	10 0
Farukhabad	15 8	15 0	21 0	21 0	6 13	6 13	12 4	11 4	19 7	19 0	21 0	21 0	...	...	...	...	20 8	21 0	...	18 12	21 0	20 0	130 0	130 0	10 8	10 4
Mainpuri	18 8	18 4	21 0	21 8	4 8	4 8	11 0	11 0	19 8	19 8	16 8	17 4	...	...	...	...	22 8	21 8	20 8	20 8	22 0	23 0	160 0	160 0	10 12	10 8
Etah	18 8	18 8	24 8	23 8	6 0	6 0	11 8	11 8	21 8	21 8	20 8	20 8	19 8	19 8	9 8	10 4	19 8	19 8	23 8	23 8	17 8	16 8	120 0	120 0	11 8	11 4
Western—																										
Delhi	15 9	14 15	23 0	21 0	9 12	9 12	12 8	12 4	20 0	19 4	20 0	17 0	...	...	...	...	21 3	18 8	...	...	...	23 0	160 0	160 0	11 0	11 0
Agra	15 8	15 8	23 0	23 0	5 0	5 0	9 0	8 0	23 0	23 0	20 0	19 8	...	...	10 0	10 0	24 0	23 0	22 0	22 0	13 0	13 0	95 0	95 0	11 8	11 8
Muttra	16 8	17 0	24 0	24 0	7 8	7 0	11 0	11 8	24 0	24 0	19 0	22 0	...	...	12 0	14 0	27 8	27 0	...	...	22 0	22 0	120 0	120 0	12 0	11 8
Aligarh	17 8	15 12	22 12	23 8	6 0	6 0	10 8	10 8	25 0	23 0	20 8	20 0	...	...	17 0	...	26 0	24 8	19 4	23 0	22 4	21 4	140 0	130 0	11 8	11 8
Bulandshahr	20 4	19 0	25 0	24 0	6 0	6 0	10 0	10 0	21 0	21 8	19 0	20 0	...	...	14 0	14 0	26 4	24 0	20 0	20 0	20 0	16 0	120 0	120 0	11 0	11 4
Sub-montane—																										
Ballia	14 8	14 8	18 0	18 0	9 0	9 0	14 0	14 0	19 0	19 0	19 0	19 0	...	...	...	...	18 0	18 0	19 0	19 0	18 0	18 0	115 0	115 0	11 0	11 0
Azamgarh	13 4	13 4	17 0	16 4	7 8	7 8	13 4	13 4	...	...	...	...	...	...	...	...	17 0	17 0	20 10	17 12	11 14	11 14	177 0	177 0	9 13	9 13
Gorakhpur	11 4	11 11	17 2	16 10	8 8	8 8	13 15	13 15	...	...	...	...	17 2	17 2	17 2	17 2	15 12	16 3	17 9	16 10	14 13	14 13	160 0	160 0	9 10	9 10
Basti	13 12	13 4	18 0	16 0	9 0	8 12	12 8	12 0	15 0	12 0	...	...	12 0	12 0	8 0	8 0	18 0	16 0	19 0	19 0	13 12	12 12	160 0	160 0	10 0	10 0
Shahjahanpur	16 0	15 4	22 0	22 0	7 4	7 4	13 4	13 4	21 0	20 12	20 0	18 0	...	...	12 0	12 0	23 0	20 12	22 4	22 4	17 12	17 12	120 0	120 0	10 12	10 12
Bareilly	14 1	14 1	21 2	20 9	4 11	4 11	11 12	11 12	18 12	18 12	15 14	15 14	...	...	12 8	12 8	21 2	20 9	18 12	18 12	21 2	17 9	125 0	125 0	10 0	10 0
Moradabad	16 3	15 12	25 0	24 4	5 0	5 0	12 0	11 12	21 0	21 0	18 8	18 8	...	...	8 12	8 0	22 8	22 8	22 0	22 0	17 8	17 8	110 0	110 0	11 0	11 0
Naini Tal	11 0	11 0	17 0	17 0	4 0	4 0	10 0	10 0	18 12	18 12	17 8	17 8	...	...	17 8	17 8	14 8	14 8	20 0	20 0	8 0	8 0	160 0	160 0	7 0	7 0
Almora	10 0	10 0	13 0	13 0	8 0	8 0	9 0	9 0	...	...	...	...	13 0	13 0	14 0	14 0	12 0	12 0	...	...	9 0§	9 0§	140 0	120 0	7 0	7 0
Bijnor	17 7	17 7	25 5	22 8	10 2	10 2	13 11	13 11	...	...	20 4	20 4	...	...	...	...	22 8	21 15	...	...	...	...	90 0	90 0	11 0	11 0
Muzaffarnagar	19 15	19 4	25 4	24 3	5 8	5 8	12 10	12 1½	24 4	22 0	17 9	17 9	...	...	...	...	25 13	26 6	24 4	24 4	13 0	13 3	110 0	110 0	11 0	11 0
Meerut	19 0	17 8	23 0	24 0	5 0	5 0	13 0	13 0	20 0	21 0	17 0	18 0	...	...	10 0	10 0	27 0	24 8	20 0	21 0	20 0	20 0	100 0	100 0	11 4	11 12
Saháranpur	17 0	16 0	27 0	22 0	5 0	5 0	10 0	10 0	18 0	17 0	18 0	17 0	25 0	22 0	16 0	16 0	25 0	22 0	24 0	23 0	14 0	14 0	100 0	100 0	10 0	10 0
Dehra Dún	16 8	14 8	20 0	19 0	8 0	8 0	10 0	10 0	...	...	17 0	18 0	18 0	18 0	...	...	21 0	20 0	18 0	19 0	20 0	22 0	160 0	160 0	13 0	13 0
Garhwál	10 0	11 0	18 0	18 0	4 0	4 0	6 0	6 0	...	...	...	...	18 0	18 0	18 0	18 0	9 0	9 0	...	...	6 0	6 0	160 0	160 0	6‡ 8	6 8
Oudh—																										
Southern—																										
Partabgarh	13 8	13 6	18 0	17 6	8 0	8 0	12 0	12 0	16 8	16 0	...	...	...	...	...	...	17 8	18 8	...	...	12 0	12 8	140 0	150 0	9 12	10 0
Sultanpur	15 0	13 8	18 0	18 0	8 0	8 0	13 0	13 8	19 0	16 8	14 8	14 8	16 0	16 0	16 0	16 0	19 0	17 8	19 0	17 8	16 8	17 0	160 0	160 0	10 0	10 0
Rae-Bareli	16 0	15 0	18 0	18 0	8 0	8 0	14 0	14 0	17 8	18 0	16 0	16 0	18 0	18 0	12 0	12 0	19 12	20 0	17 8	18 0	17 0	17 0	200 0	200 0	10 0	11 0
Unao	15 0	15 0	18 0	18 0	8 0	8 0	13 0	13 0	20 0	20 0	16 0	16 0	...	...	16 0	16 0	20 8	20 8	18 0	18 0	15 0	15 0	160 0	160 0	11 0	11 0
Lucknow	16 0	15 0	21 8	21 0	6 0	6 0	12 0	13 0	21 0	20 0	19 8	18 8	22 0	21 0	17 8	18 0	21 0	20 8	20 8	21 0	20 0	18 0	110 0	110 0	10 12	10 12
Hardoi	16 0	16 0	21 0	22 0	7 0	7 0	14 0	14 0	19 0	17 0	17 0	17 0	...	...	...	...	22 0	22 0	21 0	21 0	12 0	12 0	120 0	120 0	10 0	10 0
Northern—																										
Fyzabad	15 8	14 13	20 8	19 8	10 12	10 12	13 4	13 6	19 8	18 8	19 0	17 8	...	...	10 4	10 4	22 0	20 0	21 8	19 8	18 2½	18 2½	155 0	155 0	10 8	10 8
Barabanki	15 4	14 0	18 8	17 0	8 0	8 0	12 12	13 0	18 0	18 0	14 8	15 0	24 0	24 0	15 0	14 0	19 8	19 4	18 8	18 0	16 0	16 0	120 0	120 0	10 0	10 0
Gonda	14 6	14 13	19 0	18 0	12 0	12 0	14 0	14 0	...	...	15 0	15 0	...	...	8 0	8 0	19 4	18 0	20 8	20 8	19 8	19 8	200 0	200 0	10 4	10 4
Bahraich	14 0	13 0	20 0	17 8	10 8	10 8	13 8	13 8	19 4	19 4	16 0	16 0	30 0	29 0	12 8	12 8	19 8	17 8	22 8	22 0	16 0	14 0	160 0	160 0	10 0	10 0
Sitapur	15 0	16 0	19 0	20 0	10 0	10 0	12 0	12 0	20 0	21 0	14 0	14 0	...	...	14 0	16 0	19 0	20 0	20 0	19 0	19 0	18 0	120 0	120 0	10 0	10 0
Kheri	15 13	14 0	20 0	20 0	7 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	22 8	20 0	...	...	16 4	16 0	130 0	160 0	10 4	10 0
Rajputana—																										
Eastern—																										
Partábgarh	15 0	15 0	30 0	27 8	8 2	8 2	11 4	11 4	20 0	20 0	15 0	15 0	...	...	...	...	30 0	28 0	27 8	26 14	25 0	25 0	...	...	14 1	14 1
Bánswara	18 12	18 12	22 8	22 8	7 8	7 8	16 4	16 4	...	...	...	...	...	...	...	...	43 12	40 0	40 0	36 4	13 12	15 0	...	...	10 0	10 0
Meywar (Oodeypore)	15 3½	13 4½	32 13	26 2	10 2½	10 15	28 2	28 2	15 10	15 10	*Nil*	*Nil*	15 10	16 6½	29 11	23 7	32 13	32 13	10 15	11 5½	160 0	160 0	10 2½	10 2½
Sirohee	14 0	14 0	25 0	30 0	5 8	6 0	7 0	7 0	...	...	14 0	18 0	...	...	...	...	20 0	20 0	20 0	24 0	...	...	160 0	160 0	11 8	11 8
Etimpura	15 6	15 0	29 4	28 12	8 0	6 12	10 0	7 6	23 4	24 0	20 4	20 8	...	...	29 6	28 2	...	...	...	...	210 0	200 0	12 12	12 0
Ajmere	14 8	14 8	27 0	21 8	5 0	5 0	8 0	8 0	22 11	22 11	19 0	19 0	...	...	15 0	15 0	27 3	27 3	26 13	26 13	...	...	90 0	90 0	12 8	12 0
Abu	14 8	14 8	21 1	20 6	5 12	5 12	6 0	7 4	...	...	13 9	13 12	...	...	...	...	20 4	20 4	...	...	...	...	...	160 0	11 0	11 0
Kishengarh	15 8	15 8	27 8	28 8	7 0	8 0	8 0	9 0	27 0	29 4	20 0	20 8	†	†	†	†	28 0	29 8	27 8	28 8	†	†	*	*	12 0	13 0
Boondee	13 0	13 8	31 0	32 4	8 0	8 0	8 8	8 8	32 8	33 12	...	...	...	...	...	...	40 0	47 0	35 0	37 8	...	...	160 0	160 0	10 8	10 8
Kotah	14 0	13 0	24 0	24 0	7 0	7 0	8 8	8 8	24 0	24 0	16 0	16 0	...	...	...	...	35 0	35 0	25 0	25 0	25 0	25 0	240 0	240 0	10 0	10 0
Jhallawar	11 0	12 7	21 1	21 1	7 14	7 14	11 0	11 0	20 12	21 2	15 10½	14 12	...	...	13 6	13 6	26 1½	26 5½	24 8	22 4	11 0	11 0	175 0	175 0	9 7½	9 7½
Tonk	12 12	11 8	27 0	26 0	4 0	4 0	8 0	7 0	27 0	27 0	19 8	20 0	...	...	...	...	33 0	30 0	31 0	30 0	...	...	110 0	100 0	11 0	10 8
Jeypore	14 0	15 0	29 8	26 8	5 0	5 0	7 4	7 4	27 0	26 8	22 0	21 8	†	†	21 0	21 0	24-0 & 29 4	23-8 & 28 8	28 0	28 8	28 0	18 0	90 0	95 0	12 0	12 0
Kerowlee	15 0	15 0	23 2	26 4	10 0	10 0	11 4	11 4	23 2	25 0	18 12	20 0	...	...	18 12	18 12	23 2	25 0	...	...	27 8	27 8	200 0	200 0	10 10	10 10
Dholpur	17 2½	16 7½	22 8	22 8	8 7	8 6	10 2	9 13½	19 4½	19 4	19 1	19 7½	...	...	15 12	15 12	22 12	22 11½	...	...	25 14	25 5	90 0	90 0	11 13	11 10½
Bhurtpore	17 0	16 3	24 7	25 6	5 2½	5 2½	5 5½	5 5½	24 8	25 0	15 11	18 8	...	...	13 10	13 8	26 8	25 12	22 0	21 8	24 0	24 0	160 0	160 0	11 8	11 8
Ulwur	20 4	19 7	28 1	26 4	6 10	6 10	9 2½	9 2½	27 8	26 15	23 14	22 14	...	...	14 0	14 0	27 9	26 11	30 6	27 8	27 0	27 0	140 0	140 0	12 8	12 10
Deoli Cantonment	15 8	14 7½	34 12	33 6½	4 0	4 0	7 0	7 0	33 4	32 14	28 0	27 12	...	...	...	...	34 14	33 13	...	...	...	...	190 0	163 0	12 8	12 0
Nussegrabad Cantonment	15 0	15 0	...	...	6 8	6 8	7 0	7 0	26 0	26 0	18 0	18 0	†	†	...	...	31 0	31 0	...	...	†	†	110 0	110 0	13 0	13 0
Hilly Tracts of Meywar	18 0	16 00	35 0	35 0	...	...	16 0	15 8	...	...	...	...	...	...	...	...	36 0	36 0	38 0	38 0	...	...	‡	‡	11 8	11 8
Bálmer	13 14	14 10	...	...	5 3	5 3	7 8	7 8	...	...	24 6	24 6	...	...	...	...	16 4	16 4	...	...	...	...	260 0	260 0	13 6	13 6
Anádra	16 2½	16 3	23 0	23 0	7 4	6 0	8 0	8 0	...	...	15 0	15 0	...	...	...	...	22 6	21 8	...	...	...	...	400 0	...	12 0	12 0
Shahpoora	14 4	13 4	33 0	35 0	9 8	9 12	13 8	15 0	24 0	24 0	22 0	22 0	...	...	...	...	28 0	30 0	33 0	...	...	...	160 0	160 0	11 14	11 12
Western—																										
Jodhpore	14 1	14 1	22 8	11 9	6 4	6 4	7 8	7 8	21 4	20 10	17 8	18 2	...	...	...	...	26 4	25 2	20 0	20 5	11 4	11 4	...	...	13 2	13 2
Jeysulmere	12 6	13 0	...	...	7 4	7 0	11 0	10 12	21 0	19 0	16 12	16 4	...	...	...	...	16 0	15 12	...	...	...	...	240 0	240 0	21 0	21 0
Bickaneer	12 5	12 3½	...	...	3 0	3 0	6 8	6 8	...	...	16 6	16 10½	...	...	...	...	21 0	21 0	...	...	10 0	10 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	12 8	12 4	21 0	21 0	8 0	8 0	9 0	9 0	21 0	20 0	18 0	18 0	...	...	...	...	20 8	20 8	22 0	22 0	20 0	19 0	120 0	120 0	10 8	10 8
Nimach Cantonment	13 8	13 8	...	...	8 0	8 0	12 0	12 0	25 8	25 8	18 0	18 0	†	†	...	...	27 8	27 8	...	...	25 0	25 0	160 0	160 0	12 4	12 4
Goona	11 0	11 4	...	...	8 12	8 12	9 8	9 8	20 0	20 0	...	...	...	...	...	...	23 0	22 12	21 0	21 0	...	...	200 0	200 0	10 0	10 0
Gwalior	15 6½	15 9½	22 5	22 5	5 5	5 5	8 8	8 8	19 2	19 2	19 2	18 9½	...	...	14 14	14 14	15 6½	15 6½	19 2	19 2	15 15	15 10½	191 4	212 8	11 6½	11 6½

* Sold in [illegible]. † Not sold. ‡ Nine pies per bundle. § Husked.

RETAIL PRICES FOR THE 1st HALF OF MARCH 1895—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jawar or cholum (*Sorghum vulgare*). Present fortnight.	Jawar or cholum (*Sorghum vulgare*). Past fortnight.	Bajra or cumbu (*Penicillaria spicata*). Present fortnight.	Bajra or cumbu (*Penicillaria spicata*). Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi (*Eleusine coracana*). Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Past fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
Panjab—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Southern—																										
Hissar	22 0	21 0	35 0	36 0	...	...	12 0*	12 0	30 0	31 0	25 0	27 0	‡	‡	†	†	35 0	36 0	†	†	†	†	100 0	100 0	10 8	10 8
Ferozepore	22 0	21 0	39 0	41 0	...	...	10 0	9 0	25 0	26 0	19 0	20 0	‡	‡	15 0	15 0	35 0	36 0	27 0	27 0	11 0	11 0	100 0	100 0	12 12	12 8
Montgomery	22 0	21 0	32 0	32 0	...	...	10 0	10 0	26 0	27 0	†	†	‡	‡	‡	‡	34 0	32 0	31 0	30 0	8 0	8 0	190 0	170 0	12 0	12 8
Central—																										
Gurgáon	21 0	20 0	30 0	30 0	...	...	9 0	9 0	22 0	22 0	23 0	23 0	‡	‡	†	†	30 0	29 0	20 0	20 0	22 0	22 0	100 0	100 0	10 0	10 0
Delhi	19 0	18 0	27 0	28 0	...	...	12 0	12 0	26 0	28 6	22 0	21 0	‡	‡	11 0	11 0	29 0	28 0	26 0	25 0	23 0	24 0	70 0	70 0	11 0	11 0
Rohtak	20 0	19 0	25 0	25 0	...	...	12 0	12 0	26 0	29 0	21 0	21 0	‡	‡	12 0	12 0	35 0	34 0	24 0	23 0	16 0	18 0	120 0	120 0	11 0	11 0
Karnál	19 0	18 0	30 0	25 0	...	...	12 0	12 0	24 0	24 0	22 0	22 0	16 0	16 0	12 0	12 0	32 0	31 0	25 0	25 0	15 0	15 0	120 0	120 0	10 8	10 8
Lahore	22 0	23 0	44 0	43 0	...	...	11 0	11 0	25 0	25 0	27 0	27 0	‡	‡	23 0	23 0	31 0	34 0	34 0	32 0	10 0	10 0	85 0	78 0	13 0	13 0
Sub-montane—																										
Umballa	21 0	21 0	30 0	30 0	...	...	12 0	11 0	28 0	27 0	20 0	20 0	‡	‡	8 0	8 0	31 0	28 0	29 0	27 0	‡	‡	120 0	110 0	12 12	12 12
Ludhiána	25 0	25 0	37 0	36 0	...	...	13 0	13 0	30 0	29 0	23 0	24 0	‡	‡	17 0	18 0	34 0	33 0	31 0	33 0	13 0	14 0	110 0	100 0	13 0	13 0
Jullundur	24 0	24 0	30 0	30 0	...	...	10 0	10 0	25 0	25 0	18 0	18 0	‡	‡	20 0	20 0	30 0	29 0	30 0	30 0	‡	‡	80 0	80 0	13 0	13 0
Hoshiárpur	20 0	21 0	32 0	32 0	...	...	10 0	10 0	26 0	27 0	20 0	20 0	16 0	11 0	16 0	16 0	28 0	29 0	25 0	28 0	10 0	10 0	110 0	100 0	12 8	12 8
Gurdáspur	26 0	25 0	32 0	32 0	...	...	12 0	12 0	28 0	28 0	20 0	20 0	26 0	26 0	12 0	12 0	32 0	31 0	24 0	24 0	‡	‡	100 0	100 0	12 0	12 0
Amritsar	23 0	24 0	43 0	41 0	...	...	11 0	11 0	24 0	24 0	25 0	25 0	†	†	20 0	20 0	30 0	30 0	27 0	30 0	‡	‡	90 0	80 0	12 0	12 0
Hills—																										
Simla	14 0	13 0	18 0	18 0	...	...	8 0	8 0	16 0	16 0	14 0	14 0	16 0	16 0	9 0	9 0	16 0	18 0	16 0	17 0	10 0	9 0	90 0	90 0	9 0	9 0
Kángra	14 0	14 0	20 0	20 0	...	...	12 0	12 0	16 0	16 0	14 0	14 0	21 0	21 0	6 0	6 0	19 0	19 0	16 0	16 0	8 0	8 0	120 0	120 0	10 0	10 0
North-western—																										
Siálkot	22 0	21 0	42 0	39 0	...	...	14 0	14 0	26 0	34 0	‡	‡	‡	‡	‡	‡	31 0	29 0	30 0	26 0	‡	‡	130 0	120 0	13 8	13 8
Gujránwála	23 0	22 0	44 0	43 0	...	...	12 0	12 0	23 0	24 0	27 0	26 0	‡	‡	20 0	20 0	34 0	34 0	25 0	24 0	‡	‡	115 0	115 0	13 0	13 0
Gujrát	25 0	24 0	35 0	31 0	...	...	14 0	15 0	28 0	28 0	25 0	25 0	‡	‡	10 0	10 0	28 0	28 0	20 0	26 0	‡	‡	110 0	110 0	14 0	14 0
Jhelum	27 0	30 0	48 0	48 0	...	...	14 0	14 0	32 0	32 0	30 0	29 0	‡	‡	*	*	30 0	28 0	29 0	25 0	*	*	120 0	120 0	14 0	14 0
Ráwalpindi	25 0	25 0	38 0	37 0	...	...	8 0	8 0	33 0	33 0	30 0	30 0	*	*	20 0	20 0	28 0	28 0	33 0	31 0	*	*	70 0	70 0	12 10	13 10
Hazára	21 0	22 0	33 0	34 0	...	...	13 0	13 0	‡	‡	‡	‡	‡	‡	‡	‡	24 0	24 0	25 0	27 0	†	†	90 0	90 0	11 0	11 0
Peshawar	21 0	21 0	38 0	43 0	...	...	10 0	10 0	29 0	29 0	20 0	25 0	‡	‡	21 0	22 0	24 0	23 0	35 0	35 0	28 0	27 0	92 0	92 0	42 0	42 0
Kohát	21 0	20 0	41 0	41 0	...	...	11 0	11 0	40 0	40 0	28 0	28 0	‡	‡	20 0	26 0	24 0	25 0	31 0	28 0	‡	‡	102 0	154 0	01 3	01 3
Western—																										
Sháhpur	25 0	25 0	36 0	36 0	...	...	11 0	10 0	32 0	32 0	24 0	25 0	22 0	22 0	24 0	24 0	32 0	32 0	20 0	20 0	†	†	160 0	160 0	13 0	13 0
Jhang	20 0	20 0	34 0	36 0	...	...	8 0	8 0	27 0	26 0	24 0	27 0	30 0	24 0	32 0	20 0	32 0	28 0	28 0	30 0	10 0	10 0	160 0	160 0	12 0	12 0
Mooltan	18 0	18 0	32 0	32 0	...	...	14 0	14 0	25 0	25 0	23 0	23 0	†	†	20 0	20 0	26 0	26 0	24 0	23 0	†	†	90 0	90 0	12 4	12 0
Bannu	29 0	23 0	69 0	49 0	...	...	13 0	13 0	50 0	38 0	30 0	29 0	9 0	9 0	9 0	9 0	44 0	31 0	50 0	37 0	15 0	15 0	90 0	90 0	50 0	50 0
D. I. Khan	21 0	19 0	33 0	36 0	...	...	8 0	8 0	33 0	32 0	24 0	25 0	‡	‡	4 0	4 0	33 0	26 0	25 0	20 0	13 0	11 0	107 0	103 0	30 0	36 0
Muzaffargarh	21 0	21 0	33 0	33 0	...	...	17 0	17 0	25 0	26 0	21 0	20 0	‡	‡	‡	‡	24 0	24 0	‡	‡	8 0	9 0	144 0	140 0	12 0	12 0
D. G. Khan	17 0	17 0	28 0	28 0	...	...	8 0	7 0	33 0	33 0	26 0	26 0	20 0	20 0	18 0	18 0	24 0	23 0	15 0	15 0	‡	‡	125 0	125 0	21 4	22 8
Sind and Baluchistan—																					8 0 and 10 0	8 0 and 10 0				
Karáchi	15 0	15 0	...	...	9 0	9 0	11 0	10 0	18 0	17 0	16 0	15 0	‡	‡	...	...	19 0	19 0	...	...			80 0	80 0	14 8	14 8
Hyderabad	14 0	14 0	...	...	8 0	8 0	10 0	10 0	18 0	18 0	16 0	15 8	‡	‡	...	...	18 0	18 0	...	...	...	...	116 6	116 6	12 8	12 8
Thar and Párkar (Umarkot)	12 0	12 0	...	...	11 0	11 0	13 0	13 0	12 0	12 0	10 0	16 0	‡	‡	...	...	8 4	8 4	...	...	10 0	10 0	160 0	100 0	12 0	12 0
Sukkur (Shikárpur)	17 0	18 0	...	...	8 0	8 0	10 0	10 0	23 0	23 0	21 0	21 0	‡	‡	...	...	24 0	25 0	...	...	...	...	160 0	160 0	11 8	11 0
Upper Sind Frontier	16 0	17 0	...	...	10 0	10 0	13 0	13 0	27 0	27 0	23 0	22 0	‡	‡	...	...	12 0	22 0	...	...	...	...	160 0	160 0	11 0	11 0
Quetta	18 0	18 0	26 0	25 8	5 0	5 0	7 0	7 0	24 0	24 0	15 0	15 0	‡	‡	6 0	6 0	19 0	18 4	27 0	27 0	9 0	9 0	80 0	60 12	9 0	9 0
Bombay—																										
Konkan—																										
Karwar (Kánara)	10 3	10 3	...	...	10 2	10 2	11 2	11 2	15 3	15 3	15 0	15 0	18 3	18 3	...	...	13 7	13 7	...	...	...	...	312 0	312 0	10 10	10 10
Ratnágiri	10 13	10 13	...	...	10 14	10 14	11 6	11 6	14 7	14 7	15 4	15 4	14 2	14 2	...	...	13 14	13 14	...	...	*	*	134 6	134 6	11 1	11 1
Alibág (Colába)	10 3	10 3	...	...	10 13	10 13	11 11	11 11	11 9	11 9	12 12	12 12	*	*	...	...	11 14	11 14	...	...	*	*	99 9	99 9	12 12	11 14
Bombay	13 0	13 0	...	...	8 5	8 5	10 6	10 6	13 8	13 8	13 15	13 15	13 8	13 8	...	...	13 12	13 12	...	...	13 4	13 4	97 1	97 1	11 9	11 9
Tanna	12 12	12 12	...	...	10 3	10 3	11 2	11 2	*	*	16 3	16 3	*	*	...	...	14 3	14 3	...	...	*	*	112 0	112 0	12 4	12 4
Deccan—																										
Dharwar	19 12	19 12	...	...	11 0	11 0	11 8	11 8	23 9	23 9	22 6	22 6	...	...	...	...	14 10	14 10	...	...	15 4	14 13	100 0	100 0	11 12	11 6
Belgaum	18 4	17 3	...	...	10 3	11 0	11 0	11 0	21 13	21 4	20 15	20 8	26 0	26 0	...	...	14 8	15 0	...	...	14 8	14 8	113 7	118 14	11 14	11 14
Satara	14 5	14 5	...	...	8 14	8 14	10 2	10 2	17 5	17 5	16 0	16 0	...	...	...	...	14 7	14 7	...	...	14 9	14 9	91 3	91 3	12 11	12 10
Sholapur	16 12	16 12	...	...	7 10	7 10	11 11	11 11	25 0	23 4	23 4	21 7	*	*	...	...	18 14	18 14	...	...	*	*	85 5	80 0	11 10	11 10
Bijápur	20 7	20 7	...	...	8 13	8 13	11 6	11 6	25 3	25 3	24 11	24 11	...	...	...	...	17 14	18 12	...	...	17 5	16 7	80 0	80 0	11 6	11 6
Poona	13 15	13 15	...	...	9 11	9 11	10 13	10 13	18 13	18 13	16 2	16 2	14 13	14 13	...	...	16 11	16 11	...	...	19 10	19 10	86 14	86 14	11 13	11 13
Khandesh—																										
Ahmadnagar	19 9	19 9	...	...	8 14	8 14	10 9	10 9	24 1	24 1	21 3	20 8	*	*	...	...	19 7	19 7	...	...	19 3	19 3	80 0	80 0	12 6	12 6
Násik	16 9	15 3	...	...	8 14	8 14	11 11	11 11	22 6	22 6	19 1	18 6	23 0	23 0	...	...	19 5	17 2	...	...	...	...	128 0	128 0	12 11	12 11
Dhulia (Khandesh)	15 12	17 8	...	...	7 7	7 7	9 7	9 7	22 7	22 7	18 6	20 3	*	*	...	...	15 11	14 14	...	...	*	*	80 0	80 0	10 9	10 9
Gujarat—																										
Surat	14 5	12 15	...	...	7 6	6 15	8 5	7 14	16 3	16 3	13 14	13 14	*	*	...	...	16 3	14 13	...	...	16 3	16 3	91 1	84 4	12 0	12 0
Broach	14 0	13 8	...	...	8 0	8 0	11 0	11 0	18 0	18 0	14 12	14 12	*	*	...	...	20 0	20 0	...	...	17 0	17 0	100 0	100 0	13 4	13 4
Kaira	15 0	13 0	...	...	8 0	8 0	13 8	13 8	19 0	19 0	15 0	15 0	21 0	22 8	...	...	21 0	20 0	...	...	20 0	*	106 11	106 11	12 0	12 0
Baroda (Camp)	11 8	11 8	...	...	8 0	8 0	10 0	10 0	17 0	17 0	14 0	14 0	17 0	*	...	...	17 0	15 0	...	...	*	*	91 7	91 7	11 8	11 0
Ahmadabad	13 0	14 0	...	...	12 8	13 0	14 0	14 8	18 0	20 0	15 0	15 0	...	...	...	...	22 0	21 0	...	...	...	...	80 0	70 0	13 10	13 10
Godhra (Panch Máhals)	13 0	13 0	...	...	11 0	11 0	13 0	13 0	19 8	19 8	16 0	16 0	24 0	24 0	...	...	25 0	25 0	...	...	20 0	20 0	182 0	182 0	12 8	12 8
Deesa Cantonment	14 0	13 8	...	...	8 8	8 8	10 8	10 8	19 0	19 0	18 0	18 0	*	*	...	...	20 0	20 0	...	...	23 0	23 0	240 0	240 0	11 0	11 0
Kattywar—																										
Rájkot	12 13	12 5	...	...	5 8	5 8	7 0	7 0	17 6	17 6	13 10	13 1	*	*	...	...	17 13	17 13	...	...	*	*	70 0	70 0	56 2	56 2
Central Provinces—																										
Western—																										
Nimar	15 1	14 3	...	...	6 12	6 12	13 1	13 1	22 9	22 9	...	...	...	...	...	...	18 9	17 4	...	...	11 10	11 2	100 0	100 0	10 13	10 13
Khandwa-Asirgarh Cant.	13 0	13 0	...	...	9 0	9 0	12 0	12 0	21 0	21 0	21 0	21 0	...	...	...	...	17 0	16 0	...	...	...	...	160 0	160 0	10 0	10 0
Hoshangabad	14 11	14 11	...	...	8 1	8 1	11 4	11 4	16 13	16 13	...	...	...	...	...	...	18 0	16 10	...	...	12 0	12 0	160 0	160 0	9 8	9 8
Betúl	15 7	14 6	...	...	...	...	9 13	9 13	20 9	20 9	...	...	...	...	...	...	16 10	16 0	...	...	11 6	11 6	240 0	240 0	8 0	8 0
Chhindwára	15 3	12 10	...	...	7 4	8 0	10 0	12 5	18 0	18 0	...	...	...	...	...	...	19 0	19 0	...	...	14 6	14 6	150 0	150 0	9 2	8 0
Nágpur	14 6	14 6	...	...	10 0	10 0	11 14	12 8	18 12	18 12	...	...	...	...	...	...	15 0	15 0	...	...	12 8	10 10	125 0	125 0	10 2	10 2
Wardha	14 9	14 9	...	...	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	15 0	16 0	...	...	13 5	13 5	160 0	160 0	10 10	10 10
Central—																										
Narsinghpur	13 0	13 0	...	...	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 0	18 0	200 0	200 0	9 2	9 2
Saugor	11 12	11 12	...	...	10 3	10 3	11 1	11 1	15 0	15 0	...	...	...	...	...	...	17 10	17 10	...	...	15 12	15 12	130 0	130 0	9 2	9 2
Damoh	12 8	12 0	...	...	11 4	11 4	12 8	12 0	...	...	...	...	...	...	...	...	17 8	15 0	...	...	10 0	10 0	160 0	100 0	9 8	9 8
Jubbulpore	13 8	13 4	...	...	10 4	10 4	14 8	14 4	16 8	17 0	...	...	...	...	...	...	17 0	16 4	...	...	11 0	11 0	120 0	120 0	9 4	9 4
Baghalkhand (Sutna)	15 12	14 12	21 8	17 8	7 0	8 0	16 4	16 0	22 0	17 0	16 0	17 0	...	...	9 0	9 0	19 8	18 12	...	...	17 8	17 0	160 0	160 0	10 4	10 0
Mandla	15 0	17 0	...	...	12 0	13 0	14 0	16 0	...	...	...	...	...	...	...	...	21 0	23 0	...	...	13 0	13 0	200 0	200 0	9 8	9 0
Seoni	16 0	16 0	...	...	9 12	9 12	12 13	12 13	...	...	...	...	...	...	...	...	19 7	17 7	...	...	11 8	11 8	190 0	190 0	9 10	9 10
Bálághát	12 8	11 0	...	...	9 0	9 0	16 0	16 0	...	...	...	...	...	...	...	...	13 0	11 0	...	...	11 0	8 0	160 0	140 0	8 0	8 0
Bhandára	16 0	15 4	...	...	...	...	12 8	12 8	...	...	...	...	...	...	...	...	16 0	15 0	...	...	10 0	10 0	260 0	220 0	9 0	9 0
Chánda	13 8	13 8	...	...	...	...	15 0	15 0	17 0	17 0	...	...	...	...	...	...	14 0	14 0	...	...	12 0	12 0	320 0	320 0	10 14	10 14
Eastern—																										
Biláspur	17 12	17 12	...	...	11 3	11 3	18 0	18 0	...	...	...	...	...	...	...	...	12 8	11 8	...	...	...	...	110 0	120 0	8 0	8 0
Raipur	18 9	17 8	...	...	10 0	11 6	17 1	17 8	...	...	...	...	...	...	...	...	15 15	15 15	...	...	13 2	14 3	100 0	100 0	9 0	9 0
Sambalpur	13 8	15 5	...	...	12 4	12 4	18 6	18 6	...	...	...	...	...	...	...	...	10 0	10 0	...	...	9 0	9 0	120 0	120 0	9 10	9 10
Berar—																										
Buldána	18 0	17 0	...	...	7 0	7 0	10 0	10 0	26 0	25 0	20 0	19 0	...	...	...	...	20 0	20 0	...	...	12 0	12 0	182 0	182 0	10 0	10 0
Basim	18 0	17 8	...	...	7 8	7 0	11 0	12 0	23 0	25 0	...	...	...	...	...	...	17 0	17 0	...	...	11 8	10 8	70 0	75 0	9 0	9 0
Akola	17 0	17 0	...	...	5 8	6 0	7 8	11 8	24 8	23 8	19 8	...	...	...	...	...	17 0	16 8	...	...	11 8	11 8	96 0	96 0	11 8	11 8
Ellichpur	14 8	14 8	...	...	6 0	6 0	8 0	8 0	21 0	21 0	15 0	15 0	15 0	...	...	...	13 0	13 0	...	...	14 0	14 0	120 0	120 0	10 0	10 0
Amraoti	16 0	14 8	10 8	10 0	7 8	7 0	10 0	10 0	20 0	20 0	16 0	16 0	...	...	...	...	16 0	15 0	...	...	13 0	13 0	90 0	90 0	11 0	11 0
Wún	15 0	14 0	...	...	8 0	8 0	10 0	10 0	24 0	20 0	14 0	16 0	...	...	...	...	18 0	14 0	...	...	24 0	20 0	260 0	260 0	9 8	9 8
Nizam's Territories—																										
Secunderabad	13 13	13 13	*	*	6 13	6 13	9 13	10 3	15 15	15 15	17 12	17 12	22 3	22 3	*	*	13 3	13 13	*	*	16 12	16 12	120 0	95 0	8 12	8 12
Bolárum	14 8	14 9	*	*	7 8	7 0	11 1	11 11	17 14	17 3	*	*	*	*	*	*	14 11	13 12	*	*	*	*	116 14	116 14	8 15	9 3
Chádarghat	10 8	11 0	*	*	7 0	7 8	11 0	12 0	18 8	18 8	25 0	24 0	*	*	*	*	14 0	14 0	*	*	*	*	130 0	120 0	9 2	9 0

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

RETAIL PRICES FOR THE 1st HALF OF MARCH 1895—*concluded*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu (*Penicillaria spicata*).		Ragi (*Eleusine coracana*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Karun. Italian Millet (*Setaria italica*).		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or Thur. Cadian Pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																												
Malabar Coast—																												
Malabar	...	...	...	...	...	...	12 10	11 11	...	...	...	...	...	...	...	...	...	...	13 0	11 8	...	...	13 0	...	136 2	136 2	11 3	11 3
S. Canara	...	...	...	...	...	...	13 11	12 13	...	...	...	...	...	...	...	...	...	...	14 8	11 8	...	...	13 8	...	121 8	121 8	11 14	11 14
South, central—																												
Coimbatore	...	...	...	...	...	...	12 3	12 2	21 5	20 11	20 11	19 8	22 2	21 5	21 5	21 5	22 0	15 0	13 0	10 0	12 0	12 0	15 0	15 0	133 11	133 11	11 2	11 2
Nilgiris	...	...	...	...	...	...	8 13	8 13	20 0	...	21 5	20 3	23 2	23 2	23 2	23 2	33 0	36 0	15 0	13 0	15 0	15 0	15 0	15 0	274 3	274 3	10 10	10 10
Salem	...	...	...	...	...	...	11 13	11 13	20 0	20 3	21 5	20 3	22 10	22 10	22 10	22 10	33 0	36 0	14 0	14 0	14 0	14 0	14 0	14 0	116 10	116 10	11 5	11 5
Central—																												
Bellary	...	...	...	...	...	...	11 5	11 5	28 13	28 13	...	...	29 2	27 3	27 3	27 3	25 0	22 0	13 0	11 8	12 0	11 8	13 0	13 0	121 8	121 8	10-5&11-8	10-5&11-8
Anantapur	...	...	...	...	...	...	10 13	10 13	26 13	25 13	...	...	27 3	26 3	29 0	29 0	...	...	11 8	11 8	10 0	9 0	14 0	13 0	97 3	97 3	11 8	11 8
Cuddapah	...	...	...	...	...	...	11 10	11 10	20 8	20 8	23 3	23 3	23 5	23 5	29 0	29 0	33 0	33 0	10 0	9 0	13 0	13 0	15 0	15 0	135 2	135 2	11 13	11 13
Kurnool	...	...	...	...	...	...	11 6	11 6	27 6	26 11	...	...	23 2	23 2	29 2	29 2	...	...	10 4	9 8	15 0	15 0	15 0	15 0	97 3	97 3	10-2 & 11-10	10-2 & 11-10
East Coast, north—																												
Ganjam	...	...	...	...	...	...	13 3	13 3	...	...	...	...	...	...	...	...	...	...	10 0	10 0	13 0	13 0	13 0	13 0	86 8	86 8	10 2	10 2
Vizagapatam	...	...	...	...	...	...	11 5	11 5	...	...	...	...	...	...	...	...	...	...	9 0	9 0	13 0	13 0	15 0	15 0	97 3	97 3	12 0	12 0
Godavari	...	...	...	...	...	...	10 0	10 0	19 3	...	...	...	...	...	...	...	...	...	10 8	9 8	13 0	13 0	15 0	15 0	133 11	133 11	12 2	12 2
East Coast, central—																												
Kistna	...	...	...	...	...	...	14 5	14 5	21 2	20 8	...	...	...	...	...	...	...	...	10 0	9 0	13 0	13 0	14 11	14 0	140 14	140 14	13 3	13 3
Nellore	...	...	...	...	...	...	14 13	14 13	24 11	24 11	18 13	18 13	25 5	25 5	25 5	25 5	31 13	32 13	10 0	9 0	13 0	13 0	14 0	14 0	93 5	93 5	12 13	12 13
East Coast, south—																												
Madras	...	...	...	...	...	...	11 2	11 2	20 3	...	...	...	21 14	21 14	21 14	21 14	32 13	32 13	10 0	9 0	13 0	13 0	...	...	98 3	98 3	13 5	13 5
Chingleput	...	...	...	...	...	...	11 5	11 5	...	...	...	...	20 10	20 10	20 10	20 10	25 0	25 0	10 0	9 0	13 0	13 0	...	...	91 14	91 14	13 5	13 5
N. Arcot	...	...	...	...	...	...	13 3	13 3	21 13	23 10	21 6	21 6	26 8	26 8	27 6	27 6	33 0	33 0	11 0	10 0	13 0	13 0	...	...	100 13	100 13	12 2	12 2
S. Arcot	...	...	...	...	...	...	13 2	14 14	...	...	29 5	29 5	27 0	27 0	27 0	27 0	...	...	11 0	10 0	13 0	13 0	...	...	209 0	209 0	12 13	12 13
Tanjore	...	...	...	...	...	...	13 6	13 6	...	...	21 13	23 3	24 3	24 3	22 11	22 11	36 0	36 0	12 10	11 13	14 0	14 0	14 0	14 0	145 13	145 13	12 6 and 12 8	12 6 and 12 8
Trichinopoly	...	...	...	...	...	...	10 14	10 14	16 13	16 13	20 5	18 13	22 10	22 10	22 10	22 10	...	...	14 0	14 0	...	...	...	...	143 6	143 0	12 8	12 8
Southern—																												
Tinnevelly	...	...	...	...	...	...	11 10	11 10	16 3	15 6	14 0	14 0	20 3	20 3	20 3	20 3	...	...	14 0	14 0	...	...	...	...	53 3	53 3	13 13	13 13
Madura	...	...	...	...	...	...	11 0	11 0	16 3	15 6	20 0	20 0	20 3	20 3	20 3	20 3	...	...	14 0	14 0	...	...	...	...	97 2	97 3	12 11	12 11
Mysore—																												
Mysore	12 0	11 8	11 8	11 0	9 0	9 0	10 0	9 0	28 0	27 0	24 0	24 0	27 0	25 0	27 0	25 0	25 0	22 0	13 0	11 8	13 0	11 8	13 0	13 0	96 0	96 0	10 0	10 0
Bangalore	13 8	13 8	10 0	10 0	7 8	7 8	9 0	9 0	23 0	22 1	23 0	23 0	29 0	29 0	29 0	29 0	...	...	11 8	10 4	13 0	13 0	13 0	13 0	150 0	150 0	10 0	10 0
Kolar	9 0	12 4	7 0	10 4	10 0	10 4	10 8	10 8	21 0	24 0	18 0	18 0	32 0	32 0	32 0	32 0	32 0	32 0	12 0	10 8	15 0	15 0	15 0	15 0	224 0	224 0	10 0	10 3
Tumkur	12 0	12 0	11 0	11 0	9 8	9 8	9 8	9 8	25 0	25 0	23 0	23 0	32 0	32 0	32 0	32 0	32 0	32 0	12 0	10 8	15 0	15 0	15 0	15 0	200 0	200 0	9 0	9 0
Hassan	...	...	10 0	10 0	9 0	9 0	10 0	10 0	...	...	...	...	24 0	24 0	24 0	24 0	33 0	33 0	12 0	10 8	15 0	15 0	15 0	15 0	240 0	240 0	9 0	9 0
Kadur	12 0	12 0	12 0	12 0	9 8	9 8	9 0	9 0	31 8	31 5	...	...	33 12	33 0	33 0	33 0	36 0	36 0	14 0	12 8	15 0	15 0	15 0	15 0	320 0	320 0	10 8	10 8
Shimoga	14 14	14 15	...	15 0	7 10	7 14	12 1	11 13	31 8	31 5	20 0	20 0	33 0	30 0	33 0	30 0	36 0	36 0	14 0	14 0	15 0	15 0	15 0	15 0	320 0	320 0	9 8	9 8
Chitaldrug	15 0	16 0	14 0	15 0	9 0	9 0	10 0	10 0	34 0	32 0	20 0	20 0	38 0	36 0	38 0	36 0	36 0	36 0	14 0	14 0	15 0	15 0	15 0	15 0	320 0	320 0	9 8	9 8
Coorg—																												
Coorg	8 8	8 8	7 8	7 8	9 0	10 0	12 0	10 0	...	...	...	...	30 8	29 8	30 8	29 8	...	...	23 8	25 0	...	...	...	...	110 0	110 0	10 8	32 0
Aden	7 0	7 0	...	...	5 14	5 14	6 9	6 9	10 3	10 3	9 4	9 4	9 4	9 4	9 4	9 4	9 4	9 4	9 4	9 4	...	...	...	...	65 5	65 5	32 0	32 0

* Not sold.

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

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, May 18th, 1895.

Two points about the pressure distribution of the past week are remarkable. In the first place, the relative distribution showed hardly any important change during the week. Pressure, notwithstanding large barometric changes from day to day, remained throughout the week steadily low (1) over the Punjab and the western desert, (2) over the Lower Gangetic plain and Chota Nagpur, and high over the west of the Peninsula and the south of the Bay. While the areas of high and of low pressures maintained the above positions steadily throughout the week, the relation of the two areas changed considerably between the beginning and end of the week; thus on the 12th the barometric difference between Bombay and Bickaneer was 0·225 inch, on the 16th the difference between the same two stations was 0·265 inch, and on the 18th was 0·310 inch, so that the observations showed a steady increase in the amount of the pressure differences over India as the week progressed. This was accompanied with a steady rise in the wind force, so that by the close of the week a very strong westerly and north-westerly wind was blowing over nearly the whole of India. This increase in the extent and force of the dry westerly current was accompanied with a retreat of the moist southerly and south-easterly current from the Bay, so that while, at the commencement of the week, showers were reported in Northern India, as far west as Kashmir, and in the Peninsula from several western and central stations, by the close of the week rain was practically confined to Burma and North Bengal. The mean temperature throughout nearly the whole week and throughout nearly the whole country was in excess of the normal, but in Madras on some days and in Burma on all days the weather was cooler than usual.

Daily Summary.—*Sunday.*—Pressure was highest in the extreme south and low over the Punjab and the Central Provinces. The wind was westerly over Western India and the Peninsula, southerly over the Bay and Bengal, easterly up the Gangetic plain, and variable in Burma. The force was strong at many places. Scattered rainfall had occurred over Burma, the Peninsula, and Northern India. The mean temperature was largely above the normal, except in Burma and Madras.

Monday.—Pressure was changing irregularly, and was very unsteady in different parts of the country. Thus, on the Madras coast and in the north-west of the Punjab, pressure had risen briskly, while at neighbouring stations there had been a brisk decrease. Pressure remained highest in the extreme south, and low over the western desert and the Central Provinces. The winds were on the whole lighter than on the preceding day, and less regular in direction. The mean temperature remained excessive, except in Burma and Madras, and scattered showers had again fallen over several parts of the country.

Tuesday.—Pressure was decreasing almost everywhere, the fall being very large on the Madras coast. The general distribution of pressure had, however, changed very little, pressure remaining high in the west and south, and low over the western desert and over Chota Nagpur. Calms prevailed over North-Western India, southerly winds over North-Eastern India, and westerly winds elsewhere. Dust and thunder showers had given rain to several places in Northern India, in Burma, and in the south of the Peninsula.

Wednesday.—Pressure had commenced a recovery, but the changes were not large enough to materially affect the distribution of pressure. The winds were the same as were reported on the preceding day. Showers of rain had

again occurred over parts of Burma, Bengal, and the Peninsula. The mean temperature was about normal over the Peninsula, and excessive elsewhere—more particularly in the Punjab.

Thursday.—The recovery of pressure which had commenced on the preceding day was maintained slowly, but there was no other change. The winds had shifted to north along the west coast of the Peninsula, but in other respects the wind circulation was unaltered. A little rain had fallen in Burma, East Bengal, Assam, Malabar, and Rajputana. The mean temperature remained generally excessive, the greatest excess being in the Punjab.

Friday.—Pressure had begun to fall again, more particularly in the north, and gradients were becoming steeper. The general distribution of pressure and the general circulation of the winds were unchanged. The force of the wind was very strong over Western India. The mean temperature was normal to excessive. Rain had fallen generally over Burma, and as showers over Assam, North Bengal, and the south of the Peninsula.

Saturday.—Pressure had continued to fall over Northern India, while it had been steady in the south, hence pressure differences were increasing, and gradients were very steep for the time of year. The winds were strong over the greater part of the country, but were moderate in the north-east. Rain had again fallen generally, and rather heavily over Burma. The mean temperature was normal or excessive, except in Burma, where the rainfall kept the weather cool.

Temperature.—Perhaps the most marked feature of the weather of the past week has been the excessive temperature which has prevailed almost everywhere. It will be remembered that temperature began a general rise last week on the 7th. The temperature curve steadily ascended until the 11th, on which day the crest was reached, so that throughout the present week, though the mean temperature has been excessive, the curve has exhibited a steady descent. The following table shows the variation of the mean temperature from the normal in the different provinces of India for each day of the week :

Province.	May 1895.							Mean variation of week.
	12th	13th	14th	15th	16th	17th	18th	
	°	°	°	°	°	°	°	°
Burma	−1·7	−1·5	−0·1	−0·4	−0·9	−1·2	−1·6	−1·1
Bengal and Assam	+1·9	+1·6	+1·9	+1·7	+1·7	+2·0	+2·3	+2·0
North-Western Provinces and Oudh	+3·7	+3·3	+0·6	+2·0	+2·3	+3·7	+3·7	+2·8
Punjab	+8·5	+7·7	+4·4	+5·2	+6·0	+5·5	+6·3	+6·2
Bombay	+2·9	+1·0	+0·5	+1·0	+0·5	+0·1	−0·6	+0·7
Central Provinces and Berar	+4·3	+2·0	+1·6	+1·8	+0·7	+1·4	+0·8	+1·8
Central India and Gujarat	+5·4	+3·9	+3·3	+1·6	+0·2	+0·1	−0·6	+2·0
Sind and Rajputana	+6·1	+5·2	+4·0	+3·2	+2·6	+0·6	−0·4	+3·0
Madras	−0·5	−2·6	−2·7	+0·4	−0·5	+1·2	+2·3	−0·3
Mean for whole of India	+3·4	+2·3	+1·9	+1·8	+1·4	+1·5	+1·4	+1·9

The concluding line of figures shows that the mean temperature of the whole country has been excessive on all days, the amount of the excess decreasing from 3·4° on the 12th to 1·4° on the 18th. The provincial variations show that the weather had been steadily cool in Burma, and that temperature had been unsteady in Madras. In the case of both of these two provinces the mean temperature of the week was below the average. In all the other provinces the mean temperature was excessive, the abnormal excess ranging from only 0·7° in Bombay to 6·2° in the Punjab.

The day temperatures like the mean temperatures exhibited a decrease as compared with last week.

The highest maxima reported on each day were—

On May	12th	118·4°	at	Sirsa.
„	13th	117·4°	„	„
„	14th	115·5°	„	Multan.
„	15th	114·7°	„	Jacobabad.
„	16th	113·4°	„	Sirsa.
„	17th	113·4°	„	Montgomery.
„	18th	115·1°	„	Jacobabad.

The above shows that the maxima steadily decreased until the 16th, after which the day temperature began to rise again.

Rain.—The rainfall of the past week, though light, has been very widely distributed; only in seven divisions, *viz.*, the North-Western Provinces (West), the Punjab (Central), Khandesh, Gujarat, Kathiawar, and Rajputana (East and West), is there absolutely no rain reported, though in thirteen other divisions, *viz.*, Oudh (South), the North-Western Provinces (Central), the Punjab (South, North-West, and West), the Konkan, Berar, the Central Provinces (West, Central, and East), Sind, Central India (East), and Hyderabad (South), the total rainfall of the week was less than one-tenth of an inch. In all the remaining divisions effective rainfall has been received. The heaviest average actual fall reported is 9·30 inches in Tenasserim, which is followed by 4·02 inches in North Bengal, by 2·66 inches in Lower Burma, and by 2·00 inches in Assam (Surma). The smallest effective falls are 0·10 inch in the Bombay Deccan, 0·13 inch in the submontane district of the Punjab, and 0·14 inch in Bihar, South. As mentioned above the fall, though general, was far from heavy in most places. In Tenasserim there was an excess of 3·90 inches, in North Bengal of 2·23 inches, in the North-Western Provinces (East) of 0·07 inch, in the North-Western Provinces (Submontane) of 0·14 inch, in Oudh (North) of 0·37 inch, in Mysore of 0·06 inch, in Sind of 0·02 inch, in the East Coast (North) of 0·05 inch, in the East Coast (Central) of 0·68 inch, and in the East Coast (South) of 0·12 inch. In all the remaining divisions the average actual fall was less than the average normal fall, the deficiency equalling over 3 inches in Assam (Surma), and over 1 inch in Arakan, East Bengal, Assam (Brahmaputra), and Malabar.

The columns giving the average actual and average normal rainfall for the period, March 3rd to May 18th, show that the seasonal rainfall has been in excess over Tenasserim, Chota Nagpur, the North-Western Provinces (East and Submontane), Oudh (North), the Punjab (West), Mysore, Berar, the Central Provinces (West and Central), Sind, Central India (East), the East Coast (North), Madras (Central), the East Coast (Central), and Madras (South). In all the other divisions the seasonal rainfall was normal or deficient. The most serious cases of deficiency were Khandesh, Gujarat, and Kathiawar.

The following heavy total falls of rain during the week are reported : Thaton (Amherst) 10·75 inches, Kyauktan (Pegu) 6·13 inches, Kyaiktu (Shwegyin) 5·76 inches, Pallick (Kyaukse) 5·80 inches, Patnakhally (Backergunj) 3·22 inches, Sunamgunj (Sylhet) 6·71 inches, Dhubri 4·53 inches; Matabhanga (Cooch Behar) 7·33 inches, Falakota (Jalpaiguri) 10·15 inches, Kishangunj (Purnea) 3·39 inches, Harria (Basti) 4·14 inches, Calicut 2·66 inches, Vaniyambadi (Salem) 2·53 inches, Gudibanda (Kolar) 2·60 inches, Udayagiri (Ganjam) 3·40 inches, Cuddapah 3·61 inches, Bezwada (Kistna) 5·15 inches, Vallam (Tanjore) 3·90 inches.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING MAY 18TH, 1895. Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	RAINFALL DATA FROM MARCH 3RD TO MAY 18TH, 1895. Average actual rainfall of season to date.	Average normal rainfall, March 3rd to May 18th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
BURMA	Tenasserim	9·30	5·40	+ 3·90	18·92	12·05	+ 57
	Lower Burma	2·66	3·31	— 0·65	5·04	6·01	— 16
	Central Burma	1·68	2·03	— 0·35	5·17	4·46	+ 16
	Upper Burma	1·16	?	?	4·28	?	?
	Arakan	1·19	2·44	— 1·25	6·75	7·76	— 13
BENGAL AND ASSAM	Eastern Bengal	0·55	1·65	— 1·10	9·16	11·86	— 23
	Assam (Surma)	2·00	5·00	— 3·00	20·79	30·52	— 27
	Do. (Brahmaputra)	1·69	2·74	— 1·05	10·17	18·37	— 45
	Delhate Bengal	0·44	1·02	— 0·58	5·79	8·07	— 28
	Central Bengal	0·62	0·82	— 0·20	4·31	5·20	— 17
	North Bengal	4·02	1·79	+ 2·23	10·48	10·13	+ 3
	Orissa	0·39	0·69	— 0·30	4·02	4·30	— 7
	Chota Nagpur	0·31	0·52	— 0·21	4·77	2·89	+ 65
	Bihar (South)	0·14	0·23	— 0·09	1·01	1·34	— 25
	Do. (North)	0·20	0·45	— 0·25	1·84	2·80	— 34
NORTH-WESTERN PROVINCES AND OUDH.	North-Western Provinces (East)	0·18	0·11	+ 0·07	0·97	0·69	+ 41
	Do. (Submontane) (*a*)	0·37	0·23	+ 0·14	1·73	1·20	+ 44
	Oudh (South)	0·07	0·14	— 0·07	0·70	0·80	— 13
	Do. (North)	0·58	0·21	+ 0·37	1·50	1·17	+ 28
	North-Western Provinces (Central).	0·03	0·09	— 0·06	0·46	0·64	— 28
	North-Western Provinces (West).	0	0·10	— 0·10	0·54	0·77	— 30
	North-Western Provinces (Submontane). (*b*)	0·26	0·31	— 0·05	2·06	2·33	— 12
PUNJAB	Punjab (South)	0·03	0·12	— 0·09	0·53	1·00	— 47
	Do. (Central)	0	0·15	0·15	0·61	1·06	— 42
	Do. (Submontane)	0·13	0·29	— 0·16	1·37	2·04	— 33
	Do. (Hill Districts)	0·68	0·81	— 0·13	4·15	6·14	— 32
	Do. (North-West)	0·04	0·23	— 0·19	4·25	3·74	+ 14
	Do. (West)	0·01	0·09	— 0·08	1·83	1·33	+ 38
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	Malabar	0·81	1·84	— 1·03	6·75	7·06	— 4
	Madras (South Central)	0·50	1·08	— 0·59	6·12	5·50	+ 9
	Coorg	0·47	1·30	— 0·83	6·78	6·67	+ 2
	Mysore	0·80	0·74	+ 0·06	5·28	3·42	+ 54
	Konkan	0·04	0·14	— 0·10	0·61	0·36	+ 69
	Bombay Deccan	0·10	0·30	— 0·20	1·05	1·06	— 1
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0·17	— 0·17	0·13	0·49	— 73
CENTRAL PROVINCES AND BERAR.	Berar	0·01	0·05	— 0·04	0·66	0·52	+ 27
	Central Provinces (West)	0·01	0·04	— 0·03	1·02	0·65	+ 57
	Ditto (Central)	0·05	0·08	— 0·03	1·72	1·02	+ 69
	Ditto (East)	0·05	0·21	— 0·16	1·93	1·67	+ 16
BOMBAY (NORTH)	Gujarat	0	0·04	— 0·04	0·02	0·09	— 78
	Kathiawar	0	0·03	— 0·03	0	0·26	— 100
	Sind	0·03	0·01	+ 0·02	0·62	0·40	+ 55
RAJPUTANA AND CENTRAL INDIA.	Central India (East)	0·01	0·20	— 0·19	0·78	0·46	+ 70
	Rajputana (East), Central India (West).	0	0·23	— 0·23	0·57	0·58	— 2
	Rajputana (West)	0	0·22	— 0·22	0·36	0·53	— 32
MADRAS	East Coast (North)	0·74	0·69	+ 0·05	3·62	2·44	+ 48
	Ditto (ditto) (*a*)	0·60	0·73	— 0·13	6·20	3·30	+ 88
	Hyderabad (South)	0·02	0·30	— 0·28	1·60	1·90	— 16
	Madras (Central)	0·50	0·50	0	2·48	1·77	+ 40
	East Coast (Central)	1·31	0·03	+ 0·68	2·50	1·65	+ 52
	Ditto (South)	0·83	0·71	+ 0·12	2·23	2·88	— 23
	Madras (South)	0·42	0·51	— 0·09	5·23	4·18	+ 25

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

SIMLA, *24th May 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 18th May.*—Rainfall good and seasonable in the Circars and Central districts; moderate elsewhere, except in Bellary. Cultivation is proceeding where there has been rain. The standing crops are generally fair or good. Pasture is scarce, but fodder is sufficient, and cattle are in good condition. Prices are steady, or very slightly easier.

Bombay.—*For week ending 22nd May.*—Slight rain in parts of seven districts of the Presidency, but more rain is urgently required in parts of Dharwar. The standing crops are good. The harvested crops have been damaged in one taluka of Hyderabad by rain. Reaping of the late crops continues in parts of Baroda territory. Preparations for next season are general. Sowing is progressing in one taluka of Kanara. Cotton-picking continues in parts of Gujarat. The fodder-supply is sufficient, and agricultural stock in good condition. Prices are normal, except in parts of two districts.

Bengal.—*For week ending 20th May.*—There was general rain in North Bengal, and elsewhere local showers are reported. The ploughing of the land and the sowing of the autumn crops are in progress, but more and general rain is required, especially in the Central districts of the Province. Early rice and jute are still being sown. Indigo, sugarcane, and other standing crops are doing well. The price of common rice continues almost stationary.

North-Western Provinces and Oudh.—*For week ending 22nd May.*—Weather extremely hot. Showers have fallen in several districts. Threshing and winnowing of spring crops finished in places, and approaching completion elsewhere. Outturn reported below average in Farukhabad, fair in Cawnpore, and excellent in Meerut. Markets well supplied. Fodder continues insufficient in Fyzabad. Prices rising in Meerut and Farukhabad, but are generally stationary elsewhere.

Punjab.—*For week ending 22nd May.*—Rain has fallen in parts of the Umballa, Jullundur, Amritsar, and Shahpur districts. Harvesting of the spring crops is going on. Ploughing for the autumn crops is in progress. Sugarcane and cotton are being weeded. The condition of the standing crops is generally reported good to average. Locusts have appeared in parts of Multan and Dera Ismail Khan. No damage is reported from the former district, but the eggs are said to have been laid in the latter. The necessary steps are being taken for their destruction. Cattle are generally in good condition, and fodder is sufficient in all districts, except in parts of Dera Ismail Khan. Prices are rising in Peshawar, continue normal in Umballa, and are low elsewhere.

Central Provinces.—*For week ending 22nd May.*—Weather continues hot, and is occasionally cloudy with light storms. In Seoni the preparation of land for autumn sowings is being carried on. Threshing of winter crops nearly completed. Prices stationary. Imports into Damoh continue.

Burma.—*For week ending 18th May.*—In Upper Burma the reaping of dry-weather paddy is still in progress in some districts. Ploughing for the wet-weather paddy has commenced in Sagaing and Meiktila. In Thayetmyo cultivation of the early wet-weather paddy and maize has commenced. The

prospects of the standing crops are generally good, but the early wet-weather paddy in Mingin and Upper Chindwin has been destroyed by floods. The price of paddy has risen slightly in five districts, and considerably in two others.

Assam.—*For week ending 21st May.*—Weather seasonable. Sowing of early rice continues. The condition of cattle is indifferent. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 22nd May.*—MYSORE: Rain in all districts, except in parts of Shimoga. The crops and prospects are good. Prices have fallen slightly in the Bangalore and Kadur districts.

COORG: Rainfall very slight. Ploughing of rice and *ragi* (*Eleusine coracana*) fields continues. Water and fodder for cattle are sufficient.

Berar and Hyderabad.—*For week ending 22nd May.*—BERAR: Weather hot. Breaking up of land for the ensuing crop is in progress. Fodder is sufficient. The water-supply is scarce in parts of the Chikhli taluka. Prices are almost steady.

HYDERABAD: Rainfall moderate. The water-supply is fast running short. Fodder is scarce in Aurangabad. The hot-weather crops are still being harvested in some districts. Prices are fluctuating.

Central India.—*For week ending 22nd May.*—Some rain fell in the districts of Gwalior. Agricultural operations are in progress in Goona, but have been completed elsewhere. The probable outturn for the whole of Central India will be fair. Cattle are in good condition, except in parts of Bhopal and Gwalior. Pasturage is good and sufficient in all districts. The price of food-grains is high in Bhopal and Goona, but is normal elsewhere.

Rajputana.—*For week ending 22nd May.*—Rainfall moderate in Tonk, showers in Marwar and Ulwar. Agricultural operations are satisfactory. The crops have been harvested. Land is being prepared for the autumn crops in parts. Crop prospects and agricultural stock are generally good. Fodder is failing in Dholepore, and is getting scarce in Kerowli, but is sufficient elsewhere. Prices have risen in four States and fallen in one, but are steady elsewhere.

Kashmir.—*For week ending 21st May.*—KASHMIR VALLEY: The rainfall has been moderate, but has done good to the standing spring crops. Sowings of rice and Indian-corn are still going on. Water for irrigation is ample. Prices continue normal.

JAMMU PROVINCE: *For week ending 22nd May.*—Slight showers have fallen during the week. Threshing of the crops is in progress. Cattle are in good condition. Prices are stationary.

Nepal.—*For week ending 18th May.*—Slight showers have fallen. The weather is warm. Prospects are good.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

No. $\frac{16}{3-6}$.

Extract from the Proceedings of the Government of India in the Department of Revenue and Agriculture (Commercial Exhibitions),—dated the 24th May, 1895.

RESOLUTION.

The following is published for general information in continuation of the Resolution of the Department of Revenue and Agriculture, No. $\frac{7}{3-6}$, dated 7th March 1895.

Letter dated 18th April 1895, from the Secretary, London Exhibitions, Limited.

Messrs. French and Langdale of the India Tea Growers Association propose making a collective exhibit of specimen teas from the India tea gardens, pressed leaves, and other things of interest connected with the Indian tea industry. In view of this, my Directors consider that if you could see your way, in your official capacity, to issue a letter to the growers in the various tea districts intimating this fact, by this means not only would the knowledge be properly disseminated amongst the people interested, but also the circular emanating from yourself would have great weight. I am emboldened to ask you this as it is the wish of the Company to make the forthcoming Empire of India Exhibition a thoroughly representative one, particularly in that industry which has been so fruitful a source of revenue.

Any packages that may be sent should be distinctly labelled "For the Empire of India Exhibition" and should be addressed to Messrs. French and Langdale, Customs Chambers, 14, Dunstans Hill, London, E.

ORDER.—Ordered, that the foregoing letter be published in the Supplement to the *Gazette of India* and forwarded to Local Governments and Administrations noted on the margin for publication in the local Gazettes.

Secretary to the Government of—	Chief Commissioner of the—
Madras.	Central Provinces.
Bombay.	Burma.
Bengal.	Assam.
North-Western Provinces and Oudh.	Coorg.
Punjab.	Ajmere.
	Resident at Hyderabad.

[True Extract.]

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT

DEPARTMENT OF REVENUE

STATIS

IMPORTS OF COTTON, WHEAT,

Statement showing in maunds the imports of Cotton, Wheat, Linseed, and Indigo by rail and river into Calcutta,

compared with the corresponding

Articles, and whence exported.	Total of month.											
	Calcutta.			Bombay Town.			Karachi.			Total.		
	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.
1	2	3	4	5	6	7	8	9	10	11	12	13
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
COTTON, RAW—												
Madras	...	...	...	...	483	487	...	...	...	...	483	487
Bombay	...	...	...	4,28,105	5,72,452	3,59,930	...	...	...	4,28,105	5,72,452	3,59,930
Sind	...	...	...	...	...	...	29,355	85,887	40,058	29,355	85,887	40,058
Bengal	16,707	7,241	5,528	...	...	...	...	...	...	16,707	7,241	5,528
N.-W. P. & O.	36,848	63,738	39,283	33,016	45,704	40,598	...	...	...	70,704	1,09,532	79,881
Punjab	13,093	12,020	13,045	14,527	11,033	7,804	30,291	46,801	27,874	66,911	70,454	49,323
Cent. Provs.	973	2,264	3,309	13,404	26,205	30,335	...	...	...	14,437	28,469	33,704
Berar	48	475	4,009	1,02,354	1,88,730	2,00,717	...	...	...	1,02,402	1,89,205	2,04,816
Assam	9,176	7,799	3,342	...	...	...	...	...	...	9,176	7,799	3,342
Raj. & C. I.	2,271	7,150	17,075	1,42,866	1,93,031	1,76,164	...	...	...	1,45,137	2,00,181	1,93,239
Nizam's Terry.	...	...	...	291	11	15	...	...	...	291	11	15
Mysore	...	...	...	...	...	78	...	...	...	...	...	78
TOTAL	79,116	1,00,687	86,341	7,35,523	10,38,399	8,16,134	68,646	1,32,688	67,932	8,83,285	12,71,774	9,70,407
WHEAT—												
Madras	...	...	...	...	...	140	...	...	...	...	...	140
Bombay	...	...	...	2,77,652	1,05,362	1,74,677	...	...	...	2,77,652	1,05,362	1,74,677
Sind	...	...	...	...	...	...	40,950	1,41,008	1,18,870	40,950	1,41,008	1,18,870
Bengal	10,640	12,646	4,412	...	...	...	...	...	...	10,640	12,646	4,412
N.-W. P. & O.	1,20,029	1,17,814	2,01,213	27,008	247	3,676	...	...	...	1,47,037	1,18,061	2,04,889
Punjab	...	53,427	35,248	...	73,770	1,24,922	13,257	4,82,310	4,30,380	13,257	6,09,522	5,90,259
Cent. Provs.	23,488	2,733	122	1,87,842	1,09,540	45,443	...	...	...	2,11,430	1,12,243	45,565
Berar	...	...	...	685	4,264	1,072	...	...	...	685	4,264	1,072
Assam	...	...	...	...	...	...	...	...	...	...	...	...
Raj & C. I.	...	...	...	60,047	25,583	19,017	...	...	...	60,047	25,583	19,017
Nizam's Terry.	...	...	...	452	...	...	...	...	...	452	...	...
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	1,54,757	1,96,650	2,40,995	5,53,786	3,78,742	3,69,247	54,213	6,23,327	5,49,259	7,62,756	11,98,719	11,59,501
LINSEED—												
Madras	...	...	...	22,247	45,071	28,275	...	...	...	22,247	45,071	28,275
Bombay	...	...	...	3,12,928	5,21,952	4,26,272	...	...	...	3,12,928	5,21,952	4,26,272
Sind	...	...	...	...	...	...	...	426	...	...	426	...
Bengal	3,56,620	4,01,567	2,12,682	...	...	...	...	...	...	3,56,620	4,01,567	2,12,682
N.-W. P. & O.	51,020	77,487	8,793	2,301	31,863	521	...	...	...	53,321	1,09,350	9,314
Punjab	...	686	...	33	...	...	12	45	...	45	731	...
Cent. Provs.	10,087	1,67,289	10,850	2,54,550	4,49,255	1,30,498	...	...	...	2,64,643	6,16,544	1,41,348
Berar	...	3,017	...	2,31,041	4,68,780	1,68,985	...	...	...	2,31,041	4,71,797	1,68,985
Assam	276	...	132	...	...	...	...	...	...	276	...	132
Raj. & C. I.	17,495	43,764	1,986	59,662	2,20,927	10,173	...	...	...	77,157	2,70,691	12,159
Nizam's Terry.	...	...	...	74,239	1,71,218	1,27,000	...	...	...	74,239	1,71,218	1,27,000
Mysore	...	...	...	...	84	211	...	...	...	...	84	211
TOTAL	4,35,498	6,93,810	2,34,443	9,57,607	19,15,090	8,98,601	12	471	...	13,93,117	26,08,371	11,33,044
INDIGO—												
Madras	...	...	...	49	67	230	...	...	...	49	67	230
Bombay	...	...	...	4	102	91	...	...	...	4	102	91
Sind	...	...	...	21	...	...	311	739	417	332	739	417
Bengal	37	11	154	...	...	...	...	...	...	37	11	154
N.-W. P. & O.	...	80	24	141	61	...	...	...	...	141	141	24
Punjab	...	...	6	...	...	...	128	309	552	128	309	558
Cent. Provs.	...	...	...	1	3	...	...	...	...	1	3	...
Berar	...	...	...	...	...	...	...	...	...	...	...	...
Assam	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I.	...	...	...	0	32	70	...	...	...	6	32	70
Nizam's Terry.	...	...	...	...	...	4	...	...	...	...	...	4
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	37	91	184	222	265	395	439	1,048	969	698	1,404	1,548

DEPARTMENT OF REVENUE AND AGRICULTURE:

Simla, the 23rd May, 1895.

OF INDIA.

AND AGRICULTURE.

TICS.

LINSEED, AND INDIGO.

Bombay Town and Karachi, during the month of March 1895, and from 1st January to 31st March 1895, periods of the years 1893 and 1894.

Total from January 1st, including total of month.													Articles, and whence exported.
Calcutta.			Bombay Town.			Karachi.			Total.				
1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.		
14	15	16	17	18	19	20	21	22	23	24	25		26
Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.		
												COTTON, RAW—	
...	...	...	...	2,209	1,369	...	...	...	...	2,209	1,369	Madras.	
...	242	...	10,04,928	13,23,831	8,57,867	...	...	...	10,04,928	13,24,073	8,57,867	Bombay.	
...	...	...	...	...	...	72,403	1,86,931	1,06,199	72,403	1,86,931	1,06,199	Sind.	
39,727	20,825	18,943	19	...	...	...	...	...	39,746	20,825	18,943	Bengal.	
1,01,153	2,75,977	98,104	1,69,438	2,19,648	1,26,656	...	...	...	2,70,591	4,95,625	2,24,760	N.-W. P. & O.	
25,558	35,849	24,445	50,075	53,483	31,116	1,21,593	1,18,986	89,313	2,03,226	2,08,318	1,44,874	Punjab.	
1,519	6,373	4,485	61,671	83,889	80,730	...	...	...	63,190	90,262	85,215	Cent. Provs.	
284	4,034	9,417	4,71,626	7,50,542	5,85,654	...	...	...	4,71,910	7,54,576	5,95,071	Berar.	
21,333	17,794	4,227	...	...	...	...	...	...	21,333	17,794	4,227	Assam.	
4,854	16,754	19,816	3,84,864	4,47,895	3,71,166	...	...	...	3,89,718	4,64,649	3,90,982	Raj. & C. I.	
...	...	...	1,362	409	1,625	...	...	...	1,362	409	1,025	Nizam's Terry.	
...	...	...	364	40	78	...	...	...	364	40	78	Mysore.	
1,94,428	3,77,848	1,79,437	21,50,347	28,81,946	20,56,261	1,93,996	3,05,917	1,95,512	25,38,771	35,65,711	24,31,210	TOTAL.	
												WHEAT—	
...	...	...	...	86	140	...	...	...	...	86	140	Madras.	
...	...	...	4,03,039	2,40,259	3,56,479	...	...	...	4,03,039	2,40,259	3,56,479	Bombay.	
...	...	...	...	...	...	1,51,408	4,90,016	3,65,672	1,51,408	4,90,016	3,65,672	Sind.	
64,810	26,930	13,372	...	...	...	...	...	...	64,810	26,930	13,372	Bengal.	
3,93,628	3,28,536	5,00,500	1,13,984	1,118	3,679	...	...	...	5,07,612	3,29,654	5,04,179	N.-W. P. & O.	
...	1,75,424	1,06,150	12,250	1,57,119	1,37,506	40,275	13,34,155	13,63,743	52,525	16,66,698	16,07,399	Punjab.	
74,585	27,419	16,360	8,07,045	5,06,079	95,409	...	...	...	8,81,630	5,33,498	1,11,769	Cent. Provs.	
...	...	64	12,860	4,332	2,563	...	...	...	12,860	4,332	2,627	Berar.	
...	...	...	...	...	...	...	...	...	...	...	...	Assam.	
1,856	...	...	2,31,851	2,15,067	43,784	...	...	...	2,33,707	2,15,067	43,784	Raj. & C. I.	
...	...	...	452	...	17	...	...	...	452	...	17	Nizam's Terry.	
...	...	...	...	...	...	...	...	...	...	...	...	Mysore.	
5,34,879	5,58,309	6,36,446	15,81,481	11,24,060	6,39,577	1,91,683	18,24,171	17,29,415	23,08,043	35,06,540	30,05,438	TOTAL.	
												LINSEED—	
...	...	...	25,367	68,717	50,252	...	...	...	25,367	68,717	50,252	Madras.	
...	...	...	4,83,976	8,91,323	7,71,374	...	...	...	4,83,976	8,91,323	7,71,374	Bombay.	
...	...	...	...	...	...	...	550	...	...	550	...	Sind.	
4,03,687	6,87,025	3,08,485	...	...	...	...	...	...	4,03,687	6,87,025	3,08,485	Bengal.	
66,655	1,82,159	26,918	4,817	37,786	4,924	...	...	...	71,472	2,19,945	31,842	N.-W. P. & O.	
...	686	...	33	...	...	12	611	82	45	1,297	82	Punjab.	
15,149	2,31,334	11,938	3,75,598	5,87,095	1,93,272	...	...	...	3,90,747	8,18,429	2,05,210	Cent. Provs.	
...	4,530	...	3,43,933	9,31,287	3,63,931	...	...	...	3,43,933	9,35,817	3,68,931	Berar.	
1,322	909	3,730	...	...	...	...	...	...	1,322	909	3,730	Assam.	
18,929	60,172	4,461	88,472	2,53,831	38,377	...	...	...	1,07,401	3,14,003	42,838	Raj. & C. I.	
...	...	...	1,88,592	3,53,088	3,15,471	...	...	...	1,88,592	3,53,088	3,15,471	Nizam's Terry.	
...	...	...	18	86	216	...	...	...	18	86	216	Mysore.	
5,05,742	11,66,815	3,55,532	15,10,806	31,23,213	17,42,817	12	1,161	82	20,16,560	42,91,189	20,98,431	TOTAL.	
												INDIGO—	
...	...	...	655	747	543	...	...	...	655	747	543	Madras.	
...	...	...	347	370	389	...	...	...	347	370	389	Bombay.	
...	...	...	21	...	...	4,300	1,710	2,277	4,321	1,710	2,277	Sind.	
6,161	6,560	21,750	...	...	4	...	...	...	6,161	6,560	21,754	Bengal.	
546	3,144	5,803	141	135	2	...	...	...	687	3,279	5,805	N.-W. P. & O.	
...	248	1,942	3	1	2	1,763	1,037	1,739	1,766	1,286	3,683	Punjab.	
...	...	...	2	3	...	...	...	...	...	2	3	Cent. Provs.	
...	...	...	...	...	...	...	...	...	...	...	...	Berar.	
...	...	...	...	...	...	...	...	...	...	...	...	Assam.	
...	...	24	571	620	354	...	...	...	571	620	378	Raj. & C. I.	
...	...	...	...	...	4	...	...	...	...	...	4	Nizam's Terry.	
...	...	...	...	...	...	...	...	...	...	...	...	Mysore.	
6,707	9,952	29,519	1,740	1,876	1,298	6,063	2,747	4,016	14,510	14,575	34,833	TOTAL.	

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

C

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 12TH MAY 1894, AND FROM 1ST JANUARY TO 11TH MAY 1895.

N.B.—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st-half of 1894.	Week ending 12th May 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week	Week ending 11th May 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week	Earnings from 1st January to 12th May 1894.	Earnings from 1st January to 11th May 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	655	1,683	11,88,547	706	1,687	11,96,382	709	2,16,18,002	2,12,93,397	...	3,24,605
Bengal-Nágpur	189	862	1,50,574	175	862	1,67,967	195	33,87,590	34,17,594	30,004	...
Indian Midland (*a*)	162	752	1,33,696	178	752	96,979	129	23,85,000	20,15,143	...	3,69,857
Bezwada extension	108	21	2,469	118	21	1,972	94	41,063	54,184	13,121	...
Metre gauge—											
Rajputana-Malwa (*b*)	324	1,719	6,40,062	372	1,790	5,70,930	319	1,05,52,426	1,03,23,588	...	2,28,832
Pálanpur-Deesa	47	17	844	50	17	910	54	15,013	18,152	2,539	...
South Indian	143	1,042	1,53,170	147	1,042	1,90,192	183	26,49,767	30,83,942	4,34,175	...
Máyavaram-Mutupet	61	54	4,136	77	54	4,502	83	(*c*) 18,300	75,849	57,543	...
Southern Mahratta (*d*)	115	1,165	1,61,039	138	1,165	1,79,377	154	24,28,023	26,43,345	2,15,322	...
Bengal and North-Western (*e*)	162	756	1,36,065	180	756	1,17,390	155	23,13,552	23,51,047	37,495	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	231	20,098	87	231	19,389	84	3,93,875	3,91,586	...	2,289
TOTAL	286	8,302	25,90,700	312	8,377	25,45,990	304	4,58,03,181	4,56,67,797	...	1,35,384
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	255	2,507	5,73,361	229	2,511	6,41,516	255	1,22,02,20[illegible]	1,30,70,788	8,68,588	...
Oudh and Rohilkhand (state)	287	741	2,42,890	328	797	2,22,544	279	40,74,149	43,58,925	2,84,776	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	281	813	1,84,459	227	813	2,04,970	252	44,00,365	47,54,941	3,54,576	...
Bengal Central (*g*)	126	125	14,997	120	125	17,030	136	2,91,601	3,21,021	29,360	...
East Coast (state)	107	266	32,104	121	397	45,961	116	4,98,364	7,01,947	2,03,583	...
Metre gauge—											
Burma (state)	199	730	1,21,057	166	746	1,57,794	212	29,52,518	30,51,247	98,729	...
Special gauges—											
Jorhát (state provincial)	44	25	1,339	54	28	2,319	83	21,235	24,153	2,918	...
Cherra-Companyganj (state provincial)	60	8	570	71	8	142	18	8,949	10,382	1,433	...
TOTAL	244	5,215	11,70,777	225	5,425	12,92,276	238	2,44,49,441	2,62,93,404	18,43,963	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*h*)	506	1,490	9,01,546	605	1,490	7,82,431	525	1,70,79,718	1,48,23,561	...	31,56,157
Bombay, Baroda and Central India	801	461	4,62,963	1,004	461	5,32,000	1,154	69,33,468	74,59,654	5,26,186	...
Madras	237	840	1,89,655	2.6	840	2,16,465	258	36,85,095	40,39,410	3,53,715	...
TOTAL	522	2,791	15,54,164	557	2,791	15,30,896	549	2,85,08,881	2,63,22,025	...	22,76,256
TOTAL (GUARANTEED AND STATE)	313	16,308	53,15,641	326	16,593	53,69,162	324	9,88,51,503	9,82,83,826	...	5,67,677
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	167	161	21,248	132	161	23,858	148	5,50,810	5,36,681	...	14,129
Tarkessur	308	22	6,856	312	22	6,823	310	1,35,552	1,32,573	...	2,979
Metre gauge—											
Rohilkund and Kumaon (Company's section)	149	67	10,217	152	66	11,155	169	1,88,777	1,30,321	...	49,456
Bengal Dooars	80	32	1,901	59	36	2,420	67	38,918	54,906	16,048	...
Dibru-Sadiya	133	78	10,732	138	78	10,087	129	2,05,953	2,22,012	16,059	...
Special gauge—											
Darjeeling-Himalayan	232	51	14,639	287	51	20,661	405	2,10,705	2,37,175	26,470	...
TOTAL	166	411	65,593	160	414	75,004	181	13,30,715	13,22,728	...	7,987
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	185	333	64,879	195	333	75,850	228	11,16,983	12,81,874	1,64,891	...
The Gaekwar's Petlád	112	13	2,320	178	13	1,610	124	27,375	26,055	...	1,320
Rájpura-Bhátinda	192	108	17,437	161	108	19,622	182	3,17,244	5,83,797	2,66,553	...
Kolar Gold-fields	306	...	...	...	10	3,254	325	...	40,356	40,356	...
Metre gauge—											
Southern Mahratta (Mysore section) (*i*)	88	362	33,625	93	362	36,852	102	5,78,114	6,03,312	25,198	...
The Gaekwar's Mehsána	98	93	7,993	86	93	8,390	90	1,75,156	1,48,979	...	26,477
Kolhápur	92	29	2,595	88	29	2,618	90	52,631	45,750	...	6,881
Special gauge—											
The Gaekwar's Dabhoi	81	72	6,562	91	72	7,340	102	1,15,727	90,968	...	24,759
Cooch Behar	30	22	956	43	22	820	37	12,205	21,697	9,492	...
TOTAL	130	1,032	1,36,337	132	1,042	1,56,356	150	23,95,435	28,45,488	4,50,053	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	130	334	53,573	160	334	65,178	195	8,73,667	8,48,265	...	25,402
Jetalsar-Rájkot	68	46	3,246	71	46	4,047	88	59,857	69,818	9,961	...
Jodhpur-Bickaneer	75	364	27,852	77	364	18,200	50	5,28,774	4,19,293	...	1,09,481
Special gauge—											
Morvi	75	94	7,707	82	94	11,796	125	1,27,080	1,38,870	11,781	...
TOTAL	97	838	92,378	110	838	99,221	118	15,89,387	14,76,246	...	1,13,141
GRAND TOTAL	2[illegible]	18,580	5[illegible],00,010	302	18,887	56,90,743	302	10,41,67,040	10,39,28,288	...	2,38,752

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 12th May 1894.
(*d*) Includes the Guntakal Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*i*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 23rd May 1895.*

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. V OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	* Average earnings per mile per week in 1893-94.	Week ending 12th May 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 11th May 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st April to 12th May 1894.	Earnings from 1st April to 11th May 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	602	1,683	11,88,547	706	1,687	11,96,382	709	70,64,744	69,59,513	...	1,05,231
Bengal-Nágpur	149	862	1,50,574	175	862	1,67,967	195	10,30,263	9,43,684	...	86,579
Indian Midland (*a*)	132	752	1,33,696	178	752	96,979	129	8,30,851	5,84,717	...	2,46,134
Bezwada Extension	95	21	2,469	118	21	1,972	94	14,674	15,118	444	...
Metre gauge—											
Rajputana-Malwa (*b*)	261	1,719	6,40,062	372	1,790	5,70,930	319	36,68,714	32,33,286	...	4,35,428
Pálanpur-Deesa	41	17	844	50	17	910	54	5,473	6,953	1,480	...
South Indian	144	1,042	1,53,170	147	1,042	1,90,192	183	9,07,798	10,36,942	1,29,144	...
Máyavaram-Mutupet	...	54	4,136	77	54	4,502	83	18,306	(*c*) 28,250	9,944	...
Southern Mahratta (*d*)	100	1,165	1,61,039	138	1,165	1,79,377	154	8,82,342	9,68,058	85,716	...
Bengal and North-Western (*e*)	132	756	1,36,065	180	756	1,17,390	155	8,62,253	7,38,809	...	1,23,444
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	231	20,098	87	231	19,389	84	1,30,889	1,15,923	...	14,966
TOTAL	250	8,302	25,90,700	312	8,377	25,45,990	304	1,54,16,307	1,46,31,253	...	7,85,054
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	232	2,507	5,73,361	229	2,511	6,41,516	255	38,75,072	41,64,923	2,89,851	...
Oudh and Rohilkhand (state)	242	741	2,42,890	328	797	2,22,544	279	14,48,778	11,99,289	...	2,49,489
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	309	813	1,84,459	227	813	2,04,970	252	12,09,652	12,58,310	48,658	...
Bengal Central (*g*)	120	125	14,997	120	125	17,030	136	90,824	97,076	6,252	...
East Coast (state)	71	266	32,104	121	397	45,961	116	1,74,699	2,58,034	83,935	...
Metre gauge—											
Burma (state)	171	730	1,21,057	166	746	1,57,794	212	7,36,614	8,33,881	97,267	...
Special gauges—											
Jorhát (state provincial)	49	25	1,339	54	28	2,319	83	6,843	7,888	1,045	...
Cherra-Companyganj (state provincial)	54	8	570	71	8	142	18	2,978	2,421	...	557
TOTAL	226	5,215	11,70,777	225	5,425	12,92,276	238	75,45,460	78,22,422	2,76,962	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*h*)	510	1,490	9,01,546	605	1,490	7,82,431	525	57,28,395	45,83,969	...	11,44,426
Bombay, Baroda and Central India	638	461	4,62,963	1,004	461	5,32,000	1,154	26,81,470	29,11,429	2,29,959	...
Madras	238	840	1,89,655	226	840	2,16,465	258	11,57,070	12,34,373	77,303	...
TOTAL	440	2,791	15,54,164	557	2,791	15,30,896	549	95,66,935	87,29,771	...	8,37,164
TOTAL (GUARANTEED AND STATE)	277	16,308	53,15,641	326	16,593	53,69,162	324	3,25,28,702	3,11,83,446	...	13,45,256
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	148	161	21,248	132	161	23,858	148	2,26,604	1,65,725	...	60,969
Tarkessur	253	22	6,856	312	22	6,823	310	50,582	46,145	...	4,437
Metre gauge—											
Rohilkund and Kumaon (Company's section)	137	67	10,217	152	66	11,155	169	64,276	59,639	...	4,637
Bengal Dooars	77	32	1,901	59	36	2,420	67	10,217	16,197	5,980	...
Dibru-Sadiya	130	78	10,732	138	78	10,087	129	67,487	66,407	...	1,080
Special gauge—											
Darjeeling-Himalayan	238	51	14,639	287	51	20,661	405	78,663	88,221	9,558	...
TOTAL	155	411	65,593	160	414	75,004	181	4,97,919	4,42,334	...	55,585
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	158	333	64,879	195	333	75,850	228	3,89,477	4,07,583	18,106	...
The Gaekwar's Petlád	92	13	2,320	178	13	1,610	124	10,853	8,533	...	2,320
Rájpura-Bhátinda	129	108	17,437	161	108	19,622	182	1,02,849	1,06,227	3,378	...
Kolar Gold-fields	...	...	...	...	10	3,254	325	...	14,153	14,153	...
Metre gauge—											
Southern Mahratta (Mysore section (*i*)	95	362	33,625	93	362	36,852	102	1,86,809	1,86,483	...	326
The Gaekwar's Mehsána	75	93	7,993	86	93	8,390	90	55,577	46,557	...	9,020
Kolhápur	77	29	2,565	88	29	2,618	90	22,112	16,280	...	5,832
Special gauges—											
The Gaekwar's Dabhoi	67	72	6,562	91	72	7,340	102	43,004	38,966	...	4,038
Cooch Behar	20	22	956	43	22	820	37	5,544	4,657	...	887
TOTAL	114	1,032	1,36,337	132	1,042	1,56,356	150	8,16,225	8,20,139	13,214	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	118	334	53,573	160	334	65,178	195	3,19,352	3,37,304	17,952	...
Jetalsar-Rájkot	60	46	3,246	71	46	4,047	88	21,308	24,710	3,402	...
Jodhpur-Bickaneer	54	364	27,852	77	364	18,200	50	1,72,941	1,18,893	...	54,048
Special gauge—											
Morvi	67	94	7,707	82	94	11,796	125	41,670	54,062	12,392	...
TOTAL	81	838	92,378	110	838	99,221	118	5,55,271	5,34,969	...	20,302
GRAND TOTAL	256	18,589	56,09,949	302	18,887	56,99,743	302	3,43,98,117	3,29,90,188	...	14,07,929

* Figures for 1894-95 are not yet available.
(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 12th May 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*i*) Includes the Mysore-Najangúd and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 23rd May 1895.*

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2nd HALF OF MARCH 1895.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumru (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	12 0	12 0	13 14	13 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	12 0	12 0
Tavoy	...	...	...	...	13 0	13 0	14 9	14 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	17 14	14 3
Moulmein and Amherst	7 0	7 0	...	...	11 6	11 6	14 0	14 0	...	...	...	...	...	...	...	...	11 6	11 6	14 0	14 0	7 12	7 12	140 0	140 0	14 0	14 0
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	20 8	20 8	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	6 0	6 0	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	9 8	9 8	11 10	11 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 3	14 3
Bassein	...	...	...	...	11 3	15 3	13 9	16 15	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	10 10	10 10	11 5	11 5	...	...	...	...	...	...	...	...	...	...	...	...	7 0	7 0	200 0	200 0	14 2	14 2
Tharrawaddy	...	...	...	...	13 8	13 8	16 7	14 13	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	440 0	450 0	14 3	14 3
Henzada	...	...	...	...	12 7	13 5	12 7	12 5	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	188 8	188 8	16 2	16 2
Prome	10 6	10 6	...	...	10 12	10 12	13 4	13 4	...	...	...	...	...	...	...	...	13 3	13 3	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	13 3	13 3	14 14	14 14	...	...	...	...	...	...	...	...	12 6	11 6	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	10 5	10 5	...	...	11 10	10 12	14 8	13 12	...	...	...	...	...	...	...	...	18 5	18 5	...	...	8 10	8 10	196 0	196 0	11 9	11 9
Upper Burma—																										
Mandalay	13 9	13 3	...	...	11 3	11 3	12 5	12 5	20 11	21 10	...	...	...	...	...	...	13 14	12 9	25 4	24 0	9 9	9 14	85 0	85 0	15 2	14 6
Bamo	...	...	...	...	8 6	7 6	11 6	10 0	...	...	...	...	...	...	...	...	...	...	...	...	7 3	7 3	220 0	200 0	9 10	9 10
Pakôkku	...	...	...	...	9 2	9 2	12 0	12 0	44 0	44 0	...	...	...	...	...	...	15 0	15 0	...	...	5 9	5 9	113 0	113 0	12 10	12 10
Meiktila	...	...	...	...	17 2	17 1	19 11	19 11	...	...	...	...	...	...	...	...	17 11	17 11	51 6	51 6	7 2	7 2	361 13	361 13	16 1	16 1
Arakan—																										
Sandoway	...	...	...	...	18 0	18 0	21 9	24 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	33 9	28 0
Kyaukpyu	...	...	...	...	14 9	15 0	16 5	16 10	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	25 4	25 4
Akyab	...	...	...	...	11 0	11 0	14 0	14 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	160 0	160 0	16 0	16 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	14 8	14 0	17 12	18 10	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	...	...	10 5	10 0
Cachar	7 8	7 12	...	...	9 4	9 8	15 0	14 12	...	...	...	...	...	...	...	...	10 8	11 0	...	...	...	...	80 0	80 0	10 0	10 0
Khasi and Jaintia Hills	5 14	5 14	...	...	5 9	5 9	7 6	7 6	...	...	...	...	...	...	...	...	8 0	8 0	10 10	10 10	...	...	80 0	80 0	7 10	7 10
Garo Hills	...	...	...	...	6 0	6 0	15 0	15 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	7 0	7 0
Brahmaputra—																										
Goalpára	15 0	12 0	...	...	6 12	6 12	14 12	13 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	150 0	150 0	10 8	10 3
Kámrúp	9 8	9 0	...	...	11 8	13 4	16 0	16 0	...	...	...	...	...	...	...	...	10 0	12 0	...	...	...	...	160 0	160 0	10 0	10 0
Darrang	9 0	9 0	...	...	9 0	9 0	13 0	13 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	10 0	10 0
Nowgong	...	...	...	...	8 8	8 8	12 0	11 8	...	...	...	...	...	...	...	...	8 8	8 8	...	...	...	...	120 0	120 0	8 0	8 0
Sibsagar	...	...	...	...	9 0	9 0	13 0	13 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	160 0	160 0	9 0	9 0
Lakhimpur	8 0	8 0	...	...	6 8	6 8	12 8	12 8	...	...	...	...	...	...	...	...	10 0	9 0	10 0	10 0	...	...	140 0	140 0	8 0	8 0
Manipur	...	...	...	...	22 0	22 8	31 0	33 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	82 0	84 0	2 11	2 11
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hill Tippera(a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	...	...	...	...	5 8	5 8	...	...	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	15 4	15 2	17 8	17 0	...	...	...	...	...	...	...	...	13 4	13 4	...	...	...	...	80 0	80 0	11 0	11 0
Noakhali	...	...	...	...	14 0 to 15 0	13 0 to 15 0	19 0	18 0	...	...	...	...	...	...	...	...	11 8	11 0	...	...	...	...	...	...	10 0	10 8
Chittagong	10 8	10 0	...	...	14 0	14 0	15 8	15 8	...	...	...	...	...	...	...	...	11 8	11 8	...	...	...	...	85 0	85 0	10 0	10 0
Tippera	10 0	10 0	...	...	11 6	11 6	20 0	17 9	...	...	...	...	...	...	...	...	13 5	13 5	...	...	8 0	8 0	...	...	10 0	10 0
Dacca	12 0	11 10	...	...	13 0	13 0	19 0	18 13	...	...	...	...	...	...	...	...	13 0	13 8	...	...	11 0	15 0	120 0	140 0	9 10	9 10
Mymensingh	9 8	9 8	...	...	13 0	13 0	14 0	14 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	110 0	100 0	8 0	9 8
Deltaic—																										
Khulna	...	...	...	...	16 0	16 0	17 0	17 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	11 0	11 0	160 0	160 0	9 12	9 12
24-Parganas	...	...	...	...	10 0	10 0	15 0	14 8	...	...	...	...	...	...	...	...	17 0	17 9	...	...	13 0	12 0	106 0	106 0	11 8	11 8
Midnapore	15 0	14 0	...	...	14 0	14 0	20 0	18 12	...	...	...	...	...	...	...	...	14 0	14 8	...	...	11 0	11 0	200 0	200 0	11 0	11 0
Howrah	...	...	...	...	12 0	12 0	16 0	16 0	...	...	...	...	...	...	...	...	...	...	...	...	11 0	11 0	105 0	165 0	11 0	11 0
Calcutta	12 4	12 4	16 0	16 0	9 6	9 6	12 12	12 12	20 0	18 13	13 5	13 5	...	...	8 6	8 0	16 0	16 0	18 13	17 12	17 12	16 13	80 0	80 0	11 13	11 13
Hooghly	13 0	13 0	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	15 0	14 0	...	...	14 0	...	160 0	160 0	10 0	10 10
Nadia (Krishnagar)	18 4	16 4	22 8	...	7 8	7 8	16 0¾	16 4	...	...	...	...	...	...	...	...	22 0	22 4	...	...	17 0	16 0	128 0	128 0	10 8	10 8
Jessore	13 4	12 6	...	...	13 4	13 4	18 9	19 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	20 0	20 0	120 0	120 0	10 0	10 0
Faridpur	10 0	10 0	15 0	15 0	7 12	7 8	18 12	16 0	...	...	...	...	...	...	...	...	12 8	13 4	...	...	...	...	120 0	120 0	10 0	10 0
Central—																										
Bankura	14 9	14 9	...	...	16 4	16 4	20 10	20 10	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 5	13 5	320 0	320 0	11 0	11 0
Burdwan	15 8	16 0	...	...	15 8	16 8	18 0	18 0	...	...	...	...	...	...	...	...	18 0	16 4	...	...	17 12	17 4	90 0	80 0	11 0	11 8
Birbhum	10 8	10 8	...	...	14 4	13 8	19 8	18 0	...	...	...	...	...	...	...	...	15 0	13 8	...	...	15 0	15 0	120 0	120 0	11 0	11 0
Murshidabad	16 0	15 0	...	...	11 0	11 0	17 0	16 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	18 0	16 0	190 0	190 0	11 0	10 8
Santhal Parganas	11 0	11 8	...	...	13 0	12 8	19 0	18 0	...	...	...	...	...	...	...	...	13 0	13 0	23 0	24 0	19 0	18 0	130 0	124 0	10 8	10 8
Pabna	16 8	16 8	21 0	21 0	6 6	6 6	18 0	18 0	...	...	...	...	...	...	...	...	12 12	12 12	...	...	19 0	19 0	200 0	200 0	9 12	9 12
Bogra	12 0	12 12	...	...	11 4	11 4	17 4	17 4	...	...	...	...	...	...	...	...	12 0	9 12	...	...	...	...	90 0	90 0	9 12	9 12
Rajshahi	16 8	15 0	30 0	30 0	15 0	15 0	16 8	16 8	...	...	...	...	...	...	...	...	19 8	14 4	...	...	20 4	18 10	240 0	240 0	9 9	9 9
Malda	12 0	10 0	...	...	13 0	13 0	17 0	17 0	...	...	18 0	...	...	...	13 0	13 0	15 0	14 0	25 0	25 0	11 0	11 0	160 0	160 0	10 0	9 8
Northern—																										
Rangpur	13 0	13 0	...	...	9 0	9 0	13 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	9 0	9 0	120 0	120 0	10 0	10 0
Dinajpur	9 9	11 0	...	...	12 0	12 0	15 10	15 4	...	...	...	...	...	...	...	...	13 3	13 0	...	...	18 0	...	120 0	120 0	10 0	10 0
Jalpaiguri	10 0	...	...	...	10 0	10 0	15 0	15 0	...	...	...	...	...	...	...	...	14 0	13 0	...	...	10 0	10 0	160 0	160 0	10 0	10 0
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	12 0	12 0	...	...	...	...	14 0	14 0	...	...	11 0	11 0	20 0	20 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	13 2	9 10	...	...	10 8	11 0	23 10	23 10	...	...	...	...	...	...	...	...	15 12	16 6	...	...	14 8	15 0	80 0	80 0	11 8	11 8
Cuttack	13 2	13 2	...	...	11 13	11 13	21 0	21 0	...	...	...	...	...	...	...	...	18 1*	17 1*	...	...	17 1	17 1	80 0	80 0	9 4	9 4
Balasore	18 0	18 0	8 0	8 0	14 0 to 16 0	15 0	20 0 to 22 0	20 0 to 21 0	...	...	...	...	...	...	...	...	13 8	13 0	...	...	10 0	10 0	120 0	120 0	11 0	11 0
Chota-Nagpur—																										
Singhbhum	12 0	12 0	...	...	12 0	12 0	16 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	12 0	12 0	100 0	100 0	8 0	8 0
Manbhum	14 0	13 0	26 0	28 0	20 0 to 21 0	19 0 to 20 0	22 0 to 24 0	21 0 to 23 0	...	...	...	...	...	...	...	...	16 8	16 0	...	24 0	17 0	16 0	...	...	10 10	10 10
Lohardaga	7 8 to 11 0	7 0 to 10 0	13 0	13 0	14 0	14 8	18 8	18 8	...	...	...	...	28 0	29 0	...	...	12 0 to 13 0	12 0 to 13 0	17 0	17 0	9 0 and 12 0	10 0 and 12 0	180 0	180 0	9 0	9 4
Palámau	15 3	12 10	23 10	25 5	10 11	11 4	15 3	14 14	...	...	...	...	20 4	20 4	...	...	18 9	15 3	18 9	16 14	12 6	13 8	...	...	8 7	8 11½
Hazáribágh	11 0	10 0	16 0	12 0	8 0	8 0	17 0	17 0	...	...	...	...	23 0	23 0	...	...	15 0	15 0	20 0	20 0	13 4	13 4	240 0	240 0	8 0	8 0

* Kalai.

(a) Not stated.

RETAIL PRICES FOR THE 2nd HALF OF MARCH 1895—*continued*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jawar or Cholum (*Sorghum vulgare*). Present fortnight.	Jawar or Cholum (*Sorghum vulgare*). Past fortnight.	Bajra or Cumbu (*Penicillaria spicata*). Present fortnight.	Bajra or Cumbu (*Penicillaria spicata*). Past fortnight.	Marua or Ragi (*Eleusine coracana*). Present fortnight.	Marua or Ragi (*Eleusine coracana*). Past fortnight.	Kangni or Kakun, Italian Millet (*Setaria italica*). Present fortnight.	Kangni or Kakun, Italian Millet (*Setaria italica*). Past fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Present fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar, or Thur, Cadjan Pea (*Cajanus indicus*). Present fortnight.	Arhar, or Thur, Cadjan Pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
Bengal—*continued*.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bihár, south—																										
Monghyr	18 8 to 19 0	18 8 to 19 0	12 0 to 13 0	12 0 to 13 0	11 0 to 11 8	10 8 to 11 0	14 0 to 15 0	14 0 to 15 0	...	...	...	...	...	...	12 0	...	15 0 to 16 8	15 0 to 16 8	18 0 to 19 0	18 0 to 19 0	13 8 to 14 0	13 0 to 13 8	160 0	160 0	10 0	10 0
Gaya	13 8	12 8	22 8	18 8	10 0	10 0	16 0	16 0	17 0	16 0	...	...	...	...	13 4	11 0	18 0	18 0	...	...	19 0	19 0	140 0	140 0	10 8	10 8
Patna	15 0 and 17 0	15 0 and 18 0	25 0	26 0	12 0	12 0	18 8	18 0	20 0	22 0	...	...	...	...	15 0	14 0	22 0	21 0	25 0	23 0	20 0	21 0	130 0	130 0	11 0	11 0
Shahabad	14 8	12 0	20 0	16 0	9 0	9 0	16 0	14 0 to 16 0	...	16 0	...	...	...	...	...	...	20 0	15 0	20 0	20 0	20 0	20 0	140 0	120 0	10 8	10 0
Bihár, north—																										
Purnea	13 0	13 0	...	...	16 0	15 0	20 0	20 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	14 0	14 0	320 0	320 0	10 0	10 0
Bhágalpur	14 8	13 14	23 15	25 4	14 13	15 2	17 10	17 15	...	...	...	...	...	...	...	...	18 15	18 4	20 3	20 3	17 10	15 3	151 8	151 8	10 1	10 0
Darbhanga	13 4	13 0	18 8	18 0	10 8	10 8	16 0	16 0	...	...	...	...	22 0	22 0	...	...	13 8	13 0	22 0	22 0	14 0	13 8	160 0	160 0	10 0	10 0
Muzaffarpur	11 0 to 14 0	12 0	20 0	20 0	8 0 to 10 0	8 8	15 11	14 8	...	...	...	...	...	...	...	...	17 0	15 0	24 0	22 0	17 0	15 0	160 0	160 0	11 0	11 0
Saran	13 8	14 0	21 0	23 0	10 0	10 0	16 0	16 0	...	...	...	...	20 0	20 0	13 5	13 4	19 8	19 0	22 0	21 0	19 0	16 0	160 0	160 0	10 8	10 8
Champaran	15 0	15 0	30 0	23 0	8 8	8 8	16 0	16 0	...	...	...	...	...	25 0	...	...	16 0	17 0	25 8	24 8	14 4	14 8	180 0	180 0	10 8	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 0	12 0	18 0	16 0	6 0	6 0	13 0	13 0	17 0	16 0	...	...	...	...	11 0	11 0	19 0	17 0	16 8	16 8	21 0	16 8	90 0	100 0	9 0	9 0
Benares	14 1½	14 1½	19 0	18 0½	8 8½	8 11	12 1	12 3	20 6½	18 5½	16 10½	15 7½	...	...	14 10	14 10	17 1	16 15	20 11½	19 6	15 3	15 3	110 0	110 0	9 4½	9 4½
Ghazipur	14 4	12 8	19 0	18 0	7 12	7 12	15 0	10 8	17 0	17 0	16 4	16 8	...	...	12 0	12 0	17 8	16 8	17 0	17 0	17 8	16 8	160 0	160 0	9 8	9 8
Jaunpur	15 0	12 4	19 8	15 8	7 0	7 0	13 0	10 0	...	...	...	...	...	...	...	...	18 0	15 0	...	...	18 0	16 0	170 0	160 0	9 8	9 8
Allahabad	12 8	12 8	19 8	20 0	9 0	9 0	12 0	12 0	19 0	18 8	18 0	17 8	...	...	18 0	17 0	22 8	21 8	...	...	18 0	16 10	80 0	80 0	10 0	10 0
Central—																										
Bánda	14 8	14 0	25 0	19 0	8 0	8 0	12 0	12 0	...	16 0	...	...	...	...	...	...	23 8	20 0	...	...	20 0	17 0	180 0	180 0	10 0	10 0
Fatehpur	14 4	13 4	19 8	18 0	7 0	7 0	8 0	11 0	...	...	...	...	...	...	...	...	20 0	18 0	...	...	22 0	20 0	160 0	160 0	10 0	10 0
Hamirpur	17 8	15 8	21 8	21 0	8 0	8 0	11 4	11 0	21 8	20 8	...	18 0	...	...	...	...	24 8	20 8	...	...	30 12	...	140 0	140 0	10 0	10 0
Jalaun	15 0	15 0	23 0	19 0	9 0	9 0	10 0	10 0	20 0	20 0	16 0	16 0	16 0	16 0	16 0	16 0	24 0	19 0	18 0	18 0	24 0	24 0	160 0	160 0	11 0	11 0
Cawnpore	20 0	18 8	23 0	21 8	8 0	8 0	13 8	13 8	22 0	21 0	22 0	20 0	...	...	20 0	20 0	23 0	23 0	24 0	21 0	22 8	20 8	140 0	130 0	11 12	11 12
Etáwah	17 4	16 14	20 14	18 12	5 0	5 0	12 0	12 0	20 0	19 12	17 0	16 4	18 0	18 0	12 0	12 0	22 8	22 4	21 8	21 8	24 4	23 0	160 0	160 0	10 0	10 0
Farukhabad	16 8	15 8	23 8	21 0	6 13	6 13	12 4	12 4	19 7	19 7	25 0	21 0	...	...	...	...	21 0	20 8	...	...	21 0	21 0	140 0	130 0	11 0	10 8
Mainpuri	19 0	18 8	21 8	21 0	4 8	4 8	11 0	11 0	19 0	19 8	16 8	16 8	...	...	...	...	22 0	22 8	20 8	20 8	22 8	22 0	160 0	100 0	11 0	10 12
Etah	20 8	18 8	28 8	24 8	6 0	6 0	11 8	11 8	...	21 8	18 8	20 8	19 8	19 8	9 8	9 8	19 8	19 8	24 8	23 8	18 8	17 8	120 0	120 0	11 8	11 8
Western—																										
Jhánsi	16 4	15 9	23 0	23 0	9 12	9 12	12 4	12 8	20 0	20 0	20 0	20 0	...	...	...	...	22 12	21 3	...	...	...	...	160 0	160 0	11 0	11 0
Agra	16 0	15 8	26 0	23 0	5 0	5 0	9 0	9 0	23 0	23 0	20 0	20 0	...	...	10 0	10 0	25 8	24 0	22 0	22 0	13 0	13 0	95 0	95 0	11 8	11 8
Muttra	17 0	16 8	27 0	24 0	7 8	7 8	11 0	11 0	24 0	24 0	19 0	19 0	...	...	12 0	12 0	28 8	27 8	...	...	22 0	22 0	120 0	120 0	12 0	12 0
Aligarh	18 0	17 8	26 0	22 12	6 0	6 0	10 8	10 8	27 0	25 0	20 6	20 8	...	...	17 0	17 0	26 0	26 0	19 4	19 4	22 8	22 4	140 8	140 0	11 8	11 8
Bulandshahr	21 4	20 4	29 0	25 0	6 0	6 0	9 0	10 0	23 0	21 0	20 0	19 0	...	...	14 0	14 0	25 8	26 4	21 0	20 0	16 0	20 0	120 0	120 0	11 4	11 0
Sub-montane—																										
Bijnor	14 8	14 8	18 0	18 0	9 0	9 0	14 0	14 0	19 0	19 0	19 0	19 0	...	...	...	...	18 0	18 0	19 0	19 0	18 0	18 0	115 0	115 0	11 0	11 0
Aunagarh	13 4	13 4	17 12	17 0	7 8	7 8	13 4	13 4	...	...	...	...	...	...	...	...	17 12	17 0	...	20 10	13 5	11 14	177 0	177 0	9 13	9 13
Gorakhpur	11 4	11 4	17 2	17 2	8 8	8 8	13 15	13 15	...	...	...	...	15 5	17 2	15 5	17 2	17 2	15 12	17 9	17 9	16 3	14 13	160 0	160 0	9 10	9 10
Basti	13 8	13 12	20 0	18 0	9 0	9 0	12 8	12 8	15 0	15 0	...	...	12 0	12 0	8 0	8 0	17 0	18 0	19 0	19 0	16 0	13 12	160 0	160 0	10 0	10 0
Shahjahanpur	16 0	16 0	22 0	22 0	7 4	7 4	13 4	13 4	20 4	21 0	16 0	20 0	...	...	12 0	12 0	22 12	23 0	22 4	22 4	20 4	17 12	120 0	120 0	10 12	10 12
Bodaun	17 0	17 0	25 0	24 8	6 0	6 0	12 0	12 0	19 0	19 0	16 0	16 0	...	...	15 0	15 0	21 8	21 8	20 0	20 0	26 0	24 0	144 0	144 0	10 8	10 8
Pilibhit	15 0	14 8	21 0	22 8	12 8	12 8	13 12	13 12	18 0	19 0	...	...	...	...	...	...	20 0	20 0	20 0	20 0	...	...	120 0	120 0	10 0	10 0
Bareli	14 11	14 11	21 2	21 2	6 14	4 11	11 12	11 12	18 12	18 12	15 14	15 14	...	...	12 8	12 8	21 2	21 2	18 14	18 12	21 2	21 2	125 0	125 0	10 0	10 0
Moradabad	16 4	16 3	25 0	25 0	5 0	5 0	12 0	12 0	21 0	21 0	18 8	18 8	...	...	9 0	8 12	22 8	22 8	22 0	22 0	17 8	17 8	110 0	110 0	11 0	11 0
Naini Tal	11 0	11 0	17 0	17 0	4 0	4 0	10 0	10 0	18 12	18 12	17 8	17 8	...	...	17 8	17 8	14 8	14 8	20 0	20 0	8 0	8 0½	160 0	160 0	7 0	7 0
Almora	10 0	10 0	13 0	13 0	8 0	8 0	9 0	9 0	...	...	...	...	13 0	13 0	14 0	14 0	12 0	12 0	...	...	8 0½	9 0½	120 0	140 0	7 0	7 0
Bijnor	18 0	17 7	28 2	25 5	10 2	10 2	13 11	13 11	...	...	...	20 4	...	...	...	...	23 10	22 8	...	...	...	...	90 0	90 0	11 0	11 0
Muzaffarnagar	20 4	19 13	33 0	25 4	5 8	5 8	11 0	12 10	24 3	24 4	17 0	17 9	...	...	...	...	26 7	25 13	24 3	24 4	13 13	13 0	110 0	110 0	11 0	11 0
Meerut	19 0	19 0	23 0	23 0	5 0	5 0	13 0	13 0	20 0	20 0	17 0	17 0	25 0	25 0	10 0	10 0	27 0	27 0	24 0	24 0	21 0	21 0	100 0	100 0	11 4	11 4
Saháranpur	17 0	17 0	24 0	27 0	5 0	5 0	10 0	10 0	18 0	18 0	20 0	20 0	25 0	25 0	16 0	16 0	25 0	25 0	24 0	24 0	14 0	14 0	100 0	100 0	10 0	10 0
Dehra Dún	16 10	16 8	20 0	20 0	8 0	10 0	10 0	10 0	17 0	17 0	17 0	17 0	18 0	18 0	...	...	20 8	21 0	18 0	18 0	20 0	20 0	160 0	160 0	10 0	10 0
Garhwál	10 0	10 0	16 0	18 0	4 0	4 0	6 0	6 0	...	...	...	...	16 0	18 0	16 0	18 0	9 0	9 0	...	...	6 0	6 0	160 0	160 0	6 8	6 8
Oudh—																										
Southern—																										
Partabgarh	14 0	13 8	20 0	18 0	8 0	8 0	12 4	12 0	...	16 8	...	...	...	...	...	...	21 0	17 8	...	...	12 0	12 0	140 0	140 0	9 12	9 12
Sultanpur	15 0	15 0	20 0	18 0	8 0	8 0	13 0	13 0	20 0	19 0	14 8	14 8	16 0	16 0	16 0	16 0	20 0	19 0	18 0	19 0	18 0	16 8	160 0	160 0	10 0	10 0
Rae-Bareli	15 12	16 0	17 12	18 0	8 0	8 0	14 0	14 0	17 8	17 8	14 8	16 0	18 0	18 0	12 0	12 0	19 4	19 12	17 8	17 8	17 0	17 0	200 0	200 0	10 0	10 0
Unao	15 8	15 0	18 0	18 0	8 0	8 0	13 0	13 0	20 0	20 0	16 0	16 0	...	...	16 0	16 0	20 8	20 8	18 0	18 0	15 0	15 0	160 0	160 0	11 0	11 0
Lucknow	15 0	16 0	21 0	21 8	6 0	6 0	11 8	12 0	21 0	21 0	18 8	19 8	24 0	22 0	17 0	17 8	21 0	21 0	20 8	20 8	19 8	20 0	110 0	110 0	10 0	10 12
Hardoi	18 0	16 0	28 0	21 0	7 0	7 0	14 0	14 0	22 8	19 0	...	17 0	...	...	...	...	24 0	22 0	28 0	21 0	14 0	12 0	120 0	120 0	10 0	10 0
Northern—																										
Fyzabad	15 8	15 8	21 8	20 8	10 12	13 4	13 4	13 4	19 8	19 8	21 0	19 0	...	...	10 4	10 4	22 0	22 0	21 8	21 8	18 2½	18 2½	155 0	155 0	10 8	10 8
Barabanki	16 0	15 4	20 0	18 8	8 0	8 0	12 8	12 12	19 5	18 0	15 5	14 8	24 0	24 0	16 0	15 0	21 10	19 8	19 10	18 8	16 10	16 0	120 0	120 0	10 0	10 0
Gonda	14 6	14 6	19 0	19 0	12 0	12 0	13 12	14 0	...	...	15 0	15 0	...	...	8 0	8 0	19 5	19 4	20 8	20 8	19 8	19 8	200 0	200 0	10 4	10 4
Bahraich	14 0	14 0	20 0	20 0	10 8	13 8	13 8	13 8	19 8	19 4	16 0	16 0	30 0	30 0	12 8	12 8	19 8	19 8	24 0	22 8	16 0	16 0	160 0	160 0	10 0	10 0
Sitapur	16 0	15 0	26 0	19 0	10 0	10 0	12 0	12 0	...	20 0	...	14 0	...	...	14 0	14 0	24 0	19 0	...	20 0	23 0	19 0	120 0	120 0	10 0	10 0
Kheri	15 16	15 13	24 0	20 0	8 0	7 0	13 0	13 0	...	...	...	...	...	...	...	...	21 0	22 8	...	...	17 0	16 4	160 0	130 0	10 0	10 4
Rajputana—																										
Eastern—																										
Partábgarh	15 0	15 0	30 0	30 0	8 12	8 2	11 4	11 4	20 0	20 0	15 0	15 0	...	...	...	...	28 12	30 0	30 0	27 8	22 0	25 0	...	...	14 2	14 1
Bánawara	18 12	18 12	22 8	22 8	7 8	7 8	16 4	16 4	...	...	...	...	...	...	...	...	42 8	43 12	40 0	40 0	13 12	13 12	...	...	10 0	10 0
Meywar (Oodeypore)	15 10	15 3½	33 33½	32 13	9 12½	10 2½	10 15	28 2	28 2	15 10	15 10	*Nil*	*Nil*	14 13½	15 10	27 5½	29 11	34 6	32 13	10 15	10 15	160 0	160 0	10 2½	10 2½
Shohee	14 0	14 0	30 0	25 0	6 0	5 8	7 0	7 0	...	...	18 0	14 0	...	...	...	...	20 0	20 0	24 0	20 0	...	...	160 0	160 0	11 8	11 8
Erinpura	15 4	15 6	29 8	29 4	8 1	8 0	10 0	10 0	23 4	23 4	20 8	20 4	...	...	...	...	30 0	29 6	...	...	...	...	200 0	200 0	12 12	12 12
Ajmere	16 3	14 8	26 13	27 0	4 0	5 0	8 0	8 0	22 11	22 11	19 0	19 0	...	...	15 0	15 0	29 0	27 3	26 13	26 13	...	...	90 0	90 0	12 8	12 8
Abu	14 8	14 8	21 0	21 1	5 12	5 12	7 4	6 0	...	...	13 8	13 9	...	...	...	...	20 4	20 4	...	...	...	...	160 0	...	11 0	11 0
Kishengarh	14 0	15 8	27 0	27 8	8 0	7 0	9 0	8 0	29 0	27 0	20 8	20 0	†	†	†	†	29 8	28 0	29 8	27 8	†	†	*	*	13 0	12 0
Boondee	16 4	13 0	27 0	31 0	8 8	8 0	9 0	8 8	35 0	32 8	...	...	...	...	...	...	38 8	40 0	35 0	35 0	...	...	160 0	160 0	11 0	10 8
Kotah	14 8	14 0	25 0	24 0	8 0	7 0	9 0	8 8	24 0	24 0	16 0	16 0	...	...	...	...	35 0	35 0	25 0	25 0	25 0	25 0	240 0	240 0	10 8	10 0
Jhallawar	12 7	11 0	20 13½	21 1	7 14	7 14	11 0	11 0	20 0	20 12	18 6½	15 10½	...	...	12 0	13 6	26 12	26 1½	24 8	24 8	11 0	11 0	175 0	175 0	9 7½	9 7½
Tonk	12 8	12 12	25 0	27 0	4 0	4 0	7 0	8 0	27 0	27 0	19 0	19 8	...	...	...	...	30 0	31 4	31 0	33 0	...	...	100 0	110 0	10 8	11 0
Jeypore	15 0	14 0	28 4	29 8	5 0	5 0	7 4	7 4	27 0	27 0	20 8	22 0	†	†	21 0	21 0	28 0	24-0 & 29 4	29 0	28 0	28 0	28 0	95 0	90 0	12 0	12 0
Kerowlee	15 10	15 0	22 8	23 2	10 0	10 0	11 4	11 4	22 8	23 2	18 12	18 12	...	...	20 0	18 12	23 12	23 2	...	...	31 4	27 8	200 0	200 0	11 4	10 10
Dholpur	17 5½	17 2½	22 8	22 8	7 15	8 7	9 14½	10 2	19 3	19 4½	18 13	19 1	...	...	15 12	15 12	22 14½	22 12	...	...	25 14	25 14	93 0	90 0	11 13	11 13
Bhurtpore	17 8	17 11	24 12	24 7	5 2½	5 2½	5 5½	5 5½	22 8	24 8	17 9	15 11	...	...	11 12	13 10	26 4	26 8	22 0	22 0	24 0	24 0	160 0	160 0	11 8	11 8
Ulwur	20 1	20 4	28 10	28 1	6 10	6 10	9 22	9 23	28 0	27 8	24 2	23 14	...	...	14 0	14 0	29 0	27 9	30 11	30 6	27 0	27 0	140 0	140 0	12 8	12 8
Deoli Cantonment	15 14	15 8	35 12	34 12	5 0	4 0	8 0	7 0	32 12	33 4	26 0	28 0	...	...	...	...	35 0	34 14	...	...	...	...	190 0	190 0	12 0	12 0
Nusseerabad Cantonment	15 0	15 0	6 8	6 8	7 0	7 0	8 0	7 0	26 0	26 0	17 0	18 0	†	†	...	...	31 0	31 0	...	...	†	†	110 0	110 0	13 0	13 0
Hilly Tracts of Meywar	18 0	18 0	34 0	35 0	...	...	16 0	16 0	...	...	...	...	...	...	...	...	35 0	36 0	38 0	38 0	...	...	‡	‡	11 8	11 8
Bálmer	13 14	13 14	...	...	5 3	5 3	7 8	7 8	...	...	24 6	24 6	...	...	...	...	16 4	16 4	...	...	...	...	260 0	260 0	13 6	13 6
Anádra	16 2½	16 2½	23 0	23 0	6 0	7 4	8 0	8 0	...	...	15 0	15 0	...	...	...	...	22 10	22 6	...	...	...	...	400 0	400 0	12 0	12 0
Shahpoora	14 4	14 4	33 0	33 0	9 4	9 8	13 0	13 8	24 0	24 0	22 0	22 0	...	...	...	...	31 0	28 0	32 0	33 0	...	...	160 0	160 0	11 14	11 14
Western—																										
Jodhpore	14 3½	14 1	23 2	22 8	6 4	6 4	7 8	7 8	21 0	21 4	18 2½	17 8	...	...	...	...	26 4½	26 4	20 0	20 0	...	11 4	...	...	13 2	13 2
Jeysulmere	12 4	12 6	...	...	7 0	7 4	11 0	11 0	19 4	21 0	16 8	16 12	...	...	...	...	16 0	16 0	...	...	...	...	240 0	240 0	21 0	21 0
Bickaneer	12 13½	12 5	...	...	3 0	3 0	6 8	6 8	...	...	16 13½	16 6	...	...	...	...	20 3	21 0	...	...	10 0	10 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	13 0	12 8	21 0	21 0	8 0	8 0	9 0	9 0	21 0	21 0	18 0	18 0	...	...	...	...	21 0	20 8	22 0	22 0	20 0	20 0	120 0	120 0	10 8	10 8
Nimach Cantonment	14 0	13 8	...	...	8 0	8 0	12 0	12 0	26 0	25 8	20 0	18 0	†	†	...	...	27 0	27 8	...	...	25 0	25 0	160 0	160 0	12 4	12 4
Goona	12 2	11 0	...	...	8 4	8 12	9 4	9 8	22 0	20 0	...	...	...	...	...	...	27 0	23 0	24 0	21 0	...	...	200 0	200 0	10 0	10 0
Gwalior	15 10½	15 6½	22 8	22 8	5 5	5 5	8 8	8 8	19 10½	19 2	20 0	19 2	...	...	14 14	14 14	14 14	15 6½	19 2	19 2	16 3½	15 15	191 4	191 4	11 6½	11 6½

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

RETAIL PRICES FOR THE 2nd HALF OF MARCH 1895—*continued*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorgnum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadian pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Panjab—																										
Southern—																										
Hissar	21 0	22 0	36 0	35 0	...	...	12 0	12 0	30 0	30 0	25 0	25 6	‡	‡	†	†	36 0	35 0	†	†	†	†	100 0	100 0	10 8	10 8
Ferozepore	21 0	22 0	39 0	39 0	...	...	8 0	10 0	25 0	25 0	19 0	19 0	‡	‡	15 0	15 0	39 0	35 0	27 0	27 0	11 0	11 0	100 0	100 0	12 4	12 12
Montgomery	21 0	22 0	32 0	32 0	...	...	10 0	10 0	27 0	20 0	†	†	‡	‡	‡	‡	39 0	34 0	32 0	31 0	8 0	8 0	190 0	190 0	12 8	12 0
Central—																										
Gurgáon	21 0	21 0	31 0	30 0	...	...	9 0	9 0	22 0	22 0	23 0	23 0	‡	‡	†	†	29 0	30 0	20 0	20 0	22 0	22 0	100 0	100 0	10 0	10 0
Delhi	20 0	19 0	29 0	27 0	...	...	12 0	12 0	20 0	20 0	21 0	21 0	‡	‡	16 0	†	11 0	29 0	20 0	26 0	23 0	23 0	70 0	70 0	11 0	11 0
Rohtak	19 0	20 0	25 0	25 0	...	...	12 0	12 0	20 0	20 0	21 0	21 0	‡	‡	12 0	12 0	33 0	35 0	24 0	24 0	13 0	10 0	120 0	120 0	11 0	11 8
Karnál	20 0	19 0	30 0	30 0	...	...	12	12 0	24 0	24 0	20 0	22 0	16 0	16 0	12 0	12 0	32 0	32 0	25 0	25 0	15 0	15 0	120 0	120 0	10 8	10 8
Lahore	21 0	22 0	42 0	44 0	...	...	11 0	11 0	25 0	25 0	21 0	27 0	‡	‡	20 0	23 0	32	31	32 0	34 0	9 0	10 0	80 0	85 0	13 0	13 0
Sub-montane—																										
Ambala	21 0	21 0	30 0	30 0	...	...	12	12 0	28 0	28 0	20 0	20 0	‡	‡	8 0	8 0	30 0	3 0	28 0	29 0	†	†	120 0	120 0	12 12	12 12
Ludhiána	24 0	25 0	36 0	37 0	...	...	13	13 0	27 0	30 0	23 0	23 0	‡	‡	17 0	17 0	33 0	34 0	34 0	31 0	13 0	13 0	110 0	110 0	13 0	13 0
Jullundur	24 0	24 0	30 0	30 0	...	...	10 0	10 0	25 0	25 0	18 0	18 0	‡	‡	20 0	20 0	30 0	30 0	30	30	†	†	80 0	80 0	13 0	13 0
Hoshiárpur	23 0	20 0	32 0	32 0	...	...	10	10 0	20 0	26 0	20 0	20 0	16 0	16 0	16 0	16 0	29 0	25 0	29 0	25 0	†	†	110 0	110 0	12 8	12 8
Gurdáspur	26 0	26 0	32 0	32 0	...	...	12	12 0	28 0	28 0	20 0	20 0	26 0	26 0	12 0	12 0	28 0	32 0	24	24 0	†	†	100 0	100 0	12 0	12 0
Amritsar	23 0	23 0	41 0	43 0	...	...	11	11 0	22 0	24 0	24	25 0	†	†	19 0	20 0	29	30	29	27	†	†	99 0	90 0	12 0	12 0
Hills—																										
Simla	12 0	14 0	16 0	18 0	...	...	8	8 0	16 0	16 0	13 0	14 0	16 0	16 0	9 0	9 0	16 0	16 0	10 0	10 0	9	10 0	90 0	90 0	9 0	9 0
Kángra	14 0	14 0	20 0	20 0	...	...	12 0	12 0	16 0	16 0	14 0	14 0	28 0	21 0	6 0	6 0	16	19	16 0	10 0	8 0	8 0	120 0	120 0	10 0	10 0
North-western—																										
Siálkot	20 0	22 0	35 0	42 0	...	...	14 0	14 0	20 0	26 0	‡	‡	‡	‡	‡	‡	27 0	31 0	30 0	30 0	‡	‡	130 0	130 0	13 8	13 8
Gujránwála	23 0	23 0	44 0	44 0	...	...	13 0	12 0	23 0	23 0	27 0	27 0	‡	‡	23 0	20 0	33 0	34 0	25 0	25 0	‡	‡	115 0	115 0	13 0	13 0
Gujrát	25 0	25 0	35 0	35 0	...	...	14 0	14 0	26 0	25 0	25 0	25 0	‡	‡	10 0	10 0	27 0	34 0	29 0	29 0	‡	‡	110 0	110 0	14 0	14 0
Jhelum	25 0	27 0	40 0	48 0	...	...	14 0	14 0	29 0	32 0	28 0	30 0	‡	‡	*	*	25 0	30 0	25 0	27 0	*	*	120 0	120 0	14 0	14 0
Rawalpindi	21 0	25 0	30 0	38 0	...	...	8 0	8 0	27 0	33 0	30 0	30 0	‡	‡	20 0	20 0	27 0	28 0	30 0	33 0	*	*	70 0	70 0	13 10	12 10
Hazára	19 0	21 0	31 0	33 0	...	...	13 0	13 0	‡	‡	‡	‡	‡	‡	‡	‡	22 0	24 0	25 0	25 0	†	†	90 0	90 0	11 0	11 0
Pesháwar	19 0	21 0	34 0	35 0	...	...	10 0	10 0	26 0	29 0	23 0	25 0	‡	‡	19 0	21 0	22 0	24 0	33 0	35 0	20	28 0	74 0	92 0	34 0	42 0
Kohát	20 0	21 0	45 0	41 0	...	...	11 0	11 0	*	40 0	30 0	25 0	‡	‡	†	29 0	24 0	24 0	31 0	34 0	‡	‡	102 0	102 0	51 0	61 3
Western—																										
Sháhpur	26 0	25 0	38 0	36 0	...	...	11 0	11 0	34 0	32 0	29 0	24 0	23 0	22 0	24 0	24 0	34 0	32 0	21 0	20 0	†	†	160 0	160 0	13 0	13 0
Jhang	22 0	20 0	35 0	34 0	...	...	8 0	8 0	27 0	27 0	25 0	24 0	32 0	30 0	25 0	32 0	30 0	32 0	28 0	27 0	10 0	†	100 0	100 0	12 0	12 0
Multan	18 0	18 0	32 0	32 0	...	...	14	14 0	25 0	25 0	23 0	23 0	†	†	20 0	20 0	27 0	20 0	24 0	24 0	†	†	90 0	90 0	12 0	12 4
Bannu	32 0	29 0	73 0	69 0	...	...	14 0	13 0	50 0	50 0	30 0	30 0	9 0	9 0	9 0	9 0	42 0	44 0	55 0	59 0	15 0	15 0	96 0	96 0	50 0	50 0
D. I. Khan	20 0	21 0	30 0	33 0	...	...	8 0	8 0	33 0	33 0	25 0	24 0	‡	‡	4 0	4 0	33 0	33 0	45 0	25 0	15 0	15 0	85 5	85 5	11 10	11 10
Muzaffargarh	20 0	21 0	32 0	33 0	...	...	17 0	17 0	23 0	25 0	21 0	21 0	‡	‡	‡	‡	24 0	24 0	‡	‡	8 0	8 0	80 0	80 0	11 6	11 6
D. G. Khan	17 0	17 0	28 0	25 0	...	...	8 0	8 0	33 0	33 0	28 0	28 0	20 0	20 0	18 0	18 0	24 0	24 0	15 0	15 0	‡	‡	140 0	144 0	11 13	11 13
Sind and Baluchistan—																										
Karáchi	15 0	15 0	...	...	9 0	9 0	11 0	11 0	18 0	18 0	16 0	16 0	‡	‡	...	...	19 0	19 0	...	...	S 0 and 10 0	S 0 and 10 0	80 0	80 0	14 8	14 8
Hyderabad	14 0	14 0	...	...	8 0	8 0	10 0	10 0	18 0	18 0	16 0	16 0	‡	‡	...	...	18 0	18 0	...	...	...	...	116 6	116 6	12 8	12 8
Thar and Párkar (Umarkot)	12 0	12 0	...	...	11 0	11 0	13 0	13 0	12 0	12 0	10 0	10 0	‡	‡	...	...	8 4	8 4	...	...	10 0	10 0	160 0	160 0	12 0	12 0
Sukkur (Shikárpur)	17 0	17 0	* ...	...	8 0	8 0	10 0	10 0	21 0	23 0	21 0	21 0	‡	‡	...	...	23 8	24 0	...	...	...	...	160 0	160 0	11 8	11 8
Upper Sind Frontier	16 0	16 0	...	...	10 0	10 0	13 0	13 0	28 0	27 0	22 0	23 0	‡	‡	...	...	21 0	12 0	...	...	...	...	160 0	160 0	11 0	11 0
Quetta	18 0	18 0	25 12	26 0	5 0	5 0	7 0	7 0	24 0	24 0	15 0	15 0	‡	‡	6 0	6 0	18 12	19 0	27 0	27 0	9 0	9 0	80 0	80 0	9 0	9 0
Konkan—																										
Karwar (Kánara)	10 3	10 3	...	...	10 2	10 2	11 2	11 2	15 2	15 3	15 3	15 3	15 0	15 0	18 3	18 3	...	...	13 7	13 7	...	...	312 0	312 0	10 10	10 10
Ratnágiri	10 13	10 13	...	...	10 14	10 14	11 6	11 6	11 11	14 7	14 7	15 4	15 4	15 4	*	*	...	...	13 14	13 14	...	...	*	*	11 1	11 1
Alibág (Colába)	10 3	10 3	...	...	10 13	10 13	11 11	11 9	11 11	11 9	12 12	12 12	13 15	13 15	13 8	13 8	...	...	13 10	11 14	...	...	99 9	99 9	13 10	12 12
Bombey	13 0	13 0	...	...	8 5	8 5	10 6	10 6	14 11	*	13 8	*	16 3	16 3	*	*	...	...	13 12	13 12	...	...	97 1	97 1	11 9	11 9
Tanna	12 12	12 12	...	...	10 3	10 3	11 2	11 2	*	*	*	*	*	*	*	*	...	...	16 0	14 3	...	...	112 0	112 0	12 4	12 4
Deccan—																										
Dharwar	19 12	19 12	...	...	11 0	11 0	11 8	11 8	23 9	23 9	22 6	22 6	...	...	...	...	...	...	14 10	14 10	...	...	100 0	100 0	11 12	11 12
Belgaum	19 4	18 4	10 12	10 3	11 0	11 0	11 0	11 0	21 13	21 13	21 7	20 15	26 0	26 0	...	...	...	...	14 12	14 8	...	...	113 7	113 7	11 14	11 14
Satara	14 5	14 5	8 14	8 14	10 2	10 2	11 11	11 11	17 5	17 5	16 0	16 0	...	...	...	...	...	...	14 7	14 7	...	...	91 3	91 3	13 0	12 11
Sholapur	16 12	16 12	7 10	7 10	8 2	8 2	11 11	11 11	24 2	25 0	23 4	23 4	*	*	*	*	...	...	18 0	18 14	...	...	85 5	85 5	11 10	11 10
Bijápur	20 7	20 7	8 13	8 13	11 6	11 6	11 6	11 6	25 3	25 3	22 15	24 11	...	...	...	...	...	...	17 14	17 14	...	...	80 0	80 0	11 6	11 6
Poona	13 15	13 15	9 11	9 11	10 13	10 13	18 13	18 13	16 2	16 2	14 13	14 13	...	...	...	...	...	...	16 11	16 11	...	...	86 11	86 14	11 13	11 13
Khandesh—																										
Ahmadnagar	19 9	19 9	8 14	8 14	10 9	10 9	24 1	24 1	21 3	21 3	*	*	...	...	...	...	19 7	19 7	...	...	...	...	80 0	80 0	12 6	12 6
Násik	17 0	16 9	8 14	8 14	11 11	11 11	*	22 6	19 12	19 1	23 0	23 0	...	...	...	...	19 5	19 5	...	...	...	...	128 0	128 0	12 11	12 11
Dhulia (Khandesh)	15 12	15 12	7 7	7 7	9 7	9 7	22 7	22 7	18 6	18 6	*	*	...	...	...	...	16 8	15 11	...	...	...	...	80 0	80 0	12 6	10 9
Guserat—																										
Surat	14 13	14 5	7 6	7 6	8 5	8 5	16 3	16 3	13 14	13 14	*	*	...	...	...	...	16 3	16 3	...	...	16 3	16 3	91 1	91 1	12 0	12 0
Broach	14 8	14 0	8 8	8 0	11 0	11 0	19 0	18 0	15 0	14 12	*	*	...	...	...	...	21 8	20 0	...	...	18 9	17 0	100 0	100 0	13 0	13 4
Kaira	16 0	15 0	*	8 0	14 8	13 8	19 0	19 0	15 0	15 0	21 0	21 0	...	...	...	...	22 8	21 0	...	...	19 0	20 0	105 11	105 11	12 0	12 0
Baroda (Camp)	12 0	11 8	8 0	8 0	10 0	10 0	17 0	17 0	14 0	14 0	15 0	15 0	21 0	18 0	17 0	17 0	16 0	17 0	...	...	*	*	91 7	91 7	11 8	11 8
Ahmadabad	13 0	13 0	12 8	12 8	14 0	14 0	18 8	18 0	15 8	15 8	16 0	16 0	24 0	24 0	*	*	22 8	22 0	...	...	...	...	85 0	85 0	13 10	13 10
Godhra (Panch Máhals)	13 0	13 0	11 0	11 0	13 0	13 0	*	19 8	16 8	16 0	24 0	24 0	...	...	...	...	27 0	25 0	...	...	20 0	20 0	182 0	182 0	12 8	12 8
Deesa Cantonment	14 0	14 0	8 8	8 8	10 8	10 8	19 0	19 0	18 0	18 0	*	*	...	...	...	...	20 0	20 0	...	...	23 0	23 0	240 0	240 0	11 0	11 0
Kaityawar—																										
Rájkot	14 15	12 13	...	...	5 8	5 8	7 0	7 0	18 8	17 6	13 10	13 10	*	*	...	...	18 14	17 13			*	*	80 0	70 0	60 0	56 2
Central Provinces—																										
Western—																										
Nimar	16 0	15 1	...	...	6 12	6 12	13 1	13 1	22 9	22 9	...	...	...	...	...	...	20 2	18 9	...	...	12 3	11 10	100 0	100 0	10 13	10 13
Khandwa-Asirgarh Cant.	14 8	13 0	9 0	9 0	12 8	12 0	21 0	21 0	21 0	21 0	...	...	...	...	...	...	17 0	17 0	...	...	...	...	160 0	160 0	13 0	13 0
Hoshangabad	14 11	14 11	8 1	8 1	11 4	11 4	16 13	16 13	...	...	...	...	...	...	...	...	18 0	18 0	...	...	12 0	12 0	160 0	160 0	9 8	9 8
Betúl	15 7	15 7	...	...	9 13	9 13	20 9	20 9	...	...	...	...	...	...	...	...	16 10	16 10	...	...	11 6	11 6	240 0	240 0	8 0	9 0
Chhindwára	12 10	15 3	7 4	7 4	10 0	10 0	18 0	18 0	...	...	...	...	...	...	...	...	19 0	19 0	...	...	12 0	14 0	160 0	150 0	9 2	9 2
Nágpur	15 15	14 6	10 0	10 0	13 14	11 14	17 8	18 12	...	...	...	...	...	...	...	...	16 4	15 0	...	...	10 0	12 8	145 0	125 0	10 2	10 2
Wardha	16 0	14 9	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	...	...	16 0	15 0	...	...	13 5	13 5	160 0	160 0	10 10	10 10
Central—																										
Narsinghpur	13 0	13 0	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 0	18 0	200 0	200 0	9 2	9 2
Saugor	11 12	11 12	10 3	10 3	11 1	11 1	15 0	15 0	...	...	...	...	...	...	...	...	17 10	17 10	...	...	15 12	15 12	130 0	130 0	9 2	9 2
Damoh	12 8	12 8	11 4	11 4	12 8	12 8	...	...	...	...	...	...	...	...	...	...	17 8	17 8	...	...	10 0	10 0	100 0	100 0	9 8	9 8
Jubbulpore	14 0	13 8	10 4	10 4	15 0	14 8	15 4	16 8	...	...	...	...	...	...	...	...	17 12	17 0	...	...	11 8	11 0	120 0	120 0	9 4	9 4
Baghalkhand (Setna)	16 12	15 12	7 0	7 0	10 12	16 4	22 0	22 0	17 0	16 0	...	...	...	...	9 0	9 0	20 0	19 8	...	...	18 8	17 8	160 0	160 0	10 8	10 8
Mandla	16 0	15 0	11 0	12 0	14 0	14 0	...	...	...	...	...	...	...	...	...	...	20 0	21 0	...	...	13 0	13 0	200 0	200 0	9 8	9 8
Seoni	16 9	16 0	9 12	9 12	12 13	12 13	...	...	...	...	...	...	...	...	...	...	18 10	19 7	...	...	11 8	11 8	190 0	190 0	9 8	10 0
Bálághát	12 8	12 8	9 0	9 0	16 0	16 0	...	...	...	...	...	...	...	...	...	...	13 0	13 0	...	...	9 0	11 0	100 0	100 0	8 0	9 0
Bhandára	17 8	16 0	...	...	12 8	12 8	...	...	...	...	...	...	...	...	...	...	17 8	16 0	...	...	12 0	10 0	260 0	260 0	9 0	9 0
Chánda	14 13	13 8	...	...	15 0	15 0	18 0	17 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	12 0	12 0	320 0	320 0	10 14	10 14
Eastern—																										
Bilaspur	17 12	17 12	11 2	11 3	18 0	18 0	...	...	...	...	...	...	...	...	...	...	12 8	12 8	...	...	...	...	110 0	110 0	8 0	8 0
Raipur	19 11	18 9	11 6	10 0	17 8	17 1	...	...	...	...	...	...	...	...	...	...	19 2	15 15	...	...	13 2	13 2	100 0	100 0	9 0	9 0
Sambalpur	14 14	13 8	12 4	12 4	18 6	18 6	...	...	...	...	...	...	...	...	...	...	13 0	10 0	...	...	9 0	9 0	120 0	120 0	9 10	9 10
Berar—																										
Buldána	18 0	18 0	...	...	7 0	7 0	10 0	10 0	26 0	26 0	20 0	20 0	...	...	...	...	21 0	20 0	...	...	13 0	12 0	182 0	182 0	10 0	10 0
Básim	19 0	18 0	7 8	7 8	11 0	11 0	24 0	23 0	...	...	...	...	...	...	...	...	17 0	17 0	...	...	11 8	11 8	70 0	70 0	9 8	9 8
Akola	17 0	17 0	6 0	5 8	7 8	7 8	24 8	24 8	18 8	19 8	...	...	...	...	...	...	17 0	17 0	...	...	11 8	11 8	90 0	90 0	11 0	11 0
Ellichpur	15 0	14 8	6 0	6 0	8 0	8 0	21 0	21 0	15 0	15 0	...	...	...	...	...	...	13 0	13 0	...	...	14 0	14 0	120 0	120 0	10 8	10 8
Amraoti	16 0	16 0	7 8	7 8	10 0	10 0	20 0	20 0	18 0	16 0	...	...	...	...	...	...	15 0	16 0	...	...	13 8	13 0	90 0	90 0	11 8	11 8
Wún	16 0	15 0	8 0	8 0	10 0	10 0	22 0	24 0	15 0	14 0	...	...	...	...	...	...	10 0	18 0	...	...	20 0	24 0	200 0	260 0	9 8	9 8
Nizam's Territories—																										
Secunderabad	13 13	13 13	*	*	6 13	6 13	9 13	9 13	15 15	15 15	17 12	17 12	23 0	22 3	*	*	13 8	13 3	*	*	16 12	16 12	90 0	120 0	9 0	8 12
Bolaram	14 1	14 8	*	*	7 0	7 2	10 14	11 1	18 15	17 14	*	*	*	*	*	*	14 3	14 11	*	*	*	*	110 14	116 14	9 8	9 5
Chadarghat	12 0	10 8	*	*	7 8	7 0	12 0	11 0	12 0	18 8	20 0	25 0	*	*	*	*	14 8	14 0	*	*	*	*	100 0	130 0	9 2	9 2

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

RETAIL PRICES FOR THE 2nd HALF OF MARCH 1895—*concluded*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or Ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, cholam, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadian pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	...	...	...	...	...	...	12 10	12 10	...	...	...	...	27 0	27 0	25 0	25 0	13 0	13 0	...	...	13 0	13 0	96 0	96 0	10 0	10 0
S. Canara	...	...	...	...	...	...	13 11	13 11	...	...	...	...	29 0	29 0	...	...	11 8	11 8	...	...	14 5	14 5	90 0	90 0	10 0	10 0
South, central—																										
Coimbatore	...	...	...	...	...	...	11 13	12 3	20 14	21 5	20 11	20 11	34 0	32 0	14 0	14 0	10 0	12 0	...	...	13 0	13 0	150 0	150 0	10 0	10 0
Nilgiris	...	...	...	...	...	...	9 10	8 13	...	...	21 11	21 11	32 0	32 0	33 0	33 0	9 8	9 8	...	...	15 0	15 0	224 0	224 0	10 0	9 0
Salem	...	...	...	...	...	...	11 13	11 13	20 0	20 0	21 5	21 5	32 0	32 0	33 0	33 0	10 0	10 0	...	...	14 0	15 0	200 0	200 0	9 0	9 0
Central—																										
Bellary	...	...	...	...	...	...	11 5	11 5	28 13	28 13	...	...	...	...	...	...	9 0	9 0	...	...	14 5	14 5	240 0	240 0	9 0	9 0
Anantapur	...	...	...	...	...	...	10 13	10 13	24 11	26 13	23 3	23 3	35 11	35 11	24 0	24 0	9 8	9 8	...	...	14 11	14 11	320 0	320 0	10 8	10 8
Cuddapah	...	...	...	...	...	...	11 10	11 10	20 8	20 8	...	...	38 0	38 0	38 0	38 0	9 8	9 8	...	...	14 0	14 0	340 0	340 0	9 8	9 8
Kurnool	...	...	...	...	...	...	11 6	11 6	27 6	27 6	...	...	...	...	...	...	10 0	10 0	...	...	...	...	...	...	...	...
East Coast, north—																										
Ganjam	...	...	...	...	...	...	13 3	13 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Vizagapatam	...	...	...	...	...	...	11 5	11 5	...	...	26 11	26 11	27 3	27 3	25 5	25 5	12 0	12 0	...	...	14 5	14 5	110 0	110 0	10 8	10 8
Godavari	...	...	...	...	...	...	10 0	10 0	...	...	...	...	29 2	29 2	25 5	25 5	12 0	12 0	...	...	14 0	14 0	65 5	65 5	32 0	32 0
East Coast, central—																										
Kistna	...	...	...	...	...	...	14 5	14 5	21 2	21 2	*	*	31 13	31 13	25 0	25 0	13 0	13 0	...	...	14 5	14 5	96 0	96 0	10 0	10 4
Nellore	...	...	...	...	...	...	14 13	14 13	24 3	24 11	18 13	18 13	35 0	35 0	25 5	25 5	11 8	10 0	...	...	14 13	14 13	90 0	90 0	10 0	10 0
East Coast, south—																										
Madras	...	...	...	...	...	...	11 2	11 2	20 3	20 3	...	...	21 14	21 14	33 0	33 0	12 0	12 0	...	...	15 0	15 0	224 0	224 0	10 0	9 0
Chingleput	...	...	...	...	...	...	11 5	11 5	...	...	...	...	20 10	20 10	...	...	9 8	9 8	...	...	8 0	8 0	200 0	200 0	9 0	9 0
N. Arcot	...	...	...	...	...	...	12 3	11 5	21 13	21 13	21 6	19 13	26 8	26 8	33 0	33 0	11 0	11 0	...	...	15 0	15 0	240 0	240 0	9 0	9 8
S. Arcot	...	...	...	...	...	...	14 0	13 3	20 0	21 13	29 5	29 5	27 0	27 0	40 0	38 0	12 10	12 1	...	...	14 0	14 0	320 0	320 0	10 8	10 0
Tanjore	...	...	...	...	...	...	13 6	13 6	...	...	21 13	21 13	22 11	22 11	...	...	14 0	14 0	...	...	...	...	340 0	340 0	10 8	10 0
Trichinopoly	...	...	...	...	...	...	11 2	10 14	16 13	16 13	20 5	20 5	22 10	22 10	...	...	...	...	...	...	...	...	...	...	...	...
Southern—																										
Tinnevelly	...	...	...	...	...	...	11 5	11 10	*	*	*	*	*	*	*	*	*	*	...	...	*	*	*	*	*	*
Madura	...	...	...	...	...	...	11 6	11 0	16 3	16 3	14 0	14 0	19 6	20 3	38 0	38 0	14 0	14 0	...	...	14 0	14 0	110 0	110 0	10 8	10 8
Mysore—																										
Mysore	12 0	12 0	11 8	11 8	8 12	9 0	10 0	10 0	29 0	26 0	24 0	24 0	27 0	27 0	25 0	25 0	13 0	13 0	...	...	13 0	13 0	96 0	96 0	10 0	10 4
Bangalore	13 8	13 8	10 0	10 0	7 8	7 8	9 0	9 0	22 0	22 1	...	...	29 0	29 0	...	...	11 8	10 0	...	...	14 5	14 5	90 0	90 0	10 0	10 0
Kolar	9 0	9 0	7 0	7 0	10 0	10 0	11 0	10 8	21 0	21 0	18 0	18 0	32 0	32 0	14 0	14 0	10 0	12 0	...	...	15 0	15 0	150 0	150 0	10 0	10 0
Tumkur	11 0	12 0	10 3	10 0	9 0	9 0	9 8	9 8	25 0	25 0	28 0	28 0	32 0	32 0	33 0	33 0	11 0	11 0	...	...	15 0	15 0	224 0	224 0	10 0	9 0
Hassan	...	...	10 3	10 0	9 0	9 0	10 0	9 8	...	...	...	...	32 0	32 0	...	...	11 0	11 0	...	...	15 0	15 0	200 0	200 0	9 0	9 0
Kadur	12 0	12 0	12 0	12 0	9 0	8 0	10 0	9 0	...	...	...	...	24 0	24 0	...	...	11 0	11 0	...	...	15 0	15 0	240 0	240 0	9 0	9 0
Shimoga	14 3	14 11	...	...	7 14	7 14	11 9	12 1	31 8	31 8	...	...	35 11	35 11	24 0	24 0	12 10	11 9	...	...	14 0	14 0	320 0	320 0	10 8	10 8
Chitaldroog	15 0	15 0	14 0	14 0	9 0	9 0	10 0	10 0	34 0	34 0	20 0	20 0	38 0	38 0	40 0	40 0	14 0	14 0	...	...	14 0	14 0	340 0	340 0	10 8	10 8
Coorg—																										
Coorg	9 0	8 8	8 0	7 8	10 0	9 0	12 0	12 0	...	...	...	...	30 8	30 8	...	...	23 8	25 0	...	...	13 0	13 0	110 0	110 0	10 8	10 8
Aden	7 0	7 0	...	...	5 14	5 14	6 9	6 9	10 3	10 3	9 4	9 4	...	...	...	...	9 4	9 4	...	...	9 4	9 4	65 5	65 5	32 0	32 0

* Not sold.

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

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, May 25th, 1895.

Like the preceding week, the week under review has been one of very little general change. Pressure has been steadily high over the west of the Peninsula and the south of the Bay, and steadily low over the Punjab and the Gangetic plain. As was the case last week, the barometric differences have been very large, the average daily difference between Ceylon and the North-Western Provinces being between 0·35 inch and 0·40 inch. Accompanying these large pressure differences were very strong winds, which blew from between north-west and west, and occasioned very hot dry weather throughout nearly the whole country. Burma, Assam, and Bengal were beyond the influence of these hot westerly winds, and during the whole week received southerly and south-south-easterly winds from the Bay, which gave heavyish rain to a large part of North-Eastern India. In consequence of these sea winds and of the resulting rainfall, the mean temperature of the Eastern Peninsula was steadily low, and in marked contrast to that prevailing in India. The warmest part of India was the north-west, where both on the hills and plains the mean temperature exceeded the normal average by about 10°.

Daily Summary.—*Sunday.*—Pressure had increased briskly over the north-west of the Punjab, and decreased briskly over Bengal and Assam. Elsewhere the changes were small. Strong westerly winds prevailed, except at the most eastern stations. The heat was excessive in Northern India and in Madras. Rain had been general, and rather heavy in Burma, while showers had occurred in North Bengal, Kashmir, and the Peninsula.

Monday.—Pressure had not changed much, and the general conditions were much the same as on the preceding day. Pressure remained highest over the west of the Peninsula and the south of the Bay, lowest in Bihar, and the differences were everywhere very large. The wind blew from directions between south-west and north-west, except on the west coast of the Peninsula, where the direction was more northerly, and in Burma and Bengal where it was southerly to south-easterly. The force was very generally strong. The mean temperature was high in North-Western India, low in Burma, and nearly normal elsewhere.

Tuesday.—Pressure had increased almost everywhere, but there had been a slight decrease along the foot of the North-Western Himalayas. In consequence of these changes the barometric differences were even larger than on Monday, and the baric gradient was between two and three times greater than usual. Readings were lowest at the foot of the Kumaun Himalayas, and highest in the south of the Bay. Northerly winds prevailed in the north of the Punjab and at some stations on the west coast, southerly to easterly winds in Burma, Assam, and Bengal, and generally westerly winds elsewhere. The force continued strong. Temperature had again risen, and, except in Burma and Bombay, was above the normal average.

Wednesday.—The chart showed no important change. Pressure remained lowest along the foot of the North-Western Himalayas, and highest in Malabar and the south of the Bay, and the pressure differences were large. The winds were equally unchanged, except that there was a tendency to the establishment of an easterly current along the foot of the Himalayas. Temperature had continued to rise, and was excessive when compared with the normal in every province of India, except Burma, where there was an average deficiency of 2·9°.

Thursday.—Pressure had increased over North-Eastern India, and decreased over North-Western India, but had been steady generally. Readings were

lowest in the Punjab, and an arm of relatively low pressure extended south-eastward from the Punjab over the south of the Gangetic plain. This modification of the distribution had occasioned an extension of the easterly wind up the Gangetic plain, but practically there was no other change. The mean temperature exhibited a further rise. In Burma the heat was exactly normal, and in every other province was excessive.

Friday.—The chart showed that a small but well-defined depression had been developed over the Central Punjab, and gradients had become somewhat less steep over the whole country, but in other respects conditions were practically unchanged. The mean temperature had fallen very slightly, but, except in Burma, it was still everywhere excessive when compared with the normal.

Saturday.—Pressure had been steady over the south of the Indian area, but had decreased briskly to rapidly in the north, so that gradients had again become very steep. The depression over the Punjab had advanced slowly eastward, and was approaching the Himalayas near Simla. The winds were cyclonic over the Punjab, easterly up the north side of the Gangetic plain, and southerly in Bengal, while elsewhere the direction was between south-west and north-west. A further trifling fall in the mean temperature was recorded, the principal fall being in Madras, Gujarat, and Central India.

Temperature.—At the close of last week the mean temperature curve exhibited a steady descent. This descent reached its lowest point on Sunday, the 19th, when the general excess of temperature for the whole of India was only 0·9°. With the 19th, a rise set in which continued until the 23rd, when the mean temperature was excessive over practically the whole of India. After the 23rd the temperature curve exhibited a very gradual descent. The present week has both absolutely and relatively been the hottest period of this season. The following table shows the variation of the mean temperature from the normal in the different provinces of India for each day of the week:

Province.	May 1895.							Mean variation of week.
	19th	20th	21st	22nd	23rd	24th	25th	
	°	°	°	°	°	°	°	°
Burma	−2·6	−3·8	−3·9	−2·9	0	−0·1	+0·2	−1·9
Bengal and Assam	+2·6	+4·0	+5·2	+4·5	+0·3	+0·5	−0·1	+2·4
North-Western Provinces and Oudh	+3·6	+2·9	+5·8	+7·0	+6·6	+4·4	+3·6	+4·8
Punjab	+4·4	+4·4	+6·5	+7·2	+9·6	+10·6	+10·4	+7·6
Bombay	−1·2	−1·0	−0·7	+0·1	+1·2	+0·7	+1·5	+0·1
Central Provinces and Berar	−0·4	−0·3	+0·9	+3·3	+4·4	+3·6	+3·6	+2·2
Central India and Gujarat	−0·8	−0·9	+0·8	+2·4	+3·0	+3·0	+1·7	+1·3
Sind and Rajputana	+0·5	+1·5	+2·9	+5·0	+6·1	+5·3	+5·9	+3·9
Madras	+2·3	+2·1	+3·2	+2·9	+3·2	+3·3	+1·4	+2·6
Mean for whole of India	+0·9	+1·0	+2·3	+3·3	+3·8	+3·5	+3·1	+2·6

The provincial variations show that the mean temperature was considerably below the normal in Burma during four days of the week, and about normal on the remaining three days. The province of Bombay showed similar conditions, though in a less decided manner, but with these two exceptions it may be taken that the mean temperature was excessive throughout the week. The final column of figures shows that the greatest excess was in the Punjab, where the variation for the whole week was +7·6°, and where on the 24th and 25th it was as much as 10·5°. The hottest day as mentioned above was the 23rd, when the mean temperature of Burma was normal, and that of all the other provinces excessive.

The highest maxima reported on each day were—

On May 19th	115·6°	at	Jacobabad.
„ 20th	113·2°	„	„
„ 21st	114·4°	„	Sirsa.
„ 22nd	120·5°	„	Jacobabad.
„ 23rd	122·0°	„	„
„ 24th	121·9°	„	Montgomery.
„ 25th	123·0°	„	Jacobabad.

The above shows that the hottest region within the Indian area during the week has been Upper Sind and the south of the Punjab, and that within that region the heat has been excessive.

Rainfall.—The rainfall returns show that the fall has been less general than in the two preceding weeks. The only moist current of air prevailing during the week has been the southerly and south-south-easterly current, which has blown strongly and steadily over Burma, Bengal, and Assam. In all the remaining provinces dry hot westerly (north-west and south-west) winds have prevailed, and at the outside have yielded a few drops of rain during dust or thunder storms. In consequence of these conditions no less than thirteen of the rainfall divisions report absolutely no rain at all during the week, while nineteen more had a total average fall for the whole week of less than one-tenth of an inch. These returns show a much lighter and more scattered general rainfall than was the case last week. The regions which received absolutely or practically no rain included the following divisions: both the Bihar divisions, all the North-Western Provinces and Oudh divisions, all the Punjab divisions, Malabar, Coorg, the Konkan, Khandesh, the Central Provinces (West and Central divisions), Gujarat, Kathiawar, Sind, Central India, Rajputana, the East Coast (Central and South divisions), and Madras (South and South Central divisions). In all other parts of the country effective, and in places heavy rainfall has been received during the week. The heaviest average actual fall reported was 6·98 inches, which was considerably lighter than the heaviest average reported last week. This amount was followed by 4·55 inches in Arakan and by 4·42 inches in East Bengal. The smallest effective falls reported were 0·14 inch in Hyderabad (South) and 0·18 inch in the Central Provinces (East).

The third column of the table gives the excess or defect in inches of the average actual as compared with the average normal rainfall, and from this column it will be seen that the rainfall of the week has been abnormally light. In East Bengal there has been a considerable excess, in Central Burma, Assam (Brahmaputra), and Deltaic Bengal there has been a moderate excess, and in Tenasserim, Central Bengal, and Berar a slight excess. In all other parts of the country the rainfall was deficient. This deficiency was large in Malabar, Madras (South Central), and Coorg, as well as in Arakan, and in both cases the lightness of the rainfall was attributable to the absence of those temporary advances of the monsoon, which in ordinary years give spasmodic but heavyish rainfall to the southern and south-western coasts of the Indian and of the Burma Peninsula.

The three last columns of the table giving the average actual and average normal rainfall from March 3rd to May 25th show a fairly general deficiency in the state of the seasonal rainfall. In Tenasserim, Chota Nagpur, the North-Western Provinces (East and Submontane), the Punjab (West), Mysore, Berar, the Central Provinces (West and Central), Sind, the East Coast (North), Madras (Central), and the East Coast (Central) the total of the seasonal rainfall has been in excess of the normal, but, except in these few divisions, the rainfall has at best been only normal and at worst, as in Sind, Gujarat, and Khandesh has been almost or entirely wanting.

The following heavy total falls of rain during the week are reported: Thaton (Amherst) 7·72 inches, Maubin 6·10 inches, Minhla 6·21 inches, Minbu 6·40 inches, Rathedaung (Akyab) 6·34 inches, Fenny (Noakhally) 9·26 inches, Dibrugarh 7·37 inches, Goalundo 6·67 inches, Debigunj (Jalpaiguri) 5·82 inches, Kibbanahalli (Tumkur) 3·14 inches, Heddagalli (Bellary) 2·22 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending May 25th, 1895.			Rainfall data from March 3rd to May 25th, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, March 3rd to May 25th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	6·98	6·70	+ 0·28	25·90	18·75	+ 38
	Lower Burma	3·73	4·23	— 0·50	9·68	10·83	— 10
	Central Burma	2·47	1·93	+ 0·54	6·35	5·32	+ 19
	Upper Burma	3·26	?	?	7·95	?	?
	Arakan	4·55	8·65	— 4·10	11·30	16·41	— 31
Bengal and Assam	Eastern Bengal	4·42	2·07	+ 2·35	13·49	14·02	— 4
	Assam (Surma)	2·26	4·24	— 1·98	29·05	40·77	— 29
	Do. (Brahmaputra)	3·47	2·41	+ 1·06	13·65	20·78	— 34
	Deltaic Bengal	2·25	1·30	+ 0·95	8·05	9·37	— 14
	Central Bengal	1·50	1·21	+ 0·29	5·80	6·41	— 10
	North Bengal	2·10	3·15	— 1·05	12·58	13·28	— 5
	Orissa	0·07	0·99	— 0·92	4·08	5·29	— 23
	Chota Nagpur	0·24	0·77	— 0·53	5·01	3·66	+ 37
	Bihar (South)	0·06	0·52	— 0·46	1·06	1·86	— 43
	Do. (North)	0·09	0·62	— 0·53	1·93	3·43	— 44
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·07	— 0·07	0·97	0·77	+ 26
	Do. (Submontane) (*a*)	0	0·20	— 0·20	1·73	1·40	+ 24
	Oudh (South)	0	0·12	— 0·12	0·70	0·92	— 24
	Do. (North)	0·07	0·20	— 0·13	1·57	1·38	+ 14
	North-Western Provinces (Central).	0	0·08	— 0·08	0·46	0·72	— 36
	North-Western Provinces (West).	0	0·11	— 0·11	0·54	0·88	— 39
	North-Western Provinces (Submontane). (*b*)	0·04	0·27	— 0·23	2·10	2·61	— 20
Punjab	Punjab (South)	0	0·19	— 0·19	0·53	1·19	— 55
	Do. (Central)	0·01	0·13	— 0·12	0·62	1·20	— 48
	Do. (Submontane)	0·04	0·12	— 0·08	1·40	2·16	— 35
	Do. (Hill Districts)	0·03	0·80	— 0·77	4·17	6·94	— 40
	Do. (North-West)	0·03	0·30	— 0·27	4·27	4·04	+ 6
	Do. (West)	0	0·15	— 0·15	1·83	1·49	+ 23
Bombay and Malabar Coast Districts (Madras).	Malabar	0·09	3·45	— 3·36	6·84	10·52	— 35
	Madras (South Central)	0·03	1·34	— 1·31	6·15	6·93	— 11
	Coorg	0·05	1·30	— 1·25	6·83	7·97	— 14
	Mysore	0·25	0·98	— 0·73	5·53	4·40	+ 26
	Konkan	0·03	0·57	— 0·54	0·63	1·13	— 44
	Bombay Deccan	0·23	0·51	— 0·28	1·88	2·17	— 13
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0·04	0·40	— 0·36	0·17	0·89	— 81
Central Provinces and Berar.	Berar	0·20	0·12	+ 0·08	0·86	0·64	+ 34
	Central Provinces (West)	0·07	0·11	— 0·04	1·09	0·76	+ 43
	Ditto (Central)	0·03	0·14	— 0·11	1·74	1·16	+ 50
	Ditto (East)	0·18	0·23	— 0·05	2·11	1·90	+ 11
Bombay (North)	Gujarat	0	0·08	— 0·08	0·02	0·17	— 88
	Kathiawar	0	0·08	— 0·08	0	0·34	— 100
	Sind	0	0·01	— 0·01	0·62	0·41	+ 51
Rajputana and Central India.	Central India (East)	0	0·40	— 0·40	0·78	0·86	— 9
	Rajputana (East), Central India (West).	0	0·28	— 0·28	0·57	0·86	— 34
	Rajputana (West)	0	0·17	— 0·17	0·36	0·70	— 49
Madras	East Coast (North)	0·03	0·57	— 0·54	3·65	3·01	+ 21
	Ditto (ditto) (*a*)	0·30	0·73	— 0·43	6·50	4·03	+ 61
	Hyderabad (South)	0·14	0·58	— 0·44	1·74	2·48	— 30
	Madras (Central)	0·27	0·48	— 0·21	2·73	2·25	+ 22
	East Coast (Central)	0·08	0·35	— 0·27	2·58	2·20	+ 29
	Ditto (South)	0·01	0·91	— 0·90	2·24	3·78	— 41
	Madras (South)	0·02	0·55	— 0·53	5·25	4·73	+ 11

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SIMLA, *30th May 1895.*

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 25th May.*—Rainfall moderate in Bellary; light showers in a few other districts. Cultivation is proceeding in places favoured by rain. The standing crops are generally fair or good. Pasture is scarce but fodder is sufficient, and cattle are generally in good condition. Prices are generally steady or easier.

Bombay.—*For week ending 29th May.*—Slight rain in parts of the Deccan, Konkan, and the Karnatak; more rain is urgently required in parts of Dharwar. The standing crops are good. Preparations for next season are general. Sowing is progressing in parts of Kanara. Cotton-picking continues in parts of Gujarat. The fodder-supply is sufficient. Agricultural stock in good condition. Prices are normal, except in parts of two districts.

Bengal.—*For week ending 27th May.*—There was abnormal heat during the week, followed by rain in almost all districts, except in Cuttack, Hazaribagh, and parts of Bihar. The rainfall was heavy in the Eastern and in some of the Central districts. The early rice and jute are still being sown, and the preparation of the land for the sowing of other autumn crops is in progress, but more rain is required in parts of the Province. Prospects of sugarcane, indigo, and other standing crops are favourable. The mango crop in Hazaribagh is said to be indifferent. The price of common rice continues steady.

North-Western Provinces and Oudh.—*For week ending 29th May.*—Weather clear, but the heat is excessive. Sugarcane and extra crops are being irrigated, and are doing well. Prospects are favourable. Preparations for the autumn crops have commenced in places. Threshing and winnowing almost completed. Fodder and supplies are ample, except in Fyzabad where fodder continues to be insufficient. Prices have risen slightly in four districts; elsewhere prices are generally stationary.

Punjab.—*For week ending 29th May.*—Rain has fallen in parts of the Delhi, Rawal Pindi, and Dera Ismail Khan districts. Harvesting of the spring crops is nearly over. Grain is being stored. Reaping of the extra spring crops has commenced. Ploughings for and sowings of the autumn crops are in progress. The standing crops are generally in good condition. The outturn of the spring crops is said to be below average in some districts. Cattle are generally in good condition, and fodder is sufficient in all districts, except in parts of Dera Ismail Khan. Prices are rising in Umballa, Shahpore, and Peshawar, normal in Delhi, and low elsewhere.

Central Provinces.—*For week ending 29th May.*—Weather very hot with high winds in Saugor and Wardha. Duststorms in Nagpur accompanied once by a good shower of rain. Harvesting operations of the winter crops are all completed, and preparation of land for the autumn sowings is in progress everywhere. Prices are almost steady. Imports into Damoh continue.

Burma.—*For week ending 25th May.*—In Lower Burma ploughing for the main wet-weather paddy crop has commenced in Amherst and Tavoy, and in Amherst nurseries are being planted. In Upper Burma reaping of the dry-weather paddy is still in progress. Ploughing for main wet-weather paddy has commenced in Myitkyina and the Ruby Mines. Ploughing for miscellaneous wet-weather crops is progressing in Sagaing, Lower Chindwin, Magwe, and Myingyan. Cultivation of hill paddy has commenced in Bhamo and Minbu. The prospects of the standing crops are generally good. Some damage has been caused by heavy rain in the Bhamo township. The price of paddy has risen slightly in Rangoon, Prome, and Toungoo, and considerably in Shwegyin and Pakokku.

Assam.—*For week ending 28th May.*—Weather rainy. Sowing of the early rice is progressing. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 29th May.*—MYSORE: Slight rain all over the State. The standing crops are in good condition. Prices have fallen slightly in Chitaldrug, and risen in Shimoga.

COORG: Rainfall slight. Ploughing of rice and *ragi* (*Eleusine coracana*) fields continues. Water and fodder for cattle are sufficient. Prices are normal.

Berar and Hyderabad.—*For week ending 29th May.*—BERAR: Weather hot with moderate rain during the week. Preparation of land for the ensuing crop is in progress. Fodder is sufficient. Scarcity of water prevails in parts of the Chikhli taluka. Prices are stationary.

HYDERABAD: Rainfall moderate. The hot weather crops are still being harvested. The water-supply is getting scarce everywhere. Scarcity of fodder in Aurangabad. Prices are normal.

Central India.—*For week ending 29th May.*—No rain. Agricultural operations for the autumn sowings have commenced in Western Malwa and Goona. Cattle are in good condition, except in parts of Bhopal and Bhopawar. Pasturage is fairly good and sufficient in all Agencies. Prices of food-grains are rising in one district of Gwalior and in Baghelkhand, above normal in Bhopal and Goona, but normal elsewhere.

Rajputana.—*For week ending 29th May.*—Rainfall moderate in Sujangarh. Agricultural operations are satisfactory. The land is being prepared for the autumn crops in parts. Crops, prospects, and agricultural stock are generally

good. Fodder is failing in Dholepore. Prices are fluctuating in one State, have risen in four and fallen in one, but are steady elsewhere.

Kashmir.—*For week ending 28th May.*—KASHMIR VALLEY: Weather fine. Rice and Indian corn sowings are in progress, and other autumn sowings have now commenced. The standing spring crops are ripening. Water is ample for irrigation. Prices continue normal.

JAMMU PROVINCE: *For week ending 29th May.*—No rain. The heat is excessive. Threshing and harvesting are in progress. Cattle are in good condition. Prices are normal.

Nepal.—*For week ending 25th May.*—Weather cloudy. Prospects of the crops are good.

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 19TH MAY 1894, AND FROM 1ST JANUARY TO 18TH MAY 1895.

N.B.—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st-half of 1894.	Week ending 19th May 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 18th May 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st January to 19th May 1894.	Earnings from 1st January to 18th May 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	655	1,683	10,75,270	639	1,687	11,22,537	665	2,26,93,272	2,24,35,809	...	2,57,463
Bengal-Nágpur	189	862	1,66,224	193	862	1,75,000	203	35,53,784	36,10,396	56,612	...
Indian Midland (*a*)	162	752	1,27,207	169	752	1,01,727	135	25,12,207	21,16,870	...	3,95,337
Bezwada extension	108	21	2,994	143	21	2,276	108	44,057	56,938	12,881	...
Metre gauge—											
Rajputana-Malwa (*b*)	324	1,719	6,22,215	362	1,790	5,94,730	332	1,11,74,635	1,09,29,753	...	2,44,882
Pálanpur-Deesa	47	17	705	41	17	910	54	16,318	19,085	2,767	...
South Indian	143	1,042	1,64,394	158	1,042	1,75,096	168	28,14,161	32,68,568	4,54,407	...
Máyavaram-Mutupet	61	54	3,605	67	54	4,433	82	(*c*) 21,911	80,954	59,043	...
Southern Mahratta (*d*)	115	1,165	1,48,100	127	1,165	1,65,263	142	25,76,123	28,08,608	2,32,485	...
Bengal and North-Western (*e*)	102	756	1,40,013	185	756	1,34,220	178	24,53,565	24,80,213	26,648	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	231	18,257	79	231	18,415	80	4,12,132	4,10,001	...	2,131
TOTAL	286	8,302	24,68,984	207	8,377	24,94,607	298	4,82,72,169	4,82,17,195	...	54,970
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	255	2,507	5,83,661	233	2,511	7,98,149	318	1,27,85,861	1,38,95,480	11,09,619	...
Oudh and Rohilkhand (state)	287	741	2,30,955	312	797	2,29,995	289	43,05,104	46,21,621	3,16,517	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	281	813	1,89,927	234	813	1,99,740	246	45,90,292	49,54,681	3,64,389	...
Bengal Central (*g*)	126	125	14,348	115	125	15,370	123	3,06,009	3,35,345	29,336	...
East Coast (state)	107	266	30,329	114	397	42,444	107	5,28,693	7,44,057	2,15,364	...
Metre gauge—											
Burma (state)	199	730	1,16,588	160	746	1,37,835	185	30,69,106	31,73,560	1,04,454	...
Special gauges—											
Jorhát (state provincial)	44	25	904	36	28	1,338	48	22,139	25,491	3,352	...
Cherra-Companyganj (state provincial)	60	8	514	64	8	357	45	9,463	10,739	1,276	...
TOTAL	244	5,215	11,67,226	224	5,425	14,25,228	263	2,56,16,667	2,77,60,974	21,44,307	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*h*)	596	1,490	8,70,260	584	1,490	7,09,091	476	1,88,40,978	1,55,59,610	...	32,90,368
Bombay, Baroda and Central India	801	461	4,50,069	976	461	5,45,000	1,182	73,83,537	80,32,038	6,49,101	...
Madras	237	840	1,91,508	228	840	2,22,924	265	38,77,203	42,37,673	3,60,470	...
TOTAL	522	2,791	15,11,837	542	2,791	14,77,015	529	3,01,10,718	2,78,29,021	...	22,80,797
TOTAL (GUARANTEED AND STATE)	313	16,308	51,48,047	316	16,593	53,96,850	325	10,39,99,550	10,38,08,090	...	1,91,460
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	167	161	24,539	152	161	25,000	155	5,75,349	5,65,575	...	9,774
Tarkessur	308	22	6,387	290	22	5,803	264	1,41,939	1,38,143	...	3,796
Metre gauge—											
Rohilkund and Kumaon (Company's section)	149	67	7,796	116	66	8,163	124	1,96,573	1,47,484	...	49,089
Bengal Dooars	80	32	2,682	84	36	2,870	80	41,600	57,836	16,236	...
Dibru-Sadiya	133	78	9,889	127	78	9,435	121	2,15,842	2,33,493	17,651	...
Special gauge—											
Darjeeling-Himalayan	232	51	14,424	283	51	20,509	402	2,25,129	2,57,684	32,555	...
TOTAL	166	411	65,717	160	414	71,780	173	13,96,432	14,00,215	3,783	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	185	333	63,712	191	333	62,762	188	11,80,695	13,55,388	1,74,693	...
The Gaekwar's Petlád	112	13	2,116	163	13	1,510	116	29,491	27,927	...	1,564
Rájpura-Bhátinda	192	108	17,437	161	108	25,051	232	3,34,681	6,08,848	2,74,167	...
Kolar Gold-fields	306	...	...	...	10	3,554	355	...	50,799	50,799	...
Metre gauge—											
Southern Mahratta (Mysore section) (*i*)	88	362	33,041	91	362	33,103	91	6,11,155	6,36,415	25,260	...
The Gaekwar's Mehsána	98	93	8,722	94	93	7,450	80	1,83,878	1,54,074	...	29,804
Kolhápur	92	29	2,233	77	29	2,776	96	54,864	48,526	...	6,338
Special gauge—											
The Gaekwar's Dabhoi	81	72	6,535	91	72	6,930	96	1,22,262	99,201	...	23,061
Cooch Behar	30	22	613	28	22	930	42	12,818	22,627	9,809	...
TOTAL	130	1,032	1,34,409	130	1,042	1,44,066	138	25,29,844	30,03,805	4,73,961	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	131	334	49,465	148	334	63,547	190	9,23,132	9,16,730	...	6,393
Jetalsar-Rájkot	68	46	3,609	78	46	3,879	84	63,406	75,005	11,629	...
Jodhpur-Bickaneer	75	364	29,105	80	364	19,300	53	5,57,879	4,44,277	...	1,13,602
Special gauge—											
Morvi	75	94	8,439	90	94	12,301	131	1,35,528	1,50,934	15,406	...
TOTAL	97	838	90,618	108	838	99,027	118	16,80,005	15,87,045	...	92,960
GRAND TOTAL	290	18,589	54,38,791	293	18,887	57,11,723	302	10,96,05,831	10,97,99,155	1,93,324	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 19th May 1894.
(*d*) Includes the Guntakal Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*i*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 30th May 1895.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. VI of 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	* Average earnings per mile per week in 1893-94.	Week ending 19th May 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 18th May 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st April to 19th May 1894.	Earnings from 1st April to 18th May 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	602	1,683	10,75,270	639	1,687	11,22,537	665	81,40,014	80,99,085	...	40,929
Bengal-Nágpur	149	862	1,66,224	193	862	1,75,000	203	11,96,487	11,33,969	...	62,518
Indian Midland (*a*)	132	752	1,27,207	169	752	1,01,727	135	9,58,058	6,86,444	...	2,71,614
Bezwada Extension	95	21	2,994	143	21	2,276	108	17,668	17,394	...	274
Metre gauge—											
Rajputana-Malwa (*b*)	261	1,719	6,22,215	362	1,790	5,94,730	332	42,90,929	38,37,818	...	4,53,111
Pálanpur-Deesa	41	17	705	41	17	910	54	6,178	7,883	1,705	...
South Indian	144	1,042	1,64,394	158	1,042	1,75,096	168	10,72,192	12,21,568	1,49,376	...
Máyavaram-Mutupet	...	54	3,605	67	54	4,433	82	(*c*) 21,911	33,355	11,444	...
Southern Mahratta (*d*)	100	1,165	1,48,100	127	1,165	1,65,263	142	10,30,442	11,33,321	1,02,879	...
Bengal and North-Western (*e*)	132	756	1,40,013	185	756	1,34,220	178	10,02,266	8,62,814	...	1,39,452
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	231	18,257	79	231	18,415	80	1,49,146	1,34,338	...	14,808
TOTAL	250	8,302	24,68,984	297	8,377	24,94,607	298	1,78,85,291	1,71,67,989	...	7,17,302
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	232	2,507	5,83,661	233	2,511	7,98,149	318	44,58,733	49,89,614	5,30,881	...
Oudh and Rohilkhand (state)	242	741	2,30,955	312	797	2,29,995	289	16,79,733	14,63,286	...	2,16,447
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	309	813	1,89,927	234	813	1,99,740	246	13,99,579	14,58,050	58,471	...
Bengal Central (*g*)	120	125	14,348	115	125	15,370	123	1,05,172	1,12,446	7,274	...
East Coast (state)	71	266	30,329	114	397	42,444	107	2,05,028	3,01,078	96,050	...
Metre gauge—											
Burma (state)	171	730	1,16,588	160	746	1,37,835	185	8,53,202	9,71,716	1,18,514	...
Special gauges—											
Jorhát (state provincial)	49	25	904	36	28	1,338	48	7,747	9,226	1,479	...
Cherra-Companyganj (state provincial)	54	8	514	64	8	357	45	3,492	2,778	...	714
TOTAL	226	5,215	11,67,226	224	5,425	14,25,228	263	87,12,686	93,08,194	5,95,508	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*h*)	510	1,490	8,70,260	584	1,490	7,09,091	476	65,98,655	53,20,018	...	12,78,637
Bombay, Baroda and Central India	638	461	4,50,069	976	461	5,45,000	1,182	31,31,539	34,80,415	3,48,876	...
Madras	238	840	1,91,508	228	840	2,22,924	265	13,48,578	14,32,636	84,058	...
TOTAL	440	2,791	15,11,837	542	2,791	14,77,015	529	1,10,78,772	1,02,33,069	...	8,45,703
TOTAL (GUARANTEED AND STATE)	277	16,308	51,48,047	316	16,593	53,96,850	325	3,76,76,749	3,67,09,232	...	9,67,497
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	148	161	24,539	152	161	25,000	155	2,51,233	1,94,062	...	57,171
Tarkessur	253	22	6,387	290	22	5,803	264	56,969	51,748	...	5,221
Metre gauge—											
Rohilkund and Kumaon (Company's section)	137	67	7,796	116	66	8,163	124	72,072	67,802	...	4,270
Bengal Dooars	77	32	2,682	84	36	2,870	80	12,899	19,067	6,168	...
Dibru-Sadiya	130	78	9,889	127	78	9,435	121	77,376	75,842	...	1,534
Special gauge—											
Darjeeling-Himalayan	238	51	14,424	283	51	20,509	402	93,087	1,08,730	15,643	...
TOTAL	155	411	65,717	160	414	71,780	173	5,63,636	5,17,251	...	46,385
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	158	333	63,712	191	333	62,762	188	4,53,189	4,70,345	17,156	...
The Gaekwar's Petlád	92	13	2,116	163	13	1,510	116	12,969	10,353	...	2,616
Rájpura-Bhátinda	129	108	17,437	161	108	25,051	232	1,20,286	1,31,278	10,992	...
Kolar Gold-fields	...	...	...	...	10	3,554	355	...	18,596	18,596	...
Metre gauge—											
Southern Mahratta (Mysore section (*i*)	95	362	33,041	91	362	33,103	91	2,19,850	2,19,586	...	264
The Gaekwar's Mehsána	75	93	8,722	94	93	7,450	80	64,299	54,817	...	9,482
Kolhápur	77	29	2,233	77	29	2,776	96	24,345	19,056	...	5,289
Special gauges—											
The Gaekwar's Dabhoi	67	72	6,535	91	72	6,930	96	49,539	47,013	...	2,526
Cooch Behar	20	22	613	28	22	930	42	6,157	5,587	...	570
TOTAL	114	1,032	1,34,409	130	1,042	1,44,066	138	9,50,634	9,76,631	25,997	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	118	334	49,465	148	334	63,547	190	3,68,817	4,05,778	36,961	...
Jetalsar-Rájkot	60	46	3,609	78	46	3,879	84	24,917	29,987	5,070	...
Jodhpur-Bickaneer	54	364	29,105	80	364	19,300	53	2,02,046	1,43,065	...	58,981
Special gauge—											
Morvi	67	94	8,439	90	94	12,301	131	50,109	66,126	16,017	...
TOTAL	81	838	90,618	108	838	99,027	118	6,45,889	6,44,956	...	933
GRAND TOTAL	256	18,589	54,38,791	293	18,887	57,11,723	302	3,98,36,908	3,88,48,090	...	9,88,818

* Figures for 1894-95 are not yet available.
(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 19th May 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*i*) Includes the Mysore-Najangúd and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 30th May 1895.*

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SUPPLEMENT TO

The Gazette of India.

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF APRIL 1895.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or tur, Cajan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Burma—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Tenasserim—																										
Mergui	...	...	...	...	12 0	12 0	12 14	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	12 0	12 0
Tavoy	...	...	...	...	13 0	13 0	14 9	14 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	17 14	17 14
Moulmein and Amherst	7 0	7 0	...	...	11 6	11 6	14 0	14 0	...	...	...	...	...	...	...	...	11 6	11 6	...	14 0	7 12	7 12	140 0	140 0	14 0	14 0
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	20 8	20 8	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	6 0	6 0	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	9 8	9 8	11 10	11 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 3	14 3
Bassein	...	...	...	...	11 6	11 3	12 5	13 9	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	9 13	10 10	10 6	11 5	...	...	...	...	...	...	...	...	...	...	...	...	7 0	7 0	200 0	200 0	14 2	14 2
Tharrawaddy	...	...	...	...	13 8	13 8	16 7	16 7	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	440 0	440 0	14 3	14 3
Henzada	...	...	...	...	12 7	12 7	12 7	12 7	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	188 8	188 8	16 2	16 2
Prome	10 6	10 6	...	...	10 12	10 12	13 4	13 4	...	...	...	...	...	...	...	...	13 3	13 3	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	13 3	13 3	14 4	14 14	...	...	...	...	...	...	...	...	12 6	12 6	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	10 5	10 5	...	...	10 12	11 10	14 8	14 8	...	...	...	...	...	...	...	...	18 5	18 5	...	...	8 10	8 10	196 0	196 0	11 9	11 9
Upper Burma—																										
Mandalay	13 3	12 9	...	...	11 3	11 3	12 5	12 5	19 8	20 11	...	...	...	...	...	...	13 3	13 14	24 0	25 4	9 14	9 9	85 0	85 0	15 2	15 2
Bamo	...	...	...	...	8 6	8 6	11 6	11 6	...	...	...	...	...	...	...	...	10 6	...	...	...	7 3	7 3	220 9	220 0	9 10	9 10
Pakôkku	...	...	...	...	10 10	9 2	12 12	12 0	49 0	44 0	...	...	...	...	...	...	27 0	15 0	...	...	5 9	5 9	113 0	113 0	14 3	12 10
Meiktila	...	...	...	...	17 2	17 2	16 11	19 11	...	...	...	...	...	...	...	...	17 11	17 11	51 6	51 6	7 2	7 2	361 13	361 13	10 12	16 1
Arakan—																										
Sandoway	...	...	...	...	20 9	18 0	24 0	21 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	28 0	33 9
Kyaukpyu	...	...	...	...	14 13	14 9	16 9	16 5	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	25 4	25 4
Akyab	...	...	...	...	11 0	11 0	14 0	14 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	160 0	160 0	16 0	16 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	14 0	14 8	18 6	17 12	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	...	...	10 0	10 5
Cachar	7 12	7 8	...	...	9 6	9 4	15 0	15 0	...	...	...	...	...	...	...	...	10 10½	10 8	...	...	...	...	80 0	80 0	10 0	10 0
Khási and Jaintia Hills	5 14	5 14	...	...	5 9	5 9	7 6	7 6	...	...	...	...	...	...	...	...	8 0	8 0	10 10	10 10	...	...	80 0	80 0	7 0	7 10
Garo Hills	...	...	...	...	6 0	6 0	16 0	15 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	7 0	7 0
Brahmaputra—																										
Goálpára	16 0	15 0	...	...	6 12	6 12	15 0	14 12	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	140 0	150 0	10 8	10 8
Kámrúp	9 0	9 8	...	...	11 8	11 8	16 0	16 0	...	...	...	...	...	...	...	...	11 4	10 0	...	...	...	...	160 0	160 0	10 0	10 0
Darrang	9 0	9 0	...	...	9 0	9 0	13 0	13 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	10 0	10 0
Nowgong	8 0	...	...	...	8 0	8 8	12 0	12 0	...	...	...	...	...	...	...	...	8 0	8 8	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	9 0	9 0	13 0	13 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	160 0	160 0	9 0	9 0
Lakhimpur	8 0	8 0	...	...	6 8	6 8	12 8	12 8	...	...	...	...	...	...	...	...	10 0	10 0	10 0	10 0	...	...	140 0	140 0	8 0	8 0
Manipur	...	...	...	...	22 0	22 0	32 0	31 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	85 0	82 0	2 11	2 11
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts (*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hill Tippera(*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	...	...	...	...	5 8	5 8	...	...	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	15 0	15 4	16 8	17 8	...	...	...	...	...	...	...	...	13 0	13 4	...	...	...	...	80 0	80 0	11 0	11 0
Noakhali	...	...	...	...	14 0	14 0	19 0	19 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	...	...	...	...	10 0	10 0
Chittagong	10 8	10 8	...	...	14 0	14 0	15 8	15 8	...	...	...	...	...	...	...	...	11 4	11 8	...	...	...	...	80 0	85 0	10 0	10 0
Tippera	10 0	10 0	...	...	11 6	11 6	17 9	20 0	...	...	...	...	...	...	...	...	13 5	13 5	...	...	8 0	8 0	...	...	10 0	10 0
Dacca	12 0	12 0	...	...	13 0	13 0	17 10	19 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	11 0	11 0	120 0	120 0	10 10	9 10
Mymensingh	9 8	9 8	...	...	13 0	13 0	14 0	14 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	110 0	110 0	8 0	8 0
Deltaic—																										
Khulna	...	...	...	...	16 0	16 0	20 0	17 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	11 0	11 0	160 0	160 0	9 12	9 12
24-Parganas	...	...	...	...	10 0	10 0	15 4	15 0	...	...	...	...	...	...	...	...	16 0	17 0	...	...	12 8	13 0	103 0	106 0	11 8	11 8
Midnapore	15 0	15 0	...	...	14 0	14 0	18 12	20 0	...	...	...	...	...	...	...	...	15 0	14 0	...	...	11 4	11 0	200 0	200 0	16 8	11 0
Howrah	...	...	...	...	12 0	12 0	15 8	16 0	...	...	...	...	...	...	...	...	...	...	...	...	11 0	11 0	105 0	105 0	11 0	11 0
Calcutta	12 12	12 4	16 0	16 0	9 6	9 6	12 12	12 12	20 0	20 0	13 5	13 5	...	...	8 14	8 6	16 0	16 0	17 12	18 13	17 12	17 12	80 0	80 0	11 13	11 13
Hooghly	13 0	13 0	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	14 0	14 0	160 0	160 0	10 0	10 0
Nadia (Krishnagar)	17 9	18 4	29 1	22 8	7 4	7 8	16 0	16 0½	...	...	...	...	...	...	...	...	22 13	22 0	...	...	22 13	17 0	128 0	128 0	11 7	10 8
Jessore	12 8	13 4	16 0	...	13 4	13 4	18 0	18 9	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 0	20 0	120 0	120 0	10 0	10 0
Faridpur	20 0	10 0	26 13	15 0	8 0	7 12	17 12	18 12	...	...	...	...	...	...	...	...	16 0	12 8	...	...	16 0	...	120 0	120 0	10 0	10 0
Central—																										
Bankura	14 9	14 9	...	...	16 0	16 4	20 0	20 10	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 5	13 5	320 0	320 0	11 0	11 0
Burdwan	17 0	15 8	...	...	16 8	15 8	18 0	18 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	18 0	17 12	80 0	90 0	11 4	11 0
Birbhum	12 0	10 8	...	...	14 4	14 4	19 8	19 8	...	...	...	...	...	...	...	...	15 0	15 0	...	...	15 0	15 0	120 0	120 0	11 0	11 0
Murshidabad	17 0	16 0	...	...	11 0	11 0	17 0	17 0	...	...	...	...	...	...	...	...	22 0	20 0	...	...	18 0	18 0	190 0	190 0	11 0	11 0
Sonthal Parganas	13 0	11 0	...	...	13 0	13 0	19 0	19 0	...	...	...	...	...	...	...	...	16 0	13 0	23 0	23 0	19 0	19 0	130 0	130 0	10 8	10 8
Pabna	16 0	16 8	22 8	21 0	6 12	6 6	17 0	18 0	...	...	...	...	...	...	...	...	12 0	12 12	...	...	20 0	19 0	200 0	200 0	9 12	9 12
Bogra	12 0	12 0	...	...	12 0	11 4	17 4	17 4	...	...	...	...	...	...	...	...	15 0	12 0	...	...	...	...	90 0	90 0	9 12	9 12
Rajshahi	19 8	16 8	30 0	30 0	15 0	15 0	15 12	16 8	...	...	...	...	...	...	...	...	21 0	19 8	...	...	21 6	20 4	240 0	240 0	9 9	9 9
Malda	17 0	12 0	19 0	...	13 0	13 0	17 0	17 0	...	...	18 0	18 0	...	...	13 0	13 0	18 0	15 0	25 0	25 0	11 0	11 0	160 0	160 0	9 8	10 0
Northern—																										
Rangpur	13 0	13 0	...	...	9 0	9 0	13 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	9 0	9 0	110 0	120 0	10 0	10 0
Dinajpur	12 0	9 9	19 3	...	12 0	12 0	15 10	15 10	...	...	...	...	...	...	...	...	14 6	13 3	...	...	16 0	18 0	120 0	120 0	10 0	10 0
Jalpaiguri	11 0	10 0	...	...	11 0	10 0	15 0	15 0	...	...	...	...	...	...	...	...	15 0	14 0	...	...	10 0	10 0	120 0	160 0	10 0	10 0
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	13 0	12 0	...	...	...	...	13 0	14 0	...	...	11 0	11 0	20 0	20 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	10 8	13 2	...	...	10 8	10 8	21 0	23 10	...	...	...	...	...	...	...	...	14 8	15 12	...	...	14 8	14 8	80 0	80 0	11 8	11 8
Cuttack	12 8	13 2	...	...	11 13	11 13	20 6	21 0	...	...	...	...	...	...	...	...	18 6*	18 1*	...	...	17 1	17 1	80 0	80 0	10 8	9 4
Balasore	18 0	18 0	8 0	8 0	14 0 to 16 0	14 0 to 16 0	20 0 to 22 0	20 0 to 22 0	...	...	...	...	...	...	...	...	13 8	13 8	...	...	10 0	10 0	120 0	120 0	11 0	11 0
Chota-Nagpur—																										
Singhbhum	12 0	12 0	...	...	12 0	12 0	16 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	12 0	12 0	100 0	100 0	8 0	8 0
Manbhum	14 0	14 0	28 0	26 0	19 0 to 20 0	20 0 to 21 0	20 0 to 22 0	22 0 to 24 0	...	...	...	...	...	...	...	...	16 0	16 8	...	...	17 0	17 0	...	...	10 10	10 10
Lohardaga	7 8 to 12 0	7 8 to 11 0	18 0	13 0	14 0	14 0	18 8	18 8	...	...	...	...	28 0	28 0	...	...	11 0 to 12 0	12 0 to 13 0	17 0	17 0	9 8 and 12 0	9 0 and 12 0	180 0	180 0	9 4	9 0
Palámau	15 12	15 3	23 10	23 10	10 2	10 11	15 3	15 3	...	...	...	...	20 4	20 4	...	...	19 2	18 9	18 0	18 9	23 10	12 6	...	...	8 11	8 7
Hazáribágh	11 8	11 0	13 5	16 0	8 0	8 0	17 8	17 0	...	...	...	...	23 8	23 0	...	...	15 0	15 0	20 0	20 0	13 8	13 4	240 0	240 0	8 0	8 0

* Kalai.

(*a*) Not stated.

RETAIL PRICES FOR THE 1st HALF OF APRIL 1895—*continued*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Bengal—*continued*.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bihár, south—																										
Monghyr	18 0 to 19 0	18 8 to 19 0	24 0 to 25 0	12 0 to 13 0	10 0 to 11 0	11 0 to 11 8	14 0 to 15 0	14 0 to 15 0	...	...	...	...	...	...	12 0 to 13 0	12 0	21 0 to 22 0	15 0 to 16 8	...	18 0 to 19 0	18 0 to 19 0	13 8 to 14 9	140 0 to 160 0	160 0	10 4	10 0
Gaya	14 0	13 8	22 4	22 8	10 0	10 0	17 0	16 0	17 12	17 0	...	...	...	...	12 4	13 4	19 0	18 0	...	...	20 0	19 0	140 0	140 0	10 8	10 8
Patna	15 0 and 17 0	15 0 and 17 0	25 0	25 0	12 0	12 0	18 8	18 8	17 0	20 0	...	...	...	...	15 0	15 0	22 0	22 0	27 0	25 0	20 0	20 0	130 0	130 0	11 0	11 0
Shahabad	13 0	14 8	20 0	20 0	8 0	9 0	16 0	16 0	...	...	...	...	...	...	...	...	20 0	20 0	20 0	20 0	20 0	20 0	160 0	140 0	10 8	10 8
Bihár, north—																										
Purnea	13 0	13 0	...	...	15 0	16 0	18 0	20 0	..	...	...	...	...	...	...	...	15 0	15 0	...	...	16 0	14 0	320 0	320 0	10 0	10 0
Bhágalpur	17 10	14 8	25 11	23 15	13 14	14 13	18 4	17 10	...	...	...	...	...	...	...	...	26 3	18 15	22 11	20 3	18 15	17 10	151 8	151 8	10 0	10 1
Darbhanga	16 0	13 4	25 0	18 8	10 8	10 8	17 0	16 0	...	...	...	...	25 0	22 0	...	...	17 0	13 8	23 0	22 0	17 0	14 0	100 0	160 0	10 0	10 0
Muzaffarpur	14 0	11 0 to 14 0	24 0	20 0	8 0	8 0 to 10 0	14 4	15 11	...	...	...	...	...	...	...	...	19 8	17 0	24 0	24 0	24 0	17 0	160 0	160 0	11 0	11 0
Saran	13 8	13 8	19 8	21 0	11 0	10 0	16 0	16 0	...	...	...	...	...	20 0	...	13 5	20 0	19 8	24 0	22 0	20 8	19 0	160 0	160 0	10 8	10 8
Champaran	14 8	15 0	30 8	30 0	8 4	8 8	16 0	16 0	...	...	...	...	...	...	...	...	20 8	16 0	26 8	25 8	26 8	14 4	180 0	180 0	10 8	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 0	13 0	18 4	18 0	6 0	6 0	13 0	13 0	16 0	17 0	...	...	...	...	...	...	21 0	19 0	16 0	16 8	21 0	21 0	90 0	90 0	9 0	9 0
Benares	14 1½	14 1½	19 2	19 0	8 11	8 8½	12 3	12 1	20 5½	20 6½	16 12½	16 10½	...	...	14 10	14 10	18 4½	17 1	21 2	20 11½	16 4	15 3	110 0	110 0	9 4½	9 4½
Ghazipur	13 4	14 4	18 0	19 0	7 12	7 12	15 8	15 0	16 0	17 0	16 0	16 4	...	...	12 0	12 0	18 8	17 8	16 0	17 0	18 8	17 8	160 0	160 0	9 8	9 8
Jaunpur	15 8	15 0	21 0	19 8	7 0	7 0	11 0	13 0	...	...	...	...	...	...	...	...	21 0	18 0	...	...	19 0	18 0	170 0	170 0	9 8	9 8
Allahabad	13 0	12 8	19 8	19 8	9 0	9 0	11 0	12 0	19 0	19 0	18 0	18 0	...	...	17 0	18 0	21 0	22 8	...	...	16 8	18 0	80 0	80 0	10 0	10 0
Central—																										
Bánda	13 0	14 8	25 0	25 0	8 0	8 0	12 0	12 0	20 0	...	...	...	...	...	...	...	25 0	23 8	...	...	27 0	20 0	180 0	180 0	10 0	10 0
Fatehpur	13 12	14 4	20 0	19 8	8 0	7 0	11 0	8 0	...	...	...	...	...	...	...	...	20 12	20 0	...	...	22 0	22 0	160 0	160 0	10 0	10 0
Hamirpur	15 4	17 8	23 0	21 8	8 0	8 0	11 0	11 4	21 8	21 8	...	...	...	...	...	...	23 8	24 8	...	...	26 6	30 12	140 0	140 0	10 0	10 0
Jalaun	15 0	15 0	25 0	23 0	9 0	9 0	10 0	10 0	20 0	20 0	16 0	16 0	16 0	16 0	16 0	16 0	24 0	24 0	16 0	18 0	24 0	24 0	160 0	160 0	11 9	11 0
Cawnpore	20 0	20 0	23 0	23 0	8 0	8 0	13 0	13 0	22 0	22 0	22 0	22 0	...	...	20 0	20 0	23 0	23 0	24 0	24 0	22 8	22 8	140 0	140 0	11 12	11 12
Etáwah	18 8	17 4	24 0	20 14	5 0	5 0	12 0	12 0	19 8	20 0	17 0	17 0	18 0	18 0	12 0	12 0	24 0	22 8	21 0	21 8	27 0	24 4	160 0	160 0	10 0	10 0
Farukhabad	16 8	16 8	21 0	23 8	6 13	6 13	12 4	12 4	...	19 7	25 0	25 0	...	...	...	...	21 0	21 0	...	...	23 0	21 0	140 0	140 0	11 0	11 0
Mainpuri	18 8	19 0	25 4	21 8	4 8	4 8	11 0	11 8	18 8	19 0	14 0	16 8	...	...	...	...	21 8	22 0	19 4	20 8	24 0	22 8	160 0	160 0	11 4	11 0
Etah	20 0	20 8	27 8	28 8	6 0	6 0	12 0	11 8	...	...	18 8	18 8	19 8	19 8	9 8	9 8	19 8	19 8	...	24 8	18 8	18 8	120 0	120 0	11 8	11 8
Western—																										
Jhánsi	16 4	16 4	25 0	23 0	9 12	9 12	12 4	12 4	20 0	20 0	20 0	20 0	...	...	...	...	23 4	22 12	...	...	27 0	...	160 0	160 0	11 0	11 0
Agra	16 0	16 0	26 0	26 0	5 0	5 0	9 0	9 0	23 0	23 0	20 0	20 0	...	...	10 0	10 0	25 8	25 8	22 0	22 0	14 0	13 0	95 0	95 0	11 8	11 8
Muttra	16 8	17 0	26 0	27 0	7 0	7 8	11 0	11 0	26 0	24 0	19 0	19 0	...	...	12 0	12 0	28 0	28 8	...	...	25 0	22 0	120 0	120 0	11 8	12 0
Aligarh	18 4	18 0	27 8	26 0	6 0	6 0	10 8	10 8	22 8	27 0	21 0	20 6	...	...	17 0	17 6	25 12	26 0	21 0	19 4	16 0	22 8	140 0	140 0	11 12	11 8
Bulandshahr	20 14	21 4	30 0	29 0	6 0	6 0	9 11	9 0	21 0	23 0	20 0	20 0	...	...	14 0	14 0	26 8	25 8	21 0	21 0	16 8	16 0	120 0	120 0	11 0	11 4
Sub-mantane—																										
Ballia	14 8	14 8	18 0	18 0	9 0	9 0	14 0	14 0	19 0	19 0	19 0	19 0	...	...	...	...	18 0	18 0	19 0	19 0	18 0	18 0	115 0	115 0	11 0	11 0
Azamgarh	13 4	13 4	17 8	17 12	7 8	7 8	13 4	13 4	...	...	...	...	...	...	...	...	17 12	17 12	...	...	13 4	13 5	177 0	177 0	9 13	9 13
Gorakhpur	11 4	11 4	18 0	17 2	8 8	8 8	13 15	13 15	...	...	...	...	...	...	15 5	15 5	16 11	17 2	17 9	17 9	16 3	16 3	160 0	160 0	9 10	9 10
Basti	14 4	13 8	20 8	20 0	9 0	9 0	11 12	12 8	15 0	15 0	...	...	12 0	12 0	8 0	8 0	19 8	17 0	19 0	19 0	17 0	16 0	160 0	160 0	10 0	10 0
Sháhjahánpur	10 8	16 0	24 12	22 0	7 0	7 4	13 4	13 4	...	20 4	...	16 0	...	...	9 0	12 0	24 8	22 12	...	22 4	25 0	20 4	120 0	120 0	10 12	10 12
Budaun	17 0	17 0	25 0	25 0	6 0	6 0	12 0	12 0	19 0	19 0	16 0	16 0	...	...	15 0	15 0	25 0	21 8	20 0	20 0	27 0	26 0	144 0	144 0	10 8	10 8
Pilibhit	14 12	15 0	25 0	21 0	11 8	12 8	13 12	13 12	...	18 0	...	...	...	...	...	...	22 12	20 0	...	20 0	14 12	...	120 0	120 0	10 0	10 0
Bareli	14 1	14 11	19 1	21 2	7 1	6 14	11 12	11 12	18 12	18 12	14 1	15 14	...	...	15 0	12 8	22 4	21 2	18 12	18 14	21 2	21 2	125 0	125 0	10 0	10 0
Moradabad	16 4	16 4	26 5	25 0	5 0	5 0	12 0	12 0	23 0	21 0	15 0	18 8	...	...	8 0	9 0	23 5	22 8	24 11	22 0	18 5	17 8	110 0	110 0	11 0	11 0
Naini Tal	13 0	11 0	17 0	17 9	4 0	4 0	10 0	10 0	18 12	18 12	17 8	17 8	...	...	17 8	17 8	14 8	14 8	20 0	20 0	18 0	18 0	160 0	160 0	7 0	7 0
Almora	10 0	10 0	13 0	13 0	8 0	8 0	9 0	9 0	...	...	...	...	12 0	13 0	13 0	14 0	12 0	12 0	...	...	9 0½	8 0§	140 0	120 0	7 0	7 0
Bijnor	19 2	18 0	33 3	28 2	10 2	10 2	13 11	13 11	...	...	...	...	...	...	...	...	25 14	23 10	...	...	...	...	90 0	90 0	11 0	11 0
Muzaffarnagar	20 5	20 4	33 0	33 0	5 8	5 8	11 8	11 0	22 0	24 3	17 9	17 0	...	...	...	...	25 13	26 7	...	24 3	13 3	13 13	110 0	110 0	11 0	11 0
Meerut	20 0	19 0	28 0	23 0	5 0	5 0	13 0	13 0	19 0	20 0	17 0	17 0	...	...	10 0	10 0	26 8	27 0	19 0	20 0	20 0	21 0	100 0	100 0	11 4	11 4
Saháranpur	20 0	17 0	23 0	24 0	5 0	5 0	10 0	10 0	18 0	18 0	20 0	20 0	22 0	25 0	16 0	16 0	25 0	25 0	24 0	24 0	12 0	14 0	100 0	100 0	10 0	10 0
Dehra Dún	18 0	16 10	24 0	20 0	8 0	8 0	10 0	10 0	18 0	17 0	16 0	17 0	18 0	16 0	...	...	22 0	20 8	18 0	18 0	20 0	20 0	160 0	160 0	10 0	10 0
Garhwál	10 0	10 0	16 0	16 0	4 0	4 0	6 0	6 0	...	...	...	...	18 0	16 0	16 0	16 0	9 0	9 0	...	...	6 0	6 0	160 0	160 0	6 0	6 8
Oudh—																										
Southern—																										
Partabgarh	13 0	14 0	18 0	20 0	8 0	8 0	11 8	12 4	...	...	...	...	...	...	...	...	20 0	21 0	...	...	13 0	12 0	140 0	140 0	9 12	9 12
Sultanpur	15 0	15 0	20 0	20 0	8 0	8 0	13 0	13 0	21 0	20 0	14 8	14 8	16 0	16 0	16 0	16 0	20 0	20 0	21 0	18 0	21 0	18 0	160 0	160 0	10 0	10 0
Rae-Bareli	14 0	15 12	17 0	17 12	8 0	8 0	13 8	14 0	18 0	18 0	13 0	14 8	18 0	18 0	12 0	12 0	21 4	19 4	18 0	17 8	17 0	17 0	200 0	200 0	10 0	10 0
Unao	16 0	15 8	20 0	18 0	8 0	8 0	13 0	13 0	20 0	20 0	16 0	16 0	...	...	16 0	16 0	22 8	20 8	18 0	18 0	16 0	15 0	160 0	160 0	11 0	11 0
Lucknow	15 0	15 0	22 0	21 0	6 0	6 0	12 0	11 8	21 8	21 0	19 0	18 8	24 0	24 0	16 0	17 0	22 4	21 0	21 0	20 8	21 8	19 8	120 0	120 0	10 8	10 8
Hardoi	18 0	18 0	26 0	28 0	7 0	7 0	14 0	14 0	...	22 8	...	...	...	...	...	...	24 0	24 0	...	28 0	14 0	14 0	120 0	120 0	10 0	10 0
Northern—																										
Fyzabad	14 15	15 8	21 14½	21 8	10 12	10 12	12 14½	13 4	19 8	19 8	21 0	0	...	...	10 4	10 4	21 14½	22 0	21 8	21 8	14 2	18 2½	123 5	155 0	10 8	10 8
Barabanki	15 0	16 0	20 0	20 0	8 0	8 0	12 8	12 8	20 0	19 5	16 0	15 5	24 0	24 0	16 0	16 0	23 0	21 10	20 0	19 10	13 8	16 10	120 0	120 0	10 0	10 0
Gonda	15 4	14 6	20 8	19 0	12 0	12 0	13 6	13 12	...	...	15 0	15 0	...	...	6 0	8 0	21 0	19 5	20 8	20 8	20 8	19 8	200 0	200 0	10 0	10 4
Bahraich	15 0	14 0	24 0	22 0	10 0	10 8	13 8	13 8	20 0	19 8	15 0	16 0	28 8	30 0	12 8	12 8	22 0	19 8	23 0	24 0	21 0	16 0	160 0	160 0	10 0	10 0
Sitapur	17 0	16 0	26 0	26 0	10 0	12 0	...	...	...	...	...	...	...	...	14 0	24 0	24 0	24 0	...	...	20 0	23 0	120 0	120 0	10 0	10 0
Kheri	14 0	15 10	22 8	24 0	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	22 0	21 0	...	...	18 0	17 0	160 0	160 0	10 0	10 0
Rajputana—																										
Eastern—																										
Partábgarh	16 4	15 0	30 0	30 0	8 12	8 12	12 8	11 4	21 4	20 0	15 0	15 0	...	...	...	...	30 0	28 12	27 8	30 0	31 4	22 0	...	...	15 5	14 2
Bánswara	21 4	18 12	25 0	22 8	7 8	7 8	17 8	16 4	...	...	...	...	...	...	...	...	40 0	42 8	40 0	40 0	15 0	13 12	...	...	10 0	10 0
Meywar (Oodeypore)	15 3½	15 10	30 7½	33 3½	10 8½	9 12½	11 5½	10 2½	26 9	28 2	14 13½	15 10	*Nil*	*Nil*	14 7½	14 13½	25 12½	27 5½	34 6	34 6	10 15	10 15	160 0	160 0	10 2½	10 2½
Sirohee	14 0	14 0	30 0	30 0	6 0	6 0	7 0	7 0	...	...	18 0	18 0	...	...	...	...	20 0	20 0	24 0	24 0	...	...	160 0	160 0	11 8	11 8
Erinpura	15 4	15 4	29 8	29 8	...	8 1	10 0	10 0	23 4	23 4	20 8	20 8	...	...	...	...	30 0	30 0	...	...	...	...	200 0	200 0	12 12	12 12
Ajmere	16 7	16 3	26 0	26 13	5 0	4 0	8 0	8 0	26 0	22 11	19 0	19 0	...	...	15 0	15 0	28 0	29 0	26 13	26 13	...	...	90 0	90 0	12 8	12 8
Abu	14 8	14 8	21 0	21 0	5 12	5 12	7 4	7 4	...	...	13 8	13 8	...	...	...	...	19 8	20 4	...	...	...	...	160 0	160 0	11 0	11 0
Kishengarh	14 4	14 0	26 4	27 0	6 6	8 0	9 0	9 0	26 0	29 0	19 8	20 8	†	†	†	†	27 8	29 8	26 4	29 8	†	†	*	*	12 12	13 0
Boondee	17 0	16 4	32 8	27 0	8 0	8 8	9 0	9 0	35 0	35 0	...	...	...	...	...	...	35 0	38 8	35 0	35 0	...	...	160 0	160 0	10 4	11 0
Kotah	15 8	14 8	25 0	25 0	9 0	8 0	10 0	9 0	23 0	25 0	16 0	16 0	...	...	...	...	32 8	35 0	25 0	25 0	25 0	25 0	240 0	240 0	10 12	10 8
Jhallawar	13 0½	12 7	21 9½	20 1½	7 14	7 14	11 0	11 0	20 12	20 0	19 0	18 6½	...	...	10 1	12 0	27 6½	26 12	24 8	24 8	11 0	11 0	175 0	175 0	9 7½	9 7½
Tonk	12 14	12 8	24 0	25 0	4 0	4 0	8 0	7 0	27 0	27 0	...	19 0	...	...	...	...	32 0	31 4	...	...	...	...	100 0	100 0	11 0	10 8
Jeypore	15 8	15 0	27 8	28 4	5 0	5 0	7 8	7 4	27 0	27 0	20 8	20 8	†	†	21 0	21 0	23-0 & 28 0	24-0 & 28 0	29 8	29 0	28 0	28 0	95 0	95 0	12 0	12 0
Kerowlee	15 5	15 10	21 4	22 8	10 0	10 0	11 4	11 4	22 8	22 8	18 12	18 12	...	...	20 0	20 0	23 12	23 12	...	...	31 4	31 4	200 0	200 0	11 4	11 4
Dholpur	16 10	17 5⅔	23 14⅔	22 8	8 2⅔	7 15	10 2	9 14⅔	19 2	19 3	19 0⅔	18 13	...	...	15 12	15 12	26 2⅔	22 14⅔	...	...	31 10½	25 14	90 0	93 0	11 13	11 13
Bhurtpore	17 13⅓	17 8	25 5⅓	24 12	5 2⅓	5 2⅓	5 5⅓	5 5⅓	23 7	22 8	18 12	17 9	...	...	11 12	11 12	28 7	26 4	25 0	22 0	31 0	24 0	120 0	160 0	11 8	11 8
Ulwur	17 5	20 1	23 5	28 10	6 10	9 2⅔	9 2⅔	9 2⅔	28 0	28 0	24 0	24 2	...	...	14 0	14 0	28 4	29 0	31 0	30 11	29 9	27 0	140 0	140 0	12 8	12 7
Deoli Cantonment	15 10	15 14	34 4	35 12	5 0	5 0	8 0	8 0	32 12	32 12	25 0	28 0	...	...	...	...	34 4	35 0	...	...	...	...	190 0	190 0	12 0	12 0
Nusseerabad Cantonment	15 0	15 0	...	...	6 8	6 8	7 0	7 0	26 0	26 0	17 0	17 0	†	†	...	...	29 0	31 0	...	...	†	†	110 0	110 0	13 0	13 0
Hilly Tracts of Meywar	17 8	18 0	35 0	34 0	...	...	16 0	16 0	...	...	...	...	...	...	...	...	35 0	35 0	40 0	38 0	...	...	‡	‡	11 8	11 8
Bálmer	13 14	13 14	...	...	5 3	5 3	7 8	7 8	...	...	24 6	24 6	...	...	...	...	16 4	16 4	...	...	...	...	260 0	260 0	12 7	13 6
Anádra	16 0	16 2½	23 8	23 0	6 0	6 0	8 0	8 0	...	...	15 0	15 0	...	...	...	...	22 8	22 10	...	...	...	...	400 0	400 0	12 0	12 0
Shahpoora	14 14	14 4	31 0	33 0	9 8	9 4	13 12	13 0	24 0	24 0	22 0	22 0	...	...	...	...	32 0	31 0	31 0	32 0	...	...	160 0	160 0	11 4½	11 14
Western—																										
Jodhpore	14 6	14 3½	23 12	23 2	6 4	6 4	7 8	7 8	21 4	21 0	17 8	18 2	...	...	...	...	25 5	26 4½	20 0	20 0	10 0	...	...	...	13 2	13 2
Jeysulmere	12 4	12 4	...	...	7 0	7 0	11 0	11 0	19 0	19 4	16 10	16 8	...	...	...	...	16 0	16 0	...	...	...	...	240 0	240 0	21 0	21 0
Bickaneer	13 0	12 13½	...	...	3 0	3 0	6 8	6 8	...	...	16 11	16 13½	...	...	...	...	20 0	20 3	...	...	10 0	10 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	14 4	13 0	21 0	21 0	8 0	8 0	9 0	9 0	22 0	21 0	20 0	18 0	...	...	...	...	21 0	21 0	23 0	22 0	21 0	20 0	120 0	120 0	10 8	10 8
Nimach Cantonment	14 0	14 0	...	...	8 0	8 0	12 0	12 0	25 0	26 0	21 0	20 0	†	†	...	...	24 8	27 0	...	...	25 0	25 0	160 0	160 0	12 4	12 4
Goona	12 8	12 2	...	...	8 0	8 4	9 0	9 4	22 0	22 0	...	...	...	...	...	...	28 0	27 0	23 0	24 0	...	...	200 0	200 0	10 0	10 0
Gwalior	16 1	15 10¾	22 5	22 5	5 5	5 5	8 8	8 8	21 4	19 10½	19 10½	20 3	...	...	14 14	14 14	17 0	14 14	19 2	19 2	17 12½	16 3½	191 4	191 4	11 6¾	11 6¾

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

RETAIL PRICES FOR THE 1st HALF OF APRIL 1895—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadian pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Panjab—																										
Southern—																										
Hissar	22 0	21 0	36 0	36 0	...	...	12 0	12 0	32 0	30 0	26 0	25 0	†	†	†	†	37 0	36 0	†	†	†	†	100 0	100 0	11 8	10 8
Ferozepore	21 0	21 0	39 0	39 0	...	...	9 0	8 0	24 0	25 0	21 0	19 0	‡	‡	15 0	15 0	36 0	36 0	26 0	27 0	11 0	11 0	100 0	100 0	12 12	12 4
Montgomery	21 0	21 0	31 0	32 0	...	...	12 0	10 0	20 0	27 0	†	●	‡	‡	‡	‡	29 0	36 0	25 0	32 0	10 0	8 0	190 0	190 0	12 0	12 8
Central—																										
Gurgáon	22 0	21 ●	31 0	31 0	...	...	9 0	9 0	22 0	22 0	23 0	23 0	●	‡	†	†	30 0	29 0	20 0	20 0	22 0	22 0	100 0	100 0	10 0	10 0
Delhi	20 0	20 0	28 0	29 0	...	...	12 c	12 0	29 0	29 0	22 0	22 0	†	‡	12 0	16 0	27 0	29 0	26 0	26 0	23 0	23 ●	70 0	70 0	11 0	11 0
Rohtak	20 0	19 0	36 0	25 0	...	...	12 c	12 0	25 0	26 0	19 0	21 0	†	‡	12 0	12 0	33 0	33 0	24 0	24 0	20 0	18 0	120 0	120 0	11 0	11 0
Karnál	20 0	20 0	30 0	30 0	...	...	12 0	12 0	24 0	24 0	20 0	20 0	16 0	16 0	12 0	12 0	32 0	32 0	25 0	25 0	15 0	15 0	120 0	120 0	10 8	10 8
Lahore	20 0	21 0	36 0	42 0	...	...	11 0	11 0	23 0	25 0	20 0	21 0	‡	‡	20 0	20 0	31 0	32 0	27 0	32 0	9 0	9 0	78 0	80 0	12 8	13 0
Sub-montane—																										
Ambala	21 0	21 0	30 0	30 0	...	...	11 0	12 0	24 0	28 0	20 0	20 0	‡	‡	8 0	8 0	30 0	30 0	30 0	28 0	‡	‡	120 0	120 0	12 12	12 12
Ludhiána	23 0	24 0	36 0	36 0	...	...	13 0	13 0	27 0	27 0	23 0	23 0	‡	‡	17 0	17 0	30 0	33 0	32 0	34 0	13 0	13 0	100 0	110 0	13 0	13 0
Jullundur	24 0	24 0	30 0	30 0	...	...	10 0	10 0	25 0	25 0	18 0	18 0	‡	‡	20 0	20 0	30 0	30 0	31 0	30 0	‡	‡	100 0	80 0	13 0	13 0
Hoshiárpur	24 0	23 0	32 0	32 0	...	...	10 0	10 0	26 0	26 0	20 0	20 0	16 0	16 0	16 0	16 0	29 0	29 0	31 0	29 0	10 0	10 0	120 0	110 0	12 8	12 8
Gurdáspur	26 0	26 0	32 0	32 0	...	...	12 0	12 0	28 0	28 0	26 0	25 0	26 0	26 0	12 0	12 0	28 0	28 0	24 0	24 0	‡	‡	120 0	100 0	12 0	12 0
Amritsar	22 0	23 0	41 0	41 0	...	...	11 0	11 0	21 0	22 0	24 ●0	24 0	†	‡	19 0	19 0	30 0	29 ●	26 0	26 0	‡	†	90 0	90 0	12 0	12 0
Hills—																										
Simla	13 0	12 0	17 0	16 0	...	...	8 0	8 0	16 0	16 0	13 0	13 0	16 0	16 0	9 0	9 0	16 0	16 0	16 0	16 0	9 0	9 0	90 0	90 0	9 0	9 0
Kángra	13 0	14 0	20 0	20 0	...	...	12 0	12 0	11 0	16 0	14 0	14 0	21 0	21 0	6 0	6 0	16 0	16 0	20 0	16 0	8 0	8 0	120 0	120 0	10 0	10 0
North-western—																										
Siálkot	20 0	20 0	36 0	35 0	...	...	14 0	14 0	‡	20 0	‡	27 0	‡	‡	‡	‡	26 0	27 0	25 0	30 0	‡	‡	130 0	130 0	13 8	13 8
Gujránwála	22 0	23 0	41 0	44 0	...	...	13 0	13 ●	22 0	23 0	29 0	27 0	‡	‡	20 0	23 0	31 0	33 0	24 0	25 0	‡	†	110 0	110 0	13 0	13 0
Gujrát	24 0	25 0	35 0	35 0	...	...	14 0	14 0	28 0	28 0	25 0	25 0	‡	‡	10 0	10 0	26 0	27 0	20 0	20 0	‡	†	110 0	110 0	14 0	14 0
Jhelum	27 0	25 0	40 0	40 0	...	...	14 0	14 0	28 0	29 0	32 0	28 0	‡	‡	*	*	28 0	25 0	28 0	25 0	*	*	120 0	120 0	14 0	14 0
Ráwalpindi	22 0	21 0	34 0	30 0	...	...	8 0	8 0	20 0	27 0	28 0	28 0	‡	‡	18 0	20 0	29 0	27 0	31 0	30 0	*	*	70 0	70 0	13 4	13 10
Hazára	17 0	19 0	27 0	31 0	...	...	12 0	13 0	‡	‡	‡	‡	‡	‡	‡	‡	21 0	22 0	27 0	25 0	†	†	90 0	90 0	10 8	11 0
Pesháwar	20 0	19 ●	35 0	34 0	...	...	10 0	10 0	22 0	26 0	23 0	● 0	‡	‡	19 0	19 0	22 0	22 0	33 0	33 0	18 0	20 0	84 0	74 0	37 0	34 0
Kohát	23 0	20 0	44 0	45 0	...	...	7 0	11 0	*	*	32 0	30 0	‡	‡	†	†	25 0	24 0	32 0	31 0	‡	‡	102 0	102 0	51 0	51 0
Western—																										
Sháhpur	26 0	26 0	38 0	38 0	...	...	11 0	11 0	32 0	34 ●0	25 0	26 0	23 0	22 0	24 0	24 0	33 0	34 0	21 0	21 0	†	†	160 0	160 0	13 0	13 0
Jhang	21 0	22 0	32 0	35 0	...	...	8 0	8 0	25 0	27 0	24 0	25 0	40 0	32 0	40 0	25 0	27 0	30 0	28 0	28 0	8 0	8 0	160 0	160 0	11 0	12 0
Multán	19 0	18 0	32 0	32 0	...	...	14 0	14 0	25 0	25 0	23 0	23 0	†	†	20 0	20 0	24 0	27 0	24 0	24 0	†	†	100 0	90 0	12 4	12 0
Bannu	31 0	32 0	72 0	73 0	...	...	13 0	14 0	40 0	50 0	35 0	30 0	9 0	9 0	9 0	9 0	40 0	42 0	50 0	55 0	18 0	18 0	90 0	90 0	50 0	50 0
D. I. Khan	24 0	20 0	46 0	36 0	...	...	9 0	8 0	34 0	33 0	25 0	25 0	‡	‡	4 9	4 0	31 0	33 0	25 0	25 0	13 0	13 0	118 0	107 0	32 12	36 0
Muzaffargarh	20 0	20 0	30 0	32 0	...	...	17 0	17 0	23 0	23 0	20 0	20 0	‡	‡	‡	‡	21 0	24 0	‡	‡	8 0	8 0	140 0	140 0	11 0	12 0
D. G. Khan	17 0	17 0	31 0	28 0	...	...	8 0	8 0	33 0	33 0	25 0	28 0	20 0	20 0	18 0	18 0	24 0	24 0	15 0	15 0	‡	‡	125 0	125 0	20 0	21 4
Sind and Baluchistan—																										
Karáchi	15 0	15 0	...	...	9 0	9 0	11 0	11 0	18 0	18 0	16 0	16 0	‡	‡	...	...	19 0	19 0	...	...	8 0 and 10 0	8 0 and 10 0	80 0	80 0	14 8	14 8
Hyderabad	14 0	14 0	...	...	8 0	8 0	10 0	10 0	18 0	18 0	16 0	16 0	‡	‡	...	...	18 0	18 0	...	...	...	...	116 6	116 6	12 8	12 8
Thar and Párkar (Umarkot)	12 0	12 0	...	...	8 8	11 0	9 8	13 0	12 0	12 0	16 0	16 0	‡	‡	...	...	8 4	8 4	...	...	10 0	10 0	110 0	100 0	11 8	11 8
Sukkur (Shikárpur)	16 8	17 0	...	...	8 0	8 0	10 0	10 0	23 8	21 0	21 0	21 0	‡	‡	...	...	24 0	23 8	...	...	...	...	142 0	100 0	11 8	11 8
Upper Sind Frontier	16 0	16 0	...	...	10 0	10 0	13 0	13 0	28 0	28 0	21 8	22 0	‡	‡	...	...	23 0	21 0	...	...	...	...	160 0	160 0	11 0	11 0
Quetta	18 0	18 0	24 0	25 12	5 0	5 0	7 0	7 0	24 0	24 0	15 0	15 0	‡	‡	6 0	6 0	18 0	18 12	27 0	27 0	9 0	9 0	80 0	80 0	9 0	9 0
Bombay—																										
Konkan—																										
Karwar (Kánara)	10 3	10 3	...	...	10 2	10 2	11 2	11 2	15 3	15 3	15 0	15 0	18 3	18 3	...	...	13 7	13 7	...	...	...	...	312 0	312 0	10 10	10 10
Ratnágiri	10 13	10 13	...	...	10 14	10 14	11 6	11 6	14 7	14 7	15 4	15 4	14 2	●	●	●	13 14	13 14	...	...	●	●	134 6	134 6	11 1	11 1
Alibág (Colába)	10 3	10 3	...	...	10 13	10 13	11 11	11 11	11 9	11 9	12 12	12 12	●	●	...	...	13 10	13 10	...	...	●	●	99 9	99 9	13 10	13 10
Bombay	13 0	13 0	...	...	8 5	8 5	10 6	10 6	14 11	14 11	13 15	13 15	13 8	13 8	...	...	13 12	13 12	...	...	13 4	13 4	97 1	97 1	11 9	11 9
Tanna	12 12	12 12	...	...	10 3	10 3	11 2	11 2	●	●	16 3	16 3	●	●	...	...	16 0	16 0	...	...	●	●	112 0	112 0	12 4	12 4
Deccan—																										
Dharwar	20 3	19 12	...	...	11 0	11 0	11 8	11 8	23 9	23 9	22 6	22 6	...	...	...	...	14 10	14 10	...	...	15 4	15 4	100 0	100 0	11 12	11 12
Belgaum	19 4	19 4	...	...	10 3	10 12	10 8	11 0	21 13	21 13	20 15	21 7	27 0	26 0	...	...	15 0	14 12	...	...	14 13	14 8	104 0	113 7	11 14	11 14
Satara	15 4	14 5	...	...	8 14	8 14	11 0	10 2	17 5	17 5	16 0	16 0	...	...	...	...	14 7	14 7	...	...	14 9	14 9	91 3	91 3	12 11	13 0
Sholapur	16 12	16 12	...	...	7 10	7 10	11 11	11 11	25 0	24 2	21 7	23 4	*	*	...	...	17 2	18 0	...	...	*	*	85 5	85 5	11 10	11 10
Bijápur	20 7	20 7	...	...	8 13	8 13	11 6	11 6	25 3	25 3	22 15	22 15	*	...	...	...	17 14	17 14	...	...	18 4	18 4	80 0	80 0	11 6	11 6
Poona	13 15	13 15	...	...	9 11	9 11	10 13	10 13	18 13	18 13	16 2	16 2	14 13	14 13	...	...	16 11	16 11	...	...	18 6	18 6	86 14	86 14	11 13	11 13
Khandesh—																										
Ahmadnagar	18 14	19 9	...	...	8 14	8 14	10 9	10 9	24 1	24 1	21 3	21 3	*	*	...	...	19 7	19 7	...	...	19 3	19 3	80 0	80 0	12 6	12 6
Násik	18 11	17 0	...	...	8 14	8 14	11 11	11 11	*	*	19 12	19 12	23 0	23 0	...	...	18 8	19 5	...	...	*	16 14	128 0	128 0	12 11	12 11
Dhulia (Khandesh)	15 12	15 12	...	...	7 7	7 7	9 7	9 7	22 7	22 7	18 6	18 6	*	*	...	...	16 8	16 8	...	...	*	*	80 0	80 0	11 6	11 6
Guserat—																										
Surat	14 13	14 13	...	...	7 6	7 6	8 5	8 5	16 3	16 3	13 14	13 14	*	*	...	...	16 3	16 3	...	...	16 3	16 3	91 1	91 1	12 0	12 0
Broach	15 0	14 8	...	...	8 8	8 8	11 8	11 0	19 0	19 0	15 0	15 0	*	*	...	...	21 8	21 8	...	...	18 0	18 0	101 0	102 0	13 0	13 0
Kaira	16 0	16 0	...	...	*	*	14 8	14 8	19 0	19 0	15 0	15 0	21 0	21 0	...	...	22 8	22 8	...	...	19 0	19 0	105 11	105 11	12 0	12 0
Baroda (Camp)	12 0	12 0	...	...	8 0	8 0	10 0	10 0	16 0	17 0	13 0	14 0	18 0	18 0	...	...	17 0	16 0	...	...	*	*	91 7	91 7	11 8	11 8
Ahmadabad	13 8	13 0	...	...	12 8	12 8	14 0	14 0	19 0	18 8	15 8	15 8	...	...	...	...	22 8	22 8	...	...	...	...	80 0	80 0	13 10	13 10
Godhra (Panch Máhals)	13 0	13 0	...	...	11 0	11 0	13 0	● 0	...	*	16 8	16 8	24 0	24 0	...	...	27 0	27 0	...	...	20 0	20 0	182 0	182 0	12 8	12 8
Deesa Cantonment	14 0	14 0	...	...	8 8	8 8	10 8	10 8	19 0	19 0	18 0	18 0	*	*	...	...	20 0	20 0	...	...	23 0	23 0	240 0	240 0	11 0	11 0
Kattywar—																										
Rájkot	14 15	14 15	...	...	5 8	5 8	7 0	7 0	18 8	18 8	13 10	13 10	*	*	...	...	18 14	18 14	...	...	*	*	80 0	80 0	60 0	60 0
Central Provinces—																										
Western—																										
Nimar	16 0	16 0	...	...	6 12	6 12	13 1	13 1	22 9	22 9	....	...	...	...	...	...	20 2	20 2	...	...	12 3	12 3	100 0	100 0	10 13	10 13
Khandwa-Asirgarh Cant.	14 0	14 8	...	...	9 0	9 0	13 0	12 8	24 0	21 0	20 0	21 0	...	...	...	...	18 0	17 0	...	...	...	...	160 0	160 0	10 0	10 8
Hoshangabad	13 6	14 11	...	...	8 1	8 1	11 4	11 4	10 13	16 13	...	...	...	...	...	...	16 0	18 0	...	...	10 4	12 0	160 0	160 0	9 8	9 8
Betúl	15 7	15 7	...	...	...	...	9 6	9 13	20 9	20 9	...	...	...	...	...	...	16 10	16 10	...	...	11 6	11 6	240 0	240 0	8 0	8 0
Chhindwára	13 13	12 10	...	...	7 4	7 4	10 0	10 0	16 10	18 0	...	...	...	...	...	...	17 9	19 0	...	...	12 0	12 0	160 0	160 0	9 2	9 2
Nágpur	16 4	15 15	...	...	10 0	10 0	12 8	11 14	18 2	17 8	...	...	...	...	...	...	16 4	16 4	...	...	12 8	10 0	125 0	115 0	10 2	10 2
Wardha	16 0	16 0	...	...	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	16 0	16 0	...	...	13 5	13 5	160 0	160 0	10 10	10 10
Central—																										
Narsinghpur	13 0	13 0	...	...	8 0	8 0	9 2	●9 2	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 0	18 0	200 0	200 0	9 2	9 2
Saugor	11 12	11 12	...	...	10 3	10 3	11 1	11 1	15 0	15 0	...	...	...	...	...	...	17 10	17 10	...	...	15 12	15 12	130 0	130 0	9 2	9 2
Damoh	12 8	12 8	...	...	11 4	11 4	12 8	12 8	...	...	...	...	...	...	...	...	19 0	17 8	...	...	10 0	10 0	100 0	100 0	9 4	9 &
Jubbulpore	15 0	14 0	...	...	10 8	10 4	15 8	15 0	16 0	15 4	...	...	...	...	...	...	18 12	17 12	...	...	12 0	11 8	140 0	120 0	9 4	9 4
Baghalkhand (Sohna)	16 0	16 12	22 0	12 8	10 0	7 0	16 0	16 12	16 0	22 0	13 0	17 0	*	...	9 0	9 0	21 0	20 0	12 0	...	24 0	18 8	160 0	160 0	10 6	9 6
Mandla	16 0	16 0	...	...	10 0	11 0	12 0	14 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	12 0	13 0	200 0	200 0	9 8	9 8
Seoni	16 9	16 9	...	...	9 12	9 12	12 13	12 13	...	...	...	...	...	...	...	...	18 10	18 10	...	...	11 8	11 8	190 0	190 0	9 10	9 10
Bálághát	12 8	12 8	...	...	9 0	9 0	12 8	16 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	9 0	9 0	100 0	100 0	8 0	8 0
Bhandára	17 8	17 8	...	...	...	...	12 8	12 8	...	...	...	...	...	...	...	...	17 8	17 8	...	...	10 0	12 0	200 0	200 0	9 0	9 0
Chánda	14 13	14 13	...	...	...	...	15 0	15 0	18 0	18 0	...	...	...	...	...	...	14 0	14 0	...	...	12 0	12 0	320 0	320 0	10 14	10 14
Eastern—																										
Biláspur	18 15	17 12	...	...	11 3	11 2	18 0	18 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	...	...	110 0	110 0	8 0	8 0
Raipur	20 9	19 11	...	...	11 6	11 6	19 6	17 8	...	...	...	...	...	...	...	...	19 2	19 2	...	...	14 3	13 2	100 0	100 0	9 0	9 0
Sambalpur	16 10	14 14	...	...	12 4	12 4	19 4	18 6	...	...	...	...	...	...	...	...	13 0	13 0	...	...	9 0	9 0	120 0	120 0	9 10	9 10
Berar—																										
Buldána	19 0	18 0	...	...	7 0	7 0	10 0	10 0	28 0	26 0	21 0	20 0	...	...	...	...	21 0	21 0	...	...	13 0	13 0	182 0	182 0	10 0	10 0
Básim	19 8	19 0	...	...	7 8	7 8	11 0	11 0	23 8	24 0	...	...	...	...	...	...	17 8	17 0	...	...	12 0	11 8	75 0	70 0	9 8	9 8
Akola	18 8	17 0	...	...	5 8	6 0	7 8	7 8	25 8	24 8	17 8	18 8	...	...	...	...	16 8	17 8	...	...	11 8	11 8	90 0	90 0	11 8	11 8
Ellichpur	15 0	15 0	...	...	6 0	6 0	8 0	8 0	21 0	21 0	15 0	15 0	...	...	...	...	13 0	13 0	...	...	14 0	14 0	120 0	120 0	10 0	10 0
Amraoti	16 0	16 0	10 0	10 0	7 0	7 8	10 0	10 0	20 0	20 0	16 0	18 0	...	...	...	...	15 0	15 0	...	...	13 0	13 8	90 0	90 0	11 0	11 0
Wún	16 0	16 0	...	...	6 0	8 0	8 0	10 0	20 0	22 0	15 0	15 0	...	...	...	...	16 0	16 0	...	...	19 0	20 0	200 0	200 0	9 8	9 8
Nizam's Territories—																										
Secunderabad	13 3	13 13	●	●	6 13	6 13	9 0	9 13	14 7	15 15	17 12	17 12	22 3	23 0	*	*	13 3	13 8	*	*	16 12	16 12	90 0	90 0	9 0	9 0
Boláram	13 11	14 1	●	●	7 1	7 0	11 3	10 14	19 3	18 15	●	●	*	*	*	*	13 5	14 3	*	*	*	*	110 14	110 14	9 13	9 8 15
Chadarghat	11 8	12 0	●	●	7 8	7 8	12 0	12 0	22 0	12 0	20 ●	20 0	*	*	*	*	14 8	14 8	*	*	*	*	90 0	100 0	9 8	9 8

* Not sold. ● Not produced. ‡ Not procurable.

RETAIL PRICES FOR THE 1st HALF OF APRIL 1895—*concluded*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, cholai, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thúr, Cadian pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	12 0	12 0	11 8	11 8	13 0	13 0	12 10	12 10	...	...	...	...	...	...	25 0	25 0	13 0	13 0	...	...	13 0	13 0	136 2	136 2	10-5&11-8	10-5&11-8
S. Canara	13 0	13 0	10 0	10 0	11 8	11 8	13 11	13 11	...	...	...	...	...	...	...	...	11 8	11 8	...	...	14 0	14 0	121 8	121 8	11 8	11 8
South, central—																										
Coimbatore	10 0	9 0	10 0	7 0	10 0	10 0	12 3	11 3	20 0	20 14	22 5	20 11	22 2	23 0	14 0	33 0	10 0	12 0	...	13 0	13 0	15 0	133 11	133 11	11 13	10-2 & 11-10
Nilgiris	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13 0	15 0	274 3	274 3	10 10	10 10
Salem	11 0	11 0	10 0	10 0	9 0	9 0	10 0	9 5	20 0	20 0	22 2	21 11	23 2	23 14	14 0	33 0	11 0	11 0	12 0	13 0	13 0	15 0	116 10	116 10	11 5	11 5
Central—																										
Bellary	13 0	13 0	11 8	11 8	13 0	13 0	13 3	13 3	29 6	28 13	...	...	29 2	29 2	25 0	25 0	13 0	13 0	...	...	13 0	13 0	121 8	121 8	10-5&11-8	10-5&11-8
Anantapur	11 0	11 0	10 0	10 0	11 8	11 8	15 5	15 0	27 13	24 11	...	...	27 3	27 3	14 0	14 0	10 0	11 8	...	...	13 0	14 0	97 3	97 3	11 8	11 8
Cuddapah	11 0	11 0	10 0	10 0	10 0	10 0	14 5	14 5	29 2	20 8	23 3	23 3	23 5	23 5	33 0	33 0	9 0	10 0	12 0	13 0	15 0	18 0	135 2	135 2	11 13	10-2 & 11-10
Kurnool	11 0	11 0	10 0	10 0	9 0	9 0	14 5	14 5	31 0	27 6	...	...	...	...	...	...	11 0	12 0	...	...	14 0	15 0	97 3	97 3	10-2 & 11-10	10-2 & 11-10
East Coast, north—																										
Ganjam	12 0	12 0	11 8	11 8	13 0	13 0	13 3	13 3	...	...	...	...	...	...	...	...	13 0	13 0	...	...	13 0	13 0	86 8	86 8	10 2	10 2
Vizagapatam	13 0	13 0	10 0	10 0	11 8	11 8	15 5	15 5	...	...	26 11	26 11	29 2	29 2	25 0	25 0	11 8	11 8	...	...	13 0	14 0	97 3	97 3	12 0	12 0
Godavari	10 0	10 0	10 0	10 0	10 0	10 0	15 0	15 0	23 3	23 3	18 13	18 13	29 2	29 2	14 0	14 0	10 0	10 0	12 0	12 0	13 0	14 0	133 11	133 11	12 2	12 2
East Coast, central—																										
Kistna	10 0	10 0	10 0	10 0	10 0	10 0	14 5	14 5	...	...	...	...	31 13	31 13	33 0	33 0	11 0	11 0	...	...	15 0	15 0	140 14	140 14	13 3	13 3
Nellore	10 0	10 0	10 0	10 0	9 0	9 0	14 13	14 13	...	...	18 13	18 13	25 14	24 8	...	...	12 0	12 0	...	...	15 0	18 0	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	12 0	12 0	11 8	11 8	13 0	13 0	11 2	11 2	...	...	...	...	21 14	21 14	40 0	40 0	13 0	13 0	...	...	13 0	13 0	89 8	98 3	13 5	18 5
Chingleput	12 0	12 0	11 8	11 8	13 0	13 0	11 5	11 5	...	...	19 13	20 10	26 8	27 0	...	...	11 0	11 0	...	...	13 0	13 0	91 14	91 14	13 5	13 5
N. Arcot	12 0	12 0	11 8	11 8	13 0	13 0	11 5	11 5	29 5	29 5	...	...	...	...	...	...	11 0	11 0	...	...	13 0	13 0	100 13	100 13	12 2	12 2
S. Arcot	12 0	12 0	11 8	11 8	13 0	13 0	11 5	11 5	...	...	21 13	21 13	22 11	22 11	40 0	40 0	12 10	11 9	...	...	13 0	14 0	209 0	209 0	12 13	12 13
Tanjore	12 0	12 0	11 8	11 8	13 0	13 0	13 6	14 0	...	...	21 13	21 13	22 11	22 11	...	...	13 0	14 0	...	...	13 0	14 0	145 13	145 13	12 6 and 12 8	12 6 and 12 8
Trichinopoly	12 0	12 0	11 8	11 8	13 0	13 0	11 10	11 2	17 5	16 13	20 5	20 5	21 10	21 10	...	...	11 0	12 0	...	...	13 0	14 0	153 2	153 2	12 0	12 0
Southern—																										
Tinnevelly	12 0	12 0	11 8	11 8	13 0	13 0	10 13	11 5	...	...	...	...	...	19 6	...	...	11 0	11 0	...	...	13 0	14 0	58 5	58 5	13 13	13 13
Madura	12 0	12 0	11 8	11 8	13 0	13 0	11 6	11 6	17 13	16 3	...	...	18 10	...	...	...	11 0	11 0	...	...	13 0	14 0	97 3	97 3	12 12	12 11
Mysore—																										
Mysore	12 0	12 0	11 8	11 8	13 0	13 0	12 0	12 0	27 0	29 0	...	...	27 0	27 0	25 0	25 0	13 0	13 0	...	...	13 0	13 0	96 0	96 0	10 0	10 0
Bangalore	13 0	13 0	10 0	10 0	11 8	11 8	13 3	13 3	27 9	22 0	...	...	29 0	29 0	14 0	14 0	10 0	10 0	...	...	13 0	13 0	90 0	90 0	10 0	10 0
Kolar	10 0	10 0	10 0	10 0	10 0	10 0	15 0	15 0	21 0	21 0	15 0	18 0	34 0	33 0	33 0	33 0	10 0	12 0	...	...	13 0	13 0	150 0	150 0	10 0	10 0
Tumkur	11 0	11 0	10 0	7 0	9 0	9 0	11 0	11 0	23 0	25 0	30 0	30 0	33 0	33 0	...	...	9 0	10 0	12 0	12 0	13 0	13 0	224 0	224 0	10 0	10 0
Hassan	10 0	10 0	10 0	10 0	9 0	9 0	10 0	10 0	...	...	...	...	32 0	34 0	...	...	11 0	11 0	...	...	13 0	13 0	200 0	200 0	9 0	9 0
Kadur	10 0	10 0	10 0	10 0	9 0	9 0	10 0	10 0	...	...	...	...	34 0	33 0	...	...	11 0	11 0	...	...	13 0	13 0	240 0	240 0	9 0	9 0
Shimoga	12 0	12 0	11 0	...	11 0	11 0	12 0	12 0	28 6	31 8	...	...	35 3	36 12	...	...	12 10	11 9	...	...	14 0	14 11	320 0	320 0	10 8	10 8
Chitaldroog	14 7	14 3	13 0	14 0	12 3	12 3	12 8	10 8	34 0	34 0	20 0	20 0	40 0	40 0	40 0	40 0	14 0	14 0	...	...	14 0	14 0	340 0	340 0	9 8	9 8
Coorg—																										
Coorg	8 8	9 0	7 8	8 0	10 0	10 0	11 8	12 0	...	...	...	...	29 8	30 8	...	...	24 8	25 0	...	...	...	...	110 0	110 0	10 8	32 0
Aden	7 0	7 0	...	...	5 14	5 14	6 9	6 9	10 3	10 3	9 4	9 4	*	*	9 4	9 4	9 4	9 4	...	...	...	...	65 5	65 5	32 0	32 0

* Not sold.

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

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

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

ACCOUNT.
General.

No. 57 A. G., dated Simla, 24th May 1895.

Review of the Revenue and Expenditure recorded under the head "Civil Works" in the Accounts of the Government of India for the official year 1893-94.

READ—

Note by R. G. Macdonald, Esq., Accountant General, Public Works Department, upon the Accounts of Revenue and Expenditure recorded under the head "Civil Works" in the Accounts of the Government of India for 1893-94.

RESOLUTION.—The main points worthy of notice are:—

I.—The improvement in Revenue and the decrease in Expenditure as compared with 1892-93.

II.—The increase in the receipts from rents of buildings and the net return from buildings occupied as residences; *vide* paragraph 4.

III.—The relative outlay on Civil Buildings and Communications, *vide* paragraphs 9, 13, 16, 17, 21 to 25 and 28 to 32.

IV.—The establishment charges, *vide* paragraphs 14 and 15.

V.—The net charge to the State on account of the Royal Indian Civil Engineering College at Coopers Hill and the Thomason College at Roorkee, *vide* paragraphs 5 and 11.

2. The figures of revenue compare as follows with those of 1892-93:—

	Rx.
1893-94	628,460
1892-93	607,914
INCREASE	20,546

The increase is due chiefly to larger receipts from "Rents of Buildings," "Ferry Receipts," "Tolls on Roads" and "Fines, Refunds and Miscellaneous;" the receipts from "Sale of old materials" show a large falling off. The largest items of revenue are under the head of "Ferry Receipts" and "Tolls on Roads," but the returns from these sources, as might be expected, show but little variation from year to year.

3. Under the head "Rents of Buildings" there was an improvement in the total receipts which amounted to Rx. 54,378. This is considerably in excess of any figure attained during the past five years. The net return from buildings occupied as residences (excluding those allotted rent-free) amounted to 1·80 per cent. against 1·64 in 1892-93, 1·72 in 1891-92 and 1·50 in 1890-91. The Capital cost of buildings set apart as residences, excluding those allotted rent-free, has increased during the year from Rx. 741,965 to Rx. 865,321. The bulk of the increase is due to a number of buildings having been brought on to the Capital and Revenue Accounts of civil buildings for the first time.

4. The total expenditure from all sources amounted to Rx. 4,828,657 against Rx. 4,969,615 in 1892-93, so that there has been a decrease of

Rx. 140,958 during the year under review. The figures (exclusive of outlay from Excluded Local Funds and Contributions compare as follows :—

	1892-93. Rx.	*1893-94.* Rx.	*Difference.* Rx.
Imperial	773,509	836,324	+62,815
Provincial	2,162,357	2,116,812	—45,545
Incorporated Local	1,714,593	1,677,144	—37,449
TOTAL	4,650,459	4,630,280	—20,179

It is observed that while there has been a decrease both under Provincial and Local expenditure, there has been an increase under Imperial; the net decrease amounting to Rx. 20,179.

5. Of the total outlay by Departmental and Civil officers during the year under review, much more was expended on new buildings than on new roads, the figures being Rx. 953,208 and Rx. 772,447, respectively, against Rx. 971,710 and Rx. 783,932, respectively, in the previous year. In the matter of repairs Rx. 1,341,481 were spent on communications and Rx. 316,051 on buildings against Rx. 1,328,493 and Rx. 289,899, respectively, in 1892-93. On works of Miscellaneous Public Improvement Rx. 227,000 were spent on new works and Rx. 108,090 on repairs against the corresponding figures of Rx. 377,165 and Rx. 105,596 in the previous year.

Attention is invited to the comparatively large outlay on new Civil Buildings which was principally from Provincial Funds. The Government of India think it desirable that some economy should be effected in this direction and that a larger proportion of the annual assignments should be devoted to works of Communication and especially feeder roads to railways.

6. The percentage of the Establishment charges on outlay on works and repairs amounted, in the case of expenditure by Public Works officers, to 27·98 against 27·48 in the previous year. The average for the five years ending 1893-94 is 26·02 per cent.

7. From the tables given in paragraph 15 of the Accountant General's note, it will be seen that of the total outlay by Public Works Officers, Establishment absorved 21 per cent., while in the case of outlay by officers of other Departments the corresponding charge was 14 per cent. It is explained that the works executed by these officers required comparatively little professional skill, and that the supervision is therefore necessarily cheaper.

8. The net direct charge to the State in 1893-94 on account of the Royal Indian Engineering College amounted to £4,502, exclusive of salaries of passed students detained in England and passages of officers on appointment which amounted, respectively, to £3,683 and £611; the total of these three items amounting to £8,796 as compared with the corresponding total of £5,778 in 1892-93. On the other hand, the net debit on account of the Thomason College at Roorkee was Rx. 13,232 as compared with Rx. 12,614 in the previous year.

The Governments of Madras and Bombay (General), Bengal, the North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners of the Central Provinces, Burma, Assam, and Coorg.
The Resident at Hyderabad.
The Agents to the Governor General for Central India, Rajputana, and Baluchistan.
The Superintendent of Port Blair and Chief Commissioner, Andaman and Nicobar Islands.
The Accountant General, Public Works Department.
The Director General of Military Works.

ORDER.—Ordered, that the foregoing, with a copy of the note, be forwarded to the Local Governments, Administrations and officers noted in the margin for information.

Ordered also, that a copy of the Resolution and note be forwarded to the Finance Department, and that the papers be published in the Supplement of the *Gazette of India*.

W. S. S. BISSET, *Lieut.-Col., R.E.*,
Secretary to the Government of India.

Document accompanying.
Note by Accountant General, Public Works Department, with accompaniment

Accompaniment to Public Works Department Resolution No. 57 A.-G., dated 24th May 1895.

Note by R. G. Macdonald, Esq., Accountant General, Public Works Department, upon the accounts of Revenue and Expenditure recorded under the head "Civil Works" in the accounts of the Government of India for 1893-94.

The amount of *Revenue* and *Expenditure* exhibited in these accounts, and reviewed in the following paragraphs, is as follows :—

	Collected or expended by: Public Works Officers.	Collected or expended by: Officers of other Departments.	Collected or expended in England.	TOTAL.
	Rx.	Rx.	Rx.	Rx.
Revenue	186,672	399,175	42,613	628,460*
Expenditure	3,476,338	1,211,939	140,380	4,828,657

*Includes outlay amounting to Rx 198,377 from Excluded Local Funds and Contributions, and Rx. 51 spent by the Public Works Department, Bombay, for the Indo-European Telegraph Department.

REVENUE.

1. The *Revenue* credited in the accounts of the Government of India for 1893-94 under the head "Civil Works" amounts to Rx. 628,460. Of this sum—

Rx.	
186,672	were realised by Public Works officers in India;
399,175	by officers of other Departments in India; and
42,613	in England.
TOTAL 628,460	

The sources of revenue and the amounts collected are :—

SOURCES OF REVENUE.	COLLECTIONS. By Public Works Officers. Imperial.	Provincial.	Local.	Total.	By Officers of other Departments. Imperial.	Provincial.	Local.	Total.	Grand Total.
India.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Rents of buildings	14,627	34,960	386	49,973	...	3,197	1,208	4,405	54,378
Sales of ,,	437	2,744	...	3,181	...	2,123	1,685	3,808	6,989
,, of barrack furniture	2	...	...	2	...	...	...	...	2
,, of tools and plant	181	5,936	750	6,867	...	...	...	...	6,867
,, of produce	60	5,617	707	6,384	...	2,027	10,955	12,982	19,366
,, of old materials	35	2,523	50	2,608	...	...	1,048	1,048	3,656
Value of materials from old buildings	482	522	...	1,004	...	...	...	...	1,004
Unclaimed deposits	123	73	6	202	...	...	...	...	202
Fines, refunds and Miscellaneous	313	26,792	175	27,280	381	1,240	6,172	7,793	35,073
Rents from Strand Bank, Maidan, etc., Calcutta	...	4,776	...	4,776	...	...	...	...	4,776
Receipts from Public Works Workshops	...	7,548	...	7,548	...	...	...	...	7,548
Receipts from Thomason Civil Engineering College, Roorkee	...	2,865	...	2,865	...	...	...	...	2,865
Collections in Bombay, under the Highway Act	...	2,383	...	2,383	...	...	...	...	2,383
Ferry receipts	...	7,258	...	7,258	...	102,621	190,762	293,383	300,641
Tolls on roads	...	64,341	...	64,341	...	7,495	37,366	44,861	109,202
Arboriculture	...	...	...	...	...	...	6,257	6,257	6,257
Tolls on steamers	...	...	...	...	...	...	1,023	1,023	1,023
Contributions	...	...	...	...	...	4,227	17,996	22,223	22,223
Fees on masonry graves	...	...	...	...	...	1,392	...	1,392	1,392
TOTAL	16,260	168,338	2,074	186,672	381	124,322	274,472	399,175	585,847
England.									
Royal Indian Civil Engineering College, Coopers Hill	25,828	...	...	25,828	...	...	...	...	25,828
Exchange	16,785	...	...	16,785	...	...	...	...	16,785
TOTAL	42,613	...	...	42,613	...	...	...	...	42,613
GRAND TOTAL	58,873	168,338	2,074	229,285	381	124,322	274,472	399,175	628,460
For details by Provinces, see page of account	v	vi	vi	...	v	vi	vi	...	vi

3. A comparison of the actual revenue derived from "Civil Works" with the Budget and Revised Estimates is given below :—

Year.	Budget Estimates.	Revised Estimates.	Actuals.
	Rx.	Rx.	Rx.
1893-94	581,200	607,100	628,460

The increases of Rx. 47,260 over Budget Estimate and of Rx. 21,360 over Revised Estimate are chiefly due to the recovery of the Government share of the profits of the Darjeeling-Himalayan Railway for the four years ending 30th June 1893 ; to an improvement in the ferry receipts and tolls on roads in Madras and Bombay ; and to the receipt of large contributions from Municipalities and private parties.

4. *Rents of buildings, Rx. 54,378.*—The receipts from this source compare as follows with the realizations in the four preceding years :—

Years.	By Public Works Officers.	By Officers of other Departments.	Total.
	Rx.	Rx.	Rx.
1889-90	36,875	4,061	40,936
1890-91	37,888	4,028	41,916
1891-92	38,908	4,066	42,974
1892-93	41,640	4,195	45,835
1893-94	49,973	4,405	54,378

The net return on capital cost of buildings set apart as residences, excluding those allotted rent free, is 1·80 per cent. as shown below against 1·64 per cent. in the previous year. This class of outlay is, it will be observed, very unprofitable. A large sum has been expended on rent-free buildings, especially in the provinces of Bengal and Bombay :—

		CAPITAL COST OF BUILDINGS FROM EXAMINER'S ACCOUNTS.				COST OF REPAIRS.			
		Year of the Account.	AMOUNT. *Rent-free buildings.	Other buildings.	Total.	Rents realised.	Rent-free buildings.	Other buildings.	Net return excluding repairs to rent-free buildings.	Percentage of net return on Capital cost excluding rent-free buildings.
			Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
India	Central India	1893-94	...	19,907	19,907	996	...	465	591	2·97
	Rajputana	do.	5,985	19,803	25,788	1,167	57	732	435	2·20
	Coorg	do.	2,876	6,549	9,425	134	19	111	23	·35
	Baluchistan	do.	...	50,890	50,890	1,912	...	865	1,047	2·06
Total India			8,861	97,149	106,010	4,209	76	2,113	2,096	2·16
Central Provinces		1893-94	25,279	23,003	48,282	1,255	325	1,459	−204	...
Upper Burma		do.	8,464	40,961	49,425	1,886	189	1,148	738	1·80
Lower „		do.	19,437	52,867	72,304	2,503	166	1,740	763	1·44
Assam		do.	12,723	24,560	37,283	1,478	662	1,112	366	1·49
Bengal		do.	362,468	157,025	525,493	5,028	4,292	2,914	2,114	1·35
North-Western Provinces and Oudh		do.	31,804	69,528	101,332 (a)	2,278	854	1,752	526	·76
Punjab		(b)do.	8,357	100,947	109,304	4,356	62	1,645	2,711	2·69
Madras		do.	66,471	104,851	171,322	4,645	781	2,286	2,359	2·25
Bombay		do.	184,263	194,430	378,693	7,814	2,283	3,689	4,125	2·13
Total			784,187	865,321	1,599,508	35,452	9,690	19,858	15,594	1·80
							29,548			

* Excluding buildings occupied as residences by Heads of Local Governments and Administrations.
(a) Excludes certain Provincial buildings, the financial results of which have not been recorded in the Capital and Revenue Account for 1892-93.
(b) The Provincial Civil Works Capital and Revenue Accounts not having been received, the figures of 1892-93 have been adopted in the case of Provincial buildings.

5. *Receipts from the Thomason Civil Engineering College, Roorkee, Rx. 2,865.*—The financial results of the working of this college were—

	Rx.
Income	2,865
Outlay—	
Salaries, Office establishment, Book Depôt and Press	15,083
Repairs of buildings	1,014
Total	16,097
Net debit	13,232
Against in 1892-93	12,614
Ditto in 1891-92	15,450

6. *Ferry Receipts, Rx. 300,641.*—This is the largest source of revenue credited under the head "Civil Works :" the major portion of it, amounting to Rx. 293,383, has been realized by Civil Officers.

The realizations under this head during the last four years are shown in the following table :—

Years.	By Public Works Officers.	By Civil Officers.	Total.
	Rx.	Rx.	Rx.
1890-91	3,815	295,593	299,408
1891-92	4,821	301,581	306,402
1892-93	7,914	286,060	293,974
1893-94	7,258	293,383	300,641

The increase of Rx. 6,667 in 1893-94 occurs mainly in Madras and Bengal.

The largest sums were collected in the following provinces :—

Provinces.	Amount.
	Rx.
Bombay	14,462
Assam	14,857
Punjab	33,818
North-Western Provinces and Oudh	58,888
Bengal	61,799
Madras	92,393

The incidence of the revenue is—

	Rx.
Imperial	*Nil.*
Provincial	109,879
Local	190,762
Total	300,641

EXPENDITURE.

7. The *Expenditure* recorded in the accounts for 1893-94 under the head "Civil Works" amounts to Rx. 4,828,657. Of this sum—

Rx. 3,476,338 were expended by Officers of the Public Works Department;
„ 1,211,939 by Officers of other Departments;
„ 4,688,277 and
„ 140,380 in England, including exchange, but exclusive of Rx. 5,471, the value of stores supplied to India, included in the outlay upon the works concerned.
„ 4,828,657 in all.

8. The following table compares the actuals of the year (exclusive of outlay from Excluded Local Funds and Contributions) with the Budget and Revised Estimates:—

Funds.	Budget Estimate.	Revised Estimate.	Actuals.
	Rx.	Rx.	Rx.
Imperial	837,600	844,700	836,324*†
Provincial	2,280,600	2,162,400	2,116,812
Local	1,772,700	1,742,200	1,677,144
Total	4,890,900	4,749,300	4,630,280

* Inclusive of Rx. 51 spent by the Public Works Department, Bombay, for the Indo-European Telegraph Department.

† Differs from the amount shown in the Finance and Revenue Accounts of the Government of India by Rx. 15, the amount of outlay in England and exchange (under Coorg) not brought to book by Examiner in 1893-94.

Imperial outlay, Rx. 836,324.

The outlay, as compared with the Budget Estimate, shows a small decrease of Rx. 1,276, which calls for no remark. Compared with the Revised Estimate there has been a lapse of Rx. 8,376, which occurred principally in the expenditure in England.

Provincial outlay, Rx. 2,116,812.

The lapses from the Revised and Budget Estimates are due to an overestimate of the requirements of the year.

The following table shows the lapses, distributed under Departmental and Civil Officers:—

	Departmental Officers.	Civil Officers.	Total.
	Rx.	Rx.	Rx.
Budget Estimate	2,153,400	127,200	2,280,600
Actuals	2,012,858	103,954	2,116,812
Lapse	140,542	23,246	163,788
Revised Estimate	2,048,700	113,700	2,162,400
Actuals	2,012,858	103,954	2,116,812
Lapse	35,842	9,746	45,588

Incorporated Local Fund outlay, Rx. 1,677,144.

The lapses from the Revised and Budget Estimates occurred chiefly under Civil Officers owing mainly to the expenditure in Madras having been overestimated.

The actual outlay by Departmental and Civil Officers, is compared with the Budget and Revised Estimates in the following table:—

	Departmental Officers.	Civil Officers.	Total.
	Rx.	Rx.	Rx.
Budget Estimate	582,700	1,190,000	1,772,700
Actuals	575,027	1,102,117	1,677,144
Lapse	7,673	87,883	95,556
Revised Estimate	599,300	1,142,900	1,742,200
Actuals	575,027	1,102,117	1,677,144
Lapse	24,273	40,783	65,056

The total expenditure of the year has been charged in the accounts in the following manner:—

	Rx.
New works	1,952,655
Repairs	1,765,622
Tools and Plant	50,479
Decrease in stores, etc.	—17,937
Miscellaneous (Contributions to Municipalities, etc.)	42,074
Establishment	895,384
	4,688,277
Add—	
In England	140,380
TOTAL	4,828,657

9. The following table exhibits the services on which this sum was spent and the funds out of which it came. The outlay from Excluded Local Funds and contributions, Rx. 198,377, represents money expended, mainly on works requiring professional skill, by the agency of the Public Works Department for local bodies and institutions.

SERVICE AND DEPARTMENTAL HEADS.	Imperial.	Provincial.	Incorporated Local.	Excluded Local, Local Loans and Contributions.	TOTAL.
INDIA.	Rx.	Rx.	Rx.	Rx.	Rx.
PUBLIC WORKS OFFICERS.					
Civil Buildings—					
New works	199,779	614,005	38,329	42,313	894,426
Repairs	68,663	174,413	17,193	9,652	269,921
Communications—					
New works	173,799	210,082	170,509	18,648	573,038
Repairs	86,153	473,979	218,333	7,343	785,808
Miscellaneous Public Improvements—					
New works	12,525	22,495	29,460	76033	140,513
Repairs	2,913	18,910	11,350	30,127	63,300
TOTAL WORKS AND REPAIRS	543,832	1,513,884	485,174	184,116	2,727,006
Establishment	141,661	485,312	84,608	13,207	724,788
Tools and Plant	10,358	25,824	5,245	1,054	42,481
Suspense	—5,775	—12,162	...	...	—17,937
TOTAL PUBLIC WORKS OFFICERS	690,076	2,012,858	575,027	198,377	3,476,338
OFFICERS OF OTHER DEPARTMENTS.					
Civil Buildings—					
New works	2,725	7,011	49,046	...	58,782
Repairs	789	7,379	37,962	...	46,130
Communications—					
New works	44	4,365	195,000	...	199,409
Repairs	735	15,532	539,406	...	555,673
Miscellaneous Public Improvements—					
New works	146	22,759	63,582	...	86,487
Repairs	339	10,384	34,067	...	44,790
TOTAL WORKS AND REPAIRS	4,778	67,430	919,063	...	991,271
Establishment	372	11,191	159,033	...	170,596
Tools and Plant	...	215	7,783	...	7,998
Miscellaneous	718	25,118	16,238	...	42,074
TOTAL OFFICERS OF OTHER DEPARTMENTS	5,868	103,954	1,102,117	...	1,211,939
TOTAL	695,944	2,116,812	1,677,144	198,377	4,688,277
ENGLAND.					
Royal Indian Civil Engineering College, Cooper's Hill					30,330
Other charges in connection with the training of officers, absentee and furlough allowances of Military and Civil officers, employed in the Public Works Department, etc., etc.					54,756
TOTAL ENGLAND at two shillings per rupee					85,086
EXCHANGE					55,294
GRAND TOTAL					(a)4,828,657

(a) Differs from the amount shewn in page XV by Rx. 15, the amount of outlay in England and Exchange (under Coorg) not brought to book by Examiner in 1893-94.

10. *Outlay in England.*—The outlay in England, exclusive of the value of stores charged to works in these accounts, compares as follows with the actuals of the previous four years:—

DETAILS.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
	£	£	£	£	£
Salaries of President, Professors, etc., and other charges of the Royal Indian Civil Engineering College, Cooper's Hill	25,602	24,905	28,017	28,184	30,330
Salaries, etc., of passed students detained in England	4,357	4,380	4,334	4,537	3,683
Passage to India of Officers on appointment	1,576	704	761	761	611
Furlough pay and absentee allowances of Officers of the Public Works Department	66,109	43,785	48,639	49,203	49,729
Salaries, etc., of Indian Officers of the Public Works Department undergoing training in England	745	679	434	479	354
Remuneration for professional services	...	1,098	167	368	379
	98,389	75,551	82,352	83,532	85,086
Exchange	44,160	24,686	35,763	50,255	55,294
TOTAL	142,549	100,237	118,115	133,787	140,380

11. The direct charge to the State under the head "Civil Works" on account of the Royal Indian Civil Engineering College at Cooper's Hill was—

		Charge in sterling.	Income in sterling.		Net charge.
		£	£		£
In	1893-94	30,330	25,828		4,502
,,	1892-93	28,184	27,704	=	480
,,	1891-92	28,017	27,197	=	820
,,	1890-91	24,905	24,878	=	27
,,	1889-90	25,602	25,172	=	430
,,	1888-89	28,768	26,380	=	2,388

There has been a large increase in 1893-94 in connection with this College.

12. The distribution of the outlay in India by Provinces is shown in the following table :—

PROVINCES.		SERVICES. Civil Buildings. Works.	Civil Buildings. Repairs.	Communications. Works.	Communications. Repairs.	Miscellaneous Public Improvements. Works.	Miscellaneous Public Improvements. Repairs.	Establishment.	Tools and Plant.	Suspense.	Total.
		Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	
Military Works Department.	Imperial	4,733	5,468	...	...	...	...	2,346	153	—5,531	7,169
		4,733	5,468	...	...	...	...	2,346	153	—5,531	7,169
Rajputana	Imperial	5,009	2,332	949	5,562	...	...	4,845	214	...	18,911
	Local	47	38	116	1,170	...	...	137	20	...	1,528
		5,056	2,370	1,065	6,732	...	...	4,982	234	...	20,439
Central India	Imperial	1,874	1,484	4,807	11,861	...	...	8,876	300	—1,289	27,913
		1,874	1,484	4,807	11,861	...	...	8,876	300	—1,289	27,913
Coorg	Imperial	1,533	639	4,609	7,774	1,210	106	3,451	1,114	—334	20,132
	Local	...	...	902	1,161	128	52	516	34	...	2,793
		1,533	639	5,511	8,935	1,338	158	3,967	1,178	—334	22,925
Hyderabad	Imperial	1,721	1,001	...	...	...	...	629	41	...	3,392
		1,721	1,001	...	...	...	...	629	41	...	3,392
Port Blair	Imperial	1,531	1,361	...	...	...	...	1,011	...	12	3,915
		1,531	1,361	...	...	...	...	1,011	...	12	3,915
Baluchistan	Imperial	19,682	4,649	10,367	5,551	3,215	753	9,828	605	(a) —4,275	50,375
		19,682	4,649	10,367	5,551	3,215	753	9,828	605	—4,275	50,375
Central Provinces	Imperial	885	279	...	...	...	...	268	17	...	1,449
	Provincial	51,537	7,889	31,229	48,947	798	68	39,819	2,538	525	183,350
	Local	324	...	13,538	4,300	1	7	...	...	...	18,170
		52,746	8,168	44,767	53,247	799	75	40,087	2,555	525	202,969
Upper Burma	Imperial	85,782	16,668	61,735	48,859	3,625	1,689	69,659	5,212	5,849	299,078
	Local	203	...	20	80	2,951	11	1,087	49	...	4,401
		85,985	16,668	61,755	48,939	6,576	1,700	70,746	5,261	5,849	303,479
Lower Burma	Imperial	...	...	...	1,361	232	...	485	24	...	2,102
	Provincial	151,601	17,091	21,424	60,380	1,686	1,756	45,857	3,748	1,288	304,831
	Local	3,585	259	25,562	8,090	12,172	2,699	11,943	779	...	65,089
		155,186	17,350	46,986	69,831	14,090	4,455	58,285	4,551	1,288	372,022
Assam	Imperial	873	759	83,166	4,661	...	...	18,437	1,202	—126	109,972
	Provincial	11,128	6,975	60,305	40,679	1,766	413	29,635	4,161	431	155,493
	Local	268	169	34,297	24,472	4,261	1,602	5,551	...	...	70,620
		12,269	7,903	177,768	69,812	6,027	2,015	53,623	5,363	305	335,085
Bengal	Imperial	13,974	12,509	...	...	...	...	6,131	408	—539	32,483
	Provincial	76,172	30,898	26,225	56,575	514	6,099	71,153	1,886	—13,577	255,945
	Excluded Local	150	...	33	265	...	...	103	7	...	558
		90,296	43,407	26,258	56,840	514	6,099	77,387	2,301	—14,116	288,986
North-Western Provinces and Oudh.	Imperial	8,806	4,804	...	...	...	...	3,108	204	...	16,922
	Provincial	65,807	28,973	16,829	84,062	11,852	1,353	79,101	1,120	—12,783	276,294
	Local	14,352	5,822	51,810	78,692	...	1,668	39,900	1,500	...	193,744
		88,965	39,579	68,639	162,754	11,852	3,021	122,109	2,824	—12,783	486,960
Punjab	Imperial	27,808	8,404	8,146	324	2,309	...	6,726	453	464	54,634
	Provincial	54,432	23,150	30,949	86,218	797	4,494	68,338	3,087	256	271,721
	Local	9,431	10,324	11,775	38,320	5,345	4,579	11,475	645	...	91,897
	Excluded Local	4,223	3,922	30	1,224	15,286	26,452	3,594	213	...	54,944
		95,897	45,800	50,900	126,086	23,737	35,525	90,133	4,398	720	473,196
	Carried forward	617,474	195,847	498,823	620,588	68,148	53,801	544,009	29,764	—29,629	2,598,825

(a) Includes Rx. 2,414 on account of Petroleum Borings, Sukkur.

PROVINCES.		SERVICES. Civil Buildings. Works.	Civil Buildings. Repairs.	Communications. Works.	Communications. Repairs.	Miscellaneous Public Improvements. Works.	Miscellaneous Public Improvements. Repairs.	Establishment.	Tools and Plant.	Suspense.	Miscellaneous.	Total.
	Brought forward	Rx. 617,474	Rx. 195,847	Rx. 498,823	Rx. 620,588	Rx. 68,148	Rx. 53,801	Rx. 544,009	Rx. 29,764	Rx. —29,629	Rx. ...	Rx. 2,598,825
Madras	Imperial	1,168	1,542	...	...	...	...	622	40	...	...	3,372
	Provincial	107,452	21,441	10,570	15,531	458	1,788	57,124	4,047	10,777	...	229,188
	Local	828	...	470	2,227	13	5	1,240	390	...	...	5,173
	Excluded Local	—96	322	...	...	2,023	645	438	25	...	...	3,357
		109,352	23,305	11,040	17,758	2,494	2,438	59,424	4,502	10,777	...	241,090
Bombay	Imperial	24,400	6,764	20	200	1,934	365	5,239	341	—6	...	39,257
	Provincial	95,876	38,016	12,551	81,587	4,624	2,939	94,285	5,247	921	...	336,036
	Local	9,288	581	32,019	59,821	4,589	727	12,759	1,828	...	...	121,612
	Excluded Local	2,187	878	3,274	1,567	16,161	1,087	3,092	343	...	...	28,589
		131,751	46,239	47,864	143,175	27,308	5,118	115,375	7,749	915	...	525,494
	Total	858,577	265,391	557,727	781,521	97,950	61,357	718,808	42,015	—17,987	...	3,365,409
Add—Outlay from Contributions, *vide* para. 37.		35,849	4,530	15,311	4,287	42,563	1,943	5,980	466	...	...	110,429
Total Public Works Officers		894,426	269,921	573,038	785,808	140,513	63,300	724,788	42,481	—17,987	...	3,476,338
Khorasan	Imperial	263	...	...	...	...	...	...	...	...	...	263
Baluchistan	Imperial	2,462	789	44	232	146	339	372	...	...	718	5,102
Mysore	Ditto	...	...	...	503	...	...	...	...	...	...	503
Rajputana	Local	42	62	...	60	50	1	...	...	...	87	302
Central India	Local	349	117	...	45	27	21	24	...	...	...	583
Coorg	Local	...	...	...	...	...	...	5	...	...	...	5
Central Provinces	Provincial	...	...	...	...	...	...	35	...	...	59	94
	Local	40	146	590	9,718	476	782	4,089	78	...	427	16,296
		40	146	590	9,718	476	782	4,124	78	...	486	16,840
Upper Burma	Local	220	4	3,257	3,666	2,104	1,540	695	230	...	109	22,107
Lower Burma	Provincial	...	...	...	...	...	...	...	...	...	20,558	20,558
	Local	46	39	5,514	5,549	2,107	841	1,444	119	...	551	16,210
		46	39	5,514	5,549	2,107	841	1,444	119	...	21,109	36,768
Assam	Provincial	1,966	...	2,768	...	...	...	5	...	...	...	4,709
	Local	...	...	225	...	...	...	...	...	...	89	314
		1,966	...	2,993	...	...	...	5	...	...	89	5,023
Bengal	Provincial	200	1,285	...	3,076	311	2,860	4,346	78	...	...	12,156
	Local	27,602	15,998	109,443	225,083	16,829	3,241	64,297	2,839	...	...	465,332
		27,802	17,283	109,443	228,159	17,140	6 101	68,643	2,917	...	...	477,488
North-Western Provinces and Oudh.	Provincial	930	5,287	1,123	1,882	2,433	7,427	5,026	137	....	1,970	27,175
	Local	2,883	6,494	4,509	31,085	52	301	10,407	1,086	...	805	57,572
		3,813	11,781	5,632	32,967	2,485	7,728	15,433	1,223	...	2,775	84,747
Punjab	Provincial	...	...	...	...	...	...	1,779	...	...	1,691	3,470
	Local	...	...	...	...	...	...	912	...	...	11,515	12,427
		...	...	...	...	...	...	2,691	...	...	13,206	15,897
Madras	Provincial	3,945	857	474	10,624	19,015	33	...	...	...	...	35,048
	Local	11,752	8,685	52,723	215,468	9,226	14,923	58,013	2,908	...	629	374,332
		15,697	9,542	53,197	226,092	28,241	14,956	58,013	2,908	...	629	409,270
Bombay	Provincial	...	...	...	...	...	4	...	...	...	840	844
	Local	6,202	6,420	15,504	48,812	25,681	12,467	18,997	538	...	2,026	136,647
		6,202	6,420	15,504	48,812	25,681	12,471	18,997	538	...	2,866	137,491
Total Officers of other Departments		58,782	46,130	199,409	555,673	86,487	44,790	170,596	7,998	...	42,074	1,211,939
Grand Total		953,208	316,051	772,447	1,341,481	227,000	108,090	895,384	50,479	—17,987	42,074	4,688,277

13. Omitting the outlay from Excluded Local Funds and Contributions in regard to which the Public Works Department is merely the executive agency employed to carry out the work, the outlay in India on "Civil Works" during 1893-94 compares as follows with that incurred during the four preceding years :—

Heads of service.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
	Rx.	Rx.	Rx.	Rx.	Rx.
Public Works Officers.					
Civil Buildings	980,556	1,173,631	1,279,205	1,084,082	1,112,382
Communications	1,245,756	1,277,781	1,397,404	1,278,582	1,332,855
Miscellaneous Public Improvements	139,242	74,063	216,371	129,853	97,653
Tools and Plant	30,013	40,030	48,321	57,972	41,427
Suspense (Stock, etc.)	—44,538	4,950	33,551	—10,522	—17,937
Profit and loss	29	33	184	...	...
Total, exclusive of Establishment	2,351,058	2,570,488	2,975,036	2,539,967	2,566,380
Establishment	634,025	655,763	649,302	684,941	711,581
Total Public Works Officers	2,985,083	3,226,251	3,624,338	3,224,908	3,277,961
Officers of other Departments.					
Civil Buildings	...	57,850	66,940	103,008	104,912
Communications	...	789,175	807,376	813,596	755,082
Miscellaneous Public Improvements	...	86,167	132,981	144,197	131,277
Tools and Plant	...	9,758	9,637	9,140	7,998
Miscellaneous	...	77,993	69,377	44,469	42,074
Total, exclusive of Establishment	...	1,020,943	1,086,311	1,114,410	1,041,343
Establishment	...	163,983	166,441	177,354	170,596
Total Officers of other Departments	*1,146,525	1,184,926	1,252,752	1,291,764	1,211,939
GRAND TOTAL	4,131,608	4,411,177	4,877,090	4,516,672	4,489,900

* The expenditure by Officers of other Departments was not detailed in the accounts by service heads till the year 1890-91.

14. The expenditure on Establishment bears the following ratio to the total outlay by Public Works Officers, exclusive of Establishment, and to the outlay on works and repairs only :—

	Percentage of Establishment on total outlay exclusive of Establishment.	Percentage of Establishment on outlay on Works and Repairs only.
1889-90	26·97	26·80
1890-91	25·51	25·97
1891-92	21·83	22·44
1892-93	26·96	27·48
1893-94	27·73	27·98

The provinces showing unfavourable results are :—

	Percentage on total outlay exclusive of Establishment.	Percentage on outlay on Works and Repairs.
Central India	46·62	44.23
Bengal	36·57	34.66
Port Blair	34·81	34.96
North-Western Provinces and Oudh	33·47	32.58
Madras	33·00	36·08
Rajputana	32·23	32·73
Upper Burma	30·39	31·92
Bombay	29·19	29·84

15. The following table shows the percentages of the total money expended in each Province under the different departmental and service heads :—

I.—By Public Works Officers.

Omitting Excluded Local and Contributions.

Provinces.	Civil Buildings.		Communications.		Miscellaneous Public Improvements.		Establishment.	Tools and Plant.	Suspense.	Total.
	Works.	Repairs.	Works.	Repairs.	Works.	Repairs.				
Military Works Department	66	76	...	...	...	...	33	2	—77	100
Rajputana	25	12	5	33	...	...	24	1	...	100
Central India	7	5	17	42	...	...	32	1	—4	100
Coorg	7	2	24	39	6	1	17	5	—1	100
Hyderabad	51	29	...	...	...	...	19	1	...	100
Port Blair	39	35	...	...	...	...	26	...	...	100
Baluchistan	39	9	21	11	6	1	20	1	—8	100
Central Provinces	26	4	22	26	...	...	20	2	...	100
Burma, Upper	28	6	20	16	2	1	23	2	2	100
Do., Lower	42	5	12	19	4	1	16	1	...	100
Assam	4	2	53	21	2	...	16	2	...	100
Bengal	31	15	9	20	...	2	27	1	—5	100
N.-W. Provinces and Oudh	18	8	14	34	2	1	25	1	—3	100
Punjab	22	10	12	30	2	2	21	1	...	100
Madras	46	10	5	7	...	1	25	2	4	100
Bombay	26	9	9	28	2	1	23	2	...	100
Percentage of all Provinces	26	8	17	24	2	1	21	1	...	100

II.—By Officers of other Departments.

Provinces.	Civil Buildings.		Communications.		Miscellaneous Public Improvements.		Establishment.	Tools and Plant.	Suspense.	Miscellaneous.	Total.
	Works.	Repairs.	Works.	Repairs.	Works.	Repairs.					
Khorasan	100	...	...	...	...	...	...	...	...	...	100
Baluchistan	48	15	1	5	3	7	7	...	...	14	100
Mysore	...	...	...	100	...	...	...	...	...	...	100
Rajputana	14	20	...	20	17	...	...	...	...	29	100
Central India	60	20	...	8	5	3	4	...	...	...	100
Coorg	...	...	...	...	...	...	100	...	...	...	100
Central Provinces	...	1	4	59	3	4	25	1	...	3	100
Burma, Upper	1	...	29	16	41	7	4	1	...	1	100
Do., Lower	...	...	15	16	6	2	4	...	...	57	100
Assam	38	..	60	...	...	...	...	...	...	2	100
Bengal	6	3	23	48	4	1	14	1	...	...	100
N.-W. Provinces and Oudh	5	14	7	39	4	9	18	1	...	3	100
Punjab	...	...	...	...	...	...	17	...	...	83	100
Madras	4	2	14	55	7	3	14	1	...	...	100
Bombay	5	5	11	36	18	9	14	...	...	2	100
Percentage of all Provinces	5	4	16	46	7	4	14	1	...	3	100

16. Of the total outlay under Public Works Officers—

	Against in 1892-93.	Against in 1891-92.
26 per cent. was expended on new Buildings	26 per cent.	28 per cent.
17 „ „ „ „ „ Roads	17 „	18 „
2 „ „ „ „ „ Works of Miscellaneous Public Improvements	3 „	5 „
8 „ was spent on repairs of Buildings	7 „	8 „
24 „ „ „ „ „ Roads	23 „	20 „
1 „ „ „ „ „ Works of Miscellaneous Public Improvements	1 „	1 „
Establishment absorbed 21 per cent. of the total outlay and	21 „	18 „
Tools and Plant, 1 per cent.	2 „	1 „

Similarly, of the total outlay under officers of other Departments :—

5 per cent. was expended on new Buildings	5 „	3 „
16 „ „ „ „ „ Roads	18 „	18 „
7 „ „ „ „ „ Works of Miscellaneous Public Improvements	7 „	7 „
4 „ „ „ on repairs to Buildings	3 „	2 „
46 „ „ „ „ „ Roads	45 „	47 „
4 „ „ „ „ „ Works of Miscellaneous Public Improvements	4 „	3 „
14 „ of the total outlay was recorded under Establishment	14 „	13 „
3 „ under Miscellaneous, and	3 „	6 „
1 „ of the outlay on Tools and Plant	1 „	1 „

17. The outlay under the different heads of service varies considerably in the several Provinces. More than one-fourth, or 26 per cent., of the total outlay by Public Works Officers has been spent on new buildings against 17 per cent. on new roads. The Provinces in which the percentage of new civil buildings is high are Madras, Lower Burma, Baluchistan, and Port Blair. The expenditure by the Military Works Department is almost solely upon churches in cantonments, and in Hyderabad, Imperial Civil Works consist of buildings only.

The largest expenditure on new roads has taken place in Assam, North-Western Provinces and Oudh, Upper Burma, Punjab, Bombay, Lower Burma and Central Provinces.

It is noticeable that in Bengal and Madras a comparatively small proportion of the outlay on the construction and maintenance of roads is incurred through the agency of Public Works Officers, the bulk of the expenditure under these heads being accounted for by Civil Officers. Central India maintains a high percentage for establishment ; the percentage is lowest in Lower Burma and Assam.

The low percentage in Burma is due to additional outlay on works, owing to the transfer of the Rangoon Military Works division to the control of the Local Administration. In Assam the increased outlay on works, chiefly due to the construction of the Nichuguard-Manipur road, is the cause of the establishment percentage being so small.

The Military Works establishment percentage appears high, owing to the inclusion of the figures of the Accountant-General's auxiliary accounts under "Suspense." If those figures were omitted, the percentage would only be 19.

The major portion of the outlay by Civil Officers was upon maintenance of roads and was incurred in Madras, Bengal, North-Western Provinces and Oudh, and Bombay, and it will be observed, that repairs to roads have taken up 46 per cent. of the total outlay. Of the remainder, 16 per cent. was expended on new roads.

18. The *Imperial* outlay was incurred in the under-noted Provinces upon the objects detailed :—

	Military Works.	Rajputana.	Central India.	Coorg.	Mysore.	Hyderabad.	Port Blair.	Baluchistan.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
	Officers of the Public Works Department.																	
IMPERIAL.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Civil Buildings.																		
New Works.																		
Forest	...	...	...	...	...	...	...	...	...	...	...	...	...	2,834	...	...	...	2,834
Customs	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22	22
Salt	...	...	...	...	...	...	...	...	...	...	...	...	125	...	...	135	21,270	21,530
Opium	...	...	40	...	...	...	...	...	...	...	...	...	842	2,786	...	...	85	3,753
Mint	...	...	...	...	...	...	...	...	...	...	...	...	1,249	...	...	...	...	1,249
Postal	65	33	117	31	...	333	...	10	491	1,883	...	796	2,659	125	1,491	512	1,675	11,371
Telegraph	...	44	...	4	...	29	...	148	894	955	...	77	1,738	79	787	521	252	5,028
Viceregal Residences and Secretariat Offices of the Government of India	...	...	...	...	...	...	...	...	...	...	...	...	6,180	...	5,177	...	...	11,357
Treasury and Currency	...	...	...	...	...	...	...	363	...	...	...	...	387	...	...	...	39	789
Residencies and Agencies	15	72	1,263	...	...	...	...	10,481	...	...	...	...	832	...	9,572	...	497	22,732
Residences for Local Governments and Secretariat Offices	...	...	86	368	...	315	...	...	...	85	...	...	...	425	...	...	...	1,279
Land Revenue	...	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9
Minor Departments	...	629	...	...	...	...	...	...	...	...	...	...	70	1,557	...	...	...	2,256
Educational	...	3	...	251	...	...	...	...	...	...	...	...	...	...	...	...	...	254
Law and Justice	...	1,342	..	35	...	...	...	3,221	...	10,778	...	...	...	...	...	...	...	15,376
Ecclesiastical	5,020	817	8	3	...	160	...	10	...	1,299	...	...	...	...	...	...	...	7,317
Jails	...	1,001	190	14	...	...	...	710	...	6,200	...	...	...	...	...	...	212	8,327
Police	77	499	32	438	...	...	...	4,409	...	34,737	...	...	...	...	...	...	147	40,399
Medical	...	...	45	...	...	...	...	57	...	5,045	...	...	...	...	...	...	1	5,148
Printing	...	...	...	68	...	...	...	...	...	...	...	...	386	...	...	...	...	386
Public Works	...	586	139	48	...	...	...	178	...	...	...	...	...	...	...	...	...	39,804
Miscellaneous	213	65	364	291	...	868	1,531	35	...	54,860	...	...	200	...	10,791	...	...	
	5,390	5,072	2,284	1,533	...	1,721	1,531	19,682	885	85,782	...	873	14,577	8,806	27,808	1,168	24,400	201,512
Deduct—Contributions	667	63	410	...	...	...	...	...	...	...	...	...	603	...	...	...	...	1,743
	4,723	5,009	1,874	1,533	...	1,721	1,531	19,682	885	85,782	...	873	13,974	8,806	27,808	1,168	24,400	199,779
Repairs.																		
Forest	...	...	...	...	...	...	...	...	...	...	...	...	...	52	...	...	...	52
Customs	...	...	...	...	...	...	...	...	...	...	...	...	...	57	...	...	135	192
Salt	...	...	...	...	...	...	...	...	...	...	...	...	1,074	...	...	9	3,524	4,607
Opium	...	...	28	...	...	...	...	...	...	...	...	...	1,614	2,272	...	...	7	3,921
Mint	...	...	...	...	...	...	...	...	...	...	...	...	1,558	...	...	...	435	1,993
Postal	49	96	131	29	...	253	...	102	223	393	...	371	1,013	1,704	1,853	1,092	1,175	8,384
Telegraph	22	147	196	4	...	53	...	53	56	175	...	371	996	417	628	441	593	4,154
Viceregal Residences, etc.	...	...	...	...	...	...	...	...	...	...	...	...	6,688	116	5,419	...	...	12,223
Treasury and Currency	...	...	...	1	...	...	...	5	...	...	...	...	63	10	...	...	39	117
Residencies and Agencies	35	740	286	...	...	...	...	1,135	...	...	...	...	90	...	...	...	309	2,595
Residences for Local Governments and Secretariat Offices	...	...	231	140	...	580	...	...	...	897	...	...	...	58	...	...	...	1,996
Land Revenue	...	...	19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
Minor Departments	...	...	...	...	...	...	...	206	...	...	...	...	71	118	...	...	...	395
Educational	...	285	1	37	...	...	...	...	...	...	...	...	...	...	...	...	2	325
Law and Justice	12	300	9	255	...	...	...	519	...	1,982	...	...	...	...	...	...	3	3,080
Ecclesiastical	5,341	156	65	5	...	23	...	10	...	488	...	...	...	...	...	...	..	6,098
Jails	...	132	240	45	...	...	...	163	...	1,033	...	...	...	...	...	...	24	1,637
Police	...	179	21	33	...	...	...	1,134	...	8,549	...	...	...	...	...	...	128	10,043
Medical	...	6	45	12	...	...	...	196	...	314	...	...	...	...	...	...	7	580
Printing	...	...	...	...	...	...	...	...	...	...	...	...	225	...	...	...	...	225
Public Works	...	290	165	28	...	...	...	187	...	...	...	...	...	...	...	...	...	670
Miscellaneous	63	1	537	51	...	92	1,361	949	...	2,887	...	17	—5	...	704	...	363	6,970
	5,512	2,332	2,006	639	...	1,001	1,361	4,649	279	16,668	...	759	13,386	4,804	8,404	1,542	6,764	70,106
Deduct—Contributions	44	...	522	...	...	...	...	...	...	...	...	...	877	...	...	...	...	1,443
	5,468	2,332	1,484	639	...	1,001	1,361	4,649	279	16,668	...	759	12,509	4,804	8 404	1,542	6,764	68,663
Carried over	10,201	7,341	3,358	2,172	...	2,722	2,892	24,331	1,164	102,450	...	1,632	26,483	13,610	36,212	2,710	31,164	268,442

	Military Works	Rajputana.	Central India.	Coorg.	Mysore.	Hyderabad.	Port Blair.	Baluchistan.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Brought forward .	10,201	7,341	3,359	2 172	...	2,722	2,892	24,331	1,164	102,450	...	1,632	26,483	13,610	36,212	2,710	31,164	268,442
IMPERIAL—contd.																		
COMMUNICATIONS.																		
Works.																		
Metalled and Bridged roads	...	1,108	12,568	3,348	...	...	...	147	...	14,552	...	83,166	...	...	7,040	...	...	122,826
Raised, bridged, and unmetalled roads . .	...	...	...	1,129	...	...	...	8,087	...	39,503	...	...	...	...	...	...	...	48,719
District roads . . .	...	...	...	−75	...	...	...	..	...	4,023	...	...	...	...	...	...	20	3,968
Village roads . . .	...	...	...	7	...	...	...	...	..	3,657	...	...	...	...	...	...	...	3,664
Boat-bridges and ferries .	...	...	272	200	...	...	...	...	..	...	...	...	...	...	...	...	...	472
Accommodation for travellers	...	...	...	...	...	...	...	2,133	...	...	...	...	...	...	206	...	...	2,339
TOTAL .	...	1,108	12,840	4,609	...	...	...	10,367	...	61,735	...	83,166	...	...	8,146	...	20	181,991
Deduct—Contributions .	...	159	8 033	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8,192
TOTAL .	...	949	4,807	4,609	...	...	...	10,367	...	61,735	...	83,166	...	...	8,146	...	20	173,799
Repairs.																		
Metalled and bridged roads	...	5,966	12,305	638	...	...	...	1,476	...	14,229	...	4,601	...	...	324	...	...	39,539
Raised, bridged, and unmetalled roads . .	...	...	...	3,993	...	...	...	3,418	...	31,134	...	...	...	...	...	...	...	38,545
District roads . . .	...	...	...	...	...	...	...	...	...	2,142	1,361	...	...	...	...	...	200	3,703
Village roads . . .	...	...	...	3,100	...	...	...	...	...	1,338	...	...	...	...	...	...	...	4,438
Boat-bridges and ferries .	...	...	265	...	...	...	...	...	...	...	...	...	...	...	...	...	...	265
Accommodation for travellers	...	...	118	...	...	...	...	657	...	16	...	...	...	...	...	...	...	791
Miscellaneous . . .	...	...	...	43	...	...	...	...	...	...	...	...	...	...	...	...	...	43
	...	5,966	12,689	7,774	...	...	...	5,551	...	48,859	1,361	4,661	...	...	324	...	200	87,384
Deduct—Contributions .	...	404	827	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,231
TOTAL .	...	5,562	11,861	7,774	...	...	...	5,551	...	48,859	1,361	4,661	...	...	324	...	200	86,153
MISCELLANEOUS PUBLIC IMPROVEMENTS.																		
Works.																		
Improvements to towns .	...	14	...	...	...	...	...	413	...	966	...	...	...	...	...	...	...	1,393
Water-supply . . .	...	418	...	3,008	...	...	...	338	...	798	...	...	...	...	2,309	...	535	7,306
Petroleum operations .	...	...	...	...	...	...	...	2,393	...	...	...	...	...	...	...	...	...	2,393
Coal operations . .	...	...	...	...	...	...	...	34	...	...	...	...	...	...	...	...	...	34
Harbours . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,329	1,329
Light-houses . . .	...	...	...	...	...	...	...	...	...	...	232	...	...	...	...	...	70	302
Sewerage and drainage .	...	...	...	2	...	...	...	22	...	...	...	...	...	...	...	...	...	24
Miscellaneous . . .	...	2,355	...	443	...	...	...	125	...	1,861	...	...	...	...	...	...	...	4,784
	...	2,787	...	3,453	...	...	...	3,215	...	3,625	232	...	...	...	2,309	...	1,934	17,555
Deduct—Contributions .	...	2,787	...	2,243	...	...	...	...	...	...	...	...	...	...	...	...	...	5,030
TOTAL .	...	...	...	1,210	...	...	...	3,215	...	3,625	232	...	...	...	2,309	...	1,934	12 525
Repairs.																		
Improvements to towns .	...	45	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	45
Water-supply . . .	...	278	...	2	...	...	...	713	...	22	...	...	...	...	...	...	40	1,055
Harbours . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	277	277
Light-houses . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16	16
Sewerage and drainage .	...	...	...	...	...	...	...	37	...	...	...	...	...	...	...	...	...	37
Miscellaneous . . .	...	34	...	106	...	...	...	3	...	1,667	...	...	...	...	...	...	32	1 842
	...	357	...	108	...	...	...	753	...	1,689	...	...	...	...	...	...	365	3,272
Deduct—Contributions .	...	357	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	359
TOTAL REPAIRS .	...	...	...	106	...	...	...	753	...	1,689	...	...	...	...	...	...	365	2,913
TOTAL WORKS AND REPAIRS	10 201	13,852	20,026	15,871	...	2,722	2,892	44,217	1,164	218,358	1,593	89,459	26,483	13,610	46,991	2,710	33,693	543,832
Establishment . .	2,346	4,945	8,976	3,451	...	639	1,011	9,838	268	69,659	485	18,437	6,131	3,106	6,726	632	5,239	141,661
Work and Plant . .	153	214	300	1,144	...	41	...	605	17	5,213	24	1,202	408	204	453	40	341	10,359
Suspense	−5,631	...	−1,989	−334	...	...	13	−4,275	...	5,849	...	−196	−339	...	464	...	−6	−5,775
Total Public Works Officers carried over . .	7,169	18,911	27,913	20,132	...	3,392	3,915	50,375	1,449	299,078	2,102	108,972	32,483	16,922	54,634	3,372	39,257	690,076

	Military Works.	Rajputana.	Central India.	Coorg.	Mysore.	Hyderabad.	Port Blair.	Khorasan.	Bagdad.	Baluchistan.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Total Public Works Officers brought forward . .	7,169	18,911	27,913	20,132	...	3,392	3,915	...	...	50,375	1,449	299,078	2,102	108,972	32,483	16,922	54,634	3,372	39,257	690,076
CIVIL BUILDINGS.	OFFICERS OF OTHER DEPARTMENTS.																			
Works.																				
Customs	...	...	...	...	...	...	...	...	...	487	...	...	...	...	...	...	...	...	...	487
Postal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Residencies and Agencies	...	...	...	...	...	...	...	263	...	716	...	...	...	...	...	...	...	...	...	979
Land Revenue . .	...	...	...	...	...	...	...	...	...	1,038	...	...	...	...	...	...	...	...	...	1,038
Educational . . .	...	...	...	...	...	...	...	...	...	35	...	...	...	...	...	...	...	...	...	35
Law and Justice . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Police	...	...	...	...	...	...	...	...	...	49	...	...	...	...	...	...	...	...	...	49
Medical	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Public Works . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Miscellaneous . . .	...	...	...	...	...	...	...	...	...	137	...	...	...	...	...	...	...	...	...	137
TOTAL .	...	...	..	...	...	...	...	263	...	2,462	...	...	...	...	...	...	...	...	...	2,725
Repairs.																				
Customs	...	...	...	...	...	...	...	...	...	73	...	...	...	...	...	...	...	...	...	73
Residencies and Agencies	...	...	...	...	...	...	...	...	...	38	...	...	...	...	...	...	...	...	...	38
Land Revenue . .	...	...	...	...	...	...	...	...	...	206	...	...	...	...	...	...	...	...	...	206
Law and Justice . .	...	...	...	...	...	...	...	..	...	15	...	...	...	...	...	...	...	...	...	15
Police	...	...	...	...	...	...	...	...	...	145	...	...	...	...	...	...	...	...	...	145
Medical	...	...	...	...	...	...	...	...	...	31	...	...	...	...	...	...	...	...	...	31
Public Works . .	...	...	...	...	...	...	...	...	...	264	...	...	...	...	...	...	...	...	...	264
Miscellaneous . .	...	...	...	...	...	...	...	...	...	17	...	...	...	...	...	...	...	...	...	17
TOTAL .	...	...	...	...	...	...	...	...	...	789	...	...	...	...	...	...	...	...	...	789
COMMUNICATIONS.																				
Works.																				
Metalled and bridged roads	...	...	...	...	...	...	...	...	...	44	...	...	...	...	...	...	...	...	...	44
TOTAL .	...	...	...	...	...	...	...	...	...	44	...	...	...	...	...	...	...	...	...	44
Repairs.																				
Metalled and bridged road	...	...	...	...	...	...	...	...	...	140	...	...	...	...	...	...	...	...	...	140
Village roads . .	...	...	...	...	...	...	...	...	...	14	...	...	...	...	...	...	...	...	...	14
Boat-bridges and ferries .	...	...	...	...	...	...	...	...	...	76	...	...	...	...	...	...	...	...	...	76
Miscellaneous . . .	...	...	...	...	503	...	...	...	...	2	...	...	...	...	...	...	...	...	...	505
TOTAL .	...	...	...	...	503	...	...	...	...	232	...	...	...	...	...	...	...	...	...	735
MISCELLANEOUS PUBLIC IMPROVEMENTS.																				
Works.																				
Water-supply . .	...	...	...	...	...	...	...	...	...	146	...	...	...	...	...	...	...	...	...	146
TOTAL .	...	...	...	...	...	...	...	...	...	146	...	...	...	...	...	...	...	...	...	146
Repairs.																				
Water-supply . .	...	...	..	...	...	...	...	...	...	333	...	...	...	...	...	...	...	...	...	333
Miscellaneous . .	...	...	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	6
TOTAL .	...	...	...	...	...	...	...	...	...	339	...	...	...	...	...	...	...	...	...	339
Total Works and Repairs .	...	...	...	...	503	...	...	263	...	4,012	...	...	...	...	...	...	...	...	...	4,778
Establishment . .	...	...	...	...	...	...	...	...	...	372	...	...	...	...	...	...	...	...	...	372
Miscellaneous . .	...	...	...	...	...	...	...	...	...	718	...	...	...	...	...	...	...	...	...	718
TOTAL OFFICERS OF OTHER DEPARTMENTS .	...	...	...	...	503	...	...	263	...	5,102	...	...	...	...	...	...	...	...	...	5,868
TOTAL IMPERIAL .	7,169	18,911	27,913	20,132	503	3,392	3,915	263	...	55,477	1,449	299,078	2,102	108,972	32,483	16,922	54,634	3,372	39,257	695,944

19. In Upper Burma the large outlay of Rx. 299,078 is due to the opening out of the Province generally. The other provinces showing heavy outlay are Assam and Baluchistan. The principal works on which outlay was incurred were :—

In Coorg—

Opening out Veerajpet-Periapatam road.
Bridge across the causeway at Siddapur, Bangalore-Mangalore road.

In Baluchistan—

Buildings—New block of Public Offices, Quetta.
New Residency, Quetta.
Roads—Hindu Bagh, Fort Sandeman.
Mir Ali Khil-Khajuri Kach Section of the Murga-Gomal road.
Chor Khil Dhana road.
Miscellaneous Public Improvements—Fort Sandeman Water-supply.

In Upper Burma—

Buildings—Jails at Bhamo and Kindat.
Roads—Myingyan-Fort Stedman, Yeu-Kin-u, Taungdwingyi-Natmouk, Banmouk-Mansi.

In Lower Burma—

Light-house at Oyster Island.

In Assam—

Road from Nichuguard to Manipur.

In Punjab—

Buildings—Constructing Militia lines, Kurram.
Civil buildings at Para Chinar.
Purchase and improvements of Snowdon Estate, Simla.

In Bombay—

Buildings—Offices and quarters for the Customs and Salt Departments at Castle Rock.

The outlay incurred to the end of 1893-94 on the construction of the North-West Frontier road from Dera Ismail Khan to Khusalgarh is as follows :—

	Estimate.	Outlay.	Excess.
	Rx.	Rx.	Rx
Works	324,581	319,967	—4,614
Establishment	65,897	69,312	+3,415
Tools and Plant	12,600	9,358	—3,242
TOTAL	403,078	398,637	—4,441

In addition to this there has been an outlay of Rx. 4,315 on this work against an estimate of Rx. 2,595 which has been debited to 44—Military Works.

The largest outlay on repairs of buildings is in Upper Burma and is due to the large increase in the number of Police buildings.

More than half of the total outlay on the up-keep of roads has been incurred in Upper Burma : Central India, Coorg, Baluchistan, and Rajputana absorb most of the remainder.

20. The *Provincial* outlay was incurred in the under-noted Provinces upon the objects specified below—

CIVIL BUILDINGS.	Military Works.	Rajputana.	Central India.	Coorg.	Port Blair.	Baluchistan.	Central Provinces.	BURMA, Upper.	BURMA, Lower.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
	OFFICERS OF THE PUBLIC WORKS DEPARTMENT.															
New Works.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Forest	...	...	...	...	...	...	4	...	...	...	...	...	...	120	701	825
Customs	...	...	...	...	...	...	...	...	723	...	9	...	...	...	210	942
Postal	...	..	...	...	...	...	...	...	1,175	...	...	...	...	...	...	1,175
Telegraph	...	...	...	...	...	...	...	...	511	...	...	...	...	...	...	511
Excise	...	...	...	...	...	...	2,948	...	...	...	1,092	895	226	713	1,666	7,540
Residences for Local Governments, etc.	...	...	...	...	...	...	92	...	16,902	1,438	1,776	1,425	623	2,201	2,352	26,809
Secretariat Offices	...	...	...	...	...	...	26	...	...	226	414	227	440	1,449	228	3,010
Circuit houses not being Commissioners' Courts	...	...	...	...	...	...	260	...	...	...	...	...	...	...	...	260
Land Revenue	...	...	...	...	...	...	927	...	...	...	12,397	21,487	8,315	34,137	25,431	103,694
Treasury and Currency	...	...	...	...	...	...	...	...	...	...	...	...	388	430	...	818
Board of Revenue	..	...	...	...	...	...	...	...	...	...	36	145	10	51	...	242
Political Agencies	...	...	...	...	...	...	...	...	...	70	...	...	211	19	978	1,278
Stamps and Stationery	...	...	...	...	...	...	...	...	...	...	15,217	...	...	4,077	...	19,294
Minor Departments	...	...	...	...	...	...	...	...	...	700	1,675	1,264	981	595	82	5,297
Law and Justice	...	...	...	...	...	...	17,410	...	18,433	3,091	11,205	9,694	4,859	9,755	7,140	81,587
Ecclesiastical	...	...	...	...	...	...	765	...	214	189	641	335	977	887	3,243	7,201
Jails	...	...	...	...	...	...	18,960	...	28,454	308	3,331	12,716	7,373	12,405	26,062	104,609
Police	...	...	...	...	...	...	12,703	...	38,608	54	4,469	8,500	5,245	7,670	12,029	89,278
Educational	...	...	...	...	...	...	1,291	...	370	1,737	12,877	6,072	21,389	20,156	7,623	71,515
Medical	...	...	...	...	...	...	2,040	...	13,562	452	10,135	7,594	3,074	1,050	10,579	48,486
Registration	...	...	...	...	...	...	...	...	...	73	91	117	...	5,191	204	5,676
Printing	...	...	...	...	...	...	272	...	...	3,004	...	145	...	660	602	4,683
Public Works	...	...	...	...	...	...	929	...	1,907	461	1,064	1,221	3,021	5,415	2,515	16,533
Miscellaneous	...	...	...	...	...	...	732	...	30,737	1,525	1,905	114	648	375	354	36,390
	...	...	...	...	...	...	54,389	...	161,601	12,278	78,334	71,951	57,780	107,356	101,990	645,859
Deduct—Contributions	...	...	...	...	...	...	2,852	...	...	2,150	2,162	6,144	2,348	—26	6,128	21,260
	...	...	...	...	...	...	51,537	...	161,601	11,128	76,172	65,807	54,432	107,452	95,876	614,906
Repairs.																
Forest	...	...	...	...	...	...	9	...	...	5	...	...	...	...	165	179
Customs	...	...	...	...	...	...	...	...	484	...	456	...	...	...	640	1,580
Postal	...	...	...	...	...	...	...	...	393	...	...	...	...	...	...	393
Telegraph	...	...	...	...	...	...	...	...	587	...	...	...	...	...	...	587
Excise	...	...	...	...	...	...	1	...	...	...	267	761	286	211	576	2,102
Residences for Local Governments	...	...	...	...	...	...	400	...	987	424	2,025	1,217	1,127	3,639	3,487	13,306
Secretariat Offices	...	...	...	...	...	...	74	...	142	85	1,259	274	486	371	280	2,971
Circuit houses not being Commissioners' Courts	...	...	...	...	...	...	316	...	...	...	...	...	...	...	...	316
Land Revenue	...	...	...	...	...	...	535	...	...	...	1,846	8,485	3,578	2,042	8,970	25,456
Treasury and Currency	...	...	...	...	...	...	14	...	...	...	...	...	60	243	...	317
Board of Revenue	...	...	...	...	...	...	...	...	...	...	49	167	153	76	...	445
Political Agencies	...	...	...	...	...	...	...	...	66	50	...	...	106	5	436	663
Stamps and Stationery	...	...	...	...	...	...	...	...	...	...	29	...	...	...	...	29
Minor Departments	...	...	...	...	...	...	116	...	...	1,835	188	1,354	1,382	406	2,045	7,326
Law and Justice	...	...	...	...	...	...	1,121	...	2,955	...	4,526	1,920	999	374	3,296	15,191
Ecclesiastical	...	...	...	...	...	...	355	...	900	462	2,534	1,086	1,211	1,690	3,147	11,285
Jails	...	...	...	...	...	...	1,283	...	1,977	752	3,919	1,952	4,988	1,250	2,032	18,153
Police	...	...	...	...	...	...	2,075	...	1,448	344	2,272	7,586	5,046	661	4,700	24,132
Educational	...	...	...	...	...	...	88	...	456	547	1,949	2,362	880	1 470	2,552	10,304
Medical	...	...	...	...	...	...	130	...	529	55	7,135	1,482	497	2,135	3,597	15,560
Marine	...	...	...	...	...	...	...	...	15	...	...	...	...	...	18	33
Registration	...	...	...	...	...	...	...	...	...	...	36	9	...	151	12	208
Printing	...	...	...	...	...	...	9	...	...	25	...	139	93	266	131	663
Public Works	...	...	...	...	...	...	1,370	...	889	1,172	1,008	686	1,321	5,546	1,314	13,306
Government Experimental Farms	...	...	...	...	...	...	...	...	...	...	...	161	...	...	...	161
Miscellaneous	...	...	...	...	...	...	2	...	5,263	1,223	2,475	331	937	1,154	1,017	12,402
	...	...	...	...	...	...	7,898	...	17,091	6,979	31,973	29,972	23,150	21,592	38,414	177,069
Deduct—Contributions	...	...	...	...	...	...	9	...	...	4	075	1,019	...	151	398	2,656
	...	...	...	...	...	...	7,889	...	17,091	6,975	30,898	28,953	23,150	21,441	38,016	174,413
Carried over	...	...	...	...	...	...	59,426	...	168,692	18,103	107,070	94,760	77,582	128,893	133,992	788,418

OFFICERS OF THE PUBLIC WORKS DEPARTMENT—*continued*.

	Military Works.	Rajputana.	Central India.	Coorg.	Port Blair.	Baluchistan.	Central Provinces.	Burma, Upper.	Burma, Lower.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Brought forward	...	...	...	...	...	...	59,426	..	168,692	18,103	107,070	94,760	77,582	128,893	133,892	788,418
COMMUNICATIONS.																
New Works.																
Metalled and bridged roads	...	...	...	..	...	...	14,012	...	10,916	1,168	20,082	11,199	21,989	10,576	3,488	93,424
Raised, bridged, and unmetalled roads	...	...	...	...	...	...	18,194	...	7,153	57,520	6,990	...	8,120	...	8,677	106,954
District roads, unmetalled and unraised	...	...	...	...	...	...	...	...	344	...	...	...	...	...	127	471
Village roads	...	...	...	...	...	...	...	...	3,011	24	...	...	...	...	...	3,035
Boat-bridges and ferries	...	...	...	...	...	...	...	...	...	215	...	3,654	...	...	...	3,869
Accommodation for travellers	...	...	...	...	...	...	1,164	...	...	1,751	...	2,155	3,062	...	415	8,547
	...	...	...	...	...	...	33,370	...	21,424	60,678	27,072	17,008	33,471	10,576	12,707	216,300
Deduct—Contributions	...	...	...	...	...	...	*2,141*	...	...	*373*	*847*	*179*	*2,522*	...	*156*	*6,218*
	...	...	...	...	...	...	31,229	...	21,424	60,305	26,225	16,829	30,949	10,576	12,551	210,082
Repairs.																
Metalled and bridged roads	...	...	...	...	...	...	26,718	...	39,617	9,097	49,419	73,930	51,115	15,531	57,312	322,709
Raised, bridged, and unmetalled roads	...	...	...	...	...	...	20,902	...	16,369	25,834	7,002	6	20,350	...	18,481	108,944
District roads, unmetalled and unraised	...	...	...	...	...	...	...	...	1,671	606	...	78	6	...	4,596	6,957
Village roads	...	...	...	...	...	...	...	...	2,723	...	...	...	11,391	...	115	14,229
Boat-bridges and ferries	...	...	...	...	...	...	1,224	...	...	1,664	...	8,330	...	...	...	11,218
Accommodation for travellers	...	...	...	...	...	...	212	...	...	4,129	192	3,020	3,385	...	1,017	11,955
Arboriculture	...	...	...	...	...	...	...	...	...	...	...	515	...	...	75	590
	...	...	...	...	...	...	49,056	...	60,380	41,330	56,613	85,879	86,277	15,531	81,596	476,662
Deduct—Contributions	...	...	...	...	...	...	*109*	...	...	*651*	*38*	*1,817*	*59*	...	*9*	*2,683*
	...	...	...	...	...	...	48,947	...	60,380	40,679	56,575	84,062	86,218	15,531	81,587	473,979
MISCELLANEOUS PUBLIC IMPROVEMENTS.																
New Works.																
Improvements to towns	...	...	...	...	...	...	16	...	...	...	...	8,219	179	458	30	8,902
Paving and streets	...	...	...	...	...	...	...	...	...	...	...	...	50	...	1,060	1,110
Water-supply	...	...	...	...	...	...	9,197	...	96	2,122	...	5,501	14,110	...	35	31,061
Sewerage and drainage	...	...	...	...	...	...	767	...	...	46	...	30	7,354	...	137	8,334
Harbours	...	...	...	...	...	...	...	...	300	...	334	...	...	...	645	1,279
Light-houses	...	...	...	...	...	...	...	...	778	...	37	...	...	...	...	815
Mines	...	...	...	...	...	...	56	...	...	...	...	...	...	...	...	56
Miscellaneous	...	...	...	...	...	...	...	...	512	89	180	1,429	1,726	...	2,736	6,672
	...	...	...	...	...	...	10,036	...	1,686	2,257	551	15,179	23,419	458	4,613	58,229
Deduct—Contributions	...	...	...	...	...	...	9,238	...	...	*491*	*37*	*3,327*	*22,622*	...	*19*	*35,734*
	...	...	...	...	...	...	798	...	1,686	1,766	514	11,852	797	458	4,624	22,495
Repairs.																
Improvements to towns	...	...	...	...	...	...	...	...	...	...	...	1,320	1,039	1,737	...	4,096
Paving and streets	...	...	...	..	...	...	...	...	...	...	...	...	3,115	..	49	3,164
Water-supply	...	...	...	...	...	...	77	...	...	50	...	61	209	...	6	403
Sewerage and drainage	...	...	...	...	...	...	...	...	...	...	...	...	...	51	13	64
Harbours	...	...	...	..	...	...	...	...	73	...	1,394	...	...	...	248	1,715
Light-houses	...	...	...	...	...	...	...	...	1,170	...	...	...	...	...	119	1,289
Miscellaneous	...	...	...	...	...	...	694	...	513	363	4,705	79	134	...	2,504	8,992
	...	...	...	...	...	...	771	...	1,756	413	6,099	1,460	4,497	1,788	2,939	19,723
Deduct—Contributions	...	...	...	...	...	...	703	...	...	...	...	*107*	*3*	...	...	*813*
	...	...	...	...	...	...	68	...	1,756	413	6,099	1,353	4,494	1,788	2,939	18,910
Total Works and Repairs	...	...	...	...	...	...	140,498	...	253,038	121,286	196,483	206,856	200,040	157,240	235,593	1,513,884
Establishment	...	...	...	...	...	...	39,819	...	45,857	29,635	71,153	79,101	68,338	57,124	94,285	485,312
Tools and Plant	...	...	...	...	...	...	2,538	...	3,748	4,161	1,886	1,120	3,087	4,047	5,237	25,824
Suspense	...	...	...	...	...	...	525	...	1,288	431	*—13,877*	*—12,783*	256	10,777	921	*—12,162*
TOTAL PUBLIC WORKS OFFICERS CARRIED OVER	...	...	...	...	...	...	183,350	...	304,831	155,493	255,915	276,294	271,721	229,188	336,036	2,012,858

OFFICERS OF OTHER DEPARTMENTS.

	Military Works	Rajputana.	Central India.	Coorg.	Port Blair.	Baluchistan.	Central Provinces.	Burma, Upper.	Burma, Lower.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Total Public Works Officers—brought forward	...	...	...	...	...	...	183,350	...	304,831	155,493	255,915	276,294	271,721	229,188	336,036	2,012,858
PROVINCIAL—*contd.*																
CIVIL BUILDINGS.																
New Works.																
Minor Departments	...	...	...	...	...	...	...	...	...	...	...	171	...	...	...	171
Law and Justice	...	...	...	...	...	...	...	...	...	...	...	...	...	3,945	...	3,945
Police	...	...	...	...	...	...	...	...	...	...	...	334	...	...	...	334
Educational	...	...	...	...	...	...	...	...	...	...	200	...	...	...	...	200
Miscellaneous	...	...	...	...	...	...	...	...	...	1,936	...	425	...	...	...	2,361
	...	...	...	...	...	...	...	...	...	1,936	200	930	...	3,945	...	7,011
Repairs.																
Minor Departments	...	...	...	...	...	...	...	...	...	...	...	1,553	...	...	...	1,553
Law and Justice	...	...	...	...	...	...	...	...	...	...	...	...	...	857	...	857
Ecclesiastical	...	...	...	...	...	...	...	...	...	...	200	...	...	...	...	200
Police	...	...	...	...	...	...	...	...	...	...	...	1,883	...	...	...	1,883
Miscellaneous	...	...	...	...	...	...	...	...	...	...	1,085	1,801	...	...	...	2,886
	...	...	...	...	...	...	...	...	...	...	1,286	5,237	...	857	...	7,379
COMMUNICATIONS.																
New Works.																
Metalled and bridged roads	...	...	...	...	...	...	...	...	...	...	...	...	...	459	...	459
Unmetalled roads	...	...	...	...	...	...	...	...	...	680	...	156	...	...	...	836
Bridges and culverts	...	...	...	...	...	...	...	...	...	...	...	467	...	...	...	467
Boat-bridges and ferries	...	...	...	...	...	...	...	...	...	...	...	...	...	15	...	15
Accommodation for travellers	...	...	...	...	...	...	...	...	...	...	...	67	...	...	...	67
Miscellaneous	...	...	...	...	...	...	...	...	...	2,088	...	483	...	...	...	2,571
	...	...	...	...	...	...	...	...	...	2,768	...	1,123	...	474	...	4,365
Repairs.																
Metalled and bridged roads	...	...	...	...	...	...	...	...	...	...	1,501	...	...	10,511	...	12,012
Unmetalled roads	...	...	...	...	...	...	...	...	...	...	...	786	...	...	...	786
District roads	...	...	...	...	...	...	...	...	...	...	...	426	...	...	...	426
Bridges and culverts	...	...	...	...	...	...	...	...	...	...	...	301	...	...	...	301
Boat-bridges and ferries	...	...	...	...	...	...	...	...	...	...	469	...	...	113	...	582
Accommodation for travellers	...	...	...	...	...	...	...	...	...	...	...	56	...	...	...	56
Miscellaneous	...	...	...	...	...	...	...	...	...	...	1,106	263	...	...	...	1,369
	...	...	...	...	...	...	...	...	...	...	3,076	1,832	...	10,624	...	15,532
MISCELLANEOUS PUBLIC IMPROVEMENTS.																
New Works.																
Improvements to towns	...	...	...	...	...	...	...	...	...	...	...	...	...	375	...	375
Water-supply	...	...	...	...	...	...	...	...	...	...	...	...	...	17,612	...	17,612
Sewerage and drainage	...	...	...	...	...	...	...	...	...	...	...	...	...	1,026	...	1,026
Miscellaneous	...	...	...	...	...	...	...	...	...	...	311	3,433	...	...	...	3,744
	...	...	...	...	...	...	...	...	...	...	311	3,433	...	19,015	...	22,759
Repairs.																
Improvements to towns	...	...	...	...	...	...	...	...	...	...	2,500	...	...	11	...	2,511
Water-supply	...	...	...	...	...	...	...	...	...	...	...	1,300	...	22	...	1,322
Sewerage and drainage	...	...	...	...	...	...	...	...	...	...	360	167	...	...	...	527
Miscellaneous	...	...	...	...	...	...	...	...	...	...	...	6,020	...	...	4	6,024
	...	...	...	...	...	...	...	...	...	...	2,860	7,487	...	33	4	10,384
TOTAL WORKS AND REPAIRS	...	...	...	...	...	...	...	...	...	...	4,704	7,782	20,042	...	34,948	4	67,430
Establishment	...	...	...	...	...	...	...	35	...	...	5	4,346	5,020	1,779	...	...	11,191
Tools and Plant	...	...	...	...	...	...	...	...	...	...	...	78	137	...	...	...	215
Miscellaneous	...	...	...	...	...	...	...	59	...	20,558	...	...	1,970	1,691	...	840	25,118
TOTAL OFFICERS OF OTHER DEPARTMENTS	...	...	...	...	...	...	...	94	...	20,558	4,709	12,156	27,175	3,470	34,948	844	103,954
TOTAL PROVINCIAL	...	...	...	...	...	...	...	183,444	...	325,389	160,202	288,101	303,469	275,191	264,136	336,880	2,116,812

21. The following table shows the proportions in which Provincial funds have been utilised on Buildings, Roads, etc. :—

Provinces.	Percentage of total outlay.										
	Civil Buildings.		Communications		Miscellaneous Public Improvements.		Establishment.	Tools and Plant.	Suspense.	Miscellaneous	Total.
	Works.	Repairs.	Works.	Repairs.	Works.	Repairs.					
Officers of the Public Works Department.											
Central Provinces	28	4	17	27	1	...	22	1	..	...	100
Lower Burma	50	6	7	20	...	1	15	1	...	...	100
Assam	7	5	39	26	1	...	19	3	...	...	100
Bengal	30	12	10	22	...	2	28	1	—5	...	100
North-Western Provinces and Oudh.	24	10	6	31	4	1	29	...	—5	...	100
Punjab	20	9	11	32	...	2	25	1	...	...	100
Madras	47	9	4	7	...	1	25	2	5	...	100
Bombay	29	11	4	24	1	1	28	2	...	...	100
	30	9	10	24	1	1	24	1	...	...	100
Officers of other Departments.											
Central Provinces	...	...	...	...	...	...	37	...	...	63	100
Lower Burma	...	...	...	...	...	...	...	...	...	100	100
Assam	41	...	59	...	...	...	...	...	...	...	100
Bengal	2	11	...	25	2	23	36	1	...	...	100
North-Western Provinces and Oudh.	3	19	4	7	13	28	18	1	...	7	100
Punjab	...	...	...	...	...	...	51	...	...	49	100
Madras	11	2	1	31	55	...	...	...	...	...	100
Bombay	...	...	...	...	...	...	...	...	...	100	100
	7	7	4	15	22	10	11	...	...	24	100

22. The outlay by officers of the Public Works Department has been incurred in the following proportions :—

	Against in 1892-93.	Against in 1891-92.
30 per cent. on new Buildings	30 per cent.	32 per cent.
10 „ „ Roads	11 „	12 „
1 „ „ works of Miscellaneous Public Improvements	3 „	6 „
9 „ „ repairs to Buildings	8 „	8 „
24 „ „ „ to Roads	22 „	20 „
1 „ „ „ „ works of Miscellaneous Public Improvements	1 „	1 „
24 „ of the total outlay has gone in payments to establishment	23 „	19 „
1 „ on Tools and Plant	2 „	1 „

23. Attention is invited to the outlay by Public Works officers of Rx. 614,005 on new buildings, as compared with Rx. 210,082 on new roads.

24. The variations in the percentages are very marked, as will be seen from the table in paragraph 21. In Madras the outlay on new buildings is 47 per cent. against 4 per cent. on new roads, and in Lower Burma 50 per cent. on new buildings against 7 per cent. on roads. Bombay, Bengal, and the North-Western Provinces and Oudh also show considerably larger outlay on new buildings than on new roads.

The outlay by officers of other Departments is comparatively small: this agency is chiefly made use of in Madras, Lower Burma, Bengal, and in the North-Western Provinces and Oudh.

In Lower Burma the whole outlay appears under Miscellaneous, which means that it is unclassified; 13 per cent. of the total outlay in the North-Western Provinces and Oudh is devoted to works of Miscellaneous Public Improvement, and 28 per cent. to repairs of works of the same class; repairs to buildings and roads absorb 19 per cent. and 7 per cent., respectively.

In Bengal 25 per cent. of the entire outlay has been spent upon repairs to roads, 23 per cent. on repairs to works of Miscellaneous Public Improvement, and 36 per cent. on establishment.

In Madras, 55 per cent. of the total outlay has been spent upon works of Miscellaneous Public Improvement, 11 per cent. on new buildings, and 31 per cent. on up-keep of roads.

25. *Repairs* of Buildings and Roads have taken up the under-noted percentages of the total outlay :—

Provinces.	Percentage of total outlay incurred on repairs.		
	Buildings.	Roads.	Miscellaneous Public Improvements.
Public Works Officers.			
Central Provinces	4	27	...
Lower Burma	6	20	1
Assam	5	26	...
Bengal	12	22	2
North-Western Provinces and Oudh	10	31	1
Punjab	9	32	2
Madras	9	7	1
Bombay	11	24	1
Officers of other Departments.			
Central Provinces, Lower Burma	*Nil.*	*Nil.*	*Nil.*
Assam	11	25	23
Bengal	19	7	28
North-Western Provinces and Oudh	...	...	...
Punjab	2	31	...
Madras	...	...	...
Bombay	...	...	...

26. The principal works on which outlay was incurred were :—

In Central Provinces—

Buildings—Additions and alterations to Jail at Narsinghpur.
New Public Offices, Nagpur.
Hospital in Central Jail, Jubbulpur.

Roads—Mul-Umrer.
Arang-Khariar.
Mandla-Dindori.
Mandla-Bilaspur.

In Lower Burma—

Buildings—Extension of the Lunatic Asylum, Rangoon.
Jails at Prome and Insein.
New Government House, Rangoon.
New Public Offices, Rangoon.
Reformatory at Insein.
Deputy Commissioner's Court, Treasury and Thana, Sandoway.

Roads—Thônzé bridge on Rangoon-Prome road.
Tavoy to opposite Yebyu.
Shwegun-Hlaingbwè.
Theinzeik-Bilin.

In Assam—

Roads—Changsil Road, Duarband to Aijal.
Bridges on the Companyganj-Salutikar Road.
Completing Goramur Road.
Improving and bridging Northern Trunk Road, Rangnadi to Dekrang.
Completing Northern Trunk Road, Gohpur to Kalabari.

In Bengal—

Buildings—New wing to the opium godown, Calcutta.
New Treasury building, Faridpur.
New Stamp and Stationery Office, Calcutta.
Judges Court, Noakhali.
Chemical Laboratory in the Presidency College, Calcutta.
School of Art and Art Gallery, Calcutta.
Zenana Hospital, Patna.
Bengal Veterinary Institution, Calcutta.
Roads—Foreshore Road, Howrah.
Ranchi-Chaibassa.
Darjeeling-Lebong.
Bridge over the Subornarekha River.

North-Western Provinces and Oudh—

Buildings—Library and Barristers' and Pleaders' Chambers attached to the High Court, Allahabad.
Additions and alterations to Thomason Hospital, Agra.
Land Compensation and Road diversion for additions to Thomason Hospital, Agra.
Ramsay's Hospital, Naini Tal.
Roads—Extension of the Fyzabad, Basti, and Gorakpur Trunk Road to the Katri and Lakarmandi Stations.

In Punjab—

New Jail at Abbottabad.
New Girder Bridge across the River Jhelum.
Montgomery Jail.
Combined Boarding-house for the Central Training College, Normal School and the Model School, Lahore.
Additional accommodation in the Civil Court, Delhi.
New Police lines and Hospital, Delhi.
Restoration of Lawrence Military Asylum, Sanawar.
Training Works, Kalka-Simla Cart Road.

In Madras—

Buildings—Additions and improvements to Government House, Ootacamund.
Collector's Office at Calicut.
New Law College, Madras.
Additions and improvements to Penitentiary, Madras.
Connemara Library and Victoria Technical Institute, Madras.
Adding a third story to the General Hospital, Madras
Workshop for students of the Engineering College, Madras.
Additions and alterations to old High Court buildings to accommodate Stamps, Stationery, Collectors' Offices, Madras.
New Law Court and block of buildings for Vakeels and Barristers, etc., Madras.
Roads—Vayitri to Gudalur.

In Bombay—

Buildings—Distillery at Surat.
Central Jail, Ahmedabad.
Gujrát College at Ahmedabad.
Central Jail, Hyderabad.
New Civil Hospital and Medical School at Hyderabad.
Elphinstone Middle School, Bombay.
Distillery at Godhra.
St. George's Hospital, Bombay.
Subordinate and Small Cause Courts at Poona.
Adding a wing to Public Works Buildings, Bombay.
European General Hospital, Aden.
Roads—Dahánu-Jawhár.
Hukeri-Gokák.
Nipáni-Mahálingpur.
Gokák-Navalgund.
Havinhipargi Telgi.
Metalling Bombay-Agra Road.
Bridge over Sábarmati River.
Neri-Ajanta Road.
Bridge at Dápuri on Mula River.
Váda-Shirghát.

Miscellaneous Public Improvements—Strengthening the existing dry rubble stonepitching from Colába to a portion opposite Marine Lines Station.

27. The money obtained from *Incorporated Local Funds* has been expended on the undernoted objects :—

	Rajputana.	Central India.	Coorg.	Port Blair.	Baluchistan.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
	Officers of the Public Works Department.														
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Civil Buildings.															
New Works.															
Land Revenue	...	...	...	...	...	...	...	...	...	..	...	388	...	7	395
Minor Department	...	...	...	...	...	..	...	...	...	...	...	200	...	...	200
Police	...	...	...	...	...	...	...	10	...	...	...	...	...	...	10
Educational	47	...	...	...	...	...	203	1,932	4	...	11,022	3,050	...	2,699	19,434
Medical	...	...	...	...	...	324	...	1,643	256	...	93	1,687	...	...	3,579
Public Works	...	...	...	...	...	...	...	...	...	...	...	...	828	32	860
Miscellaneous	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	47	...	...	...	...	324	203	3,585	268	...	20,302	9,434	828	9,288	43,979
Deduct—Contributions	...	...	...	...	...	...	...	...	...	...	5,650	...	...	...	5,650
	47	...	...	...	...	324	203	3,585	268	...	14,352	9,434	828	9,288	38,329
Repairs.															
Land Revenue	...	...	...	...	...	...	...	...	...	...	...	1,915	...	...	1,915
Minor Department	...	...	...	...	...	...	...	...	...	...	...	7	...	...	7
Excise	...	...	...	...	...	...	...	...	...	...	...	90	...	...	90
Law and Justice	...	...	...	...	...	...	...	...	...	...	...	535	...	...	535
Police	27	...	...	...	...	...	...	51	...	...	2,679	4,345	...	290	7,365
Educational	...	...	...	...	...	...	...	116	...	...	2,994	1,621	...	246	4,988
Medical	11	...	...	...	...	...	...	92	169	...	289	1,810	...	...	2,360
Public Works	...	...	...	...	...	...	...	...	...	...	44	...	...	45	89
Miscellaneous	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	38	...	...	...	...	...	...	259	169	...	6,006	10,324	...	581	17,377
Deduct—Contributions	...	...	...	...	...	...	...	...	...	...	184	...	...	...	184
	38	...	...	...	...	...	...	259	169	...	5,822	10,324	...	581	17,193
Communications.															
New Works.															
Metalled and bridged roads	...	...	407	...	...	384	20	13,687	1,941	...	26,836	4,713	148	9,401	57,237
Raised, bridged, and unmetalled roads	116	...	...	...	...	12,806	...	10,203	31,169	...	20,859	1,161	46	17,930 2,162	105,934
District roads	...	...	32	...	...	...	...	...	...	...	4,923				
Village roads	...	...	...	...	...	...	...	1,672	...	...	207		...	1,738	
Bridges and culverts	...	...	...	...	...	...	...	...	...	...	...	4,673	...	...	4,673
Boat-bridges and ferries	...	...	316	...	...	...	...	...	635	...	...	64	295	344	1,654
Accommodation for travellers	...	...	147	...	...	348	...	...	552	...	82	1,164	...	434	2,727
Miscellaneous	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	116	...	902	...	...	13,538	20	25,562	34,297	...	52,607	11,775	489	32,019	171,325
Deduct—Contributions	...	...	...	...	...	...	...	...	...	...	797	...	19	...	816
	116	...	902	...	...	13,538	20	25,562	34,297	...	51,810	11,775	470	32,019	170,509
Repairs.															
Metalled and bridged roads	200	...	...	...	...	2,012	...	4,617	130	...	65,089	14,226	1,382	21,111	108,667
Raised, bridged, and unmetalled roads	970	...	...	...	...	2,288	...	3,472	22,566	..	10,664	18,597	...	25,829 10,782	100,167
District roads	...	...	1,060	...	...	...	80	...	...	...	2,984		164		
Village roads	...	...	...	...	...	...	...	101	273	...	15		..	322	
Bridges and culverts	...	...	...	...	...	...	...	...	...	...	...	1,789	...	...	1,789
Boat-bridges and ferries	...	...	30	...	...	...	...	...	299	...	...	743	...	11,368	2,440
Navigable canals	...	...	...	...	...	...	...	...	...	...	...	...	681	...	681
Accommodation for travellers	...	...	66	...	...	...	...	...	1,204	...	261	2,965	...	409	4,905
Arboriculture	...	...	...	...	...	...	...	...	...	...	53	...	...	...	51
Miscellaneous	...	...	5	...	...	...	...	...	...	...	...	...	...	...	5
	1,170	...	1,161	...	...	4,300	80	8,090	24,472	...	79,066	38,320	2,227	59,821	218,707
Deduct—Contributions	...	...	...	...	...	...	...	...	...	...	374	...	...	...	374
	1,170	...	1,161	...	...	4,300	80	8,090	24,472	...	78,692	38,320	2,227	59,821	218,333
Carried over	1,371	...	2,063	...	...	18,162	303	37,496	59,206	...	150,676	69,853	3,525	101,709	444,364

	Rajputana.	Central India.	Coorg.	Port Blair.	Baluchistan.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Brought over	1,371	...	2,063	...	...	18,162	303	37,496	59,206	...	150,676	69,853	3,525	101,709	444,364
Miscellaneous Public Improvements.															
New Works.															
Improvements to towns	...	...	...	...	...	1	...	436	...	...	7	1,420	...	...	1,864
Markets	...	...	75	...	...	...	2,926	8,770	354	...	...	54	...	...	12,179
Water-supply	...	...	46	...	...	...	25	825	2,636	...	27	1,559	...	4,587	9,705
Sewerage and drainage	...	...	...	...	...	...	...	...	260	...	...	1,823	13	...	2,096
Harbours	...	...	...	...	...	...	...	1,771	...	...	...	...	...	2	1,773
Conservancy	...	...	...	...	...	...	...	...	...	...	...	2	...	...	2
Miscellaneous	...	...	7	...	...	...	...	370	1,011	...	42	487	...	...	1,917
	...	...	128	...	...	1	2,951	12,172	4,261	...	76	5,345	13	4,589	29,536
Deduct—Contributions	...	...	...	...	...	...	...	...	...	...	76	...	...	...	76
	...	...	128	...	...	1	2,951	12,172	4,261	...	...	5,345	13	4,589	29,460
Repairs.															
Improvements to towns	...	...	...	...	...	...	...	1,175	...	...	380	382	...	...	1,937
Markets	...	...	3	...	...	...	11	814	248	...	...	...	...	...	1,076
Paving and streets	...	...	...	...	...	...	...	...	...	...	...	924	...	...	924
Water-supply	...	...	15	...	...	7	...	70	482	...	...	2,821	5	711	4,111
Sewerage and drainage	...	...	...	...	...	...	...	...	144	...	519	135	...	...	798
Harbours	...	...	...	...	...	...	...	640	...	...	...	...	...	16	656
Miscellaneous	...	...	34	...	...	...	...	...	728	...	919	317	...	...	1,998
	...	...	52	...	...	7	11	2,699	1,602	...	1,718	4,579	5	727	11,400
Deduct—Contributions	...	...	...	...	...	...	...	...	...	...	60	...	...	...	60
	...	...	52	...	...	7	11	2,699	1,602	...	1,658	4,579	5	727	11,350
Total Works and Repairs	1,371	...	2,243	...	...	18,170	3,265	52,367	65,069	...	152,344	79,777	3,543	107,025	485,174
Establishment	137	...	516	...	...	...	1,087	11,943	5,551	...	39,900	11,475	1,340	13,759	84,608
Tools and Plant	20	...	34	...	...	...	49	779	...	...	1,500	645	390	1,838	5,145
Total Officers of the P. W. Dept.	1,528	...	2,793	...	...	18,170	4,401	65,089	70,620	...	193,744	91,897	5,173	121,612	575,027
Officers of other Departments.															
Civil Buildings.															
New Works.															
Postal	...	...	...	...	...	...	...	...	...	532	...	...	...	...	532
Telegraph	...	...	...	...	...	...	...	...	...	1,147	...	...	...	...	1,147
Administration	...	...	...	...	...	...	...	...	...	3,773	...	...	149	...	3,922
Excise	...	...	...	...	...	...	...	...	...	540	...	...	...	...	540
Land Revenue	...	...	...	...	...	...	...	...	...	1,107	...	...	...	...	1,107
Minor Departments	...	...	...	...	...	...	...	...	...	...	...	...	...	198	198
Police	...	35	...	...	...	...	...	...	...	2,110	...	...	...	...	2,145
Law and Justice	...	...	...	...	...	...	...	...	...	6,352	...	...	...	...	6,352
Educational	42	...	...	...	...	...	...	6	...	233	2,549	...	2,330	5,686	10,846
Ecclesiastical	...	...	...	...	...	...	...	...	...	34	...	...	...	...	34
Jails	...	...	...	...	...	...	...	...	...	3,353	...	...	...	...	3,353
Medical	...	...	...	...	...	...	130	40	...	903	274	...	2,478	224	4,049
Public Works	...	...	...	...	...	40	...	...	...	3,867	...	...	397	...	4,304
Registration	...	...	...	...	...	...	...	...	...	43	...	...	...	...	43
Miscellaneous	...	314	...	...	...	...	...	...	...	3,708	60	...	6,402	94	10,578
	42	349	...	...	...	40	130	46	...	27,602	2,883	...	11,756	6,202	49,060
Deduct—Contributions	...	...	...	...	...	...	...	...	...	...	...	...	4	...	4
	42	349	...	...	...	40	130	46	...	27,602	2,883	...	11,752	6,202	49,056
Repairs.															
Customs	...	...	...	...	...	...	...	...	...	16	...	...	...	...	16
Opium	...	...	...	...	...	...	...	...	...	53	...	...	...	...	53
Postal	...	...	...	...	...	...	...	...	...	486	...	...	...	...	486
Telegraph	...	...	...	...	...	...	...	...	...	158	...	...	...	...	158
Administration	...	...	...	...	...	...	...	...	...	2,860	...	...	29	38	2,927
Excise	...	...	...	...	...	...	...	...	...	17	...	...	...	...	17
Minor Departments	...	...	...	...	...	...	...	...	...	6	...	...	...	...	6
Police	...	34	...	...	...	...	...	...	...	863	...	...	...	...	897
Law and Justice	...	...	...	...	...	...	...	...	...	1,664	...	...	...	...	1,664
Total Repairs—carried over	...	34	...	...	...	...	...	...	...	6,123	...	...	29	38	6,224
Total Works—carried over	42	349	...	...	...	40	130	46	...	27,602	2,883	...	11,752	6,202	49,046
Total Officers of the P. W. Dept.—carried over	1,528	...	2,793	...	...	18,170	4,401	65,089	70,620	...	193,744	91,897	5,173	121,612	575,027

	Rajputana.	Central India.	Coorg.	Port Blair.	Baluchistan.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Total officers of the P. W. D. brought over	1,528	...	2,793	...	...	18,170	4,401	65,089	70,620	...	193,744	91,897	5,173	121,612	575,027
Civil Buildings—*contd.*															
Total Works brought over	42	349	...	...	...	40	130	46	...	27,602	2,883	...	11,752	6,202	49,046
Repairs—contd.															
Brought over	...	34	...	...	...	...	...	...	...	6,123	...	...	29	38	6,224
Land Revenue	...	...	...	...	...	...	...	...	...	396	...	...	...	...	396
Educational	47	...	...	...	...	...	...	11	...	1,792	6,161	...	802	6,259	15,072
Ecclesiastical	...	...	...	...	...	...	...	...	...	371	...	...	...	...	371
Jails	...	...	...	...	...	...	...	...	...	2,451	...	...	...	...	2,451
Medical	15	...	...	...	...	...	1	28	...	210	262	...	1,998	79	2,587
Public Works	...	...	...	...	...	146	...	...	...	1,964	...	...	115	...	2,225
Registration	...	...	...	...	...	...	...	...	...	17	...	...	...	...	17
Miscellaneous	...	83	...	...	...	...	...	...	...	2,674	71	...	5,741	50	8,619
	62	117	...	...	...	146	1	39	...	15,998	6,494	...	8,665	6,420	37,962
Communications.															
New Works.															
Metalled and bridged roads	...	...	...	...	...	333	...	...	...	13,134	45	...	18,515	147	32,174
Raised, bridged, and unmetalled roads	...	...	...	...	...	...	...	...	...	23,938	1,343	...	5,621	748	31,650
District roads	...	...	...	...	...	122	...	...	...	8,297	893	...	821	375	10,408
Village roads	...	...	...	...	...	...	2,891	2,995	...	5,075	272	...	5,981	2,931	20,145
Bridges and culverts	...	...	...	...	...	...	2,103	1,845	...	52,885	1,575	...	16,453	4,782	79,643
Boat-bridges and ferries	...	...	...	...	...	...	51	237	...	772	9	...	862	20	1,951
Navigable canals	...	...	...	...	...	...	25	20	...	80	...	...	18	...	143
Accommodation for travellers	...	...	...	...	...	135	1,370	314	...	1,215	262	...	184	6,336	9,866
Arboriculture	...	...	...	...	...	...	...	...	...	917	...	...	19	...	936
Miscellaneous	...	...	...	...	...	...	52	103	225	3,140	110	...	4,339	115	8,084
	...	...	...	...	...	590	6,492	5,514	225	109,443	4,509	...	52,813	15,504	195,090
Deduct—Contributions	...	...	...	...	...	...	...	...	...	...	...	...	90	...	90
	...	...	...	...	...	590	6,492	5,514	225	109,443	4,509	...	52,723	15,504	195,000
Repairs.															
Metalled and bridged roads	...	...	...	...	...	929	...	...	...	87,974	1,064	...	153,774	1,391	245,131
Raised, bridged, and unmetalled roads	...	...	...	...	...	3,313	...	...	...	48,108	13,729	...	25,447	6,541	97,138
District roads	...	...	...	...	...	3,051	...	...	...	28,188	10,407	...	16,997	11,038	69,681
Village roads	...	26	...	...	...	553	2,417	3,236	...	29,555	3,337	...	18,014	20,767	78,905
Bridges and culverts	...	18	...	...	...	...	933	1,754	...	17,971	1,404	...	4,819	2,639	29,538
Boat-bridges and ferries	...	...	...	...	...	215	...	66	...	4,904	196	...	796	1,139	7,316
Navigable canals	...	...	...	...	...	...	...	128	...	61	...	...	483	...	672
Accommodation for travellers	60	...	...	...	...	479	296	365	...	4,181	715	...	34	6,390	13,520
Arboriculture	...	...	...	...	...	1,178	...	...	...	2,577	...	...	210	...	3,965
Miscellaneous	...	1	...	...	...	...	...	...	...	2,144	183	...	...	86	2,414
	60	45	...	...	...	9,718	3,636	5,549	...	225,083	31,035	...	215,576	48,812	539,514
Deduct—Contributions	...	...	...	...	...	...	...	...	...	...	...	...	108	...	108
	60	45	...	...	...	9,718	3,636	5,549	...	225,083	31,035	...	215,468	48,812	539,406
Miscellaneous Public Improvements.															
New Works.															
Improvements to towns	...	...	...	...	...	...	...	...	...	170	...	...	190	...	360
Markets	...	...	...	...	...	2	7,959	1,026	...	...	...	...	5,812	...	14,799
Paving and streets	...	...	...	...	...	...	...	...	...	...	...	...	4	...	4
Water-supply	...	...	...	...	...	466	295	591	...	15,257	...	...	1,450	23,702	41,761
Sewerage and drainage	...	...	...	...	...	8	129	25	...	692	...	...	102	500	1,456
Harbours	...	...	...	...	...	...	...	...	...	...	...	...	5	...	5
Conservancy	...	...	...	...	...	...	139	84	...	...	...	...	...	...	223
Miscellaneous	50	27	...	...	...	...	613	281	...	710	53	...	1,063	1,479	4,276
	50	27	...	...	...	476	9,134	2,107	...	16,829	53	...	9,226	25,681	63,136
Repairs.															
Improvements to towns	...	...	...	...	...	5	...	...	...	5	...	...	1	...	11
Markets	...	...	...	...	...	159	913	512	...	...	...	...	976	...	2,560
Paving and streets	...	...	...	...	...	...	...	...	...	593	...	...	...	...	593
Water-supply	...	...	...	...	...	545	183	46	...	1,334	39	...	4,733	12,087	18,967
Sewerage and drainage	...	10	...	...	...	...	37	13	...	350	161	...	22	9	602
Harbours	...	...	...	...	...	...	...	...	...	...	...	...	1,392	...	1,392
Conservancy	...	...	...	...	...	...	43	10	...	...	...	...	...	...	53
Miscellaneous	1	11	...	...	...	23	384	209	...	959	101	...	7,799	371	9,859
	1	21	...	...	...	732	1,540	641	...	3,241	301	...	14,923	12,467	34,067
Total works and repairs	215	559	...	...	...	11,702	20,983	14,096	225	398,196	45,274	...	312,777	115,068	919,063
Establishment	...	24	5	...	...	4,089	845	1,444	...	64,297	10,467	913	58,013	18,997	159,083
Tools and Plant	...	...	...	...	...	78	220	119	...	2,839	1,086	...	2,903	538	7,783
Miscellaneous	67	...	...	...	...	427	109	551	89	...	805	11,515	629	2,026	16,338
Total Officers of other Departments	302	583	5	...	...	16,296	22,107	16,210	314	465,332	57,672	12,427	374,322	136,647	1,102,117
TOTAL INCORPORATED LOCAL	1,830	583	2,798	...	...	34,466	26,508	81,299	70,934	465,332	251,316	104,324	379,495	258,259	1,677,144

28. The bulk of the outlay by Public Works Officers has been incurred on "Communications," of which 30 per cent. is upon new works, chiefly in the North-Western Provinces and Oudh and 38 per cent. on repairs, chiefly in the North-Western Provinces and Oudh, Bombay, and Punjab. The outlay on "New Buildings" by this agency is comparatively small, being about 6 per cent. of the total outlay, and the largest expenditure under this head occurred in the North-Western Provinces and Oudh, Punjab, and Bombay, chiefly under "Medical" and "Educational."

Nearly two-thirds of the total outlay from Incorporated Local Funds has been administered by Officers of other Departments.

29. The outlay on repairs to "Communications" under Officers of other Departments amounted to Rx. 539,406. Bengal and Madras with Rx. 225,083 and Rx. 215,468, respectively, show the largest expenditure.

30. The money assigned to public works from Incorporated Local Funds was expended in the following proportions upon Buildings and Communications and other works of Miscellaneous Public Improvement:—

Provinces.	Percentage on total outlay.										
	Civil Buildings.		Communications.		Miscellaneous Public Improvements.		Establishment.	Tools and Plant.	Suspense.	Miscellaneous.	Total.
	Works.	Repairs.	Works.	Repairs.	Works.	Repairs.					
Officers of the Public Works Department.											
Rajputana	3	2	8	77	...	...	9	1	...	...	100
Coorg	...	...	32	42	5	2	18	1	...	...	100
Central Provinces	2	...	74	24	...	...	...	...	...	...	100
Burma, Upper	5	...	...	2	67	...	25	1	...	...	100
„ Lower	6	...	39	13	19	4	18	1	...	...	100
Assam	...	...	49	35	6	2	8	...	...	...	100
North-Western Provinces and Oudh	7	3	27	41	...	1	20	1	...	...	100
Punjab	10	11	13	42	6	5	12	1	...	...	100
Madras	16	...	9	43	...	...	24	8	...	...	100
Bombay	8	...	26	49	4	...	11	2	...	...	100
Total	6	3	30	38	5	2	15	1	...	...	100
Officers of other Departments.											
Rajputana	14	20	...	20	17	...	...	...	...	29	100
Coorg	...	...	...	...	...	...	100	..	...	...	100
Central India	60	20	...	8	5	3	4	...	...	...	100
Central Provinces	...	1	3	60	3	4	25	1	...	3	100
Burma, Upper	1	...	29	17	41	7	4	1	...	...	100
„ Lower	...	...	34	34	14	5	9	1	...	3	100
Assam	...	...	72	...	...	...	...	...	...	28	100
Bengal	6	3	23	48	4	1	14	1	...	...	100
North-Western Provinces and Oudh	5	11	8	54	...	1	18	2	...	1	100
Punjab	...	...	...	...	...	...	7	...	...	93	100
Madras	3	2	14	58	2	4	16	1	...	...	100
Bombay	5	5	11	36	19	9	14	...	...	1	100
Total	4	3	28	49	6	3	14	1	..	2	100

31. The money assigned for outlay by Officers of the Public Works Department has been expended in the following proportions:—

	Against in 1892-93.	Against in 1891-92.
6 per cent. on New Buildings	6 per cent.	6 per cent.
30 „ „ Roads	30 „	32 „
5 „ „ Miscellaneous Public Improvements	5 „	3 „
3 „ „ Repairs to Buildings	3 „	3 „
38 „ „ „ Roads	38 „	39 „
2 „ „ „ Miscellaneous Public Improvements	2 „	2 „
15 „ „ Establishment	15 „	14 „
1 „ „ Tools and Plant	1 „	1 „
100		

The following are the percentages with respect to outlay by Officers of other Departments:—

	Against in 1892-93.	Against in 1891-92.
4 per cent. on New Buildings	4 per cent.	3 per cent.
18 „ „ Roads	19 „	20 „
6 „ „ Miscellaneous Public Improvements	5 „	5 „
3 „ „ Repairs to Buildings	3 „	2 „
49 „ „ „ Roads	50 „	51 „
3 „ „ „ Miscellaneous Public Improvements	3 „	3 „
14 „ „ Establishment	14 „	14 „
1 „ „ Tools and Plant	1 „	1 „
2 „ „ Miscellaneous	1 „	1 „
100		

32. The percentages of repairs upon the total outlay is shown by Provinces below:—

Provinces.	Percentage expended on repairs.		
	Buildings.	Roads.	Miscellaneous Public Improvement.
By Public Works Officers.			
Rajputana	2	77	...
Coorg	...	42	2
Central Provinces	...	24	...
Upper Burma	...	2	...
Lower „	...	13	4
Assam	...	35	2
North-Western Provinces and Oudh	3	41	1
Punjab	11	42	5
Madras	...	43	...
Bombay	...	49	...
By Officers of other Departments.			
Rajputana	20	20	...
Central India	20	8	3
Central Provinces	1	60	4
Upper Burma	...	17	7
Lower „	...	34	5
Bengal	9	48	1
North-Western Provinces and Oudh	11	54	1
Madras	2	58	4
Bombay	5	36	9

33. The principal works in progress were:—

In Central Provinces—

Road—Narsinghpur-Gorabibi Section of the Narsinghpur-Lakhnadon Road.

In Assam—

Roads—Improving Natwanpur Road.
Sylhet-Muktapurghat.
Pagla-Gobindaganj.
Sunamganj-Pagla.
Fenchuganj-Kamalganj.
Nilamganj-Olivia-cherra.
Gauripur-Roha.
Sylhet-Lalabazar to Sherpur.

In North-Western Provinces and Oudh—

Buildings—Dispensary at Jhansi.
Roads—Bridge over Hindan River.
„ „ Kali Nadi.
Baijnath and Hawalbagh Cart Road.
Raising Moradabad and Sambha Road.
Azamgarh and Mow Road.
Lalitpur and Mehroni Road.

In Madras—

Roads—Causeway across the Palar River on the Ranipet-Arcot Road.

In Bombay—

Roads—Ahmedabad to Bareja.
Athni-Kempur.
Kudchi-Terdál.
Miryabay-Sindgi.
Nadiad-Kapadvanj.
Petlad-Cambay.
Dhondaicha-Sháháda.
Roads—Dhulia-Amalner.
Nimgám-Chopda.
Amalner-Chopda.
Nasik-Dindori and Kalvan.
Pen-Panvel.
Manor-Váda.
Bhiwndi-Váda.

Miscellaneous Public Improvements—

Drainage of Ahmedabad City.
Hubli water works.
Dhulia „
Panvel „
Protective Work—Surat.

34. The names of works and localities on which outlay by officers of other Departments has been incurred cannot be given, as accounts are not received in such detail.

35. The works carried out by the Public Works Department from money assigned from Excluded Local Funds in the various Provinces are classified below—

	Bengal.	Punjab.	Madras.	Bombay.	Total.
	Rx.	Rx.	Rx.	Rx.	Rx.
Civil Buildings.					
New Works.					
Political Agency	...	...	...	89	89
Educational	...	2,845	235	640	3,720
Law and Justice	...	13	...	...	13
Police	...	137	...	137	274
Medical	150	1,178	...	904	2,232
Miscellaneous	...	50	—144	417	323
Total	150	4,223	91	2,187	6,651
Deduct—Contributions	...	...	*187*	...	*187*
	150	4,223	--96	2,187	6,464
Repairs.					
Customs	...	...	...	10	10
Land Revenue	...	218	...	36	254
Excise	...	26	...	...	26
Educational	...	1,060	461	...	1,521
Law and Justice	...	29	...	...	29
Ecclesiastical	...	1	...	...	1
Police	...	611	...	19	630
Medical	...	1,847	...	582	2,429
Miscellaneous	...	130	30	231	391
Total	...	3,922	491	878	5,291
Deduct—Contributions	...	...	*169*	...	*169*
	...	3,922	322	878	5,122
Communications.					
New Works.					
Metalled and bridged roads	...	...	...	2,787	2,787
Raised, bridged, and unmetalled roads	...	...	...	59	59
District roads	...	...	...	327	327
Village roads	...	...	...	101	101
Accommodation for travellers	33	21	...	...	54
Arboriculture	...	9	...	...	9
Total	33	30	...	3,274	3,337
Carried over	183	8,175	226	6,339	14,923

	Bengal.	Punjab.	Madras.	Bombay.	Total.
	Rx.	Rx.	Rx.	Rx.	Rx.
Brought over	183	8,175	226	6,339	14,923
Communications—contd.					
Repairs.					
Raised, bridged, and unmetalled roads	...	10	...	103	113
Metalled and bridged roads	...	154	...	1,461	1,615
Accommodation for travellers	265	453	...	3	721
Arboriculture	...	607	...	...	607
Total	265	1,224	...	1,567	3,056
Miscellaneous Public Improvements.					
New Works.					
Improvements to towns	...	2,006	...	...	2,006
Markets	...	1,110	...	...	1,110
Paving and streets	...	3,756	...	...	3,756
Water-supply	...	2,121	...	14,083	16,204
Sewerage and drainage	...	3,819	...	1,968	5,787
Harbours	...	...	1,552	...	1,552
Light-houses	...	...	...	43	43
Conservancy	...	515	...	...	515
Lighting	...	...	372	...	372
Miscellaneous	...	1,959	99	67	2,125
Total	...	15,286	2,023	16,161	33,470
Repairs.					
Improvements to towns	...	3,135	...	...	3,135
Markets	...	474	...	...	474
Paving and streets	...	17,134	...	...	17,134
Water-supply	...	2,350	...	147	2,497
Sewerage and drainage	...	2,096	...	26	2,122
Harbours	...	...	292	798	1,090
Light-houses	...	...	...	116	116
Conservancy	...	867	...	...	867
Lighting	...	13	146	...	159
Miscellaneous	...	383	207	...	590
	...	26,452	645	1,087	28,184
Total Works and Repairs	448	51,137	2,894	25,154	79,633
Establishment	103	3,594	438	3,092	7,227
Tools and Plant	7	213	25	343	588
Total	558	54,944	3,357	28,58	87,448

36. The following table shows the expenditure from Contributions and Local Loans on works carried out through the agency of the Public Works Department:—

	Military Works Department.	Rajputana.	Central India.	Coorg.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
CIVIL BUILDINGS.														
New Works.														
Customs	...	...	...	...	...	...	...	...	...	...	...	...	76	76
Salt	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Opium	...	...	40	...	...	...	...	...	...	...	...	...	...	40
Mint	...	...	...	...	...	...	...	...	5	...	...	...	...	5
Viceregal residences	...	...	...	...	...	...	...	...	598	...	...	...	...	598
Political Agency	...	...	...	...	...	...	...	70	...	...	...	...	...	70
Land Revenue	...	...	...	...	...	...	...	...	6	...	8	...	...	14
Minor Departments	15	...	...	...	...	...	...	701	...	20	974	...	...	1,710
Educational	...	...	...	...	1,279	...	137	502	1,021	5,815	995	−23	2,132	11,858
Law and Justice	...	...	...	...	...	...	5	...	...	...	...	...	...	5
Ecclesiastical	353	62	6	...	...	...	5,411	...	...	...	...	4	760	6,596
Jails	...	...	...	...	...	...	...	...	...	236	...	...	...	236
Police	77	...	...	...	...	...	...	...	...	140	...	...	...	217
Medical	...	...	...	...	811	...	...	77	301	5,470	1,348	...	3,152	11,159
Printing	...	...	...	...	...	...	...	...	...	...	...	...	3	3
Miscellaneous	213	...	364	...	732	...	73	800	834	114	23	109	...	3,262
TOTAL	658	62	410	...	2,822	...	5,626	2,150	2,765	11,795	3,348	90	6,123	35,849
Repairs.														
Customs	...	...	...	...	...	...	76	...	...	...	...	...	...	76
Salt	...	...	...	...	...	...	...	...	5	...	...	...	...	5
Opium	...	...	28	...	...	...	...	...	...	...	...	...	...	28
Viceregal residences	...	...	...	...	...	...	...	...	872	...	...	...	...	872
Residences for Local Governments	...	...	...	...	7	...	...	...	...	...	...	...	...	7
Administration	10	...	...	...	...	...	...	...	...	...	...	...	...	10
Minor Departments	...	...	...	...	...	...	...	...	...	114	...	...	239	353
Educational	...	...	...	...	...	...	...	...	194	599	...	168	94	1,055
Law and Justice	...	...	...	...	...	...	...	...	1	...	...	...	...	1
Ecclesiastical	29	...	...	...	...	...	...	5	881	...	...	...	62	977
Jails	...	...	...	...	...	...	...	...	...	...	...	...	3	3
Medical	...	...	...	...	...	...	...	...	...	159	...	...	...	159
Miscellaneous	5	...	494	...	2	...	...	...	...	331	...	152	...	984
TOTAL	44	...	522	...	9	...	76	5	1,953	1,203	...	320	398	4,530
COMMUNICATIONS.														
New Works.														
Raised, bridged, and metalled roads	...	159	7,761	...	114	...	...	135	...	672	2,522	...	3	11,366
Raised, bridged, and unmetalled roads	...	...	...	...	1,595	86	...	213	846	124	...	...	153	3,017
District roads	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Village roads	...	...	...	...	...	...	...	25	...	...	...	...	...	25
Boat-bridges and ferries	...	...	272	...	...	...	...	...	...	...	...	...	...	272
Accommodation for travellers	...	...	...	...	432	...	...	...	...	180	...	19	...	631
TOTAL	...	159	8,033	...	2,141	86	...	373	846	976	2,522	19	156	15,311
Carried over	702	221	8,965	...	4,972	86	5,702	2,528	5,564	13,974	5,870	429	6,677	55,690

	Military Works Department.	Rajputana.	Central India.	Coorg.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Brought over	702	221	8,965	...	4,972	86	5,702	2,528	5,564	13,974	5,870	429	6,677	55,690
Repairs.														
Raised, bridged, and metalled roads	...	404	562	...	108	...	...	...	38	632	59	...	9	1,812
Raised, bridged, and unmetalled roads	...	...	...	...	...	...	...	651	...	...	...	...	...	651
Boat-bridges and ferries	...	...	265	...	...	...	...	...	...	970	...	...	...	1,235
Arboriculture	...	...	...	...	...	...	...	...	...	515	...	...	...	515
Accommodation for travellers	...	...	...	...	...	...	...	...	...	74	...	...	...	74
TOTAL	...	404	827	...	108	...	...	651	38	2,191	59	...	9	4,287
MISCELLANEOUS PUBLIC IMPROVEMENTS.														
New Works.														
Improvement to towns	...	14	...	...	16	...	...	...	...	328	...	...	...	358
Markets	...	...	...	...	...	...	929	...	...	...	...	...	...	929
Paving and streets	...	...	...	...	...	...	...	...	...	...	...	...	17	17
Water-supply	...	902	...	2,243	9,121	...	...	445	...	3,003	14,162	...	2	29,878
Sewerage and drainage	...	...	...	...	101	...	...	46	...	30	7,354	...	...	7,531
Harbours	...	...	...	...	...	...	104	...	...	...	...	...	...	104
Light-houses	...	...	...	...	...	...	...	...	37	...	...	...	...	37
Miscellaneous	...	2,355	...	...	...	...	205	...	...	42	1,107	...	...	3,709
TOTAL	...	3,271	...	2,243	9,238	...	1,238	491	37	3,403	22,623	...	19	42,563
Repairs.														
Improvement to towns	...	45	...	...	...	...	...	...	...	96	...	...	...	141
Water-supply	...	278	...	2	29	...	...	...	...	61	33	...	...	403
Harbours	...	...	...	...	...	...	677	...	...	...	...	...	...	677
Miscellaneous	...	34	...	...	675	...	13	...	...	...	...	...	...	722
TOTAL	...	357	...	2	704	...	690	...	...	157	33	...	...	1,943
Total Works and Repairs	702	4,253	9,792	2,245	15,022	86	7,630	3,670	5,639	19,725	28,585	429	6,705	104,483
Establishment	4	307	2,494	...	930	29	451	...	74	1,262	305	62	62	5,990
Tools and Plant	...	43	147	...	140	2	29	...	10	76	10	4	5	466
TOTAL	706	*4,603	12,433	2,245	16,092	117	8,110	3,670	5,723	21,063	(a) 28,900	495	6,772	110,939

*Includes Rx. 539 on account of Local Loans.
(a) Do. Rx. 13,639 do. do.

37. The principal contribution works on which outlay was incurred during 1893-94 were :—

In Central Provinces—

Improving Burhanpur water-supply.
Laying a second main from Ambajherry to pumping reservoir, Nagpur.
Road from Khariar to Bhowani Patna.
Balram Dass Water-works, Raipur.
Raj-Nandgaon Water-works.

In Lower Burma—

New Cathedral, Rangoon.

In North-Western Provinces and Oudh—

La Martiniere Girls' School.

In Punjab—

Jubilee Museum, Lahore.
Dufferin Hospital, Delhi.
Simla additional Water-supply.
Simla Sewage Extension.
Delhi Water-works.
Delhi Sewage-works.
Dalhousie Water-supply.
Improving drainage works, Ludhiana City.
Amballa Water-supply.

In Bombay—

Anjuman-i-Islám School at Bombay.
Ráo Bahádur Govindrao Ramchandra Garud High School, Khándesh.

38. The suspense balances and objectionable expenditure outstanding at the close of 1893-94 are separately reviewed.

CALCUTTA; *The 14th March 1895.*

R. G. MACDONALD,
Accountant-General, P. W. Dept.

Documents accompanying.

Abstract and detailed accounts of Revenue and Expenditure recorded under the head Civil Works during 1893-94.

Acctt.-Genl., P. W. Dept., memorandum No. 265 G., dated 14th March 1895.

Submitted to the Secretary to the Government of India, Public Works Department.

Accompaniment to Accountant General, P. W. D.'s endorsement No. 265-G., dated 14th March 1895.

ABSTRACT by Funds, Departmental Heads, and Agency of Collection and Disbursement, of Revenue and Expenditure recorded under the head CIVIL WORKS during 1893-94, compared with the Budget and Revised Estimates of the year and the actuals of the year 1892-93.

Revenue. Actuals, 1892-93.	Revenue. Budget Estimate, 1893-94.	Revenue. Revised Estimate, 1893-94.	Revenue. Actuals, 1893-94.	Funds, Departmental Heads, and Agency.	For details, see page.	Expenditure. Actuals, 1893-94.	Expenditure. Revised Estimate, 1893-94.	Expenditure. Budget Estimate, 1893-94.	Expenditure. Actuals, 1892-93.
Rx.	Rx.	Rx.	Rx.	IMPERIAL.		Rx.	Rx.	Rx.	Rx.
				ORIGINAL WORKS—					
				Departmental	vii	386,103	380,700	340,600	355,139
				Civil		2,915	3,500	3,800	11,835
						389,018	384,200	344,400	366,974
				REPAIRS—					
				Departmental	vii	157,729	162,700	168,100	137,142
				Civil		1,863	1,700	500	2,040
						159,592	164,400	168,600	139,182
				ESTABLISHMENT—					
				Departmental	vii	141,661	141,100	149,200	130,145
				Civil		372	700	700	731
						142,033	141,800	149,900	130,876
				TOOLS AND PLANT—					
				Departmental	vii	10,358	12,700	10,100	10,198
				Civil		...	100	...	...
						10,358	12,800	10,100	10,198
				SUSPENSE—					
				Departmental		*—5,775*	*—3,300*	...	*—7,720*
				Civil		...	...	...	...
						—5,775	*—3,300*	...	*—7,720*
				MISCELLANEOUS—					
				Departmental		...	...	...	...
				Civil		718	...	...	212
						718	...	...	212
				RESERVE—					
				Departmental		...	2,300	23,100	...
						...	2,300	23,100	...
				TOTAL—					
11,229	12,400	14,100	16,260	Departmental	vii	690,076	696,200	691,100	624,904
838	...	500	381	Civil	vii	5,868	6,000	5,000	14,818
12,067	12,400	14,600	16,641	Carried over		695,944	702,200	696,100	639,722

"Departmental" implies that the transactions have been controlled by officers of the Public Works Department; "Civil" means that the Agency has been outside the Public Works Department, generally officers of the Revenue, Police or Judicial service.

ABSTRACT by Funds, Departmental Heads, and Agency of Collection and Disbursement, of Revenue and Expenditure, etc.—continued.

Revenue. Actuals, 1892-93.	Revenue. Budget Estimate, 1893-94.	Revenue. Revised Estimate, 1893-94.	Revenue. Actuals, 1893-94.	Funds, Departmental Heads, and Agency.	For details, see page.	Expenditure. Actuals, 1893-94.	Expenditure. Revised Estimate, 1893-94.	Expenditure. Budget Estimate, 1893-94.	Expenditure. Actuals, 1892-93.
Rx.	Rx.	Rx.	Rx.			Rx.	Rx.	Rx.	Rx.
12,067	12,400	14,600	16,621	Brought forward		695,944	702,200	696,100	639,722
				DEDUCT—					
				Outlay in England—					
				At 2 shillings per rupee	vii	*3,317*	*3,100*	*1,400*	*2,408*
				Exchange		*2,154*	*2,000*	*900*	*1,449*
						5,471	*5,100*	*2,300*	*3,857*
12,067	12,400	14,600	16,641	Net receipts and outlay in India	vii	696,473	697,100	693,800	635,865
				ADD—					
				Receipts and outlay in India—					
27,704	28,900	25,500	25,828	At 2 shillings per rupee	vii	88,411	89,800	88,400	85,940
16,667	18,100	16,400	16,785	Exchange on above		57,455	57,800	55,400	51,704
56,438	59,400	56,500	59,254	TOTAL IMPERIAL	vii	836,339	844,700	837,600	(a)733,509
				PROVINCIAL.					
				ORIGINAL WORKS—					
				Departmental		846,582	877,200	969,100	904,626
				Civil		34,135	49,200	51,800	50,402
						880,717	926,400	1,020,900	955,028
				REPAIRS—					
				Departmental		667,302	669,200	653,600	628,221
				Civil		33,295	26,700	34,300	27,701
						700,597	695,900	687,900	655,922
				ESTABLISHMENT—	vii				
				Departmental		485,312	479,600	482,400	472,114
				Civil		11,191	11,800	6,800	10,829
						496,503	491,400	489,200	482,943
				TOOLS AND PLANT—					
				Departmental		25,824	29,300	34,300	41,735
				Civil		215	400	300	371
						26,039	29,700	34,600	42,106
				Carried over Provincial Departmental		2,025,020	2,055,300	2,139,400	2,046,696
				Carried over Provincial Civil		78,836	88,100	93,200	89,303
				Carried over Imperial		836,339	844,700	837,600	773,509
56,438	59,400	56,500	59,254						

(a) These figures include expenditure incurred by Bombay on account of Indo-European Telegraph Department for works and repairs.

ABSTRACT by Funds, Departmental Heads, and Agency of Collection and Disbursement of Revenue and Expenditure, etc.—continued.

Revenue. Actuals, 1892-93.	Revenue. Budget Estimate, 1893-94.	Revenue. Revised Estimate, 1893-94.	Revenue. Actuals, 1893-94.	Funds, Departmental Heads, and Agency.	For details, see page.	Expenditure. Actuals, 1893-94.	Expenditure. Revised Estimate, 1893-94.	Expenditure. Budget Estimate, 1893-94.	Expenditure. Actuals, 1892-93.
Rx.	Rx.	Rx.	Rx.			Rx.	Rx.	Rx.	Rx.
56,438	59,400	56,500	59,254	Brought forward Imperial		836,339	844,700	837,600	773,509
...	...	...	...	Brought forward Provincial Departmental		2,025,020	2,055,300	2,139,400	2,046,696
				Brought forward Provincial Civil		78,836	88,100	93,200	89,303
				SUSPENSE—					
				Departmental		—1,162	—6,600	9,000	—2,804
				Civil		...	...	...	...
						—12,162	—6,600	9,000	—2,804
				MISCELLANEOUS—					
				Departmental		...	...	...	...
				Civil		25,118	25,600	34,000	29,162
						25,118	25,600	34,000	29,162
				RESERVE—					
				Departmental		...	...	5,000	...
				TOTAL—					
167,674	146,800	158,100	168,338	Departmental	vii	2,012,858	2,048,700	2,153,400	2,043,892
117,655	122,100	124,100	124,322	Civil		103,954	113,700	127,200	113,465
285,329	268,900	282,200	292,660	TOTAL PROVINCIAL		2,116,812	2,162,400	2,280,600	2,162,857
				INCORPORATED LOCAL.					
				ORIGINAL WORKS—					
				Departmental		238,298	258,100	252,300	226,596
				Civil		307,628	317,700	339,200	325,509
						545,926	575,800	591,500	552,105
				REPAIRS—					
				Departmental		246,876	248,700	239,200	240,793
				Civil		611,435	633,800	658,100	643,314
						858,311	882,500	897,300	884,107
				ESTABLISHMENT—					
				Departmental		84,608	87,100	84,600	82,682
				Civil		159,033	168,800	170,400	165,794
						243,641	255,900	255,000	248,476
				TOOLS AND PLANT—					
				Departmental		5,245	5,400	6,600	6,039
				Civil		7,783	8,100	9,000	8,769
						13,028	13,500	15,600	14,808
...	...	...	...	Carried over Incorporated Local Departmental		575,027	599,300	582,700	556,110
				Carried over Incorporated Local Civil		1,085,879	1,128,400	1,176,700	1,143,386
				Carried over Others		2,953,151	3,007,100	3,118,200	2,935,866
341,767	328,300	338,700	351,914						

ABSTRACT by Funds, Departmental Heads, and Agency of Collection and Disbursement, of Revenue and Expenditure, etc.—concluded.

Revenue. Actuals, 1892-93.	Revenue. Budget Estimate, 1893-94.	Revenue. Revised Estimate, 1893-94.	Revenue. Actuals, 1893-94.	Funds, Departmental Heads, and Agency.	For details, see page.	Expenditure. Actuals, 1893-94.	Expenditure. Revised Estimate, 1893-94.	Expenditure. Budget Estimate, 1893-94.	Expenditure. Actuals, 1892-93.
Rx.	Rx.	Rx.	Rx.			Rx.	Rx.	Rx.	Rx.
341,767	328,300	338,700	351,914	Brought forward . Others		2,953,151	3,007,100	3,118,200	2,935,866
				Brought forward . Local . Departmental		575,027	599,300	582,700	556,110
				Brought forward . Local . Civil		1,085,879	1,128,100	1,176,700	1,143,386
				SUSPENSE— Departmental		...	...	...	2
				Civil		...	...	...	...
						...	...	...	2
				MISCELLANEOUS— Departmental		...	...	...	...
				Civil	viii	16,238	14,500	13,300	15,095
						16,238	14,500	13,300	15,095
2,212	1,500	2,400	2,074	Departmental		575,027	599,300	582,700	556,112
263,935	251,400	266,000	274,472	Civil	vii	1,102,117	1,142,900	1,190,000	1,158,481
266,147	252,900	268,400	276,546	TOTAL INCORPORATED LOCAL		1,677,144	1,742,200	1,772,700	1,714,593
				* EXCLUDED LOCAL.					
				ORIGINAL WORKS		43,271	138,100	139,400	72,882
				REPAIRS		36,362	39,300	36,200	33,669
				ESTABLISHMENT	ix	7,227	9,100	8,300	6,782
				TOOLS AND PLANT		588	600	500	643
				TOTAL EXCLUDED LOCAL	42	87,448	187,100	184,400	113,926
				*CONTRIBUTIONS.					
				ORIGINAL WORKS		80,093	80,200	12,800	160,796
				REPAIRS		10,760	10,000	1,500	11,108
				ESTABLISHMENT	x	5,439	5,200	2,100	5,992
				TOOLS AND PLANT		459	300	100	453
				TOTAL CONTRIBUTIONS	43	96,751	104,700	16,500	178,349
				* LOCAL LOANS.					
				ORIGINAL WORKS		13,630	500	500	25,022
				REPAIRS		...	...	...	...
				ESTABLISHMENT		541	100	100	1,748
				TOOLS AND PLANT		7	...	...	111
				TOTAL		14,178	600	600	26,881
				GRAND TOTAL—					
225,486	207,700	216,500	229,285	Departmental	43	3,616,733	3,779,100	3,770,200	3,677,851
382,428	373,500	390,600	399,175	Civil		1,211,939	1,262,600	1,322,200	1,291,764
607,914	581,200	607,100	628,460	TOTAL CIVIL WORKS	43	4,828,672	5,041,700	5,092,400	4,969,615

* Departmental.

CALCUTTA;
Dated the 14th March 1895.

R. G. MACDONALD,
Accountant General, P. W. Dept.

DETAILED ACCOUNTS OF REVENUE DURING 1893-94.

	England.	India. Director General of Military Works.	India. Rajputana.	India. Central India.	India. Coorg.	India. Hyderabad.	India. Baluchistan.	India. Total.	Assam.	Burma. Upper Burma.	Burma. Lower Burma.	Bengal.	Punjab.	Total.
IMPERIAL.	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
DEPARTMENTAL.														
Rents of buildings	...	124	1,288	1,030	151	...	2,076	4,669	...	2,926	2,400	80	4,552	14,627
Sales of buildings	...	2	...	28	...	55	...	85	...	352	...	...	...	437
„ Barrack furniture	...	2	...	...	...	...	...	2	...	...	...	...	...	2
„ tools and plant	...	...	19	22	24	9	—1	73	...	108	...	...	...	181
„ produce	...	4	48	8	...	...	...	60	...	...	...	...	...	60
„ old materials	...	...	4	9	6	...	12	31	...	4	...	...	...	35
Value of materials from old buildings	...	1	5	...	1	...	...	7	...	472	...	3	...	[illegible]
Unclaimed deposits	...	...	...	...	...	...	...	...	...	123	...	...	...	123
Fines, refunds, and miscellaneous	...	186	24	—4	34	...	...	240	4	68	1	...	...	313
TOTAL	...	319	1,388	1,093	216	64	2,087	5,167	4	4,053	2,401	83	4,552	16,260
Add England	25,828	...	...	...	...	...	...	...	...	...	...	...	...	25,828
Exchange	16,785	...	...	...	...	...	...	...	...	...	...	...	...	16,785
TOTAL	42,613	...	...	...	...	...	...	...	...	...	...	...	...	42,613
TOTAL DEPARTMENTAL	42,613	319	1,388	1,093	216	64	2,087	5,167	4	4,053	2,401	83	4,552	58,873
Officers of other Departments.														
Miscellaneous	...	...	...	...	...	62	300	362	...	19	...	...	...	381
TOTAL	...	...	...	...	...	62	300	362	...	19	...	...	...	381
Total Imperial carried over	42,613	319	1,388	1,093	216	126	2,387	5,529	4	4,072	2,401	83	4,552	59,254

	England.	India.						
		Director General of Military Works.	Rajputana.	Central India.	Coorg.	Hyderabad.	Baluchistan.	Total India.
	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Total Imperial brought over	42,613	319	1,388	1,093	216	126	2,387	5,529
PROVINCIAL.								
DEPARTMENTAL.								
Rents of buildings	...	...	...	...	...	...	...	...
Sales of buildings	...	...	...	...	...	...	...	...
„ tools and plant	...	...	...	...	...	...	...	...
„ produce	...	...	...	...	...	...	...	...
„ old materials	...	...	...	...	...	...	...	...
Value of materials from old buildings	...	...	...	...	...	...	...	...
Rents from Strand bank Maidan, etc.	...	...	...	...	...	...	...	...
Receipts from P. W. Workshops	...	...	...	...	...	...	...	...
„ from Thomason College, Roorkee	...	...	...	...	...	...	...	...
Tolls on roads	...	...	...	...	...	...	...	...
Ferry receipts	...	...	...	...	...	...	...	...
Unclaimed deposits	...	...	...	...	...	...	...	...
Collections under Highway Act	...	...	...	...	...	...	...	...
Fines, refunds, and miscellaneous	...	...	...	...	...	...	...	...
TOTAL	...	...	..	...	...	...	...	...
OFFICERS OF OTHER DEPARTMENTS.								
Rents of buildings	...	...	...	...	...	...	...	...
Sales of buildings	...	...	...	..	...	...	...	...
„ produce	...	...	..	...	...	...	...	...
Tolls on roads	...	...	...	...	...	...	...	...
Ferry receipts	...	...	...	...	...	...	...	...
Contributions	...	...	...	...	...	...	...	...
Fines, refunds, and miscellaneous	...	...	...	...	...	...	...	...
Fees on masonry graves	...	...	...	...	...	...	...	...
TOTAL	...	...	...	...	...	...	...	...
TOTAL PROVINCIAL	...	...	...	...	...	...	...	...
INCORPORATED LOCAL.								
DEPARTMENTAL.								
Rents of buildings	...	...	...	...	...	...	...	...
Sales of buildings	...	...	...	...	...	...	...	...
„ tools and plant	...	...	...	...	...	...	...	...
„ produce	...	...	3	...	...	...	...	3
„ old materials	...	...	...	...	...	...	...	...
Unclaimed deposits	...	...	...	...	...	...	...	...
Fines, refunds, and miscellaneous	...	...	...	...	2	...	...	2
TOTAL	...	...	3	...	2	...	...	5
OFFICERS OF OTHER DEPARTMENTS.								
Rents of buildings	...	...	...	...	...	...	...	...
Sales of buildings	...	...	...	...	...	...	...	...
„ old materials	...	...	...	...	...	...	...	...
„ produce	...	...	...	...	...	...	...	...
Tolls on roads	...	...	...	...	2,335	...	...	2,335
Canal and Ferry receipts	...	...	...	...	...	...	...	...
Arboriculture	...	...	...	...	...	...	...	...
Tolls on steamers	...	...	...	...	...	...	...	...
Contributions	...	...	...	...	...	...	...	...
Fines, refunds, and miscellaneous	...	...	...	...	...	...	...	...
TOTAL	...	...	...	..	2,335	.	...	2,335
TOTAL LOCAL	...	...	3	...	2,337	...	...	2,340
GRAND TOTAL	42,613	319	1,391	1,093	2,553	126	2,387	7,869

Central Provinces.	Burma.		Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
	Upper.	Lower.							
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
...	4,072	2,401	4	83	...	4,552	...	...	59,254
1,587	...	6,244	1,488	6,540	2,099	1,280	5,546	10,176	34,960
...	...	193	80	405	...	1,860	206	...	2,744
64	...	76	143	981	1,688	397	2,390	197	5,936
26	...	8	12	148	...	3,696	153	1,574	5,617
30	...	50	38	342	...	494	572	997	2,523
32	...	59	41	255	...	47	71	17	522
...	...	...	...	4,776	...	...	...	...	4,776
...	...	...	...	...	7,232	...	316	...	7,548
...	...	...	...	...	2,865	...	...	...	2,865
...	...	...	...	...	...	...	...	64,341	64,341
2,795	...	7	1,391	...	3,065	...	...	...	7,258
...	...	...	10	...	2	—1	60	2	73
...	...	...	...	...	...	...	...	2,383	2,383
169	...	318	255	17,274	363	433	3,565	4,415	26,792
4,703	...	6,955	3,458	30,721	17,314	8,206	12,879	84,102	168,338
...	...	...	...	...	...	3,197	...	...	3,197
...	...	...	...	...	...	2,123	...	...	2,123
...	...	...	...	...	2,027	...	...	...	2,027
63	...	...	...	...	...	7,432	...	...	7,495
971	...	...	2,918	23,488	55,823	19,421	...	...	102,621
...	...	...	...	...	...	...	4,287	...	4,287
2	...	5	...	156	352	458	191	76	1,240
49	...	81	...	156	270	285	349	202	1,392
1,085	...	86	2,918	23,800	58,472	32,916	4,767	278	124,322
5,788	...	7,041	6,376	54,521	75,786	41,122	17,646	84,380	292,660
...	...	...	86	...	300	...	...	...	386
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	750	...	...	...	750
...	...	...	...	...	...	...	704	...	707
...	...	2	7	...	...	38	3	...	50
...	...	...	...	...	6	...	...	...	6
...	...	...	90	...	18	50	15	...	175
...	...	2	183	...	1,074	88	722	...	2,074
4	...	...	...	235	...	715	...	254	1,208
54	...	...	...	...	...	1,239	25	367	1,685
24	...	...	...	38	...	179	807	...	1,048
...	...	...	...	...	...	9,375	...	1,580	10,955
...	...	...	...	...	...	...	...	35,031	37,366
6,983	5,896	7,772	10,548	38,311	...	14,397	92,393	14,462	190,762
450	...	...	...	...	5,807	...	...	...	6,257
...	...	...	...	...	1,023	...	...	...	1,023
603	...	...	...	3,698	...	...	1,807	11,888	17,996
1,137	59	100	26	204	260	76	3,339	971	6,172
9,255	5,955	7,872	10,574	42,486	7,090	25,981	98,371	64,553	274,472
9,255	5,955	7,874	10,757	42,486	8,164	26,069	99,093	64,553	276,546
15,043	10,027	17,316	17,137	97,090	83,950	71,743	116,739	148,933	628,460

DETAILED ACCOUNT OF EXPENDITURE DURING 1893-94.

	England.	India.								
		Director General of Military Works.	Rajputana.	Central India.	Coorg.	Mysore.	Hyderabad.	Port Blair.	Baluchistan.	Khorasan.
	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
IMPERIAL—										
Departmental—										
Civil Buildings—										
New Works	...	4,733	5,009	1,874	1,533	...	1,721	1,531	19,682	...
Repairs	...	5,468	2,332	1,484	639	...	1,001	1,361	4,649	...
Communications—										
New Works	...	...	949	4,807	4,609	...	...	...	10,367	...
Repairs	...	...	5,562	11,861	7,774	...	...	...	5,551	...
Miscellaneous Public Improvements—										
New Works	...	...	...	...	1,210	...	...	...	3,215	...
Repairs	...	...	...	...	106	...	...	...	753	...
Total Works and Repairs	...	10,201	13,852	20,026	15,871	...	2,722	2,892	44,217	...
Establishment	...	2,346	4,845	8,876	3,451	...	629	1,011	9,828	...
Tools and Plant	...	153	214	300	1,144	...	41	...	605	...
Suspense	...	*—5,531*	...	*—1,289*	*—334*	...	...	12	*—4,275*	...
Total	...	7,169	18,911	27,913	20,132	...	3,392	3,915	50,375	...
Deduct—Outlay in England—										
At 2s. per rupee	...	...	...	*89*	*679*	...	...	...	...	...
Loss by Exchange	...	...	...	*57*	*441*	...	...	...	...	...
Net India	...	7,169	18,911	27,767	19,012	...	3,392	3,915	50,375	...
Add—										
England	88,411	...	...	...	...	...	...	...	...	...
Exchange	57,455	...	...	...	...	...	...	...	...	...
Total	145,866	7,169	18,911	27,767	19,012	...	3,392	3,915	50,375	...
Civil—										
Civil Buildings—										
New Works	...	...	...	...	...	...	...	...	2,462	263
Repairs	...	...	...	...	...	...	...	...	789	...
Communications—										
New Works	...	...	...	...	...	...	...	...	44	...
Repairs	...	...	...	...	...	503	...	...	232	...
Miscellaneous Public Improvements—										
New Works	...	...	...	...	...	...	...	...	146	...
Repairs	...	...	...	...	...	...	...	...	339	...
Total Works and Repairs	...	...	...	...	...	503	...	...	4,012	263
Establishment	...	...	...	...	...	...	...	...	372	...
Tools and Plant	...	...	...	...	...	...	...	...	...	...
Miscellaneous	...	...	...	...	...	...	...	...	718	...
Total Civil	...	...	...	...	...	503	...	...	5,102	263
Total Imperial carried over	145,866	7,169	18,911	27,767	19,012	503	3,392	3,915	55,477	263

	Total India.	Central Provinces.	Burma.		Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.		Bombay.	Total.
			Upper.	Lower.							
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
	36,083	885	85,782	...	873	13,974	8,806	27,808	1,168	24,400	199,779
	16,934	279	16,668	...	759	12,509	4,804	8,404	1,542	6,764	68,663
	20,732	...	61,735	...	83,166	...	...	8,146	...	20	173,799
	30,748	...	48,859	1,361	4,661	...	...	324	...	200	86,153
	4,425	...	3,625	232	...	...	...	2,309	...	1,934	12,525
	859	...	1,689	...	...	...	...	...	...	365	2,913
	109,781	1,164	218,358	1,593	89,459	26,483	13,610	46,991	2,710	33,683	543,832
	30,986	268	69,659	485	18,437	6,131	3,108	6,726	622	5,239	141,661
	2,457	17	5,212	24	1,202	408	204	453	40	341	10,358
	—11,417	...	5,849	...	*—126*	*—539*	...	464	...	*—6*	*—5,775*
	131,807	1,449	299,078	2,102	108,972	32,483	16,922	54,634	3,372	39,257	690,076
	768	...	...	*6*	...	*572*	...	*1,933*	...	*333*	*3,317*
	498	...	...	*3*	...	*372*	...	*1,065*	...	*216*	*2,154*
	130,541	1,449	299,078	2,093	108,972	31,539	16,922	51,931	3,372	38,708	684,605
	...	...	...	...	...	...	...	...	...	...	88,411
	...	...	...	...	...	...	...	...	...	...	57,455
	130,541	1,449	299,078	2,093	108,972	31,539	16,922	51,931	3,372	38,708	830,471
	2,725	...	...	...	...	...	...	...	...	...	2,725
	789	...	...	...	...	...	...	...	...	...	789
	44	...	...	...	...	...	...	...	...	...	44
	735	...	...	...	...	...	...	...	...	...	735
	146	...	...	...	...	...	...	...	...	...	146
	339	...	...	...	...	...	...	...	...	...	339
	4,778	...	...	...	...	...	...	...	...	...	4,778
	372	...	...	...	...	...	...	...	...	...	372
	...	...	...	...	...	...	...	...	...	...	...
	718	...	...	...	...	...	...	...	...	...	718
	5,868	...	...	...	...	...	...	...	...	...	5,868
	136,409	1,449	299,078	2,093	108,972	31,539	16,922	51,931	3,372	38,708	836,339*

* Differs from the amount shewn in page 4 by Rx. 15, the amount of outlay in England and Exchange (under Coorg) not brought to book by Examiner in 1893-94.

	England.	India.								
		Director General of Military Works.	Rajputana.	Central India.	Coorg.	Mysore.	Hyderabad.	Port Blair.	Baluchistan.	Khorasan.
	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx
Total Imperial brought over .	145,866	7,169	18,911	27,767	19,012	503	3,392	3,915	55,477	263
PROVINCIAL.										
CIVIL WORKS.										
Departmental.										
Civil Buildings—										
New Works . . .	...	...	...	...	...	...	..	...	...	...
Repairs . . .	...	...	...	...	..	...	...	...	...	...
Communications—										
New Works . . .	...	...	..	...	...	...	...	...	...	...
Repairs . . .	...	...	...	...	...	...	...	...	...	...
Miscellaneous Public Improvements—										
New Works . . .	...	...	...	...	...	...	...	...	...	...
Repairs . . .	...	...	...	...	...	...	...	...	...	...
TOTAL WORKS AND REPAIRS	...	...	...	...	...	...	...	...	...	...
Establishment . .	...	...	...	...	...	...	...	...	...	...
Tools and Plant . .	...	...	...	...	...	...	...	...	...	...
Suspense . . .	...	...	...	...	...	...	...	...	...	...
TOTAL .	...	...	...	...	...	...	...	...	...	...
Civil.										
Civil Buildings—										
New Works . .	...	...	...	...	...	...	...	...	...	...
Repairs . .	...	...	...	...	...	...	...	...	...	...
Communications—										
New Works . .	...	...	...	...	...	...	...	...	...	...
Repairs . . .	...	...	...	...	...	...	...	...	...	...
Miscellaneous Public Improvements—										
New Works . . .	...	...	...	...	...	...	...	...	...	...
Repairs . . .	...	...	...	...	...	..	...	...	...	...
TOTAL WORKS AND REPAIRS	...	...	...	...	...	...	...	...	...	...
Establishment . .	...	...	...	...	...	...	...	...	...	...
Tools and Plant . .	...	...	...	...	...	...	...	...	...	...
Miscellaneous . .	...	...	...	...	...	...	...	...	...	...
TOTAL .	...	...	...	...	...	...	...	...	...	...
TOTAL PROVINCIAL .	...	...	...	...	...	...	...	...	...	...
INCORPORATED LOCAL.										
CIVIL WORKS.										
Departmental.										
Civil Buildings—										
New Works . .	...	...	47	...	...	...	...	...	...	...
Repairs . .	...	...	35	...	...	...	...	...	...	...
Communications—										
New Works . . .	...	...	116	...	902	...	...	...	...	...
Repairs . . .	...	...	1,170	...	1,161	...	...	...	...	...
Miscellaneous Public Improvements—										
New Works . . .	...	...	...	...	128	...	...	...	...	...
Repairs . . .	...	...	...	...	52	...	...	...	...	...
TOTAL WORKS AND REPAIRS	...	...	1,371	...	2,243	...	...	...	...	...
Establishment . .	...	...	137	...	516	...	...	...	...	...
Tools and Plant . .	...	...	20	...	34	...	...	...	...	...
Suspense . . .	...	...	...	...	...	...	...	...	...	...
TOTAL .	...	...	1,528	...	2,793	...	...	..	...	...
Civil.										
Civil Buildings—										
New Works . . .	...	...	42	349	...	...	...	...	...	...
Repairs . . .	...	...	62	117	...	...	...	...	...	...
Communications—										
New Works . . .	...	...	...	...	...	...	...	...	...	...
Repairs . . .	...	...	60	45	...	...	...	...	...	...
Miscellaneous Public Improvements—										
New Works . . .	...	...	50	27	...	...	...	...	...	...
Repairs . . .	...	...	1	21	...	...	...	...	...	...
TOTAL WORKS AND REPAIRS	...	...	215	559	...	...	...	...	...	...
Establishment . .	...	...	...	24	5	...	...	...	...	...
Tools and Plant . .	...	...	...	...	...	...	...	...	...	...
Miscellaneous . .	...	...	87	...	...	...	...	...	...	...
TOTAL .	...	...	302	583	5	...	...	...	...	...
TOTAL INCORPORATED LOCAL .	...	...	1,830	583	2,798	...	...	...	...	...
Total carried over .	145,866	7,169	20,741	28,350	21,810	503	3,392	3,915	55,477	263

TOTAL INDIA.	Central Provinces.	BURMA.		Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
		Upper.	Lower.							
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
136,409	1,449	299,078	2,093	108,972	31,539	16,922	51,931	3,372	38,708	836,339
...	51,537	...	151,601	11,128	76,172	65,807	54,432	107,452	95,876	614,005
...	7,889	...	17,091	6,975	30,898	28,953	23,150	21,441	38,016	174,413
...	31,229	...	21,424	60,305	26,225	16,829	30,949	10,570	12,551	210,082
...	48,947	...	60,380	40,679	56,575	84,062	86,218	15,531	81,587	473,979
...	798	...	1,686	1,766	514	11,852	797	458	4,624	22,495
...	68	...	1,756	413	6,099	1,353	4,494	1,788	2,939	18,910
...	140,468	...	253,938	121,266	196,483	208,856	200,040	157,240	235,593	1,513,884
...	39,819	...	45,857	29,635	71,153	79,101	68,338	57,124	94,285	485,312
...	2,538	...	3,748	4,161	1,886	1,120	3,087	4,047	5,237	25,824
...	525	...	1,288	431	—*13,577*	—*12,783*	256	10,777	921	—*12,162*
...	183,350	...	304,831	155,493	255,945	276,294	271,721	229,188	336,036	2,012,858
...	...	...	...	1,936	200	930	...	3,945	...	7,011
...	...	...	...	...	1,285	5,237	...	857	...	7,379
...	...	...	...	2,768	...	1,123	...	474	...	4,365
...	...	...	...	...	3,076	1,832	...	10,624	...	15,532
...	...	...	...	...	311	3,433	...	19,015	...	22,759
...	...	...	...	...	2,860	7,487	...	33	4	10,384
...	...	...	...	4,704	7,732	20,042	...	34,948	4	67,430
...	35	...	...	5	4,346	5,026	1,779	...	...	11,191
...	...	...	...	...	78	137	...	...	...	215
...	59	...	20,558	...	...	1,970	1,691	...	840	25,118
...	94	...	20,558	4,709	12,156	27,175	3,470	34,948	844	103,954
...	183,444	...	325,389	160,202	268,101	303,469	275,191	264,136	336,880	2,116,812
47	324	203	3,585	268	...	14,352	9,434	828	9,288	38,329
38	...	...	259	169	...	5,822	10,324	...	581	17,193
1,018	13,538	20	25,562	34,297	...	51,810	11,775	470	32,019	170,509
2,831	4,300	80	8,090	24,472	...	78,692	38,320	2,227	59,821	218,333
128	1	2,951	12,172	4,261	...	...	5,345	13	4,589	29,460
52	7	11	2,699	1,602	...	1,668	4,579	5	727	11,350
3,614	18,170	3,265	52,367	65,069	...	152,344	79,777	3,543	107,025	485,174
653	...	1,087	11,943	5,551	...	39,900	11,475	1,240	12,759	84,608
54	...	49	779	...	...	1,500	645	390	1,828	5,245
...	...	...	...	...	...	...	...	...	...	...
4,321	18,170	4,401	65,089	70,620	...	193,744	91,897	5,173	121,612	575,027
391	40	130	46	...	27,602	2,883	...	11,752	6,202	49,048
179	146	1	89	...	15,993	6,494	...	8,685	6,420	37,962
...	590	6,402	5,514	225	109,443	4,509	...	52,723	15,504	185,006
105	9,718	3,686	5,549	...	225,083	31,065	...	215,468	48,812	539,406
77	476	9,134	2,107	...	16,829	52	...	9,226	25,681	63,582
22	732	1,540	841	...	3,241	301	...	14,923	12,467	34,067
774	11,702	20,933	14,096	225	393,196	45,274	...	312,777	115,086	919,063
29	4,089	845	1,444	...	64,.97	10,407	912	58,013	18,997	159,033
...	78	220	119	...	2,839	1,086	...	2,903	538	7,783
87	427	109	551	89	...	805	11,515	629	2,026	16,238
890	16,296	22,107	16,210	314	465,332	57,572	12,427	374,322	186,647	1,102,117
5,211	34,466	26,508	81,299	70,934	465,332	251,316	104,324	379,495	258,259	1,677,144
141,620	219,359	325,586	408,781	340,108	764,972	571,707	431,446	647,003	633,847	4,690,295

	England.	India.								
		Director General of Military Works.	Rajputana.	Central India.	Coorg.	Mysore.	Hyderabad.	Port Blair.	Baluchistan.	Khorasan.
	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Total brought over	145,866	7,169	20,741	28,350	21,810	503	3,392	3,915	55,477	263
EXCLUDED LOCAL.										
DEPARTMENTAL.*										
Civil Works.										
Civil Buildings—										
New Works	...	...	...	...	...	...	...	...	...	...
Repairs	...	...	...	...	...	...	...	...	...	...
	..	...	...	...	...	...	...	...	...	...
Communications—										
New Works	...	...	...	...	...	...	...	...	...	...
Repairs	...	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...	...
Miscellaneous Public Improvements—										
New Works	...	...	...	...	...	...	...	...	...	...
Repairs	...	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...	...
TOTAL WORKS AND REPAIRS	...	...	...	...	...	...	...	...	...	...
Establishment	...	...	...	...	...	...	...	...	...	...
Tools and Plant	...	...	...	...	...	...	...	...	...	...
TOTAL EXCLUDED LOCAL	...	...	...	...	...	...	...	...	...	...
Total carried over	145,866	7,169	20,741	28,350	21,810	503	3,392	3,915	55,477	263

Total India.	Central Provinces.	Burma.		Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
		Upper.	Lower.							
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
141,620	219,359	325,586	408,781	340,108	764,972	571,707	431,446	647,003	633,847	4,630,295
...	...	...	...	...	150	...	4,223	—96	2,187	6,464
...	...	...	...	...	...	...	3,922	322	878	5,122
...	...	...	...	...	150	...	8,145	226	3,065	11,586
...	...	...	...	...	33	...	30	...	3,274	3,337
...	...	...	...	...	265	...	1,224	...	1,567	3,056
...	...	...	...	...	298	...	1,254	...	4,841	6,393
...	...	...	...	...	...	...	15,286	2,023	16,161	33,470
...	...	...	...	...	...	...	26,452	645	1,087	28,184
...	...	...	...	...	...	...	41,738	2,668	17,248	61,654
...	...	...	...	...	448	...	51,137	2,894	25,154	79,633
...	...	...	...	...	103	...	3,594	438	3,092	7,227
...	...	...	...	...	7	...	213	25	343	588
...	...	...	...	...	558	...	54,944	3,357	28,589	87,448
141,620	219,359	325,586	408,781	340,108	765,530	571,707	486,390	650,360	662,436	4,717,743

* The outlay by Civil officers from this source is not known.

	England.	India. Director General of Military Works.	Rajputana.	Central India.	Coorg.	Mysore.	Hyderabad.	Port Blair.	Baluchistan.
	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Total brought over	145,863	7,169	20,711	28,350	21,810	503	3,392	3,915	55,477
CONTRIBUTION.									
DEPARTMENTAL.*									
Civil Buildings—									
New works	...	658	62	410	...	..	...	...	...
Repairs	...	44	...	522	...	...	...	...	...
	...	702	62	932	...	...	...	...	...
Communications—									
New Works	...	...	159	8,033	...	...	...	...	...
Repairs	...	...	404	827	...	...	...	...	...
	...	...	563	8,860	...	...	...	...	...
Miscellaneous Public Improvements—									
New works	...	...	2,787	...	2,243	...	...	...	...
Repairs	...	...	357	...	2	...	...	...	...
	...	...	3,144	...	2,245	...	...	...	...
TOTAL WORKS AND REPAIRS	...	702	3,769	9,792	2,245	...	...	...	...
Establishment	...	4	259	2,494	...	...	...	...	...
Tools and Plant	...	...	36	147	...	...	...	...	...
TOTAL CONTRIBUTIONS	...	706	4,064	12,433	2,245	...	...	...	...
LOCAL LOANS.									
Miscellaneous Public Improvements—									
Works	...	...	484	...	...	...	...	...	...
TOTAL	...	...	484	...	...	...	...	...	...
Establishment	...	...	48	...	...	...	...	...	...
Tools and Plant	...	...	7	...	...	...	...	...	...
TOTAL LOCAL LOANS	...	...	539	...	...	...	...	...	...
GRAND TOTAL	145,866	7,875	25,344	40,783	24,055	503	3,392	3,915	55,477

*Outlay from this source by officers of other departments is not known.

CALCUTTA;
Dated 14th March 1895.

India. Khorasan.	Total India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
263	141,620	219,359	325,586	408,781	340,108	765,530	571,707	486,390	650,360	662,436	4,717,743
...	1,130	2,822	...	5,626	2,150	2,765	11,795	3,348	90	6,123	35,849
...	566	9	...	76	5	1,953	1,203	...	320	398	4,530
...	1,696	2,831	...	5,702	2,155	4,718	12,998	3,348	410	6,521	40,379
...	8,192	2,141	86	...	373	846	976	2,522	19	156	15,311
...	1,231	108	...	...	651	38	2,191	59	...	9	4,287
...	9,423	2,249	86	...	1,024	884	3,167	2,581	19	165	19,598
...	5,030	9,238	...	1,238	491	37	3,403	9,477	...	19	28,933
...	359	704	...	690	...	...	157	33	...	...	1,943
...	5,389	9,942	...	1,928	491	37	3,560	9,510	...	19	30,876
...	16,508	15,022	86	7,630	3,670	5,639	19,725	15,439	429	6,705	90,853
...	2,757	930	29	451	...	74	1,262	—188	62	62	5,439
...	183	140	2	29	...	10	76	10	4	5	459
...	19,448	16,092	117	8,110	3,670	5,723	21,063	15,261	495	6,772	96,751
...	484	...	...	...	...	...	...	13,146	...	...	13,630
...	484	...	...	...	...	...	...	13,146	...	...	13,630
...	48	...	...	...	...	...	...	493	...	...	541
...	7	...	...	...	...	...	...	...	...	...	7
...	539	...	...	...	...	...	...	13,639	...	...	14,178
263	161,607	235,451	325,703	416,891	343,778	771,253	592,770	515,290	650,855	669,208	4,828,672(a)

(a) Differs from the amount shewn in page 6 by Rx. 15, the amount of outlay in England and Exchange (under Coorg) not brought to book by Examiner in 1893-94.

R. G. MACDONALD,
Acct. Genl., P. W. Dept.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Memorandum on the snowfall in the mountain districts bordering Northern India and the abnormal features of the weather in India during the past five months, with a forecast of the probable character of the south-west monsoon rains of 1895.

The present memorandum is drawn up in accordance with the practice of the past eleven years, and includes, firstly, a brief summary of the information received from various officers relating to the snowfall of the past winter or cold weather in the Afghan mountains and the Himalayan area; secondly, a statement of the chief peculiarities or abnormal features of the meteorology of India during the past five months; and, thirdly, a forecast of the probable character of the approaching south-west monsoon rains based on this information.

The forecast is based in part on the snowfall information and on the abnormal features of the weather during the past five months, and in part on a comparison with the meteorology of the previous thirty years, so far as it is available. It is necessary to point out that the forecast is a statement of probabilities and not of certainties, and that it is liable to error from the limitation and uncertainty of part of the data on which it is based. It has been drawn up after a consideration of all the available information, but it should, to use the words of the Famine Commission Report, "*be used with due caution.*"

The monsoon forecasts, as at present issued, necessarily leave out of consideration two important points on which the agricultural value of the monsoon rainfall largely depends, *viz.*:

(1) the probability of the occurrence of a prolonged break in the rains in July or August;

(2) the probability of the unusually early termination of the rains in Upper India or Bengal;

and are hence imperfect every year to that extent.

The chief features or conditions which influence and determine the extension and general strength of the south-west monsoon currents are as follows:

1st.—The amount and time of occurrence of the cold-weather snowfall in the mountain districts adjacent to Northern India.

2nd.—The local peculiarities of the weather in India itself immediately antecedent to the advance of the monsoon currents across the coasts of India into the interior, and which it is found are generally impressed upon it during the hot weather, and are frequently more or less persistent in character. These abnormal features are, on the whole, best estimated by means of the variations of pressure from its normal value in different parts of India.

3rd.—Local peculiarities in the Bay of Bengal and Arabian Sea, over which the monsoon currents pass before they reach India.

The first of these conditions or factors is mainly influential in determining the northern limits of the monsoon rains, heavy and prolonged snowfall in the Western Himalayan area either preventing or delaying the extension of the monsoon current over Upper India during the rainy season. Heavy and untimely snowfall in April and May especially exercises a very powerful influence in this way.

The second factor determines those large local district or provincial variations of rainfall during the monsoon which are evidently due to persistent local conditions or peculiarities, and not to general causes influencing the whole of India more or less.

The third and last factor is almost certainly of equal importance with the preceding two, but it is that on which information is most difficult to obtain, and is least in amount and longest in being received. In fact, information

respecting the weather conditions in the Arabian Sea or Bay of Bengal is rarely received in time to be utilized in drawing up the annual forecasts.

Summary of snowfall information.

The whole of the information referring to the snowfall in the mountain districts bordering Northern India for each month of the year is now published as it is received in the India Monthly Weather Reviews.

The following gives a brief summary of the information relating to the snowfall of the past cold weather received up to date:

I.—AFGHAN MOUNTAIN DISTRICTS.

(1) Hills West of Dera Ismail Khan.

November.—There was a slight fall of snow on the 30th on the Pirghel (11,000 feet) and Merwatti (10,500 feet).

December.—Snow fell on the 23rd down to about 5,500 feet, the fall on the higher peaks ranging from 6 inches to 2 feet in amount.

January.—There were frequent falls on the 2nd, 3rd, 6th, 23rd, 30th and 31st on the higher ranges. The total amount on the highest peaks was estimated at about 8 feet.

February.—There were snowstorms on the 2nd, 3rd, 4th and 6th of the month, which gave a total of 3½ feet of snow on the Takht Suleman and other high peaks.

March.—Snow fell on the higher peaks on the 14th, 15th and 24th. The fall on the higher peaks of the Shirani country (Takht Suleman, &c.) was estimated at nearly 4 feet.

April.—No snow.

The opinion of the natives of these hill districts is that the fall has been less than usual.

(2) Kurram.

January.—Several snowstorms occurred during the month. The most severe was on the 12th, when snow fell down to 4,000 feet.

February to April.—No information.

The inhabitants of Kurram consider that the season was unusually mild.

(3) Khyber District.

December.—Snow fell in the last week of the month in Tirah.

January.—There were two snowstorms during the month. The total fall on the Lakka hills was about 1½ feet.

February.—Snowstorms occurred in the first week of the month. The fall on Tirah was 2 feet and on the Lakka peak 1½ feet.

March to April.—No snow fell.

(4) Waziristan.

November to February.—No reports received.

March.—There were snowstorms on the hills above 8,500 feet on the 1st, 8th to 10th, 13th, 15th, 17th and 24th. The snowfall during the storm of the 8th to 10th was heavy and continuous. The snow melted rapidly during the last fortnight of the month.

April.—Light snow fell during the first ten days of the month above 10,000 feet. The snow completely disappeared before the end of the month.

(5) Kabul.

November.—Snow commenced earlier than usual, the first fall of the season occurring in the last week of November. The fall was general and all the hills about Kabul were covered with snow at the end of that month.

December to April.—No reports received for this period.

II.—HIMALAYAS.

(A) THE PUNJAB AND KASHMIR HIMALAYAS.

(1) Hills to the North of Hazara.

December.—Light snow fell at Hazara (4,100 feet) on the 24th, 29th and 30th.

January.—Light snow fell on the 1st and 7th at Hazara.

February.—Snow fell on the higher ranges near Hazara on the 1st.

March.—Heavy rain fell in this month which melted and washed away the snow on the lower ranges. There were light falls of snow on the higher ranges during the month.

April.—Light snow fell on the higher ranges on the 2nd, 3rd and 4th.

The following gives the reported accumulation on the hills in this district on the 15th of each month from January to April 1895, and in the corresponding months of the year 1894 for comparison:

Hill.	Depth of snow on the 15th of							
	January 1895.	February 1895.	March 1895.	April 1895.	January 1894.	February 1894.	March 1894.	April 1894.
	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.
Kagan Hills	9	2	2	Slight	2	9	2	*Nil.*
Konsh and Bhagarmang Hills	4½	1	1	Slight	1	7	1 to 2	*Nil.*
Kagan higher mountains	12	...	1 to 1½	Slight	6 to 10	9 to 12	3 to 4	?
Black Mountain (crest)	?	?	?	...	3	4?	1?	*Nil.*
Manúr Hills	9	...	...	...	...	...	...	*Nil.*
Bhaliji Hills	7	...	...	...	...	10	...	*Nil.*
Gulli Range	6 to 8	1 to 1½	½ to 1	...	...	...	...	*Nil.*

The snowfall of the past winter in the opinion of the natives of the district was much less than usual, and the little there was melted away earlier than usual.

(2) Murree.

The following table gives the monthly returns of the snowfall at Murree and on the hills near Kahuta:

Station.	Total fall of snow in the month of					
	December 1894.	January 1895.	February 1895.	March 1895.	April 1895.	Total of period.
	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
Murree	1 6	7 1	3 3	*Nil*	*Nil*	11 10
Kahuta	?	6 0	*Nil*	*Nil*	*Nil*	6 0

The following gives comparative data for the past six years:

Station.	Total fall of snow from January to March in							Average of seven years.
	1895.	1894.	1893.	1892.	1891.	1890.	1889.	
	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
Murree	10 4	15 9	29 4	0 5	29 0	3 8	7 3	13 8
Kahuta	6 0	5 0	18 0	*Nil*	5 3	0 9	4 3	5 7

The fall of the period was hence slightly below the mean of past years. The chief feature of the winter was the early termination of the snowfall in February.

(3) Kashmir (Srinagar).

The following gives a statement of the snowfall at Srinagar in the Kashmir valley:

Month.	Number of days on which snow fell.		Total snowfall of month.			
	1894-95.	1893-94.	1894-95.		1893-94.	
			Ft.	In.	Ft.	In.
December	8	*Nil*	1	6	*Nil*	
January	9	13	5	1	4	3
February	6	9	4	0	2	6
March	5	2	1	8	0	10
Total . .	28	24	12	3	7	7

(4) Lahoul.

The following gives a statement of the snowfall registered at the observatory at Kailang in Lahoul:

Month.	Snowfall, 1894-95.			Snowfall, 1893-94.		
	Number of days on which snow fell.	Total snowfall of month.		Number of days on which snow fell.	Total snowfall of month.	
		Ft.	In.		Ft.	In.
December	7	4	0	2	0	3
January	11	3	6	17	3	6
February	6	2	0	14	4	3
March	13	3	6	11	5	4
April 1st to 5th	4	1	6	3	2	1
Total . .	41	14	6	47	15	5

The snowfall was hence nearly the same in amount as last year. The chief difference was in the month of December. Heavy snow fell in December 1894 and practically none in December 1893.

The Superintendent describes the winter in the following terms:

"The winter set in very early and heavy falls of snow occurred in November. The Rotang Pass, which usually remains open to the middle of January, was closed before the middle of December. The chief feature of the winter has been the intense and persistent cold. Hence, although the snowfall of the whole season has not been excessive in amount, it is now (April) melting very slowly."

(5) Chamba.

December.—Snow fell on eleven days during the month. The fall came down to 4,000 feet on the outer ranges and 2,600 feet on the inner ranges.

January.—Snowstorms occurred between the 7th and 13th and the 19th and 23rd. The snow line came down to about 4,000 feet in these storms.

February.—There were snowstorms between the 1st and 4th and the 8th and 11th, but the falls were light and smaller than usually occur in this month.

March.—A snowstorm on the 24th and 25th March gave heavy snow on the higher ranges. The snow line descended to 6,000 feet on the outer ranges.

April.—Snow fell on the 3rd and 4th of the month down to 6,500 feet. The snowfall appeared to be heavy on the higher ranges. The following gives the snowfall as actually measured at five sites at different elevations in the neighbourhood of Chamba:

Month.	Tisa, 5,000 feet.	Bhandal, 5,500 feet.	Thanela, 7,000 feet.	Barmaur, 7,000 feet.	Kalatop, 8,000 feet.	Killar, 8,600 feet.
	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
December 1894. . . .	2 1½	2 2	13 4	6 6	15 0	Information not yet received.
January 1895 „	0 5	2 11	2 4	6 10	5 10	
February „	1 3	4 0	4 2	2 0	5 6	
March „	*Nil*	0 2	0 5	0 4	0 4	
April 1st to 15th . . .	*Nil*	*Nil*	0 4	0 3	*Nil*	
Total 1894-95 .	3 9½	9 3	20 7	15 11	26 8	?
Total for period January to March 1893-94.	1 11½	5 0	18 1	...	15 6	?

The Deputy Conservator of Forests, Chamba Division, writes as follows of the snowfall in Chamba during the past winter:

"The snowfall was above the average on the inner ranges, mainly on account of the heavy falls in the early part of the winter. The snow-slides are rather smaller than usual, snow having fallen with less than the usual amount of moisture. The snowfall was well up to the average at medium and lower elevations and on the outer ranges. Snowfall has descended lower and was rather greater in amount than in the winter of 1893-94. As in that winter, it was heavier on the inner than on the outer ranges, but this inequality is entirely due to falls in the early part of the season. Later falls appear generally to have been heavier on the outer ranges.

"From enquiries and my own observations I should say that the past winter more closely resembles that of 1890-91 than any other subsequent winter. The

amount of snow appears to have been much about the same as in 1890-91, but the falls began earlier than in that year, and they were particularly heavy on the inner ranges at the commencement of the season."

(6) KULU.

December.—No report received.

January.—Snow fell on thirteen days in the Kulu and Plach tahsils. Frequent rain fell in the lower valleys. Snow was received above 5,000 feet during the month. The fall of the month was similar to that of January 1894.

February.—Snow fell on four days during the month. The falls only occurred on the higher elevations, about 7,000 feet. There was much hot sunshine, and the snow melted rapidly.

March.—Snowstorms occurred on the higher passes and elevations on six days in the Kulu tahsil and on eight days in the Plach tahsil. The snow melted rapidly during the month. Some Lahoulies crossed the Rotang Pass before the end of the month.

April.—Light falls occurred on the higher elevations on the 3rd and 4th. All the passes were open before the end of the month for foot traffic.

The following table gives the depth of snow on the 25th of each month from December to May, and also on the 25th May of the past six years, on seven of the passes in this district for comparison :

Tahsil.	Name of pass.	Elevation.	Depth of snow on the 25th of					Depth of snow on the 25th May					
			January 1895.	February 1895.	March 1895.	April 1895.	May 1895.	1894.	1893.	1892.	1891.	1890.	1889.
		Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.
Kulu ...	Hamta . . .	14,500	38	12	10	4	3	6	7	½	12	6	7
	Rotang . . .	13,000	19	21	17	13	6	9	9	1	9	5	10
	Bhubhu . . .	10,000	9	8	5	3	*Nil*	1	1	?	*Nil*	*Nil*	1
Plach ...	Gargarasan . .	17,000	18	19	12	10	2	2	4	1	4	2	3
	Srikand . . .	15,000	20	24	20	15	10	12	15	4	32	12	50
	Bashleo . . .	11,000	11½	9½	6	4	*Nil*	*Nil*	*Nil*	*Nil*	1	*Nil*	*Nil.*
	Jalori . . .	10,500	10	9	6	4	*Nil*	*Nil*	*Nil*	*Nil*	1	*Nil*	*Nil.*

(7) UPPER SUTLEJ VALLEY (POO).

October.—Snow fell on the 5th and 6th down to 13,000 feet.

November.—Snow fell on the 4th and 5th down to 12,000 feet, and on the 28th to 10,000 feet.

December.—Snow fell down to the bottom of the valley (8,500 feet) on the 10th to the 14th, and again on the 25th and the 29th to the 31st. The total fall of the month was 2 feet 3 inches.

January.—Snowstorms occurred on the 1st to 3rd, the 5th to 13th, the 15th and the 20th to 25th. The total fall was 4 feet 11 inches.

February.—There were snowstorms on the 1st and 2nd and on the 6th and 7th. The total fall of the month was 1 foot 3 inches.

March.—Snow fell from the 15th to 17th and from the 24th to 26th, the total amount being 3 feet 2 inches.

April.—No snow fell in the valley; it fell on the mountains above 11,000 feet.

The natives of the district consider the winter to have been a favourable one.

(8) UPPER SUTLEJ VALLEY (KILBA).

November.—Light falls of snow occurred on the 4th, 5th and 19th above 9,000 feet, and heavy falls on the 29th down to 7,500 feet.

December.—Heavy falls of snow were received on the 15th, 23rd and 27th and a light fall on the 31st.

January.—Snowstorms occurred on ten days of the month down to varying heights. The most severe storms were on the 10th, 11th, 21st and 22nd when snow fell down to 5,750 feet.

February.—Heavy snow fell on the 1st, 2nd and 3rd down to 5,750 feet. There was slight snow on the 15th above 7,500 feet.

March.—Snow fell on eleven days during the month. The largest amounts were received on the 15th, when it occurred down to 8,500 feet. The falls on the other days were generally light.

The snowstorms in December, January and February were general over the whole of the mountains on both sides of the Sutlej. The weather was frosty, with cloudless skies, in the intervals between the snowstorms. High north-easterly winds off the Kailas snow-covered slopes prevailed in the month of March. The depth of snow in the middle of April on the Rupin Pass was 22 feet and on the Buldar Pass over 20 feet. The snowfall has been heavier than usual on the higher elevations and has done much damage to the shepherds' huts, etc. The natives of the district say that the snowfall commenced much earlier than usual and that it was abnormally heavy and continuous in March.

(B) NORTH-WESTERN PROVINCES HIMALAYAS.

Kumaon.—The following gives a statement of the estimated snowfall in this district, measured in the same manner as in former years in accordance with arrangements made in the year 1890 :

Month.	Fall on Pindari and Pankua peaks.		Fall on Ralumdhura and Utadhura passes.		Fall in Malla Byans, Chandans, and Darma.	
	Ft.	In.	Ft.	In.	Ft.	In.
November 1894	1	7	7	0	1	0
December ,, ...	16	0	24	6	2	3
January 1895	4	0	26	0	8	0
February ,, ...	5	0	6	0	2	6
March ,, ...	2	4	6	9	2	6
April 1st to 15th	0	9	1	0	2	0
Total fall in winter of 1895 . .	29	8	71	3	18	3
Total fall in winter of 1894 . .	33	3	57	3	33	6

(C) SIKKIM HIMALAYAS.

Gnatong.—The following gives a summary of the snowfall of the past winter as registered at the Gnatong Observatory and a comparison with previous years :

Month.	Number of days on which snow fell in 1894-95.	Total precipitation in				
		1894-95.	1893-94.	1892-93.	1891-92.	1890-91.
October	15	9·17	8·13	0·80	3·24	11·85
November	3	1·06	1·85	0·37	1·05	...
December	3	0·81	0·27	0·86	...	0·22
January	3	0·58	0·44	2·67	0·64	2·40
February	8	3·32	5·48	2·63	12·24	0·92
March	14	7·80	2·22	5·17	3·61	5·66
April	20	11·49	8·48	10·87	7·26	6·94
May 1st to 15th . . .	8	3·82	5·93	1·87	2·63	1·66
Total of whole period .	74	38·05	32·80	25·24	30·67	29·65

(D) ASSAM HIMALAYAS.

1. *Darrang.*—No accurate details are obtainable ; but the Bhutia chiefs, who came down in April to the plains to trade and receive payments of their annual stipend, declare the snowfall to be greater this year. This is borne out by the fact that the number of the Bhutia traders has been comparatively small. When the snowfall is very heavy, it blocks up the passes and renders them impassible.

2. *Lakhimpur.*—The Assistant Political Officer, Sadiya, reports that the fall of the snow during the cold season was normal. The Dufflas report that the snowfall on the higher ranges has been much the same as usual.

3. *Kamrup.*—The usual Bhutia darbars were held at Darranga and Subankhatta. According to the information received from the hill men at these darbars the fall in their hills was normal in amount and was much less than last year.

PERSIA.

The following gives the number of days on which snow fell during the past winter at the higher stations on the Indo-European Telegraph line, from which temperature and weather observations are now received by the Meteorological Department :

Month.	Number of days on which snow fell at							
	Dehbeed.	Soh.	Koom.	Dasht Arjin.	Sivand.	Shiraz.	Koomisheh.	Kashan.
November 1894 . . .	2	...	...	...	...	...	...	...
December ,, . . .	4	1	2	2	...	...	1	...
January 1895 . . .	7	2	2	5	3	7	4	1
February ,, . . .	1	1	...	...	...	...	...	...
March ,, . . .	*Nil*	*Nil*	...	...	...	...	...	...
Total .	14	4	4	7	3	7	5	1

Summary of the Snowfall data.

The winter commenced earlier than usual in the Western Himalayas. The first heavy fall in the middle or lower ranges occurred in the last week of November. The weather was very unsettled throughout December and January, and frequent storms gave more or less heavy snow during these two months. A large and sudden change occurred in the first week of February, when fine weather set in and continued throughout the month, and until the first or second week of March. This period was chiefly remarkable for the high temperature which prevailed in Baluchistan and Upper India, more especially Sind and the West Punjab. Weather was unsettled in the last three weeks of March, and light to moderate snow fell during that period in the Western Himalayas. It was somewhat unsettled during the first three weeks of April, and numerous hot-weather storms occurred in all parts of India. They were most frequent and severe in Southern India, the Deccan and North-Eastern India, and only slightly affected the Punjab and Kashmir Himalayas. Snow fell on the higher ranges, but the total amount during the month was small, and probably less than the normal fall. Fine, dry and unusually hot sunny weather prevailed in the Upper India hill districts during the latter part of April and in May, and the snow melted with unusual rapidity.

The first noteworthy feature of the cold-weather season of 1894-95 was the very early commencement of the winter snowfall, and the second its excessive amount in December and January. A third noteworthy feature was that the snowfall was restricted to higher elevations than usual, and did not fall below 4,000 or 5,000 feet in the outer ranges. In this respect the precipitation resembled that of 1893-94. The snowfall of the past season was heaviest in the Kashmir and Punjab Himalayas, and was undoubtedly much heavier than usual in December and January. It was very heavy in the interior ranges, but the heavy snowfall did not extend into the Upper Indus valley and the Karakoram range, as it did in 1894. This is further confirmed by the fact that no snow fell at Kashgar during the season, and that the fall at Leh was very small. It **is noteworthy, however, that the season was one of the coldest that has ever been experienced at Leh and Kailang, resembling in this respect the winter of 1892-93.**

The snowfall in the Baluchistan and Afghan mountains and plateaux was undoubtedly much less than usual. It was received chiefly in December and January on the higher elevations, and little or no snow fell on the plateaux below 5,000 feet. It melted very rapidly during the month of February, and practically disappeared before the end of that month. The winter snowfall in that area exercised little or no influence on the meteorology of India from March. The meteorological data received from a number of stations on the Indo-European Telegraph line in Persia indicate that the precipitation in the plateau of Iran was small in amount in December and January, probably less than the normal. There was almost certainly no snow accumulation, except on the highest ranges, in Baluchistan, Afghanistan, and Persia at the end of March, and there was no large extension of snow-clad plateau surface throughout the whole winter.

It is hence almost certain that there has been less snow than usual during the past winter in Persia, Baluchistan, Afghanistan, and probably Turkistan, Thibet and Central Asia, and that the winter ceased unusually early and was very mild.

There were frequent heavy falls of snow in the Punjab and Kashmir Himalayas on the middle and higher ranges during the months of December and January ; and there was hence a moderate to large excess of snow in the beginning of February. Occasional heavy falls were also received in March and the first week of April but the weather was, on the whole, much drier and finer than usual in April and May, and the snow has hence (except perhaps on the higher ranges) melted more rapidly than usual. The result is that at the end of May the excessive accumulation of December and January has probably disappeared. The snow line was almost certainly somewhat higher than usual at the end of May in the Punjab Himalayas.

The winter was characterised by similar features in Kumaon. Snow commenced to fall very early and was heavy in December and January; but from March to May the fall has been comparatively light. The snowfall of the season was hence probably, on the whole, less than in the last winter, and, as it fell chiefly in the beginning of the season, the accumulation is now at the end of May much smaller than in May 1894.

The fall in the Sikkim and the Assam Himalayas is, so far as can be judged from the limited information, less than that of the preceding winter, and probably normal or in slight defect.

Abnormal features of the meteorology of the previous eighteen months.

The year 1894 in many of its meteorological features resembled the year 1893. The winter of 1893-94 was more stormy than usual in the Western Himalayas and the snowfall was heavier than usual, but did not descend to such low levels as it did in the winter of 1892-93. The winter ceased earlier than usual in March, when there was undoubtedly a large accumulation on the higher ranges and in Ladakh and on the Karakoram mountains; but the extension of the snow-clad surface was moderate in amount, due to the character of the precipitation in the hills stated above. Weather was slightly cooler in Upper India in March, and temperature was normal or in slight excess in Northern and Central India in April.

The snow accumulation was probably somewhat less than usual, except on the interior ranges, at the end of April, and ceased to affect the weather in India in the month of April. Weather was much hotter and drier than usual in May over the greater part of Northern and Central India. The hot-weather conditions were on the whole most strongly developed in the eastern half of the Gangetic Plain, West Bengal and Chota Nagpur. The monsoon set in slightly later than usual on the Ceylon and Malabar coasts in the first week of June, but advanced rapidly up the west coast and into the interior, and Central India, Rajputana and the Punjab received a heavy burst of rain in the third week of the month. The monsoon set in earlier in Bengal than usual and was characterised during the first six weeks of its prevalence by the formation of a series of storms of unusual intensity. The total rainfall of the south-west monsoon period from June to September did not differ largely from the normal, except in some of the driest parts of North-Western India, which received abnormally heavy rain from the cyclonic storms of June and July. The rains terminated earlier than usual in Upper India, but were continued much later than usual in the Gangetic Plain, due to slightly marked, but very persistent, abnormal pressure conditions. The central and eastern districts of the North-Western Provinces, Bihar, Baghelkhand and Bundelkhand, and the northern districts of the Central Provinces, received a succession of heavy downpours in October and the first week of November during feeble cyclonic storms, which gave in some districts a total rainfall for that short period almost as large as during the preceding four months of the rains proper. High pressure conditions giving fine weather set in over the Gangetic plain in the second week of November. Madras obtained moderate to heavy rain during the earlier stages of the cyclonic storms which gave such heavy bursts in the Gangetic plain, and also continued to receive moderate rain during the month of November. North-east winds and very dry, cool weather set in over Burma in the third week of November, and extended across the Bay into the Madras coast districts in the second week of December, and finer weather than usual prevailed in Southern India during the last half of the month. The rainfall of the south-west monsoon season was favourable over the greater part of India. There was a large excess in Sind, Cutch, Kathiawar and Gujarat, chiefly due to the cyclonic storms of July, and in the North-Western Provinces, largely due to the very abnormal and excessive rainfall in that area in October and November.

Frequent rain fell at the Persian stations in October and November, and the cold-weather rainfall in that area began at least six weeks earlier than usual. These abnormal conditions extended to Baluchistan and Upper India in the latter part of November, and weather was unusually disturbed in December. Numerous feeble disturbances occurred, which gave very early and more or less heavy snow in the Punjab and Kashmir Himalayas. The winter hence set in much earlier than usual, due apparently to conditions first shown in the Persian area.

The following gives a very brief summary of the chief features of the meteorology of India during the past five months:

January.—Pressure was ·009 inch in defect for the whole of India. Pressure was locally in slight excess in North-Western India, and in slight defect in Burma, Assam, and the Peninsula. Pressure was in moderately large defect at the hill stations, relatively to the plains. A series of ill-defined disturbances gave frequent rain in North-Western India. The precipitation was less than usual in Baluchistan, and the areas chiefly affected by these storms were the hill and submontane districts from Kashmir to Almora. The rainfall was largely in excess in these districts, and the snowfall very heavy in the higher ranges of the Kashmir and Punjab Himalayas. No rain fell in Burma or the Peninsula during the month, and the rainfall of the month was hence below the small normal of the period over the whole of the Peninsula, North-Eastern India and Burma. The day temperature was in moderate to large defect in North-Western India and in slight excess in Burma and the Peninsula. The night temperature was in moderate defect in Baluchistan, and in slight defect in the Indus Valley districts, and was in slight to moderate excess over the remainder of India. The only important features of the mean temperature conditions were a moderate deficiency in Sind, the Punjab, and Rajputana, and moderate excess in the Central Provinces. The character of the precipitation and the variations of the temperature conditions from the normal were similar to those of January 1894.

February.—The mean pressure of the Indian land area was ·009 inch above the normal. Pressure was in very slight local excess in North-Eastern India, and in slight local defect in the Indus Valley and Burma. Pressure was very largely in excess at the hill stations in Northern India, relatively to the neighbouring plain stations—a condition which accompanied the prevalence of unusually fine and dry weather throughout the month. The rainfall was small in amount and generally below the normal. The deficiency was large in Sylhet and South-East Bengal, which usually receive moderate rain from thunderstorms in February. The day temperature was in slight excess in Orissa and North and East Bengal, and in moderate to large excess in North-Western India. It was in moderate defect in Khandesh, the Bombay Deccan, Berar, and the western districts of the Central Provinces, where weather was more cloudy and showery than usual. The night temperature was generally above the normal, the excess being greatest in the Central Provinces, Berar, the East Punjab, and Central India (East). The variations of the mean temperature were generally small in amount, except in Upper Sind, Baluchistan, the Punjab and North Rajputana, where it was from 2° to 5° warmer on the mean of the month than usual. The air was somewhat more humid than usual in North-Western India, Central Provinces, and drier over the remainder of India. Skies were unusually free from cloud over the whole of India. The most noteworthy feature of the month was the excessive temperature in Upper India and Baluchistan.

March.—The mean pressure for the whole of India was ·018 inch below the normal. Pressure was in slight local excess in Central India, Chota Nagpur, the north and east of the Peninsula, and in defect elsewhere; but the local variations were small. Pressure was in slight excess at the hill stations in Northern India relative to the plain stations. The month was on the whole finer and drier than usual, but was disturbed in the North and Central Punjab and hill districts, which received frequent showers. The rainfall of the month was hence in moderate excess in the North-West and West Punjab, and in slight excess in Central India and the Central Provinces, but was more or less in defect in the remainder of India. The deficiency was large in Sylhet and East Bengal, which usually receive frequent rain in March. The mean rainfall of Assam Surma (*i.e.*, Sylhet and Cachar) was only 4·03 inches, or 5·17 inches below the normal. The mean temperature conditions of the month varied slightly from the normal. The chief feature was a moderate deficiency of temperature in the western half of the Central Provinces, chiefly due to decreased day temperature.

April.—The mean pressure of the Indian area was ·013 inch above the normal. Pressure was locally in moderate excess in North-Eastern India, more especially in North Bengal, where the pressure anomalies averaged ·04 inch. It was locally in

defect in Burma, the greater part of the Peninsula, and Western and Central India. The deficiency was greatest in Upper Sind, Cutch, Kathiawar and Gujarat. Weather was much more frequently disturbed than usual during the month, and numerous series of thunderstorms or duststorms occurred. They gave unusually frequent and heavy rain in the Deccan and Southern India. Malabar received an average of 5·1 inches (2·8 inches above the normal), Mysore 3·3 inches (1·9 inches in excess), Coorg 5·3 inches (2·8 inches in excess), and Madras South and South Central, 3·8 inches (2·0 inches in excess). The rainfall of the month was also in excess over the whole of Northern and Central India, with the exception of Assam and Deltaic Bengal. A cyclonic storm which formed near the Andamans and advanced across the Arakan coast into Burma during the last week of the month gave a heavy downpour. It is very noteworthy that 1894 is the third year in succession in which a cyclonic storm has formed in the Bay near the Andamans and passed into Burma during the last week of April.

Temperature was in moderate to considerable excess in Baluchistan, Upper Sind and the South-West Punjab. It was more or less in defect over the remainder of India, the deficiency being slightly more marked in the day than in the night temperature. It ranged between 2° and 4° in the North-Western Provinces, Bihar, West Bengal, Chota Nagpur, Orissa, the eastern districts of Central India, the eastern and central districts of the Central Provinces and the East Deccan, and was on the whole greatest in Chota Nagpur and West Bengal. This feature of lower temperature than usual prevailed from the beginning of the month to the end of the third week. Temperature increased rapidly in the last week, and dry, hot westerly winds prevailed in Northern and Central India.

May—The mean pressure of the Indian area was slightly below the normal (·007″). Pressure was relatively to the general conditions more or less considerably in defect in Northern and Central India and in excess in the Peninsula. This contrast of conditions, it may be noted, almost invariably obtains in years of strongly marked hot-weather conditions (following milder winters than usual in the Western Himalayas). The local deficiency was most marked in the Punjab and central districts of the North-Western Provinces, and the local excess was greatest in the west coast districts from Bombay to Karwar. The following gives data for stations in these two areas of greatest excess and deficiency of pressure:

Area of greatest deficiency of pressure.			Area of greatest excess of pressure.		
Station.	Variation of mean 8 A.M. pressure of month from normal.	Anomaly.	Station.	Variation of mean 8 A.M. pressure of month from normal.	Anomaly.
	″	″		″	″
Mooltan	—·056	—·049	Bombay	+·036	+·043
Dera Ismail Khan	—·051	—·044	Ratnagiri	+·045	+·052
Rawal Pindi	—·043	—·036	Goa	+·041	+·048
Lahore	—·045	—·038	Karwar	+·042	+·049
Ludhiana	—·046	—·039	Mangalore	+·031	+·038
Sirsa	—·041	—·034			
Allahabad	—·046	—·039			
Lucknow	—·036	—·029			
Agra	—·040	—·033			

A reference to last year's forecast will show that the general character of the pressure variations in May 1894 and May 1895 was very similar, the chief difference being that they were slightly more marked in 1894.

The combination of increased pressure in Western India and diminished pressure in Northern India displaced the trough of low pressure from the south of the Gangetic plain to the centre. On the mean of the month it was defined by the stations of Hazaribagh, Gaya, Allahabad, Lucknow, Cawnpore, Meerut and Montgomery. An important feature was the local deficiency of pressure at Allahabad. The trough of low pressure was during two periods of the month transferred to the submontane districts, and very strong, hot, dry westerly winds prevailed (as in May 1894) in the Gangetic plain during the greater part of the month.

Temperature was excessive over the whole of India, but was in slight to moderate defect in Burma, which received almost daily showers during the month. It was most largely in excess in Upper India, and the month was one of the hottest on record in the Punjab. The following gives data illustrating the temperature conditions of the month:

Division.	Variation from normal of month of		
	Maximum temperature.	Minimum temperature.	Mean temperature.
Burma	—2·4	+0·6	—0·9
Assam	+1·3	+1·6	+1·5
Bengal	+0·7	+1·7	+1·2
Bihar	+0·1	+2·7	+1·4
Chota Nagpur	+0·7	+3·0	+1·9
North-Western Provinces and Oudh	+2·1	+3·4	+2·8
Punjab	+6·5	+5·4	+6·0
Sind	+2·4	+0·9	+1·7
Rajputana	+4·4	+4·1	+4·3
Central India and Gujarat	+1·6	+1·5	+1·6
Central Provinces and Berar	+1·8	+1·9	+1·9
Bombay	+0·6	+1·1	+0·9
Madras	+1·6	+0·8	+1·2

It may be noted that the highest maximum temperatures recorded in North-Western India were no higher than have been recorded in several years previously, and more especially in the hot weathers of 1887 and 1892. But, so far as can be judged, the excessive temperature was unusually persistent, due to the comparative absence of hot weather duststorms and thunderstorms in the interior. The following gives a comparison of the mean temperature of the Punjab in May 1895, with the corresponding months of previous years:

	Variation of mean temperature from the normal in the month of May															
	1895.	1894.	1893.	1892.	1891.	1890.	1889.	1888.	1887.	1886.	1885.	1884.	1883.	1882.	1881.	1880.	1879.
Punjab	+6·0	+3·9	+1·4	+5·8	—1·4	+2·0	+0·1	+2·7	+5·4	+0·7	—3·1	+1·7	+0·7	+0·2	+1·7	+3·5	+3·0

The previous statement shows that the mean temperature of the month of May 1895 in the Punjab was higher than in the corresponding month of the previous sixteen years. The only years during that period in which the May temperature was almost as largely in excess were 1892 and 1887.

The following gives a summary of the rainfall of the cold weather and hot weather periods of the present year:

Division.	Cold weather Rainfall.		Hot weather Rainfall.	
	Variation from normal.	Percentage variation from normal.	Variation from normal.	Percentage variation from normal.
	Inches.		Inches.	
Burma	—0·21	—51	+2·56	+24
Assam	—1·02	—46	—1·63	—5
Bengal	—1·10	—77	—1·10	—9
Bihar	—0·34	—27	—1·29	—33
Chota Nagpur	—0·85	—56	+0·20	+4
North-Western Provinces and Oudh	+1·27	+79	—0·38	—24
Punjab	+0·13	+6	+0·39	+16
Sind	—0·30	—36	—0·37	—77
Rajputana	+0·03	+4	—0·29	—25
Central India and Gujarat	+0·35	+61	+0·21	+34
Central Provinces and Berar	+0·22	+29	—0·13	—7
Bombay	—0·23	—74	—2·82	—48
Madras	—0·45	—80	+0·06	+2

The following summarizes the chief features of the meteorology of the past five months, which require to be taken into account in estimating the distribution of the rainfall of the approaching monsoon:

1st.—The abnormal distribution of the snowfall of the past winter.

2nd.—The slightly marked abnormal pressure and temperature features of January and February, which were in accordance with the distribution of the snowfall in the Western Himalayas.

3rd.—The prevalence of somewhat more disturbed weather than usual in March and April, as is generally the case after heavier snowfall in January and February in the Western Himalayas. This disturbed weather was followed by very strongly marked hot-weather conditions in May over the whole of India.

The pressure conditions of the hill stations relative to the plains in May were in accordance with the strongly marked hot weather conditions in the plains. There has, however, been an undue prevalence of northerly winds at Murree and Simla, probably due mainly to the temperature and pressure conditions of the adjacent plains of Northern India, but in part perhaps to the local excess of snowfall in Kashmir.

Comparison with previous years.

During the past twenty-six years the snowfall in the Himalayas was heavy and more or less considerably above the normal in the years 1868, 1877, 1878, 1883, 1885, 1889, 1891, 1893 and 1894. In all these years, except 1889, 1893 and

1894, general heavy snow fell either in April and May in the Punjab and Himalayas, and these months were unusually cool in Northern or North-Western India. The pre-monsoon conditions of pressure and temperature were hence in the majority of these years very different from those prevailing during the present year up to the end of May. As already pointed out, the present year exhibits the combination of early and heavy snowfall during the normal winter period (December to March) in the Punjab and Kashmir Himalayas, and of strongly marked hot-weather conditions in Northern India, and more especially in Upper India, in May.

The following gives a brief statement of the chief features of the years 1887, 1890 and 1894, which more or less resemble 1895 in the general character of the winter snowfall and also of the hot-weather pressure and temperature conditions in India:

1887.—The cold weather was unusually free from cold-weather storms. Although little rain fell in the plains of Northern India, moderately heavy snow is stated to have fallen in January and March in the Western Himalayas. March and April were warmer than usual in North-Western India and the Central Provinces, and May was an excessively hot month in Upper and Central India. Pressure was in slight to moderate defect on the average of the whole of India during the period January to May. It was relatively to the general conditions in considerable defect in Northern India in May, the deficiency being large in Upper India (—·05 inch) and moderate in North-Eastern India. It was in considerable excess in the west of the Peninsula, the excess averaging ·06 inch in the Konkan and Malabar Coast districts. The mean temperature of the month of May was 6° above the normal in the Punjab and 3° in the North-Western Provinces. The Bengal current set in earlier than usual at the end of May, and the Bombay current about the normal time in the first week of June. Both currents gave fairly steady rain during the months of June, July and August. They retreated from Upper and Central India at the end of the third week of September. The monsoon rainfall was in slight defect in Arakan, Bengal, Assam and Orissa, normal in Burma and the Deccan, and in excess over nearly the whole of North-Western and Central India and the Central Provinces.

1890.—The cold weather was unusually dry and free from storms. The snowfall was less than usual in Baluchistan and Afghanistan, and occurred in January and February. It was very deficient in these months in the Western Himalayas. Moderate snow fell on the higher ranges in March, and heavy snow for a short period during the last week of April. It, however, melted rapidly, and its effect on the meteorology of Northern India was very brief. Pressure was in general defect from January to May in India. Pressure in May, relatively to the general condition, was in slight defect in Northern India, and in moderate excess in the western half of the Peninsula. Temperature was 2° in excess in Rajputana and the Deccan, and the variations of the temperature as of the pressure conditions were nowhere large. The south-west monsoon rains set in slightly earlier than usual on the Bombay coast and at their normal date on the Bengal coast. They advanced more rapidly than usual into the interior, and were fully established over the whole of India in the fourth week of June. The rainfall was unusually abundant in June and July, and on the whole normal, but unequally distributed, in August and September. The rainfall of the whole south-west monsoon period was hence normal or in excess over by far the greater part of India. The excess was greatest relatively to the normal in Bihar (34 per cent.), the Punjab, Orissa, Bengal and the Konkan (slightly exceeding 10 per cent.). The rainfall of the period was practically normal in the Central Provinces and the Deccan. It was in moderate defect in Upper Burma, Gujarat, Sind and Southern India.

1894.—The features of this year have been already in part stated, and the following hence gives a very brief summary. Moderate to heavy snow fell in the Western Himalayas in January and February. The snowfall in Baluchistan and Afghanistan was less than the normal. The snowfall did not come down to so low an elevation as in the preceding winter. Little or no rain fell in April and May. Temperature, which was below the normal to a slight extent in Northern India during the cold weather, increased rapidly in April and May, and was largely

in excess in the latter month, the area of greatest excess including Bihar, Chota Nagpur and the eastern districts of the Central Provinces. Pressure was in May locally in considerable defect in Northern India, and in considerable excess in the western half of the Peninsula. The south-west monsoon rains set in somewhat later on the Malabar coast than usual during the first four days of June. The monsoon currents advanced with unusual rapidity into the interior of Northern India, and monsoon conditions were established over the whole of India before the end of the third week of the month. The rainfall was in general excess. It was very unequally distributed in June and July, due to the occurrence of a series of cyclonic storms of unusual intensity. Those districts which received deficient rain in June and July, as a rule obtained abundant and well-distributed rain in August and September, and the rainfall for the complete period, June to September, was on the whole favourable and well-distributed. The rains were, however, prolonged to the first week of November in the North-Western Provinces, and that area received a succession of downpours such as have not been experienced in these months during the past fifty years.

The meteorology of the cold and hot weathers of the years 1884, 1888, 1889, 1891 and 1893 has some resemblance to that of the corresponding seasons of the present year; but the resemblance was very slightly marked; and hence of no value for the present comparison.

Probable character of the south-west monsoon of 1895.

The present year is the fifth of a series of years characterized by very marked and exceptional meteorological features. The year 1893 was the coolest year on record in India, and the rainfall of the year was much greater than had been received in any year during the past thirty years. The rainfall of the year 1891 was 0·30 inch in defect for the whole of India. The rainfall during the past three years has been very largely in excess, as is shown by the following data:

Year.	Average rainfall of whole of India and Burma.	Excess in inches.
1892	46·18	+5·09
1893	50·16	+9·07
1894	47·56	+6·47

These figures show that India is going through a cycle of heavy rainfall, such as it has not experienced for thirty years at least and probably for much longer.

The following give complete data of the rainfall and its anomalies (or variations from the normal fall) for the whole of India for the years 1864—1894. The twenty-four divisions into which India is arranged for the data of this table are the rainfall divisions adopted by Mr. Blanford in his monograph on the "Rainfall of India."

Rainfall anomalies.

Year.	Number of provinces.			Net anomaly or variation from the normal, Indian area only.	
	Fall excessive.	Fall normal.	Fall deficient.	Excess.	Deficiency.
1864	4	...	16	...	—5·52
1865	8	1	11	...	—0·77
1866	6	...	14	...	—2·09
1867	8	2	10	+2·77	...
1868	5	...	16	...	—6·63

Rainfall anomalies—contd.

Year.	Number of provinces.			Net anomaly or variation from the normal, Indian area only.	
	Fall excessive.	Fall normal.	Fall deficient.	Excess.	Deficiency.
1869	8	1	13	+0·40	...
1870	14	...	10	+1·49	...
1871	12	1	11	+0·93	...
1872	14	3	7	+2·31	...
1873	3	1	20	...	—4·46
1874	15	3	6	+4·64	...
1875	16	...	8	+2·38	...
1876	6	...	18	...	—4·49
1877	10	...	14	..	—4·28
1878	17	1	6	+6·34	...
1879	16	2	6	+1·69	...
1880	13	1	10	...	—1·56
1881	15	...	9	+0·10	...
1882	17	1	6	+2·64	...
1883	11	1	12	...	—0·12
1884	12	...	10	+1·49	...
1885	15	...	7	+1·17	...
1886	14	...	8	+2·77	...
1887	11	...	11	+2·04	...
1888	10	...	12	...	—1·13
1889	15	...	8	+1·92	...
1890	14	1	8	+0·46	...
1891	6	...	17	...	—0·30
1892	15	...	8	+4·55	...
1893	22	...	1	+8·94	...
1894	17	...	6	+6·48	...

The abnormal features of the pressure, temperature, and other conditions of the present year are strongly marked, and the probable effect of these in determining and modifying the rainfall of the approaching monsoon period is stated below. It should, however, be remarked that in drawing up the forecast, if too large or too small a weight or value be given to any one of these abnormal conditions, the divergence of the forecast from the actual will be greater in a year like the present year than in ordinary years.

The peculiar features of the meteorology of the cold-weather months of 1895 in India were:

(1) Heavier precipitations than usual in the plains of Northern India and in the Western Himalayas during the months of December and January. The precipitation occurred as rain to much higher levels in the hill districts, and in this respect resembled the previous winter of 1893-94.

(2) The snowfall was very deficient in Baluchistan and Afghanistan and probably also in Persia and Central Asia, and the winter considerably milder than usual.

(3) The winter commenced unusually early on the higher ranges of the Kashmir and perhaps the Punjab Himalayas in November, and continued until the middle or end of April. The snowfall of the period was much heavier than usual, and hence there was a considerable accumulation in March and April. It has probably melted much more quickly than usual in May, and the snow line at the end of that month was as high as usual.

(4) The snowfall in the Eastern Himalayas in January and February was almost certainly less than usual. It was probably normal in amount in March and April.

The snow accumulation at the beginning of the winter 1894-95 was probably normal or somewhat less than usual in November. The snowfall in the higher ranges of the Kashmir Himalayas was undoubtedly larger than usual from November to the middle of April; but has probably chiefly added to the depth of snow in the ordinary area of perpetual snow and the intermediate valleys, and has not given a large extension of snow-clad surface. The conditions in India in the months of February and March show fully that the influence of the snow accumulation was very slight at that time. Snow has fallen to some extent in both the Sikkim and Western Himalayas during the past two months. The few reports that have been received do not indicate to what extent this has modified the pre-existing conditions; but so far as can be judged from the statements, the snowfall during the past two months has not appreciably altered the character of the snowfall accumulation in that area.

This inference from the reports is confirmed by the character of the weather in India during the past month. The conditions of pressure and temperature in that month were such as usually occur when the winter in Baluchistan, Afghanistan and the Western Himalayas has generally been milder than usual. The following summarizes the chief features of the month of May:—

(1) Normal pressure on the average over the whole of India.

(2) Very deficient pressure and increased temperature in Northern India, more especially in the Punjab and North Rajputana. The local deficiency of pressure was greatest in the area in which temperature was most largely in excess and which was nearest to the area of heaviest snowfall during the winter.

(3) Increased pressure locally in the western half of the Peninsula and more especially in Gujarat, Cutch and South-West Rajputana.

It may be noted that the temperature and pressure conditions in India in May 1895 strongly resemble in all their larger features those of May 1894. These local conditions will undoubtedly modify the rainfall distribution of the south-west monsoon considerably. They will probably determine the Bay current more largely than usual towards Burma, the North-Western Provinces, and the Punjab and the Bombay current more to the Central Provinces and Upper India.

The mean position of the trough of low pressure will probably be slightly further north than usual on the average of the whole period, but to a less extent than in May 1894.

The antecedent hot-weather conditions in India during the past three months are favourable, and indicate that it is probable the monsoon currents will be at least of normal strength.

The information received up to date from ships and other sources of information of the pressure and weather conditions of the neighbouring seas, and more especially in the northern half of the Indian Ocean, suggests that the south-east trades are not strong this year, and hence that the conditions in the sea areas are less favourable for a strong monsoon than they were last year.

It should, however, be carefully remembered that the past three years have been a period of excessive rainfall in India, due to general conditions extending over the Indian Ocean as well as Southern Asia, and probably over a still larger area. There are slight indications that these general conditions are now changing, and in the absence of information for the greater part of the whole Indian monsoon land and sea area it is not possible to judge how far this change may be affecting the strength of the south-east trades in the Indian Ocean, and hence also the commencement and strength of the south-west monsoon currents during the present year. It is therefore necessary to accept the inferences given below with greater reserve than usual, and if it should result that the monsoon currents are (notwithstanding the presence of favourable conditions in India) as much below their normal strength as they were above it in 1893 (when the antecedent conditions in India were on the whole unfavourable), the inferences will require to be suitably modified.

Judging only from the conditions in India itself and the known conditions in the Indian seas, it is probable that the monsoon currents will be of normal strength, and that the Bay current is more likely to be above its normal strength than the Bombay current. Assuming that the currents will be of normal strength, the comparison with the previous years (more especially 1887, 1889, 1890, 1892 and 1894) indicates that it is most probable they will set in about the normal time on both the Bengal and Bombay coasts. The Bombay current is more likely to be retarded than the Bengal current, and there is a slight probability it may be not so strong as usual in June.

The following is a statement of the inferences respecting the character and distribution of the south-west monsoon rains of 1895 from the comparison of the antecedent conditions of the present year with those of previous years, and based chiefly on the facts and data stated above:

(1) Snowfall conditions in the Western Himalayas and the Afghan Mountains and the pressure conditions in India are favourable to the establishment of at least normal monsoon currents in India. The conditions in the Indian seas are very imperfectly known, but appear to indicate that the currents will most probably not be above their normal strength and may be below it. It is, however, probable that they will be of about normal strength, and the forecast is drawn up on that supposition. The Arabian Sea current will probably be established about its normal time on the Bombay coast in the second week of June; but there is a slight probability it may be weak during the month of June. The current will probably advance into the interior more rapidly than usual.

(2) Conditions are, on the whole, favourable to the prevalence of monsoon currents of at least normal strength in the Bay of Bengal. The rains will probably be established about the normal period in Bengal (the second or third week of June).

(3) Pressure conditions are favourable in Burma and Bengal. The rainfall in Upper Burma will probably be normal or in moderate excess and in Lower Burma normal. The conditions are slightly less favourable in Bengal, where it is probable that the rainfall will not be above the normal on the average of the whole area and may be in slight defect. It is very probable that it will be normal or in slight to moderate excess in Bihar, Chota Nagpur and Orissa, and probable that it will be normal or in slight defect in Assam and Bengal.

(4) Conditions in the North-Western Provinces are favourable. The rainfall on the average of the whole province will very probably

be at least normal. The rainfall will probably be in excess in the eastern and submontane districts, and normal or in slight defect in the south-western and western districts.

(5) Conditions are on the whole favourable in the eastern and southern districts of the Punjab. The rainfall will probably be less than usual in the south-western and perhaps the central districts, but be at least normal in amount in the submontane and southern districts, and may be in moderate excess.

(6) Conditions are somewhat unfavourable in Sind, Cutch, Kathiawar, and West Rajputana. The rainfall will probably be more or less in defect. The rainfall of the period in these areas, it should however be noted, depends very largely upon the tracks of the cyclonic storms of the rains, which it is not possible at present to forecast. In Eastern Rajputana the rainfall will either be normal or in slight excess, depending upon the actual strength of the Bombay current.

(7) Conditions are nearly as favourable in Central India as in the North-Western Provinces and Bihar, and it is hence very probable that area will receive at least normal rainfall and probable that it will be in moderate excess.

(8) Conditions are on the whole favourable in Berar, the Central Provinces, the Bombay Deccan, and Hyderabad. It is hence probable that they will receive normal rainfall. The conditions are most favourable in the eastern and northern districts of the Central Provinces, and there is hence a moderate probability they may receive rainfall in moderate to considerable excess of the normal.

(9) A comparison of the conditions in Southern India and the Carnatic with those of similar years indicates that the rainfall will probably be normal or in slight defect, more especially in the southern districts. It is, however, very difficult to forecast for this part of India, as rain in Southern India during the monsoon proper occurs chiefly during the intervals of breaks in the rains of Northern India, and is hence essentially of irregular occurrence.

It should be carefully noted that the preceding probabilities are obtained on the assumption that the currents will be approximately normal in strength.

The general conclusion is that the rainfall may be deficient to a slight or moderate extent in Sind, Cutch, the South-West and Central Punjab and West Rajputana; that it will very probably be at least normal in amount in the northern half of the Peninsula, Central India, East Rajputana, the East Punjab, the greater part of the North-Western Provinces, Bihar, Chota Nagpur, and perhaps Burma, and may be in moderate excess in the Gangetic Plain and Central India.

It is too early to estimate the probability of a longish break in the rains in July or August; but there are no indications at present of such an event.

It should be noted that, in the preceding statement, when it is stated that an event is probable, the chances in its favour are at least 5 to 2, and when very probable, at least 5 to 1.

JOHN ELIOT,

SIMLA, *3rd June, 1895.* *Meteorological Reporter to the Government of India.*

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, June 1st, 1895.

At the commencement of the week under review very strongly accentuated hot weather conditions prevailed throughout the whole Indian region. Pressure was highest in Ceylon and the south-west of the Peninsula, and from that region readings steadily decreased, and were lowest along the foot of the Himalayas. On the 26th the barometric difference between these two regions was 0·443 inch, on the 27th 0·529 inch, on the 28th 0·566 inch, and on the 29th 0·512 inch, so that as the normal difference at this period of the year is 0·235 inch, the barometric gradient between Northern and Southern India was more than twice its ordinary steepness. The 29th of May was the last day of these very accentuated hot weather conditions, for after that day the barometer rose rapidly to slightly over Northern India, and was steady in the south, so that gradients immediately decreased, and, though the general distribution was not altered, the intensity of the conditions was considerably modified. During the prevalence of the hot weather conditions in their most marked form, strong westerly (south-west —north-west) gales blew all over the country, the heat was excessive, and humidity very low with duststorms, and dusthaze reported from many places. Towards the close of the week, when pressure had risen fast over Northern India, and had begun to fall in the south, the winds became irregular along the Malabar Coast, and showery weather appeared there, but this was practically the only indication of the monsoon on the west side of India afforded by the observations. In Eastern India conditions have been similar to those reported last week. Very strong southerly winds have blown from the Bay into Burma and Bengal, and these winds have been accompanied with moderate to heavy showers of rain, which, however, have not been sufficient to keep the weather even as cool as is usual at this time of year. The warmest part of India both absolutely and relatively was the north-west, where the average temperature excess varied between $4\frac{1}{2}^{\circ}$ and $9\frac{1}{2}^{\circ}$ during the first four days of the week, though it was much less at the close.

Daily Summary—*Sunday.*—Pressure had decreased over the Gangetic plain and North-Eastern India, and increased elsewhere. It was highest in Ceylon, and lowest over the Gangetic plain, and gradients were steeper than usual. The wind was southerly in Burma and Lower Bengal, easterly in North Bengal and along the foot of the Hills, and northerly in the North Punjab, elsewhere the directions were generally between north-west and south-west. The force was strong, more particularly at the head of the Bay; the mean temperature was in defect of the normal in Bengal and Upper Burma, and in excess elsewhere—most so over the south Gangetic plain.

Monday.—Pressure had decreased briskly to rapidly over Northern India, and been nearly steady in the south. Hence the pressure difference had still further increased. The readings were highest in the extreme south, and lowest

in the extreme north. The winds were unchanged. A strong westerly gale prevailed over a large part of the country, and a southerly gale at the head of the Bay. The mean temperature was in defect in North Bengal and Upper Burma, and in excess elsewhere, the heat in relation to the average being greatest in West and Lower Bengal.

Tuesday.—Pressure had decreased slightly in the Punjab and Kashmir, and been steady elsewhere. Hence the changes were very slight, but such as they were they tended to increase gradients which had hence become very steep. Pressure was considerably in excess in the west and south of the Peninsula, and largely in defect in Northern India. The winds were the same as on the preceding day. Temperature was in slight defect in Assam and Upper Burma, normal in Sind, Kathiawar, and the West of the Peninsula, and in excess elsewhere. The excess was again greatest in West Bengal.

Wednesday.—Pressure had decreased slightly in the Peninsula, and increased slightly to briskly in Northern India. In consequence the contrast between the deficient pressure in Northern India and the excessive pressure in the south was less marked. The winds were practically unchanged as regards direction, but the force had decreased fairly generally. Temperature was below the normal over Sind, Kathiawar, and Gujarat, and normal in Bombay, while it was largely below the normal in Assam, but in all other places the heat was excessive—more particularly in the Punjab, the Gangetic plain, and West Bengal. The contrast of temperature over North-Eastern India was very striking.

Thursday.—Pressure had increased briskly to rapidly over Northern India, and slightly in the Peninsula. These changes had still further reduced gradients. Pressure was normal over Northern India, and in considerable excess over the west of the Peninsula. The winds had fallen off generally, both the southerly winds at the head of the Bay, and the westerly winds elsewhere. Easterly winds were extending eastward up the north side of the Gangetic plain. Temperature had fallen partly on account of the easterly winds, partly on account of dust-storms. Though still excessive over West Bengal, the Gangetic plain, and the Punjab, the excess was much less than on the last few preceding days. In Bengal and Gujarat there was a considerable deficiency.

Friday.—Pressure had increased slightly to briskly in Northern and Central India, and decreased in Ceylon and Southern India. Pressure was in considerable excess over North Bombay, Berar, Central India, and Rajputana. The winds were even less strong than on the previous day, and the easterly winds up the Gangetic plain continued to extend. The mean temperature remained in defect over Bengal, part of Burma, and the whole of Kathiawar, Gujarat, and Berar, and in excess elsewhere. The excess was very large in South-West Bengal.

Saturday.—Pressure conditions on this day were approximately normal, the only abnormal features of importance being a slight deficiency in the Punjab and a slight excess in North Bombay. Winds were generally unchanged, but the easterly current over the Gangetic plain continued to extend. The mean temperature was largely in defect over East Bengal, and moderately in defect over North Bombay, &c., but was in excess elsewhere, the heat relatively to the normal being most excessive over Madras.

Temperature.—The strongly marked hot weather conditions, which prevailed last week throughout India, have continued during the week under review. A largish fall occurred between the last day of last week and the first day of the present week, but on the 27th the temperature rose again, and the crest of the wave was registered on the 28th, after which date a rather rapid fall set in.

The following table shows the variation of the mean temperature from the normal in the different provinces of India for each day of the week:

Province.	May 1895.						June 1895.	Mean variation of week.
	26th	27th	28th	29th	30th	31st	1st	
	°	°	°	°	°	°	°	°
Burma	—0·4	+0·3	+0·3	0	+0·5	—1·1	+0·1	0
Bengal and Assam	—1·2	+2·6	+5·9	+4·6	+1·6	+0·8	—0·1	+2·0
North-Western Provinces and Oudh	+4·5	+5·2	+7·9	+9·7	+4·4	+1·8	+0·9	+4·9
Punjab	+5·2	+5·1	+7·1	+8·8	+4·3	+2·9	+2·7	+5·2
Bombay	+1·5	+1·0	+1·5	+0·7	+0·2	+0·4	+2·5	+1·1
Central Provinces and Berar	+4·3	+3·4	+2·9	+2·0	+0·3	+0·4	+1·3	+2·1
Central India and Gujarat	+2·7	+2·4	+1·1	+0·1	—1·9	—2·3	—0·9	+0·2
Sind and Rajputana	+4·7	+3·5	+2·4	+0·2	+0·1	—0·5	+0·1	+1·5
Madras	+0·5	+1·7	+2·9	+3·7	+2·6	+3·2	+4·3	+2·7
Mean for whole of India	+2·4	+2·8	+3·6	+3·3	+1·3	+0·6	+1·2	+2·2

The provincial variations show that the mean temperature of the whole week in Burma was exactly normal, and that in all the other provinces the heat was excessive, the abnormal variations ranging from +0·2° in Central India and Gujarat to +5·2° in the Punjab. In the case of Bengal the total variation for the whole week shows an excess of 2°. This result is somewhat misleading, as while West Bengal had almost throughout a very large excess, East Bengal, on the contrary, had, owing to the showery weather, a very steady deficiency. The last two days of the week were very much cooler than the previous five days in nearly all provinces, except Madras, where the excess increased, and reached its maximum on the 1st June.

The highest maxima reported on each day were—

On May	26th	120·0°	at	Jacobabad.
„	27th	120·5°	„	„
„	28th	123·0°	„	„
„	29th	122·0°	„	„
„	30th	118·0°	„	„
„	31st	117·6°	„	„
On June	1st	116·1°	„	„

The above shows that Upper Sind was steadily the seat of the absolutely greatest heat throughout India during the whole week. The hottest day was the 28th, when the very high maximum of 123° was registered.

Rainfall.—The weather conditions of the week under review have been generally very similar to those which prevailed during last week. The greater part of the country has been under the influence of hot, strong westerly winds which have brought up no moisture, and which have yielded only a few drops of rain during local dust and thunder storms. These winds have been confined to North-Western and Central India and the Peninsula, and have not penetrated into

Bengal, Assam, and Burma, in which provinces moist southerly winds from the Bay have held steadily throughout the week. These winds have been exceptionally strong and have brought up much moisture, so that all the rainfall divisions in North-Eastern India show good rainfall returns. On the contrary, in other parts of the Indian region, large tracks of country exhibit little or no fall. In the case of eighteen divisions the rainfall has been absolutely *nil*, and in the case of eight more it has been less than one-tenth of an inch as the total fall for the whole week. The regions which report absolutely or practically no rain include the following divisions: Bihar (South), all the North-Western Provinces divisions, except Oudh (North), and the North-Western Provinces (Submontane), all the Punjab divisions, except the Hill districts, Khandesh, Berar, all the Central Provinces divisions, Gujarat, Kathiawar, Sind, all the Central India and Rajputana divisions, the East Coast (North), Hyderabad (South), and the East Coast (Central). The rainless, or practically rainless, region was consequently larger than was the case last week. In all parts of the country, except the divisions quoted above, the rainfall received was effective, and in some places fairly heavy. The heaviest average actual rainfall reported was 14·88 inches in Assam (Surma); this was followed by 6·49 inches in Tenasserim, and 6·13 inches in Assam (Brahmaputra). The smallest effective falls reported were 0·10 inch in Chota Nagpur and 0·11 inch in the Konkan.

The third column of the table shows that the week's rainfall was largely in excess of the normal in Assam (Surma), considerably in excess in Assam (Brahmaputra), and slightly in excess in Eastern and Deltaic Bengal, Oudh (North), and Madras (South). In all other parts of the Indian area the rainfall was lighter than usual. In Tenasserim, Lower Burma, North Bengal, Coorg, the Konkan, and the East Coast (North) the abnormal deficiency varied between 1 and 2 inches, in Malabar it was over 3 inches, and in Arakan it was over 4 inches. This leads to the most important feature in the rainfall returns of the week, *viz.*, the delay in the establishment of the south-west monsoon current. In most years the rainfall attributable to the first advances of this current is heavy in the south of the Indian and Burmese Peninsulas by the end of May, but in the present year this rainfall has not commenced in either part of the Indian region, and consequently the fall has been short in Tenasserim, Lower Burma, and Arakan, as well as in Malabar, Coorg, and the Konkan.

The three last columns of the table giving the average actual and average normal rainfall from March 3rd to June 1st show deficient rainfall over by far the greater part of the country. In Tenasserim, Sind, and the East Coast (North) the fall for the season has been excessive, in Central Burma, East Bengal, Assam, Deltaic Bengal, Central Bengal, North Bengal, Chota Nagpur, the North-Western Provinces (East and Submontane), Oudh (North), the Punjab (North-West and West), Madras (South Central), Mysore, all the Central Provinces divisions, Madras (Central), the East Coast (Central), and Madras (South) the fall for the season has been normal, and in all the remaining divisions the fall has been more or less deficient. The greatest deficiency has been over North-Western India.

The following heavy falls of rain are reported: Thaton (Amherst) 6·73 inches, Kama (Thayetmyo) 5·16 inches, Minbya (Akyab) 8·95 inches, Brahminbaria (Tipperah) 7·89 inches, Memotha (Cachar) 19·03 inches, Cherrapunji (Khasia Hills) 47·42 inches, Sibsagar 10·95 inches, Goalundo (Faridpur) 5·93 inches, Kurseong (Darjeeling) 6·55 inches, Cochin 4·36 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending June 1st, 1895.			Rainfall data from March 3rd to June 1st, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, March 3rd to June 1st.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	6·49	8·11	— 1·62	32·39	26·86	+ 21
	Lower Burma	2·25	4·23	— 1·98	11·93	15·06	— 21
	Central Burma	2·69	3·22	— 0·53	10·99	10·68	+ 3
	Upper Burma	2·50	?	?	10·62	?	?
	Arakan	4·52	8·65	— 4·13	15·82	25·06	— 37
Bengal and Assam	Eastern Bengal	3·34	2·51	+ 0·83	16·68	16·50	+ 1
	Assam (Surma)	14·88	6·71	+ 8·17	45·40	47·48	— 4
	Do. (Brahmaputra)	6·13	2·80	+ 3·33	19·77	23·58	— 16
	Deltaic Bengal	1·66	1·64	+ 0·02	9·71	11·01	— 12
	Central Bengal	1·50	1·74	— 0·24	7·30	8·15	— 10
	North Bengal	2·86	3·58	— 1·72	15·43	16·86	— 8
	Orissa	0·14	1·00	— 0·86	4·22	6·29	— 33
	Chota Nagpur	0·10	0·87	— 0·77	5·11	4·52	+ 13
	Bihar (South)	0	0·71	— 0·71	1·06	2·57	— 59
	Do. (North)	0·50	1·05	— 0·55	2·43	4·47	— 46
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·22	— 0·22	0·97	0·99	— 2
	Do. (Submontane) (*a*)	0·06	0·41	— 0·35	1·79	1·81	— 1
	Oudh (South)	0	0·16	— 0·16	0·70	1·09	— 36
	Do. (North)	0·33	0·31	+ 0·02	1·90	1·69	+ 12
	North-Western Provinces (Central).	0·03	0·13	— 0·10	0·49	0·84	— 42
	North-Western Provinces (West).	0·08	0·16	— 0·08	0·62	1·03	— 40
	North-Western Provinces (Submontane). (*b*)	0·14	0·40	— 0·26	2·24	3·01	— 26
Punjab	Punjab (South)	0	0·14	— 0·14	0·53	1·34	— 60
	Do. (Central)	0·07	0·19	— 0·12	0·69	1·39	— 50
	Do. (Submontane)	0	0·20	— 0·20	1·40	2·36	— 40
	Do. (Hill Districts)	0·26	0·28	— 0·02	4·43	7·21	— 39
	Do. (North-West)	0	0·20	— 0·20	4·27	4·24	+ 1
	Do. (West)	0	0·10	— 0·10	1·83	1·59	+ 15
Bombay and Malabar Coast Districts (Madras).	Malabar	0·94	4·13	— 3·19	7·78	14·65	— 47
	Madras (South Central)	0·57	1·07	— 0·50	6·72	8·00	— 16
	Coorg	0·80	2·73	— 1·93	7·63	10·70	— 29
	Mysore	0·67	0·96	— 0·29	6·20	5·38	+ 15
	Konkan	0·11	1·49	— 1·38	0·75	2·61	— 71
	Bombay Deccan	0·52	0·85	— 0·33	2·40	3·02	— 21
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0·03	0·86	— 0·83	0·20	1·75	— 88
Central Provinces and Berar.	Berar	0	0·49	— 0·49	0·86	1·13	— 24
	Central Provinces (West)	0·02	0·48	— 0·46	1·11	1·24	— 10
	Ditto (Central)	0	0·34	— 0·34	1·75	1·50	+ 17
	Ditto (East)	0	0·39	— 0·39	2·11	2·29	— 8
Bombay (North)	Gujarat	0	0·17	— 0·17	0·02	0·33	— 94
	Kathiawar	0	0·12	— 0·12	0	0·45	— 100
	Sind	0	0·03	— 0·03	0·62	0·44	+ 41
Rajputana and Central India.	Central India (East)	0	0·74	— 0·74	0·79	1·60	— 51
	Rajputana (East), Central India (West).	0	0·58	— 0·58	0·57	1·44	— 60
	Rajputana (West)	0	0·18	— 0·18	0·36	0·88	— 59
Madras	East Coast (North)	0	0·63	— 0·63	3·65	3·64	0
	Ditto (ditto) (*a*)	0	1·10	— 1·10	6·50	5·13	+ 27
	Hyderabad (South)	0·04	1·10	— 1·06	1·77	3·57	— 50
	Madras (Central)	0·20	0·56	— 0·36	2·95	2·81	+ 5
	East Coast (Central)	0·09	0·37	— 0·28	2·67	2·37	+ 13
	Ditto (South)	0·32	0·50	— 0·18	2·57	4·28	— 40
	Madras (South)	0·48	0·34	+ 0·14	5·73	5·07	+ 13

SIMLA, *6th June 1895.*

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 1st June.*—Moderate rainfall on the West Coast, Nilgiris, and the greater part of the Central districts; light showers in many other districts. Ploughing and sowing are proceeding in limited areas. The standing crops are generally fair. Pasture is scarce, but fodder is sufficient. Cattle are generally in good condition. Prices are generally steady, and rather easier in parts of the Circars, Deccan, and Carnatic.

Bombay.—*For week ending 5th June.*—Rain in parts of the Deccan, Konkan, and Karnatic; more rain is required in parts of Satara and Dharwar. The standing crops are good. Preparations for the next season are general. Sowing is progressing in parts of four districts, but is retarded in parts of Kanara for want of rain. Cotton-picking continues in one taluka of Broach. The fodder-supply is sufficient. Agricultural stock in good condition. Prices are low in parts of Sholapur and Ahmednagar.

Bengal.—*For week ending 3rd June.*—There was good rain during the week in almost all districts in Bengal Proper, and also in Champaran and Purneah. The present agricultural outlook is generally fair, but more rain is required in some districts. The sowing of early rice and jute is nearly completed, and the preparation of the land for the autumn crops in Bihar, and for the winter rice crop is in progress. Reports of the sugarcane, indigo, and other standing crops continue satisfactory. The price of common rice is almost stationary.

North-Western Provinces and Oudh.—*For week ending 5th June.*—Weather very hot. Showers have fallen in some of the Central, Western, and Submontane districts. Irrigation of sugarcane and extra crops continues. Preparations for the autumn crops are in progress. Threshing and winnowing of the spring crops are nearing completion. Supplies are ample. Fodder is still insufficient in Fyzabad. Prices are stationary, but with a tendency to rise in six districts.

Punjab.—*For week ending 5th June.*—No rain, except in Delhi. Harvesting of the spring crops is nearly over. Reaping of the extra spring and sowings of the autumn crops are in progress. Rain is much needed in Hissar for the autumn sowings. The standing crops are in good condition. An insect, said to be a kind of beetle, is reported to have done much damage to the melon and cotton crops. Cattle are generally in good condition, and fodder is sufficient in all districts. Prices are normal in Delhi and Umballa, and are low elsewhere.

Central Provinces.—*For week ending 5th June.*—Weather exceedingly hot. Ploughing of the land for the autumn crops is in progress. Prices are almost steady.

Burma.—*For week ending 1st June.*—In Upper Burma reaping of the dry-weather paddy is still incomplete. Cultivation of the wet-weather crops is progressing. Prospects of the standing crops are generally good. Considerable damage has been caused by floods in the Bhamo district. The price of paddy has risen slightly in Rangoon, Prome, and Toungoo, and considerably in Bassein, Henzada, Amherst, Thayetmyo, Kyaukse, and Meiktila.

Assam.—*For week ending 4th June.*—Weather wet. Sowing of the early rice is almost finished, and of late rice seedlings commenced. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 5th June.*—MYSORE: Good rain in parts of the Bangalore district, slight elsewhere. Crops and prospects are good. Prices have slightly fallen in Kolar, and risen in the Shimoga district.

COORG: Rainfall moderate. Ploughing continues. Water and fodder for cattle are sufficient. Prices are normal.

Berar and Hyderabad.—*For week ending 5th June.*—BERAR: Weather hot. Land is being prepared for the ensuing rain crops. Fodder and water are reported insufficient in the Wun district. Prices are fluctuating in two districts, but are steady elsewhere.

HYDERABAD: Rainfall moderate. The water-supply is getting scarce everywhere. No standing crops. Fodder is scarce in Aurangabad. Prices are normal.

Central India.—*For week ending 5th June.*—Rainfall slight in the Bundelkhand Agency during the week. Operations for the autumn sowings have commenced in Bhopal, Western Malwa, and Goona. Cattle are in good condition, except in parts of Bhopal and Gwalior. Pasturage is good and sufficient in all Agencies, except in parts of Gwalior. Prices of food-grains are high in Goona and Bhopal, rising in one district of Gwalior and in Baghelkhand; normal elsewhere.

Rajputana.—*For week ending 5th June.*—Agricultural operations are satisfactory. Land is being prepared for the autumn crops. Prospects and agricultural stock are generally good. Fodder is sufficient, except in Dholepore. Prices are rising in five States, stationary in one, but are steady elsewhere.

Kashmir.—*For week ending 4th June.*—KASHMIR VALLEY: Weather fine. Rice sowings are still going on in some places. Maize sowings have been finished. The standing spring crops are ripening. Water is ample for irrigation. Prices continue normal.

JAMMU PROVINCE: *For week ending 1st June.*—Rainfall slight. Harvesting is in progress. Prices are rising.

Nepal.—*For week ending 1st June.*—Rainfall slight, but the weather is cloudy. Prospects are good. Wheat has been harvested.

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GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 26TH MAY 1894, AND FROM 1ST JANUARY TO 25TH MAY 1895.

N.B.—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st-half of 1894.	Week ending 26th May 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 25th May 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st January to 26th May 1894.	Earnings from 1st January to 25th May 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	655	1,683	10,36,580	616	1,687	11,19,936	664	2,17,20,854	2,35,49,526	...	1,80,323
Bengal-Nágpur	189	862	1,46,062	169	862	1,74,000	202	36,00,840	37,02,400	92,554	...
Indian Midland (*a*)	162	752	1,23,928	165	752	98,694	131	20,30,135	22,12,391	...	3,93,741
Bezwada extension	108	21	2,406	115	21	2,798	133	40,403	61,090	14,627	...
Metre gauge—											
Rajputana-Malwa (*b*)	324	1,719	6,25,208	364	1,790	5,97,740	334	1,17,93,843	1,15,45,65	...	2,54,186
Pálanpur-Deesa	47	17	704	41	17	900	53	17,022	19,876	2,854	...
South Indian	143	1,042	1,64,184	158	1,042	1,71,132	164	29,78,345	34,41,841	4,63,496	...
Máyavaram-Mutupet	61	54	4,198	78	54	4,198	78	(*c*) 20,109	85,388	59,279	...
Southern Mahratta (*d*)	115	1,165	1,50,920	130	1,165	1,60,037	137	27,27,043	29,66,029	2,38,986	...
Bengal and North-Western (*e*)	162	756	1,41,114	187	756	1,48,620	197	25,94,679	26,31,986	37,007	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	231	18,422	80	231	18,409	80	4,30,554	4,28,499	...	2,055
TOTAL	286	8,302	24,13,720	291	8,377	24,96,464	298	5,00,85,891	5,07,64,389	78,498	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	255	2,507	6,41,884	256	2,511	8,28,582	330	1,34,27,745	1,47,24,69	13,06,954	...
Oudh and Rohilkhand (state)	287	741	2,03,851	275	797	2,10,904	265	45,08,955	48,55,59	3,46,638	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	281	813	2,78,738	343	813	2,27,320	280	48,60,030	51,80,841	3,17,811	...
Bengal Central (*g*)	126	125	14,898	119	125	14,340	115	3,20,907	3,49,685	28,778	...
East Coast (state)	107	266	45,956	173	397	64,316	162	5,74,049	8,05,472	2,30,823	...
Metre gauge—											
Burma (state)	199	730	1,20,051	164	746	1,28,582	172	31,89,157	33,16,639	1,27,482	...
Special gauges—											
Jorhát (state provincial)	44	25	704	28	28	2,266	81	22,843	27,787	4,944	...
Cherra-Companyganj (state provincial)	60	8	502	63	8	324	41	9,965	11,063	1,098	...
TOTAL	244	5,215	13,06,584	251	5,425	14,70,634	272	2,69,23,251	2,92,87,779	23,64,528	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*h*)	596	1,490	8,26,614	553	1,490	7,19,801	483	1,96,76,592	1,62,95,807	...	33,80,695
Bombay, Baroda and Central India	801	461	4,64,615	1,008	461	5,42,000	1,176	78,48,1[illegible]	85,04,[illegible]	7,10,817	...
Madras	237	840	1,89,267	225	840	2,20,807	263	40,00,470	44,58,48[illegible]	[illegible]7,000	...
TOTAL	522	2,791	14,80,496	530	2,791	14,82,608	531	3,15,01,214	2,93,19,340	...	22,71,868
TOTAL (GUARANTEED AND STATE)	313	16,308	52,00,806	319	16,593	54,55,706	329	10,02,00,359	10,03,71,514	1,71,158	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	167	161	22,913	142	161	26,569	165	5,98,262	6,00,614	2,352	...
Tarkessur	308	22	5,724	260	22	5,261	239	1,47,663	1,46,101	...	1,562
Metre gauge—											
Rohilkund and Kumaon (Company's section)	149	67	10,001	149	66	9,208	140	2,06,574	1,60,323	...	46,251
Bengal Dooars	80	32	2,421	76	36	2,560	71	44,021	61,963	17,942	...
Dibru-Sadiya	133	78	9,093	117	78	11,258	144	2,24,935	2,45,253	20,318	...
Special gauge—											
Darjeeling-Himalayan	232	51	16,432	322	51	22,583	443	2,41,561	2,80,267	38,706	...
TOTAL	165	411	66,584	162	414	77,439	187	14,63,016	14,04,521	31,505	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	185	333	68,746	206	333	67,732	203	12,49,441	14,29,040	1,79,599	...
The Gaekwar's Petlád	112	13	1,824	140	13	1,340	103	31,315	30,520	...	795
Rájpura-Bhátinda	192	108	17,437	161	108	24,634	228	3,52,118	6,33,482	2,81,364	...
Kolar Gold-fields	306	...	...	...	10	2,553	255	...	53,352	53,352	...
Metre gauge—											
Southern Mahratta (Mysore section) (*i*)	88	362	36,423	101	362	37,070	102	6,47,578	6,71,531	23,953	...
The Gaekwar's Mehsána	98	93	8,934	96	93	7,380	79	1,02,812	1,61,213	...	28,599
Kolhápur	92	29	2,629	91	29	2,633	91	57,193	51,307	...	6,186
Special gauge—											
The Gaekwar's Dabhoi	81	72	7,216	100	72	6,370	89	1,29,458	1,11,040	...	18,438
Cooch Behar	30	22	709	32	22	1,110	50	13,527	24,032	10,505	...
TOTAL	130	1,032	1,43,918	139	1,042	1,50,822	145	26,73,762	31,68,517	4,94,755	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	131	334	49,496	148	334	64,760	194	9,72,628	9,81,499	8,871	...
Jetalsar-Rájkot	68	46	3,779	82	46	3,637	79	67,245	78,732	11,487	...
Jodhpur-Bickaneer	75	304	27,248	75	364	20,300	56	5,85,127	4,71,[illegible]08	...	1,13,319
Special gauge—											
Morvi	75	94	8,517	91	94	11,154	119	1,44,048	1,60,194	16,149	...
TOTAL	97	838	89,040	106	838	99,851	119	17,69,045	16,92,233	...	76,812
GRAND TOTAL	290	18,589	55,00,348	296	18,887	57,83,818	306	11,51,06,179	11,57,26,785	6,20,606	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 26th May 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*i*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 6th June 1895.*

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. VII OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N. B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	Week ending 26th May 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 25th May 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st April to 26th May 1894.	Earnings from 1st April to 25th May 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	599	1,683	10,36,580	616	1,687	11,19,936	664	91,76,594	92,12,805	36,211	...
Bengal-Nágpur	152	862	1,46,062	169	862	1,74,000	202	13,42,549	13,15,973	...	26,576
Indian Midland(*a*)	144	752	1,23,928	165	752	98,694	131	10,81,986	8,11,968	...	2,70,018
Bezwada Extension	170	21	2,405	115	21	2,798	133	20,074	20,192	118	...
Metre gauge—											
Rajputana-Malwa (*b*)	279	1,719	6,25,208	364	1,790	5,97,740	334	49,16,137	44,53,722	...	4,62,415
Pálanpur-Deesa	44	17	704	41	17	900	53	6,882	8,674	1,792	...
South Indian	154	1,042	1,64,184	158	1,042	1,71,132	164	12,36,376	13,94,841	1,58,465	...
Máyavaram-Mutupet	75	54	4,198	78	54	4,198	78	(*c*) 26,109	37,789	11,680	...
Southern Mahratta (*d*)	105	1,165	1,50,920	130	1,165	1,60,037	137	11,81,362	12,90,742	1,09,380	...
Bengal and North-Western (*e*)	146	756	1,41,114	187	756	1,48,620	197	11,43,380	10,14,287	...	1,29,093
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	231	18,422	80	231	18,409	80	1,67,568	1,52,747	...	14,821
TOTAL	259	8,302	24,13,726	291	8,377	24,96,464	298	2,02,99,017	1,97,13,740	...	5,85,277
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	252	2,507	6,41,884	256	2,511	8,28,582	330	51,00,617	58,28,833	7,28,216	...
Oudh and Rohilkhand (state)	270	741	2,03,851	275	797	2,10,904	265	18,83,584	16,97,258	...	1,86,326
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	339	813	2,78,738	343	813	2,27,320	280	16,78,317	16,85,370	7,053	...
Bengal Central (*g*)	130	125	14,898	119	125	14,340	115	1,20,070	1,26,786	6,716	...
East Coast (state)	99	266	45,956	173	397	64,316	162	2,50,984	3,65,394	1,14,410	...
Metre gauge—											
Burma (state)	164	730	1,20,051	164	746	1,28,582	172	9,73,253	11,14,152	1,40,899	...
Special gauges—											
Jorhát (state provincial)	55	25	704	28	28	2,266	81	8,451	11,522	3,071	...
Cherra-Companyganj (state provincial)	64	8	502	63	8	324	41	3,994	3,102	...	892
TOTAL	243	5,215	13,06,584	251	5,425	14,76,634	272	1,00,19,270	1,08,32,417	8,13,147	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*h*)	442	1,490	8,26,614	555	1,490	7,19,801	483	74,25,269	60,56,305	...	13,68,964
Bombay, Baroda and Central India	678	461	4,64,615	1,008	461	5,42,000	1,176	35,96,154	40,12,740	4,16,592	...
Madras	243	840	1,89,267	225	840	2,20,807	263	15,37,845	16,53,443	1,15,598	...
TOTAL	421	2,791	14,80,496	530	2,791	14,82,608	531	1,25,59,268	1,17,22,494	...	8,36,774
TOTAL (GUARANTEED AND STATE)	281	16,308	52,00,806	319	16,593	54,55,706	329	4,28,77,555	4,22,68,651	...	6,08,904
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	165	161	22,913	142	161	26,569	165	2,74,146	2,29,101	...	45,045
Tarkessur	269	22	5,724	260	22	5,261	239	62,693	59,706	...	2,987
Metre gauge—											
Rohilkund and Kumaon (Company's section)	122	67	10,001	149	66	9,208	140	82,073	77,010	...	5,063
Bengal Dooars	161	32	2,421	76	36	2,560	71	15,320	21,627	6,307	...
Dibru-Sadiya	136	78	9,093	117	78	11,258	144	86,469	87,100	631	...
Special gauge—											
Darjeeling-Himalayan	246	51	16,432	322	51	22,583	443	1,09,519	1,31,313	21,794	...
TOTAL	164	411	66,584	162	414	77,439	187	6,30,220	6,05,857	...	24,363
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	187	333	68,746	206	333	67,732	203	5,21,935	5,38,077	16,142	...
The Gaekwar's Petlád	105	13	1,824	140	13	1,340	103	14,793	12,946	...	1,847
Rájpura-Bhátinda	271	108	17,437	161	108	24,634	228	1,37,723	1,55,912	18,189	...
Kolar Gold-fields	200	...	...	...	10	2,553	255	...	21,149	21,149	...
Metre gauge—											
Southern Mahratta (Mysore section (*i*)	89	362	36,423	101	362	37,070	102	2,56,273	2,54,702	...	1,571
The Gaekwar's Mehsána	74	93	8,934	96	93	7,380	79	73,233	64,956	...	8,277
Kolhápur	81	29	2,629	91	29	2,633	91	26,974	21,837	...	5,137
Special gauges—											
The Gaekwar's Dabhoi	39	72	7,216	100	72	6,370	89	56,755	58,852	2,097	...
Cooch Behar	45	22	709	32	22	1,110	50	6,866	6,697	...	169
TOTAL	136	1,032	1,43,918	139	1,042	1,50,822	145	10,94,552	11,35,128	40,576	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	103	334	49,496	148	334	64,760	194	4,18,313	4,70,538	52,225	...
Jetalsar-Rájkot	68	46	3,779	82	46	3,637	79	28,696	33,624	4,928	...
Jodhpur-Bickaneer	58	364	27,248	75	364	20,300	56	2,29,294	1,70,596	...	58,698
Special gauge—											
Morvi	65	94	8,517	91	94	11,154	119	58,626	75,386	16,760	...
TOTAL	78	838	89,040	106	838	99,851	119	7,34,929	7,50,144	15,215	...
GRAND TOTAL	261	18,589	55,00,348	296	18,887	57,83,818	306	4,53,37,756	4,47,59,780	...	5,77,476

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 26th May 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*i*) Includes the Mysore-Najangúd and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 6th June 1895.*

H

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

ACCOUNT.
RAILWAY.

EAST INDIAN RAILWAY.

Synopsis of transactions for, and to end of, the year 1894.

No. 271-A. R., dated Simla, the 3rd June, 1895.

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

Read the following:

Note by R. G. MACDONALD, Esq., Accountant General, Public Works Department, on the synopsis of transactions of the East Indian Railway for the year 1894.

In continuation of my Note No. 472-R. of 1st June 1894, I beg to submit, for the information of the Government of India, a synopsis of the transactions of the East Indian Railway from the date of its purchase by the State (1st January 1880) to the close of the year 1894.

2. The Capital expenditure of the East Indian Railway may be thus stated.

Under the Purchase Act, 42 and 43 Vict., Cap. CCVI, the Capital Stock of the Company was taken over by Government at a commuted value of £125 for every £100 of Capital Stock:

	£	£
The share capital of the Company, amounting to £26,200,000, was accordingly stated at		32,750,000
Under the same Act the debentures and debenture stock were taken over by Government, and amounted to		4,450,000
TOTAL ...		37,200,000
	Rs.	
The Company had at 31st December 1879 overdrawn from Government on Capital Account ...	26,45,268	
The Cost of the land taken up for the Railway and paid for by Government had been	59,26,183	

and the further outlay to close of the year 1894 from grants by Government from borrowed moneys has been:

	Rs.		
On Construction Account ...	3,87,85,092		
„ Stores Suspense Account ...	67,21,256		
„ Capital Advance Account ...	—8,21,246		
		4,46,85,102	
		5,32,56,553	
Deduct—Assets on the 31st December 1879, received by Government on purchase of the line, and made over to the Company on working lease—			
	Rs.		
Stores in stock ...	76,65,340		
Balance of cash and other Suspense accounts ...	8,22,169		
	84,87,509		
Realization by the sale of surplus and obsolete stores originally valued at Rs. 16,06,079 not taken over by the undertaking, and other miscellaneous receipts	6,30,652		
		91,18,161	
making the Capital outlay at close of 1894	Rs.	4,41,38,392	+ £37,200,000

	Rs.
3. During the year the gross traffic earnings were ...	5,26,89,485
the working expenses	1,58,95,137
and the net earnings	3,67,94,348

4. These results of working the East Indian Railway affected the finances of the Government of India in the manner and to the extent exhibited in the following paragraphs.

5. The liabilities which the Government of India incurred in connection with the purchase of the East Indian Railway, so far as they are still outstanding, are as follows:

	Capital.	Interest.	
Sterling liabilities—	£	£	
(*a*) Debenture stock ...	1,500,000	67,500	
(*b*) Annuities, terminable in 1953	26,200,000	1,179,000	(inclusive of payment for redemption of Capital).
(*c*) Deferred annuities ..	6,550,000	262,000	
		1,508,500	
Less—Annual payment for redemption of Capital ...		65,500	
Net sterling annual liability ...		1,443,000	which

at 13·248*d*. per rupee = Rs. 2,61,41,304.

6. The liabilities incurred by Government since the purchase of the line have been—

	Rs.
Debentures discharged	3,54,66,835
Construction Account	3,87,85,092
Stores Suspense Account	67,21,256
Capital Advance Account	—8,21,246
Land charges by the State	59,26,183
Add—	
Capital overdrawn at date of purchase	26,45,268
	8,87,23,388
Less—Credits to Government for value of stores, &c., made over to the Company	91,18,161
TOTAL ...	7,96,05,227

The corresponding figure at the 31st December 1893 was Rs. 7,62,89,228, so that the average for the year may be taken at Rs. 7,79,47,227.

7. The following, therefore, seems to be a fair account of the transactions of the Railway, as they affect Government, for 1894:

	Rs.	
Traffic earnings	5,26,89,485	
Less—Working expenses	1,58,95,137	
Net earnings		3,67,94,348
Sterling liabilities, £1,443,000 at 13·248*d*. per rupee	2,61,41,304	
Interest on Rupee liabilities, Rs. 7,79,47,227 at 4 per cent.	31,17,889	
Payment of surplus profits to the Company	15,39,767	
Payment to the Company's Provident Fund	3,67,943	
Total payments		3,11,66,903
Net profit to Government		56,27,445

This is much smaller than usual owing to the fall in the sterling value of the rupee. The corresponding net profit was—

	Rs.
in 1893	85,22,279
„ 1892	73,98,751
„ 1891	1,02,36,236
„ 1890	71,13,115

8. The Capital outlay on the undertaking may be taken as under—

	£
Sterling (*vide* paragraph 2)	37,200,000
	Rs.
Converted into Indian currency at the average rate of 19·96 *d.* per rupee at time of purchase	44,72,72,180
Rupee debt Rs. 7,96,05,227 —3,54,66,835*	4,41,38,392
TOTAL ...	49,14,10,572
The interest at 1 per cent. on this Capital would be ...	49,14,106

* Rupee value of debentures discharged.

It follows from this, that—

(i) the net earnings of the Railway are $\frac{36794}{4914}$, or 7·49 per cent. on the Capital invested by Government in it;

(ii) the burden which Government bears in respect of it is $\frac{}{4914}$, or 6·34 per cent;

(iii) the clear profit to Government is 1·15 per cent.

ORDER.—Ordered, that a copy of the note and accompaniment now read, be forwarded to the Consulting Engineer to the Government of India for Railways, Calcutta, and to the Department of Finance, for information.

W. S. S. BISSET, *Lieut.-Colonel, R.E.*,
Secretary to the Government of India.

EAST INDIAN RAILWAY.

Synopsis of the Financial Transactions of the East Indian Railway from 1st January 1880 (date of purchase by the State) to end of 1894.

Particulars.	YEAR. 1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.
MILEAGE—															
Its own—															
Open	1,504½	1,506¾	1,506¾	1,509½	1,509½	1,515	1,515	1,513¼	1,513½	1,525½	1,525½	1,525½	1,610½	1,610½	1,664
Under construction	2¼	...	...	4	9½	4⅛	4⅛	...	...	...	...	...	68¼	66½	30½
Branch State lines worked by Railway Company—															
Open	48¾	89¾	89¼	143½	144	144	144	144	166½	134½	227	241½	183⅓	183⅓	183¼
Indian Midland Railway	...	...	...	...	...	...	42	42	42	...	...	...	...	...	...
CAPITAL EXPENDITURE—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Outlay by the State for purchase of line at 2*s.* the rupee.	36,61,57,759	36,59,70,381	36,58,32,387	36,57,61,510	36,56,99,005	36,56,97,067	36,56,54,805	36,55,23,073	36,55,31,400	36,55,27,114	36,55,27,107	36,55,27,107	36,55,27,107	36,55,27,107	36,55,27,107
Cost of land to 31st December 1879	59,26,183	59,26,183	59,26,183	59,26,183	59,26,183	59,26,183	59,26,183	59,26,183	59,26,183	59,26,183	59,26,183	59,26,183	59,26,183	59,26,183	59,26,183
On Construction Account from 1st January 1880—															
For year	9,86,079	23,87,384	49,65,360	25,52,556	38,68,279	32,54,749	22,43,421	10,04,162	6,28,701	13,78,713	71,535	5,05,657	64,20,790	59,18,626	25,98,080
To date	9,86,079	33,73,463	83,38,823	1,08,91,379	1,47,59,658*	1,80,14,407	2,02,57,828	2,12,61,990	2,18,90,691	2,32,69,404	2,33,40,939	2,38,47,596	3,02,68,386	3,61,87,012	3,87,85,092
On Stores Suspense Account—															
For year	84,96,479	34,44,650	−24,94,819	−7,99,156	−76,625	−11,37,685	−82,200	−2,37,410	−3,29,129	2,68,451	1,31,401	−11,44,465	−7,54,706	7,51,553	6,84,917
To date	84,96,479	1,19,41,129	94,46,310	86,47,154	85,70,529	74,32,844	73,50,644	71,13,234	67,84,105	70,52,556	71,83,957	60,39,492	52,84,786	60,36,339	67,21,256
On Capital Advance Account—															
For year	13,02,319	−7,29,250	−7,17,259	1,95,147	−5,04,732†	5,91,292	−2,03,691	−1,59,771	−6,01,784	−10,511	1,900	21,908	7,512	−47,328	33,002
To date	13,02,319	5,73,069	−1,44,190	50,957	−4,53,775	1,37,517	−66,174	−2,25,945	−8,27,729	−8,38,340	−8,36,340	−8,14,432	−8,06,920	−8,54,248	−8,21,246
Total Capital Expenditure to date ...	38,28,68,819	38,77,84,225	38,93,99,513	39,12,77,183	39,45,01,600	39,72,08,018	39,91,23,286	39,95,98,535	39,93,04,650	40,09,37,017	40,11,41,846	40,05,25,946	40,61,99,542	41,28,22,393	41,61,38,392
REVENUE ACCOUNT—															
Gross earnings	4,29,45,116	4,54,11,472	4,71,17,594	4,94,67,085	4,38,38,714	4,63,86,889	4,66,70,853	4,60,65,661	4,54,36,902	4,49,57,901	4,34,39,355	4,94,85,230	4,88,55,105	5,08,44,654	5,26,89,485
Working expenses	1,41,90,698	1,44,63,162	1,74,05,083	1,82,77,498	1,64,89,014	1,63,51,238	1,61,44,628	1,46,02,512	1,51,06,225	1,55,48,840	1,36,16,581	1,33,69,401	1,36,86,702	1,43,85,772	1,58,95,137
Net earnings—															
For year	2,87,54,418	3,09,48,310	2,97,12,511	3,11,89,587	2,73,49,700	3,00,35,651	3,05,26,225	3,14,63,149	3,03,30,677	2,94,09,061	2,98,22,774	3,61,15,829	3,51,68,403	3,64,58,882	3,67,94,348
From 1st January 1880 to date	2,87,54,418	5,97,02,728	8,94,15,239	12,06,04,826	14,79,54,526	17,79,90,177	20,85,16,402	23,99,79,551	27,03,10,228	29,97,19,289	32,95,42,063	36,56,57,892	40,08,26,296	43,72,85,178	47,40,79,526
Contribution to Provident Institution—															
For year	2,87,544	3,09,483	2,97,125	3,11,896	2,73,496	3,00,356	3,05,262	4,64,632	3,03,307	2,94,091	2,98,228	4,61,518	3,51,684	3,64,589	3,67,943
From 1st January 1880 to date	2,87,544	5,97,027	8,94,152	12,06,048	14,79,544	17,79,900	20,85,163	25,49,795	28,53,102	31,47,193	34,45,421	39,06,939	42,58,622	46,23,211	49,91,154
Railway Company's ⅛th share of surplus profits—															
For year	17,72,690	20,63,867	17,88,073	19,99,731	11,72,323	16,29,502	14,97,276	15,87,252	11,64,693	8,31,347	10,37,019	26,45,392	20,88,760	17,04,125	15,39,767
From 1st January 1880 to date	17,72,690	38,36,557	56,24,630	76,24,361	87,96,684	1,04,26,186	1,19,23,462	1,35,10,721	1,46,75,414	1,55,06,761	1,65,43,780	1,91,89,172	2,12,77,932	2,29,82,057	2,45,21,824
Net receipts by the State—															
For year	2,66,94,184	2,85,74,960	2,76,27,313	2,88,77,960	2,59,00,947	2,81,05,793	2,87,23,687	2,94,11,258	2,88,62,677	2,82,83,623	2,84,87,527	3,30,08,920	3,27,27,959	3,43,90,169	3,48,86,638
INTEREST AND ANNUITY CHARGES—															
Deduct from Net Earnings to ascertain surplus profits—															
For year	1,96,03,398	2,03,10,492	2,04,75,021	2,08,79,039	2,12,14,590	2,15,87,807	2,27,34,584	2,30,62,220	2,42,03,905	2,49,58,239	2,43,39,449	2,24,27,351	2,43,72,918	2,75,73,670	2,87,27,570
From 1st January 1880 to date	1,96,03,398	3,99,22,890	6,03,97,911	8,12,76,950	10,24,91,540	12,40,79,347	14,68,13,931	16,98,76,151	19,40,80,056	21,90,38,295	24,33,77,744	26,58,05,095	29,01,78,013	31,77,51,683	34,64,79,252
The East Indian Railway Company also received from the Branch State lines worked by it :															
⅛th share of profits—															
For year	...	...	...	1,07,991	1,20,665	1,52,792	1,55,658	1,71,286	1,53,992	1,10,385	1,06,095	1,27,840	79,575	37,605	39,067
To date	...	...	...	1,07,991	2,28,656	8,81,448	5,37,106	7,08,392	8,62,384	9,72,769	10,78,864	12,06,704	12,86,279	13,23,884	13,62,951
Add from the Indian Midland Railway Company :															
12 per cent. on gross receipts—															
For year	...	...	...	...	...	...	11,081	20,977	...	...	...	...	...	...	...
To date	...	...	...	...	...	...	11,081	32,058	32,058	32,058	32,058	32,058	32,058	32,058	32,058
Add from the Bengal-Nagpur Railway Company :															
7 per cent. on gross earnings—															
For year	...	...	...	...	...	...	...	...	...	3,082	27,004	28,701	...	...	...
To date	...	...	...	...	...	...	...	...	...	3,082	30,086	58,787	58,787	58,787	58,787
Contribution to Provident Institution—															
For year	...	...	...	...	2,934	7,717	7,862	9,086	7,777	5,575	5,358	6,456	4,019	1,899	1,973
To date	...	...	...	...	1,113	18,830	26,692	35,777	43,554	49,129	54,487	60,943	64,962	66,861	68,834

* Including outlay on unfinished construction work.
† Including Rs. 35,161-6-10, being the cash balance in hands of the Company but excluding outlay on unfinished construction works.

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SUPPLEMENT TO

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2nd HALF OF APRIL 1895.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present (for night.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	12 0	12 0	12 14	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	14 6	12 0
Tavoy	...	...	...	...	13 0	13 0	14 9	14 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	†	17 14
Moulmein and Amherst	7 0	7 0	...	...	14 0	11 6	17 7	14 0	...	...	...	...	...	...	...	...	11 6	11 6	14 0	...	7 12	7 12	140 0	140 0	14 0	14 0
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	20 8	20 8	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	6 0	6 0	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	9 8	9 8	11 10	11 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 3	14 3
Bassein	...	...	...	...	11 6	11 6	12 5	12 5	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	9 13	9 13	10 6	10 6	...	...	...	...	...	...	...	...	...	...	...	...	7 0	7 0	200 0	200 0	14 2	14 2
Tharrawaddy	...	...	...	...	12 5	13 8	14 12	16 7	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	440 0	440 0	14 3	14 3
Henzada	...	...	...	...	13 0	12 7	13 0	12 7	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	188 8	188 8	16 2	16 2
Prome	10 6	10 6	...	...	10 12	10 12	13 4	13 4	...	...	...	...	...	...	...	...	13 3	13 3	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	13 13	13 3	14 14	14 4	...	...	...	...	...	...	...	...	13 10	12 6	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	12 12	10 5	...	...	11 10	10 12	13 12	14 8	...	...	...	...	...	...	...	...	17 1	18 5	28 3	...	8 10	8 10	245 0	196 0	11 9	11 9
Upper Burma—																										
Mandalay	12 9	13 3	...	...	11 3	11 3	12 5	12 5	24 0	19 8	...	...	...	...	...	...	13 11	13 3	24 0	24 0	9 14	9 14	85 0	85 0	15 2	15 2
Bamo	...	...	...	...	8 6	8 6	11 6	11 6	...	...	...	...	...	...	...	...	10 6	10 6	...	...	7 3	7 3	220 0	220 9	9 10	9 10
Pakôkku	...	...	...	...	10 10	10 10	12 12	12 12	49 0	49 0	...	...	...	...	...	...	24 0	27 0	...	...	5 9	5 9	113 0	113 0	11 15	14 3
Meiktila	...	...	...	...	16 1	17 2	17 12	16 11	...	...	...	...	...	...	...	...	17 11	17 11	51 6	51 6	7 2	7 2	222 8	301 13	16 1	10 12
Arakan—																										
Sandoway	...	...	...	...	16 9	20 9	18 12	24 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	28 0	28 0
Kyaukpyu	...	...	...	...	12 3	14 13	14 9	16 9	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	25 4	25 4
Akyab	...	...	...	...	11 0	11 0	14 0	14 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 3	8 8	160 0	160 0	10 0	10 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	12 8	14 0	16 0	18 6	...	...	...	...	...	...	...	...	10 10	10 0	...	...	...	...	...	...	10 7	10 0
Cachar	7 12	7 12	...	...	9 6	9 6	15 4	15 0	...	...	...	...	...	...	...	...	10 8	10 10½	...	...	...	...	80 0	80 0	10 0	10 0
Khási and Jaintia Hills	7 0	5 14	...	...	4 5	5 9	7 0	7 6	...	...	...	...	...	...	...	...	8 0	8 0	16 0	10 10	...	...	80 0	80 0	7 0	7 0
Garo Hills	...	...	...	...	6 0	6 0	16 0	16 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	7 0	7 0
Brahmaputra—																										
Goálpára	16 0	16 0	...	...	6 12	6 12	15 0	15 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	139 0	140 0	10 8	10 8
Kámrúp	9 0	9 0	...	...	9 8	11 8	16 8	16 0	...	...	...	...	...	...	...	...	11 0	11 4	...	...	...	...	160 0	160 0	10 0	10 0
Darrang	9 0	9 0	...	...	9 0	9 0	13 0	13 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	10 0	10 0
Nowgong	...	8 0	...	...	8 0	8 0	12 0	12 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	8 0	9 0	12 0	13 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	160 0	160 0	9 0	9 0
Lakhimpur	8 p	8 0	...	...	6 0	6 8	13 0	12 8	...	...	...	...	...	...	...	...	11 0	10 0	10 0	10 0	...	...	140 0	140 0	9 0	8 0
Manipur	...	...	...	...	22 0	22 0	31 0	32 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	85 0	85 0	2 0	2 11

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present (for night.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts (*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hill Tippera (*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	...	...	...	...	6 0	5 8	...	...	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	15 0	15 0	16 4	16 8	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	80 0	80 0	10 12	11 0
Noakhali	...	...	...	...	14 0 to 16 0	14 0	18 0	19 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	...	...	...	...	10 9	10 0
Chittagong	10 12	10 8	...	...	14 0	14 0	15 8	15 8	...	...	...	...	...	...	...	...	11 8	11 4	...	...	...	...	85 0	80 0	9 8	10 0
Tippera	10 0	10 0	...	...	11 6	11 6	17 9	17 9	...	...	...	...	...	...	...	...	13 5	13 5	...	...	8 0	8 0	...	...	10 0	10 0
Dacca	12 0	12 0	...	...	13 0	13 0	17 12	17 10	...	...	...	...	...	...	...	...	13 0	13 0	...	...	11 0	11 0	120 0	120 0	10 10	10 13
Mymensingh	9 8	9 8	...	...	13 0	13 0	15 0	14 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	110 0	110 0	8 0	8 0
Deltaic—																										
Khulna	...	...	...	...	16 0	16 0	21 0	20 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	11 0	11 0	160 0	160 0	9 12	9 13
24-Parganas	...	...	...	...	9 8	10 0	15 0	15 4	...	...	...	...	...	...	...	...	16 0	16 0	...	...	12 4	12 8	100 0	103 0	11 8	11 8
Midnapore	17 0	15 0	...	...	15 0	14 0	18 12	18 12	...	...	...	...	...	...	...	...	16 0	15 0	...	...	11 0	11 4	200 0	200 0	11 0	10 8
Howrah	...	...	...	...	12 0	12 0	15 8	15 8	...	...	...	...	...	...	...	...	...	...	...	...	11 0	11 0	105 0	105 0	11 0	11 0
Calcutta	13 0	12 12	16 0	16 0	9 6	9 6	12 12	12 12	17 12	20 0	13 5	13 5	...	...	9 6	8 14	15 3	16 0	16 0	17 12	16 15	17 12	80 0	80 0	11 13	11 13
Hooghly	13 0	13 0	...	...	8 0	8 0	15 0	13 0	...	...	...	...	...	...	...	...	16 0	15 0	...	...	12 0	14 0	160 0	160 0	11 0	10 0
Nadia (Krishnagar)	17 0	17 9	22 2	20 1	7 4	7 4	16 0	16 0	...	...	...	...	...	...	...	...	22 13	22 13	...	...	17 0	22 13	128 0	128 0	11 0½	11 7
Jessore	12 8	12 8	...	16 0	13 0	13 4	18 0	18 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	20 0	18 0	120 0	120 0	10 0	10 0
Faridpur	18 8	20 0	22 0	26 13½	8 0	8 0	18 0	17 12	...	...	...	...	...	...	...	...	18 0	16 0	...	...	15 0	16 0	120 0	120 0	10 10	10 0
Central—																										
Bankura	16 0	14 9	...	...	16 0	16 0	20 1	20 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 5	13 5	320 0	320 0	11 0	11 0
Burdwan	16 0	17 0	...	...	16 4	16 8	17 8	18 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	18 0	18 0	90 0	80 0	11 8	11 4
Birbhum	13 8	12 0	...	...	14 4	14 4	18 12	19 8	...	...	...	...	...	...	...	...	15 0	15 0	...	...	15 0	15 0	120 0	120 0	11 0	11 0
Murshidabad	17 0	17 0	...	...	11 0	11 0	16 0	17 0	...	...	...	...	...	...	...	...	22 0	22 0	...	...	18 0	18 0	190 0	190 0	11 0	11 0
Sonthal Parganas	13 8	13 0	...	...	13 8	13 0	19 0	19 0	...	...	...	...	...	...	...	...	16 0	16 0	23 0	23 0	19 0	19 0	130 0	130 0	10 8	10 8
Pabna	16 0	16 0	22 8	22 8	6 8	6 12	17 0	17 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	20 0	20 0	200 0	200 0	9 12	9 12
Rogra	12 0	12 0	...	...	12 0	12 0	17 4	17 4	...	...	...	...	...	...	...	...	15 0	15 0	...	...	...	...	90 0	90 0	9 12	9 12
Rajshahi	19 8	19 8	30 0	30 0	15 0	15 0	16 2	15 12	...	...	...	...	...	...	...	...	19 8	21 0	...	...	20 4	21 6	240 0	240 0	9 9	9 9
Maida	20 0	17 0	19 0	19 0	14 0	13 0	18 0	17 0	...	...	18 0	18 0	...	...	13 0	13 0	20 0	18 0	32 0	25 0	11 0	11 0	160 0	160 0	9 8	9 8
Northern—																										
Rangpur	13 0	13 0	...	...	9 0	9 0	13 8	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	9 0	9 0	100 0	110 6	10 0	10 0
Dinajpur	12 0	12 0	19 0	19 3	12 0	12 0	15 0	15 10	...	...	...	...	...	...	...	...	13 8	14 6	...	...	16 0	16 0	120 0	120 0	10 0	10 0
Jalpaiguri	11 0	11 0	...	...	11 0	11 0	16 0	15 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	10 0	10 0	160 0	120 0	10 0	10 0
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	13 0	13 0	...	...	...	...	13 0	13 0	...	...	12 8	11 0	20 0	20 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	10 8	10 8	...	...	13 2	10 8	22 5	21 0	...	...	...	...	...	...	...	...	14 8	14 8	...	...	14 8	14 8	80 0	80 0	11 8	11 8
Cuttack	11 13	12 8	...	...	11 13	11 13	19 11	20 6	...	...	...	...	...	...	...	...	17 1*	18 6*	...	...	17 1	17 1	80 0	80 0	9 0	10 8
Balasore	18 0	18 0	8 0	8 0	14 0 to 15 0	14 0 to 16 0	20 0 to 21 0	20 0 to 22 0	...	...	...	...	...	...	...	...	13 8	13 8	...	...	10 0	10 0	120 0	120 0	11 0	11 0
Chota-Nagpur—																										
Singhbhum	12 0	12 0	...	...	12 0	12 0	15 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	12 0	12 0	100 0	100 0	8 0	8 0
Manbhum	14 0	14 0	30 0	28 0	19 8 to 20 0	19 0 to 20 0	21 0 to 23 0	20 0 to 22 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 0	17 0	...	...	10 10	10 10
Lohardaga	7 8 to 14 0	7 8 to 12 0	18 0	18 0	14 0	14 0	19 0	18 8	...	...	...	...	28 0	28 0	...	...	11 8 to 13 0	11 0 to 12 0	17 0	17 0	10 0 and 13 0	9 8 and 12 0	180 0	180 0	9 8	9 4
Palámau	15 3	15 12	27 0	23 10	9 9	10 2	15 3	15 3	...	...	...	...	20 4	20 4	...	...	19 2	19 2	...	18 0	25 14	23 10	...	...	8 7	8 11
Hazáribágh	12 0	11 8	20 0	13 5	8 0	8 0	17 0	17 8	...	...	...	...	23 0	23 8	...	...	15 0	15 0	20 0	20 0	14 0	13 8	240 0	240 0	8 0	8 0

* Kalai.

† Not sold.

(*a*) Not stated.

RETAIL PRICES FOR THE 2nd HALF OF APRIL 1895—*continued*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer aritinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued*.																										
Bihár, south—																										
Monghyr	16 0 to 17 0	18 0 to 19 0	25 0 to 26 0	24 0 to 25 0	10 0	10 0 to 11 0	14 0 to 15 0	14 0 to 15 0	15 0	...	...	...	...	...	12 0	12 0 to 13 0	20 0 to 21 c	21 0 to 22 0	...	...	16 0 to 17 0	18 0 to 19 0	160 0	140 0 to 160 0	10 0	10 4
Gaya	15 0	14 0	26 0	22 4	10 0	10 0	17 0	17 0	21 0	17 12	...	...	...	...	12 4	12 4	19 8	19 0	...	...	21 4	20 0	120 0	140 0	10 8	10 8
Patna	15 0 and 17 0	15 0 and 17 0	26 0	25 0	12 0	12 0	17 12	18 8	18 0	17 0	...	...	...	...	15 0	15 0	22 0	22 0	26 0	27 0	20 0	20 0	130 0	130 0	11 0	11 0
Shahabad	13 0	13 0	20 0	20 0	8 0	8 0	17 0	16 0	...	...	...	...	...	...	...	...	20 0	20 0	20 0	20 0	20 0	20 0	160 0	160 0	10 0	10 8
Bihár, north—																										
Purnea	14 0	13 0	...	...	14 0	15 0	18 0	18 0	...	...	...	...	...	...	...	...	16 0	15 0	...	...	15 0	16 0	320 0	320 0	10 0	10 0
Bhágalpur	18 15	17 10	25 4	25 11	14 6	13 14	15 0	18 4	...	...	...	...	...	...	...	...	20 3	20 3	18 9	22 11	18 15	18 15	151 8	151 8	10 0	10 0
Darbhanga	18 8	16 0	27 6	25 0	10 8	10 8	16 6	17 0	...	...	...	...	27 6	25 0	...	...	20 2	17 0	25 2	23 0	24 6	17 0	176 0	160 0	11 0	10 0
Muzaffarpur	15 0	14 0	25 0	24 0	8 0	8 0	14 8	14 4	...	...	...	...	...	...	...	...	20 0	19 8	24 8	24 0	25 0	24 0	160 0	160 0	11 0	11 0
Saran	15 0	13 8	20 0	19 8	11 0	11 0	16 0	16 0	...	...	...	...	20 0	...	12 0	...	16 0	20 0	24 0	24 0	15 0	20 8	160 0	160 0	10 8	10 8
Champaran	16 0	14 8	29 0	30 8	8 8	8 4	15 0	16 0	...	...	...	...	...	...	...	...	21 8	20 8	25 8	26 8	26 8	26 8	180 0	180 0	10 4	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 0	13 0	20 0	18 4	6 0	6 0	13 0	13 0	17 0	16 0	...	...	...	...	10 0	11 0	21 0	21 0	17 0	16 0	19 0	21 0	90 0	90 0	9 0	9 0
Benares	14 3½	14 1½	18 6	19 2	8 11	8 11	12 3	12 3	20 3¼	20 5½	16 10¼	16 12½	...	...	14 10	14 10	18 7¾	18 4½	20 14	21 2	13 0	16 4	110 0	110 0	9 4½	9 4½
Ghazipur	13 4	13 4	18 0	18 0	7 12	7 12	15 8	15 8	16 0	16 0	16 0	16 0	...	...	12 0	12 0	18 8	18 8	18 0	16 0	19 0	18 8	160 0	160 0	9 8	9 8
Jaunpur	15 12	15 8	21 0	21 0	7 0	7 0	10 8	11 0	...	...	...	...	...	...	...	...	21 0	21 0	...	...	14 0	19 0	170 0	170 0	9 8	9 8
Allahabad	12 8	13 0	18 12	19 8	10 0	9 0	12 0	11 0	18 8	19 0	17 0	18 0	...	...	21 0	17 0	21 0	21 0	...	...	17 8	16 8	82 8	80 0	10 4	10 0
Central—																										
Bánda	15 0	13 0	24 0	25 0	8 0	8 0	12 0	12 0	24 0	20 0	...	...	...	...	...	...	25 8	25 0	...	...	15 0	27 0	180 0	180 0	10 0	10 0
Fatehpur	14 4	13 12	20 8	20 0	8 0	8 0	11 4	11 0	...	...	...	...	...	...	...	...	21 8	20 12	...	...	24 0	22 0	160 0	160 0	10 0	10 0
Hamírpur	17 4	15 4	23 8	23 0	8 0	8 0	11 8	11 0	22 0	21 8	...	...	...	...	24 8	23 8	...	...	...	...	16 0	26 6	140 0	140 0	10 0	10 0
Jalaun	15 0	15 0	24 0	25 0	9 0	9 0	10 0	10 0	20 0	20 0	16 0	16 0	16 0	16 0	18 0	16 0	24 0	24 0	18 0	16 0	20 0	24 0	160 0	160 0	11 0	11 0
Cawnpore	19 0	20 0	24 0	23 0	8 0	8 0	13 0	13 0	20 0	22 0	22 0	22 0	...	...	18 0	20 0	24 0	23 0	24 0	24 0	22 0	22 8	140 0	140 0	11 12	11 12
Etáwah	18 8	18 8	23 8	24 0	5 0	5 0	12 0	12 0	19 0	19 8	17 0	17 0	18 0	18 0	12 0	12 0	24 8	24 0	21 4	21 0	20 0	27 0	160 0	160 0	10 0	10 0
Farukhabad	17 8	16 8	23 0	21 0	6 13	6 13	12 4	12 4	...	...	24 0	25 0	...	...	...	...	22 8	21 0	...	...	17 11½	23 0	140 0	140 0	11 0	11 0
Mainpuri	18 8	18 8	25 8	25 4	4 8	4 8	11 0	11 0	18 8	18 8	14 8	14 0	...	...	...	...	22 12	21 8	19 4	19 4	17 0	24 0	160 0	160 0	11 4	11 4
Etah	20 4	20 0	27 8	27 8	6 0	6 0	11 8	12 0	...	...	17 8	18 8	19 8	19 8	9 8	9 8	19 8	19 8	...	...	18 8	18 8	120 0	120 0	11 8	11 8
Western—																										
Jhánsi	16 0	16 4	16 0	25 0	9 12	9 12	12 12	12 4	22 0	20 0	20 0	20 0	...	...	...	...	23 4	23 4	...	...	30 0	27 0	160 0	160 0	11 0	11 0
Agra	16 8	16 0	26 0	26 0	5 0	5 0	9 0	9 0	23 0	23 0	20 0	20 0	...	...	10 0	10 0	26 0	25 8	22 0	22 0	15 0	14 0	95 0	95 0	11 8	11 8
Muttra	17 0	16 8	27 0	26 0	7 0	7 0	11 0	11 0	26 0	26 0	19 0	19 0	...	...	12 0	12 0	29 0	28 0	...	...	25 0	25 0	120 0	120 0	11 8	11 8
Aligarh	18 8	18 4	27 8	27 8	5 8	6 0	10 8	10 8	22 8	22 8	21 0	21 0	...	...	13 8	17 0	28 0	25 12	21 0	21 0	16 8	16 0	140 0	140 0	11 12	11 12
Bulandshahr	20 8	20 14	26 8	30 0	6 0	6 0	9 0	9 11	22 0	21 0	19 0	20 0	...	...	12 0	14 0	26 0	26 8	20 0	21 0	17 0	16 8	120 0	120 0	11 4	11 0
Sub-montane—																										
Ballia	14 0	14 8	19 0	18 0	9 0	9 0	14 0	14 0	19 0	19 0	19 0	19 0	...	...	...	...	20 0	18 0	19 0	19 0	13 0	18 0	115 0	115 0	11 0	11 0
Azamgarh	13 8	13 4	17 4	17 8	7 8	7 8	12 0	13 4	...	...	...	...	...	...	...	...	18 0	17 12	...	...	13 8	13 4	177 0	177 0	9 13	9 13
Gorakhpur	12 2	11 4	19 13	18 0	8 8	8 8	13 1	13 15	...	...	...	...	...	...	14 6	15 5	17 9	16 11	17 9	17 9	13 9	10 3	160 0	160 0	9 3	9 10
Basti	13 8	14 4	20 8	20 8	9 0	9 0	...	11 12	15 0	15 0	...	...	12 0	12 0	8 0	8 0	18 8	19 8	19 0	19 0	13 0	17 0	160 0	160 0	10 0	10 0
Sháhjahánpur	16 0	16 8	23 4	24 12	7 0	7 0	13 0	13 4	...	...	...	...	...	...	8 0	8 0	22 4	24 8	...	...	13 4	25 0	120 0	120 0	10 12	10 12
Budaun	17 0	17 0	23 0	25 0	6 0	6 0	12 0	12 0	19 0	19 0	16 0	16 0	...	...	15 0	15 0	23 0	25 0	20 0	20 0	29 0	27 0	144 0	144 0	10 8	10 8
Pilibhit	15 12	14 12	25 8	25 0	12 8	11 8	13 12	13 12	...	...	...	...	...	...	...	...	22 0	22 12	...	...	14 12	14 12	120 0	120 0	10 0	10 0
Bareli	13 8	14 1	22 4	19 1	7 1	7 1	11 12	11 12	18 12	18 12	14 1	14 1	...	...	15 0	15 0	21 1½	22 4	18 12	18 12	21 2	21 2	125 0	125 0	10 0	10 0
Moradabad	18 0	16 4	28 10	26 5	5 0	5 0	12 0	12 0	23 0	23 0	15 0	15 0	...	...	8 0	8 0	23 0	23 5	25 11	24 11	15 0	18 5	110 0	110 0	11 0	11 0
Naini Tal	13 0	13 0	17 0	17 0	4 0	4 0	10 0	10 0	20 0	18 12	16 4	17 8	...	...	17 8	17 8	14 8	14 8	20 0	20 0	15 0	8 0	160 0	160 0	7 0	7 0
Almora	10 8	10 0	13 0	13 0	8 0	8 0	9 0	8 8	...	...	...	...	13 0	12 0	15 0	13 0	12 4	12 0	...	...	9 0§	9 0§	120 0	140 0	7 0	7 0
Bijnor	20 0	19 2	31 8	33 3	10 2	10 2	11 13	13 11	...	...	...	...	...	...	...	...	27 0	25 14	...	...	27 0	...	90 0	90 0	11 0	11 0
Muzaffarnagar	19 4	20 5	30 13	33 0	5 8	5 8	11 0	11 8	22 0	22 0	17 9	17 9	...	...	...	...	26 6½	25 13	...	...	12 1½	13 3	132 0	110 0	11 0	11 0
Meerut	19 0	20 0	28 0	28 0	5 0	5 0	13 0	13 0	19 0	19 0	17 0	17 0	10 0	10 0	26 0	26 8	19 0	19 0	22 0	20 0	110 0	100 0	100 0	11 4	11 4
Sahárunpur	19 0	20 0	26 8	23 0	5 0	5 0	10 0	10 0	18 0	18 0	20 0	20 0	22 0	22 0	16 0	16 0	25 0	25 0	24 0	24 0	12 0	12 0	100 0	100 0	10 0	10 0
Dehra Dún	17 14	18 0	24 12	24 0	8 0	8 0	10 0	10 0	18 0	18 0	16 0	16 0	18 0	18 0	...	...	21 11	22 0	18 0	18 0	11 0	20 0	160 0	160 0	13 0	10 0
Garhwál	10 0	10 0	16 0	16 0	4 0	4 0	6 0	6 0	...	...	...	...	18 0	18 0	16 0	16 0	9 0	9 0	...	...	6 0	6 0	160 0	160 0	6 0	6 0
Oudh—																										
Southern—																										
Partábgarh	13 0	13 0	19 0	18 0	8 0	8 0	12 0	11 8	...	...	...	...	...	...	...	...	20 0	20 0	...	...	13 8	13 0	140 0	140 0	10 0	9 12
Sultanpur	15 0	15 0	19 0	20 0	8 0	8 0	13 0	13 0	20 0	21 0	14 0	14 8	16 0	16 0	16 0	16 0	21 0	20 0	21 0	21 0	21 0	21 0	160 0	160 0	10 0	10 0
Rae-Bareli	14 0	14 0	17 0	17 0	8 0	8 0	13 8	13 8	17 8	18 0	13 0	13 0	13 0	18 0	18 0	12 0	12 0	21 4	21 4	17 8	18 0	13 0	200 0	200 0	10 0	10 0
Unao	16 8	16 0	20 0	20 0	8 0	8 0	13 0	13 0	20 0	20 0	16 0	16 0	...	...	11 0	16 0	22 0	22 8	18 0	18 0	16 0	16 0	160 0	160 0	11 0	11 0
Lucknow	15 8	15 0	21 12	22 0	6 0	6 0	12 0	12 0	21 0	21 8	18 8	19 0	23 8	24 0	15 0	16 0	22 0	22 4	21 0	21 0	21 0	21 8	120 0	120 0	10 10	10 8
Hardoi	18 0	18 0	25 8	26 0	7 0	7 0	14 0	14 0	...	...	...	...	...	...	...	...	25 6	24 0	...	...	14 0	14 0	120 0	120 0	10 0	10 0
Northern—																										
Fyzabad	14 14½	14 15	21 12	21 14½	10 8	10 12	12 14½	12 14½	19 2½	19 8	19 8	21 0	...	...	9 12	10 4	22 0½	21 14½	21 6	21 8	14 8	14 2	155 0	123 5	10 8	10 8
Barabanki	15 0	15 0	20 0	20 0	8 0	8 0	12 8	12 8	20 0	20 0	16 0	16 0	24 0	24 0	16 0	16 0	23 0	23 0	20 0	20 0	14 0	13 8	120 0	120 0	10 8	10 8
Gonda	15 4	15 4	20 8	20 8	12 0	12 0	13 6	13 6	...	...	15 0	15 0	...	...	6 0	6 0	21 2	21 0	20 8	20 8	21 8	20 8	200 0	200 0	10 8	10 0
Bahraich	17 0	15 0	25 0	24 0	10 0	10 0	13 8	13 8	20 0	20 0	15 0	15 0	28 8	28 8	12 8	12 8	22 0	22 0	23 0	23 0	23 8	21 0	160 0	160 0	10 0	10 0
Sitapur	16 0	17 0	24 0	26 0	10 0	10 0	12 0	12 0	...	...	...	...	...	...	...	...	24 0	24 0	...	...	14 0	20 0	120 0	120 0	10 0	10 0
Kheri	14 0	14 0	22 8	22 8	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	22 8	22 0	...	...	18 0	18 0	160 0	160 0	10 0	10 0
Rajputana—																										
Eastern—																										
Partábgarh	16 4	16 4	30 0	30 0	8 12	8 12	12 8	12 8	20 6	21 4	15 0	15 0	...	...	...	...	30 0	30 0	27 8	27 8	21 4	31 4	...	...	15 5	15 5
Bánswara	20 0	21 4	22 8	25 0	7 8	7 8	15 0	17 8	...	...	...	...	...	...	...	...	40 0	40 0	40 0	40 0	15 0	15 0	...	...	10 0	15 0
Meywar (Oodeypore)	15 3¾	15 3¾	26 9	30 7¾	9 6	10 8¾	10 2½	11 5½	25 0	26 9	9 6	14 13½	*Nil*	*Nil*	14 13½	14 7½	23 13½	25 12½	29 11	34 6	10 8¾	10 15	160 0	160 0	10 2½	10 2½
Sirohee	14 0	14 0	30 0	30 0	6 0	6 0	7 0	7 0	...	...	18 0	18 0	...	...	...	...	20 0	20 0	24 0	24 0	...	...	160 0	160 0	11 8	11 8
Erinpura	15 2	15 4	28 13	29 8	7 9	...	9 9	10 0	24 4	23 4	20 12	20 8	...	...	...	...	27 0	30 0	...	...	...	...	200 0	200 0	12 10	12 12
Ajmere	15 13	16 7	26 0	26 0	5 0	8 0	8 0	8 0	25 0	26 0	18 0	19 0	...	...	15 0	15 0	28 0	28 0	26 13	26 13	...	...	90 0	90 0	12 8	12 8
Abu	14 8	14 8	21 4	21 0	5 12	5 12	6 8	7 4	...	...	13 8	13 8	...	...	...	...	19 4	19 8	...	...	...	...	160 0	160 0	11 0	11 0
Kishengarh	14 4	14 4	26 4	26 4	6 6	6 6	9 0	9 0	26 0	26 0	19 8	19 8	†	†	†	†	27 8	27 8	26 4	26 4	†	†	*	*	12 12	12 12
Boondee	17 0	17 0	32 0	32 8	8 0	8 0	8 8	8 8	35 0	35 0	...	...	...	...	...	...	35 0	35 0	35 0	35 0	...	...	160 0	160 0	10 4	10 4
Kotah	15 8	15 8	25 0	25 0	9 0	9 0	10 0	10 0	23 0	23 0	16 0	16 0	...	...	32 8	32 8	25 0	25 0	25 0	25 0	25 0	25 0	240 0	240 0	10 12	10 12
Jhallawar	13 14½	13 0½	22 0	21 9½	7 14	7 14	11 0	11 0	20 12	20 12	19 10	19 0	...	...	9 7	10 1	25 12	27 6½	24 8	24 8	11 0	11 0	175 0	175 0	9 7½	9 7½
Tonk	13 12	12 14	24 0	24 0	4 0	4 0	8 0	8 0	27 0	27 0	...	...	...	...	...	...	32 0	32 0	...	...	...	...	110 0	100 0	11 0	11 0
Jeypore	14 8	15 8	26 12	27 8	5 0	5 0	7 8	7 8	27 0	27 0	20 8	20 8	†	†	21 0	21 0	27 8	28 0	29 8	32 0	28 0	28 0	100 0	95 0	12 0	12 0
Kerowlee	16 4	15 5	22 8	21 4	10 0	10 0	11 4	11 4	25 0	22 8	18 2	18 12	...	...	18 12	20 0	23 12	23 12	...	...	37 8	31 4	200 0	200 0	11 1½	11 4
Dholpur	16 11¾	16 10	24 12	23 14¾	8 2½	8 2½	10 2	10 2	19 2	19 2	18 4½	19 0½	...	...	15 12	15 12	25 15¾	26 2½	...	...	29 14¾	31 10½	90 0	90 0	11 10½	11 13
Bhurtpore	18 12	17 13½	27 4	25 5½	5 2½	5 2½	5 5½	5 5½	25 4	23 7	18 12	18 12	...	...	11 12	11 12	29 12	28 7	25 0	25 0	30 0	31 0	120 0	120 0	11 8	11 8
Ulwar	19 5	17 5	25 4	23 5	6 10	6 10	9 2½	9 2½	28 0	28 0	24 0	24 0	...	...	14 0	14 0	30 0	28 4	30 4	31 0	33 1	29 9	140 0	140 0	12 8	12 8
Deoli Cantonment	15 5	15 10	32 6	34 4	5 0	5 0	8 0	8 0	32 12	32 12	28 0	25 0	...	...	...	...	33 12	34 4	...	...	...	...	190 0	190 0	12 1	12 0
Nusseerabad Cantonment	15 8	15 0	...	...	6 8	6 8	7 0	7 0	27 0	26 0	16 0	17 0	†	†	...	...	29 0	29 0	...	...	†	†	110 0	110 0	12 12	13 0
Hilly Tracts of Meywar	17 8	17 8	33 0	35 0	...	...	16 0	16 0	...	...	...	...	...	...	...	...	32 0	35 0	38 0	40 0	...	...	‡	‡	11 8	11 8
Bálmer	13 13	13 14	...	...	5 3	5 3	7 8	7 8	...	...	22 12	24 6	...	...	...	...	16 4	16 4	...	...	...	...	260 0	260 0	12 7	12 7
Anádra	15 13½	16 0	23 0	23 8	7 4	6 0	9 0	8 0	...	...	15 0	15 0	...	...	...	...	22 2	22 8	...	...	...	...	400 0	400 0	12 0	12 0
Shahpoora	14 4	14 14	29 0	31 0	9 8	9 8	13 8	13 12	24 0	24 0	22 0	22 0	...	...	...	...	27 4	32 0	30 0	31 0	...	...	160 0	160 0	11 0	11 4½
Western—																										
Jodhpore	14 13½	14 6	24 6	23 12	6 4	6 4	7 8	7 8	20 0	21 4	17 13	17 8	...	...	...	...	25 3	25 5	20 8	20 0	11 4	10 0	...	...	13 2	13 2
Jeysulmere	12 0	12 4	...	...	7 0	7* 0	11 4	11 0	19 8	19 0	16 4	16 10	...	...	...	...	16 4	16 0	...	...	...	...	240 0	240 0	21 0	21 0
Bickaneer	13 0	13 0	...	...	3 0	3 0	6 8	6 8	...	...	16 6½	16 11	...	...	...	...	19 4	20 0	...	...	10 0	10 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	14 4	14 4	21 0	21 0	8 0	8 0	9 0	9 0	21 0	22 0	20 0	20 0	...	...	...	...	20 0	21 0	22 (	23 0	21 0	21 0	120 0	120 0	10 8	10 8
Nimach Cantonment	14 8	14 0	...	...	8 0	8 0	12 0	12 0	24 0	25 0	21 0	21 0	†	†	...	...	24 8	24 8	...	...	25 0	25 0	160 0	160 0	12 4	12 4
Goona	12 0	12 8	20 0	...	8 4	8 0	9 0	9 0	20 0	22 0	...	...	...	...	28 0	28 0	...	...	...	23 0	...	...	200 0	200 0	10 0	10 0
Gwalior	15 10½	16 1	23 14½	23 5	5 5	5 5	8 8	8 8	21 4	21 4	19 2	19 10½	...	...	14 14	14 14	17 8½	17 0	19 2	19 2	17 8½	17 12½	191 4	191 4	11 6¾	11 0½

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

RETAIL PRICES FOR THE 2nd HALF OF APRIL 1895—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorgnum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Panjab—																										
Southern—																										
Hissar	23 0	22 0	37 0	36 0	...	...	12 0	12 0	31 0	32 0	25 0	26 0	†	†	†	†	36 0	37 0	†	†	†	†	100 0	100 0	11 0	11 8
Ferozepore	20 0	21 0	39 0	39 0	...	...	9 0	9 0	23 0	24 0	20 0	21 0	‡	‡	15 0	15 0	33 0	36 0	24 0	26 0	11 0	11 0	100 0	100 0	12 8	12 12
Montgomery	22 0	21 0	29 0	31 0	...	...	12 0	12 0	23 0	20 0	†	†	‡	‡	‡	‡	25 0	29 0	25 0	25 0	8 0	10 0	190 0	190 0	12 0	12 0
Central—																										
Gurgáon	22 0	22 0	31 0	31 0	...	...	9 0	9 0	22 0	22 0	23 0	23 0	‡	‡	†	†	30 0	30 0	20 0	20 0	24 0	22 0	120 0	100 0	10 0	10 0
Delhi	20 0	20 0	30 0	28 0	...	...	12 0	12 0	29 0	29 0	20 0	22 0	‡	‡	12 0	12 0	30 0	27 0	25 0	26 0	27 0	23 0	80 0	70 0	11 0	11 0
Rohtak	19 0	20 0	36 0	36 0	...	...	12 0	12 0	26 0	25 0	19 0	19 0	†	†	12 0	12 0	34 0	33 0	24 0	24 0	18 0	20 0	120 0	120 0	11 0	11 0
Karnál	20 0	20 0	30 0	30 0	...	...	12 0	12 0	24 0	24 0	20 0	20 0	16 0	16 0	12 0	12 0	33 0	32 0	25 0	25 0	15 0	15 0	120 0	120 0	10 8	10 8
Lahore	20 0	20 0	35 0	36 0	...	...	11 0	11 0	23 0	23 0	22 0	20 0	‡	‡	20 0	20 0	30 0	31 0	27 0	27 0	10 0	9 0	80 0	78 0	12 9	12 8
Sub-montane—																										
Ambala	21 0	21 0	30 0	30 0	...	...	11 0	11 0	24 0	24 0	20 0	20 0	‡	‡	8 0	8 0	30 0	31 0	30 0	30 0	‡	‡	120 0	120 0	12 12	12 12
Ludhiána	22 0	23 0	36 0	36 0	...	...	13 0	13 0	25 0	27 0	22 0	23 0	‡	‡	17 0	17 0	29 0	30 0	29 0	32 0	13 0	13 0	100 0	100 0	13 0	13 0
Jullundur	24 0	24 0	30 0	30 0	...	...	10 0	10 0	25 0	25 0	18 0	18 0	‡	‡	20 0	20 0	29 0	30 0	32 0	34 0	‡	‡	100 0	100 0	13 0	13 0
Hoshiárpur	22 0	24 0	33 0	32 0	...	...	10 6	10 0	25 0	26 0	20 0	20 0	16 0	16 0	16 0	16 0	28 0	29 0	29 0	31 0	10 0	10 0	120 0	120 0	12 8	12 8
Gurdáspur	24 0	26 0	40 0	32 0	...	...	12 0	12 0	28 0	28 0	26 0	26 0	26 0	26 0	12 0	12 0	27 0	28 0	24 0	24 0	‡	‡	120 0	120 0	12 0	12 0
Amritsar	21 0	22 0	29 0	41 0	...	...	11 0	11 0	23 0	21 0	20 0	24 0	†	†	19 0	19 0	30 0	30 0	30 0	26 0	†	‡	100 0	90 0	12 0	12 0
Hills—																										
Simla	14 0	13 0	15 0	17 0	...	...	8 0	8 0	15 0	16 0	12 0	13 0	15 0	16 0	9 0	9 0	18 0	16 0	17 0	16 0	8 0	9 0	90 0	90 0	8 12	9 0
Kángra	14 0	13 0	20 0	20 0	...	...	12 0	12 0	16 0	11 0	14 0	14 0	21 0	21 0	6 0	6 0	17 0	16 0	20 0	20 0	8 0	8 0	120 0	120 0	10 0	10 0
North-western—																										
Siálkot	20 0	20 0	36 0	36 0	...	...	14 0	14 0	‡	‡	‡	‡	‡	‡	‡	‡	26 0	26 0	25 0	25 0	‡	‡	130 0	130 0	13 8	13 8
Gujránwála	22 0	22 0	41 0	41 0	...	...	13 0	13 0	19 0	22 0	21 0	20 0	‡	‡	21 0	20 0	29 0	31 0	25 0	24 0	‡	‡	110 0	110 0	13 0	13 0
Gujrát	24 0	24 0	35 0	35 0	...	...	14 0	14 0	28 0	28 0	25 0	25 0	‡	‡	10 0	10 0	26 0	26 0	20 0	26 0	‡	‡	110 0	110 0	14 0	14 0
Jhelum	27 0	27 0	40 0	40 0	...	...	14 0	14 0	32 0	28 0	32 0	32 0	‡	‡	*	*	28 0	28 0	28 0	28 0	*	*	120 0	120 0	14 0	14 0
Rawalpindi	24 0	22 0	37 0	34 0	...	...	8 0	8 0	23 0	26 0	27 0	28 0	*	*	18 0	18 0	28 0	29 0	32 0	31 0	*	*	65 0	70 0	13 10	13 4
Hazára	21 0	17 0	34 0	27 0	...	...	12 0	12 0	‡	‡	‡	‡	‡	‡	‡	‡	22 0	21 0	26 0	27 0	†	†	90 0	90 0	11 0	10 8
Peshawar	22 0	20 0	37 0	35 0	...	...	10 0	10 0	23 0	22 0	24 0	23 0	‡	‡	18 0	19 0	23 0	22 0	34 0	33 0	20 0	18 0	84 0	84 0	34 0	37 0
Kohát	25 0	23 0	50 0	44 0	...	...	7 0	7 0	*	*	36 0	32 0	‡	‡	†	†	29 0	25 0	34 0	32 0	‡	‡	102 0	102 0	51 0	51 0
Western—																										
Sháhpur	27 0	26 0	38 0	38 0	...	...	11 0	11 6	32 0	32 0	24 0	25 0	22 0	23 0	24 0	24 0	32 0	33 0	20 0	21 0	†	†	160 0	160 0	13 0	13 0
Jhang	20 0	21 0	26 0	32 0	...	...	9 0	8 6	20 0	25 0	20 0	24 0	30 0	40 0	30 0	40 0	25 0	27 0	25 0	28 0	10 0	8 0	160 0	160 0	12 0	11 0
Multan	19 0	19 0	30 0	32 0	...	...	14 0	14 0	23 0	23 0	23 0	23 0	†	†	20 0	20 0	24 0	24 0	24 0	24 0	†	†	130 0	100 0	12 4	12 4
Bannu	31 0	31 0	55 0	72 0	...	...	13 0	13 0	42 0	40 0	35 0	55 0	9 0	9 0	9 0	9 0	31 0	40 0	50 0	50 0	15 0	18 0	90 0	90 0	50 0	50 0
D. I. Khan	25 0	24 0	43 0	46 0	...	...	9 0	9 0	34 0	34 0	28 0	25 0	4 0	4 0	29 0	31 0	30 0	25 0	13 0	13 0	13 0	13 0	118 0	118 0	32 12	32 12
Muzaffargarh	20 0	20 0	30 0	30 0	...	...	17 0	17 0	23 0	23 0	20 0	20 0	‡	‡	22 0	21 0	‡	‡	8 0	8 0	14 0	14 0	140 0	140 0	11 0	11 0
D. G. Khan	18 0	17 0	30 0	31 0	...	...	8 0	8 0	31 0	33 0	25 0	25 0	20 0	20 0	18 0	18 0	21 0	24 0	15 0	15 0	‡	‡	125 0	125 0	17 8	20 0
Sind and Baluchistan—																										
Karáchi	15 0	15 0	...	...	8 8	9 0	10 8	11 0	18 0	18 0	16 0	16 0	‡	‡	...	...	19 0	19 0	...	...	8 0 and 10 0	8 0 and 10 0	80 0	80 0	14 8	14 8
Hyderabad	14 8	14 0	...	...	8 0	8 0	10 0	10 0	18 0	18 0	16 8	16 0	‡	‡	...	...	18 0	18 0	...	...	...	...	116 6	116 6	12 8	12 8
Thar and Párkar (Umarkot)	12 0	12 0	...	...	11 0	11 0	13 0	13 0	12 0	12 0	16 0	16 0	‡	‡	...	...	8 4	8 4	...	...	10 0	10 0	160 0	160 0	12 0	12 0
Sukkur (Shikárpur)	16 8	16 8	...	...	8 0	8 0	10 0	10 0	24 0	23 8	21 0	21 0	‡	‡	...	...	24 0	24 0	...	...	...	...	142 0	142 0	11 0	11 8
Upper Sind Frontier	16 0	16 0	...	...	10 0	10 0	13 0	13 0	28 0	28 0	23 0	21 8	‡	‡	...	...	24 0	23 0	...	...	...	...	160 0	160 0	11 0	11 0
Quetta	18 0	18 0	23 0	24 0	5 0	5 0	7 0	7 0	23 8	24 0	14	15 0	‡	‡	6 0	6 0	18 0	18 0	27 0	27 0	9 0	9 0	80 0	80 0	8 8	9 0
Bombay—																										
Konkan—																										
Karwar (Kánara)	10 3	10 3	...	...	10 2	10 2	11 2	11 2	15 3	15 3	15 0	15 0	18 3	18 3	...	...	13 7	13 7	...	...	...	...	312 0	312 0	10 10	10 10
Ratnágiri	10 13	10 13	...	...	10 14	10 14	11 6	11 6	14 7	14 7	15 4	15 4	14 2	14 2	...	...	13 14	13 14	...	...	*	*	134 6	134 6	11 11	11 1
Alibág (Colába)	10 3	10 3	...	...	10 13	10 13	11 11	11 11	17 9	11 9	12 12	12 12	*	*	...	...	14 0	13 10	...	...	*	*	93 9	93 9	13 10	13 10
Bombay	13 0	13 0	...	...	8 5	8 5	10 6	10 6	14 11	14 11	13 15	13 15	13 8	13 8	...	...	13 12	13 12	...	...	13 4	13 1	97 1	97 1	11 9	11 9
Tanna	12 12	12 12	...	...	10 3	10 3	11 2	11 2	*	*	16 3	16 3	*	*	...	...	16 0	16 0	...	...	*	*	112 0	112 0	12 4	12 4
Deccan—																										
Dharwar	20 3	20 3	...	...	11 0	11 0	11 8	11 8	23 9	23 9	22 6	22 6	...	...	...	...	14 10	14 10	...	...	15 4	15 4	100 0	100 0	11 12	11 12
Belgaum	18 4	19 4	...	...	10 12	10 3	11 9	10 8	22 5	21 13	21 7	20 15	28 0	27 0	...	...	14 0	14 13	15 0	..	14 0	14 0	104 0	104 0	11 14	11 14
Satara	14 8	15 4	...	...	8 14	8 14	10 2	11 0	17 5	17 5	16 12	16 0	...	...	...	...	14 7	14 7	...	...	13 4	14 9	114 0	91 3	13 6	12 11
Sholapur	16 12	16 12	...	...	7 10	7 10	11 11	11 11	25 0	25 0	21 7	21 7	*	*	...	...	17 2	17 2	...	...	*	*	85 5	85 5	11 10	11 10
Bijápur	20 7	20 7	...	...	8 13	8 13	11 6	11 6	25 3	25 3	22 15	22 15	*	*	...	...	17 0	17 14	...	...	16 7	18 4	80 0	80 0	11 6	11 6
Poona	13 15	13 15	...	...	9 11	9 11	10 13	10 13	20 0	18 13	16 2	16 2	14 13	14 13	...	...	16 11	16 11	...	...	18 6	18 0	86 14	86 14	11 13	11 13
Khandesh—																										
Ahmadnagar	18 2	18 14	...	...	8 14	8 14	9 13	10 9	24 1	24 1	21 15	21 3	*	*	...	...	18 12	19 7	...	...	18 7	19 3	80 0	80 0	12 6	12 6
Násik	17 0	18 11	...	...	8 14	8 14	11 0	11 11	*	*	18 6	19 12	...	23 0	...	...	18 8	18 8	...	...	*	*	128 0	128 0	12 11	12 11
Dhulia (Khandesh)	16 10	15 12	...	...	7 7	7 7	9 7	9 7	22 7	22 7	18 6	18 6	*	*	...	...	16 8	16 8	...	...	*	*	80 0	80 0	11 6	11 6
Gujerat—																										
Surat	14 13	14 13	...	...	7 6	7 6	8 5	8 5	15 12	16 3	13 14	13 14	*	*	...	...	16 3	16 3	...	...	16 3	16 3	84 7	91 1	12 0	13 0
Broach	16 0	15 0	...	...	8 8	8 8	11 8	11 8	19 8	19 0	16 0	15 0	...	...	...	...	21 8	21 8	...	...	18 0	18 0	101 0	101 0	13 0	13 0
Kaira	16 0	16 0	...	...	*	*	14 0	14 8	18 0	19 0	14 8	15 0	21 0	21 0	...	...	23 0	22 8	...	...	17 0	19 0	106 11	106 11	12 0	12 0
Baroda (Camp)	12 0	12 0	...	...	8 0	8 0	10 0	10 0	16 0	16 0	13 0	13 0	18 0	18 0	...	...	17 0	17 0	...	...	*	*	91 7	91 7	11 8	11 8
Ahmadabad	12 8	13 8	...	...	12 0	12 8	13 8	14 0	18 0	19 0	15 0	15 8	...	...	...	...	22 0	22 8	...	...	...	...	80 0	80 0	13 10	13 10
Godhra (Panch Mahals)	13 0	13 0	...	...	11 0	11 0	13 0	13 0	...	...	16 8	16 8	24 0	24 0	...	...	27 0	27 0	20 0	20 0	20 0	20 0	182 9	182 0	12 8	12 8
Deesa Cantonment	13 0	14 0	...	...	8 8	8 8	10 8	10 8	17 8	19 0	17 8	18 0	*	*	...	...	20 0	20 0	...	...	23 0	23 0	240 0	240 0	11 0	11 0
Kattywar—																										
Rájkot	14 15	14 15	...	...	5 8	5 8	7 0	7 0	17 6	18 8	13 10	13 10	*	*	...	...	19 7	18 14	...	...	*	*	80 0	80 0	60 0	60 0
Central Provinces—																										
Western—																										
Nimar	15 1	16 0	...	...	6 12	6 12	13 1	13 1	24 13	22 9	...	...	...	...	...	...	18 9	20 2	...	...	12 13	12 3	160 0	160 0	10 13	10 13
Khandwa-Asirgarh Cant.	14 0	14 0	...	...	9 0	9 0	13 0	13 0	23 0	24 0	23 0	22 0	...	...	...	...	17 0	18 0	...	...	...	...	160 0	160 0	10 0	10 0
Hoshangabad	13 13	13 6	...	...	8 1	8 1	11 4	11 4	16 13	16 13	...	...	...	...	...	...	17 4	16 0	...	...	13 8	10 4	160 0	160 0	9 8	9 8
Betúl	15 7	15 7	...	...	...	...	9 6	9 6	20 9	20 9	...	...	...	...	...	...	16 10	16 10	...	...	11 6	11 6	240 0	240 0	8 0	8 0
Chhindwára	15 3	13 13	7 4	7 4	...	...	10 0	10 0	16 0	16 10	...	...	...	...	...	...	16 14	17 9	...	...	10 5	12 0	160 0	160 0	9 2	9 2
Nágpur	15 15	16 4	10 0	10 0	...	...	11 14	12 8	18 12	18 2	...	...	...	...	...	...	16 14	16 4	...	...	12 8	12 8	125 0	125 0	10 8	10 2
Wardha	16 0	16 0	8 0	8 0	...	...	10 0	10 0	20 0	20 0	...	...	...	...	...	...	17 12	16 0	...	...	13 5	13 5	160 0	160 0	10 10	10 10
Central—																										
Narsinghpur	13 0	13 0	8 0	8 0	...	...	9 2	9 2	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 0	18 0	200 0	200 0	9 2	9 2
Saugor	11 12	11 12	10 3	10 3	...	...	11 1	11 1	15 0	15 0	...	...	...	...	...	...	17 10	17 10	...	...	15 12	15 12	130 0	130 0	9 2	9 2
Damoh	12 8	12 8	11 4	11 4	...	...	12 8	12 8	...	...	...	...	...	...	...	...	19 0	19 0	...	...	10 0	10 0	100 0	100 0	9 4	9 4
Jubbulpore	14 8	15 0	11 4	10 8	...	...	16 4	15 8	14 0	16 0	...	...	...	...	...	...	19 12	18 12	...	...	12 4	12 0	140 0	140 0	9 3	9 4
Baghalkhand (Sohar)	15 10	16 0	7 0	10 0	22 0	22 0	16 0	16 0	16 0	16 0	13 0	13 0	*	*	9 0	9 0	21 0	21 0	*	12 0	26 0	24 0	200 0	200 0	10 8	10 8
Mandla	16 0	16 0	9 0	10 0	...	...	12 0	12 0	...	...	...	...	...	...	...	...	21 0	20 0	...	...	13 0	12 0	200 0	200 0	9 8	9 8
Seoni	16 9	16 9	9 12	9 12	...	...	12 13	12 13	...	...	...	...	...	...	...	...	18 10	18 10	...	...	11 8	11 8	190 0	190 0	9 10	9 10
Bálaghát	12 13	12 8	9 0	9 0	...	...	12 13	12 8	...	...	...	...	...	...	...	...	13 0	13 0	...	...	9 0	9 0	160 0	160 0	8 0	8 0
Bhandára	17 8	17 8	...	...	...	...	12 8	12 8	...	...	...	...	...	...	...	...	16 0	17 8	...	...	10 0	10 0	280 0	280 0	9 0	9 0
Chánda	15 0	14 13	...	...	...	...	15 0	15 0	18 0	18 0	...	...	...	...	...	...	14 0	14 0	...	...	12 0	12 0	320 0	320 0	10 14	10 14
Eastern—																										
Bilaspur	18 15	18 15	11 3	11 3	...	...	18 0	18 0	...	...	...	...	...	...	...	...	14 10	12 8	...	...	...	...	110 0	110 0	8 0	8 0
Raipur	18 9	20 9	11 6	11 6	...	...	15 5	19 6	...	...	...	...	...	...	...	...	17 5	19 2	...	...	13 2	14 3	100 0	100 0	9 0	9 0
Sambalpur	16 10	16 10	12 4	12 4	...	...	19 4	19 4	...	...	...	...	...	...	...	...	13 0	13 0	...	...	9 0	9 0	120 0	120 0	9 10	9 10
Berar—																										
Buldána	19 0	19 0	7 0	7 0	...	...	10 0	10 0	29 0	28 0	21 0	21 0	...	...	...	...	20 0	21 0	...	...	13 0	13 0	182 0	182 0	10 0	10 0
Basim	19 0	19 8	7 0	7 8	...	...	13 0	11 0	24 0	23 8	...	...	...	...	...	...	16 0	17 8	...	...	12 0	12 0	60 0	75 0	9 0	9 0
Akola	17 8	18 8	6 0	5 8	...	...	7 8	7 8	24 8	25 8	...	...	...	...	...	...	17 8	16 8	...	...	11 8	11 8	90 0	90 0	11 8	11 8
Ellichpur	15 0	15 0	6 0	6 0	...	...	8 0	8 0	21 0	21 0	15 0	15 0	...	...	...	...	13 0	13 0	...	...	14 0	14 0	120 0	120 0	10 0	10 0
Amraoti	16 0	16 0	7 0	7 0	10 8	10 0	10 0	10 0	20 0	20 0	15 0	16 0	...	...	...	...	15 0	15 0	...	...	13 0	13 0	90 0	90 0	11 0	11 0
Wún	16 0	16 0	6 0	7 0	...	...	8 0	8 0	20 0	20 0	15 0	15 0	...	...	...	...	14 0	10 0	...	...	20 0	19 0	200 0	260 0	9 8	9 8
Nizam's Territories—																										
Secunderabad	12 3	13 3	*	6 3	6 13	9 13	9 0	15 15	14 7	17 12	17 12	22 3	22 3	*	*	*	12 15	13 3	*	*	16 12	16 12	120 0	90 0	8 12	9 0
Bolárum	13 13	13 11	*	7 0	7 1	10 11	11 3	19 6	19 3	*	*	*	*	*	*	*	13 5	13 5	*	*	*	*	110 14	116 14	8 13	8 13
Chadarghat	12 0	11 8	*	7 8	7 8	12 0	12 0	22 0	22 0	24 0	20 0	*	*	*	*	*	14 4	14 8	*	*	*	*	90 0	90 0	9 0	9 8

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

RETAIL PRICES FOR THE 2nd HALF OF APRIL 1895—*concluded*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu (*Penicillaria spicata*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian Millet (*Setaria italica*).		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or Thogadian Pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
S. Canara	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
South, central—																										
Coimbatore	...	...	...	...	...	...	11 14	12 13	20 3	20 0	22 5	23 0	23 0	23 0	...	...	...	...	...	...	...	...	136 2	136 2	12 0	12 0
Nilgiris	...	...	...	...	...	...	9 10	9 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	121 8	121 8	10-5&11-8	10-5&11-8
Salem	...	...	...	...	...	...	11 13	11 13	20 14	20 0	23 6	22 6	24 6	24 6	...	...	...	...	...	...	...	...	116 10	116 10	11 8	11 8
Central—																										
Bellary	...	...	...	...	...	...	10 5	11 5	29 14	29 6	21 13	21 13	29 2	29 2	24 3	25 0	13 0	13 0	...	...	...	...	121 8	121 8	10-5&11-8	10-5&11-8
Anantapur	...	...	...	...	...	...	10 13	10 13	27 13	27 13	23 3	23 3	27 3	27 3	28 3	...	11 8	11 8	...	...	...	...	97 3	97 3	11 13	11 13
Cuddapah	...	...	...	...	...	...	11 10	11 10	22 2	22 2	...	...	23 5	23 5	...	14 0	10 0	10 0	...	...	...	...	135 2	135 2	10-2 & 11-10	10-2 & 11-10
Kurnool	...	...	...	...	...	...	11 6	11 6	28 13	31 3	...	...	...	...	...	...	12 0	12 0	...	...	...	...	97 3	97 3	11-10	11-10
East Coast, north—																										
Ganjam	...	...	...	...	...	...	13 3	13 3	...	...	26 11	26 11	21 10	21 10	25 0	26 0	13 0	13 0	...	...	...	...	86 8	86 8	10 2	10 2
Vizagapatam	...	...	...	...	...	...	11 5	11 5	...	...	25 5	25 5	25 5	25 5	...	...	11 8	11 8	...	...	...	...	97 3	97 3	12 0	12 0
Godavari	...	...	...	...	...	...	15 0	15 0	21 2	19 3	29 0	18 0	29 2	27 3	14 0	14 0	10 0	10 0	...	13 0	...	...	133 11	133 11	12 2	12 2
East Coast, central—																										
Kistna	...	...	...	...	...	...	14 5	14 5	14 11	17 14	18 13	18 13	31 13	31 13	33 0	33 0	12 0	12 0	...	...	...	...	140 14	140 14	13 3	13 3
Nellore	...	...	...	...	...	...	14 13	14 13	24 11	25 13	...	...	25 14	25 14	...	...	...	...	...	...	...	...	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	...	...	...	...	...	...	11 2	11 2	20 3	20 3	...	...	21 14	21 14	...	...	...	...	...	...	...	...	89 8	89 8	13 5	13 5
Chingleput	...	...	...	...	...	...	11 5	11 5	...	...	19 13	20 10	20 10	20 10	...	...	...	...	...	...	...	...	91 14	91 14	13 5	13 5
N. Arcot	...	...	...	...	...	...	11 5	11 5	25 8	23 2	29 5	29 5	25 11	25 11	28 3	...	...	...	...	...	...	...	160 13	160 13	12 2	12 2
S. Arcot	...	...	...	...	...	...	14 0	14 0	...	...	...	...	27 0	27 0	...	...	...	...	...	...	...	...	209 0	209 0	12 13	12 13
Tanjore	...	...	...	...	...	...	13 6	13 6	...	...	21 13	21 13	24 3	22 11	...	...	...	...	...	...	...	...	145 13	145 13	12 6 and 12 8	12 6 and 12 8
Trichinopoly	...	...	...	...	...	...	11 10	11 3	18 10	17 5	21 0	21 0	21 10	21 10	...	...	...	...	...	...	...	...	155 8	153 2	12 0	12 0
Southern—																										
Tinnevelly	...	...	...	...	...	...	10 13	11 0	*	*	*	*	*	*	...	...	...	...	...	...	...	...	58 5	58 5	13 13	13 13
Madura	...	...	...	...	...	...	11 6	11 13	16 3	17 13	23 0	21 13	18 10	18 10	...	...	...	...	...	...	...	...	97 3	97 3	12 13	12 13
Mysore—																										
Mysore	12 0	12 0	11 8	11 8	8 12	8 12	10 0	10 0	29 0	27 0	25 0	25 0	27 0	27 0	26 0	25 0	13 0	13 0	...	...	...	...	96 0	96 0	10 0	10 0
Bangalore	13 12	13 0	10 0	10 0	8 0	7 8	9 3	10 2	21 0	21 9	18 0	...	29 0	29 0	...	...	11 0	11 8	...	...	...	...	96 0	96 0	10 0	10 0
Kolar	10 8	10 6	10 0	10 0	10 0	10 0	10 12	10 12	21 0	21 0	30 0	18 0	33 0	33 0	33 0	33 0	12 0	14 0	...	...	...	...	150 0	150 0	10 0	10 0
Tumkur	11 0	11 0	11 0	10 8	9 0	9 0	9 8	9 8	25 0	25 0	29 0	29 0	33 0	33 0	33 0	33 0	12 0	12 0	...	...	...	...	224 0	224 0	10 0	10 0
Hassan	12 0	12 0	11 0	11 0	9 0	9 0	10 0	10 0	26 0	26 0	...	...	24 0	24 0	24 0	24 0	11 0	11 0	...	...	...	...	200 0	200 0	8 8	8 8
Kadur	...	...	...	8 0	8 0	8 0	10 0	9 0	...	...	...	...	35 3	24 0	35 0	40 0	12 10	12 10	...	...	...	...	240 0	240 0	9 0	9 0
Shimoga	13 5	14 7	11 0	...	9 1	8 11	12 5	12 3	27 5	25 6	26 12	30 12	40 0	40 0	40 0	40 0	13 0	14 0	...	...	...	...	320 0	320 0	10 8	9 8
Chitaldroog	14 0	13 0	13 0	13 0	9 0	9 0	10 8	10 8	36 0	34 0	20 0	20 0	42 0	40 0	...	...	...	...	...	...	...	...	320 0	320 0	9 8	9 8
Coorg—																										
Coorg	9 0	8 8	7 8	7 8	...	...	12 0	11 8	...	...	...	...	29 8	29 8	...	...	24 0	24 8	...	...	...	...	110 0	110 0	10 8	10 8
Aden	7 0	7 0	...	...	5 14	5 14	6 9	6 9	10 3	10 3	9 4	9 4	...	...	...	...	9 4	9 4	...	...	...	...	65 5	65 5	32 0	32 0

* Not sold.

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

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

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Total Gross and Net Indian Sea and Land Customs Revenue (excluding Salt Revenue).

[In thousands of Rupees.]

	In the month of April									
	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
IMPORTS (GROSS REVENUE).										
Arms, Ammunition, and Military Stores	15	20	20	21	27	35	23	21	22	27
Liquors:										
Spirit	3,40	4,59	4,36	4,08	4,49	4,68	5,20	4,56	4,35	5,53
Other liquors	50	62	56	59	61	80	53	62	49	64
Apparel, drapery, etc.	—	—	—	—	—	—	—	—	56	54
Chemical products and preparations	—	—	—	—	—	—	—	—	25	23
Cotton manufactures:										
Twist and yarn	—	—	—	—	—	—	—	—	—	1,26
Piece goods, grey	—	—	—	—	—	—	—	—	—	4,67
„ white	—	—	—	—	—	—	—	—	—	1,83
„ coloured	—	—	—	—	—	—	—	—	—	1,51
Other goods	—	—	—	—	—	—	—	—	—	20
Drugs, medicines, and narcotics	—	—	—	—	—	—	—	—	31	28
Dyeing and tanning materials	—	—	—	—	—	—	—	—	24	33
Glass and glassware	—	—	—	—	—	—	—	—	29	31
Hardware and cutlery	—	—	—	—	—	—	—	—	65	65
Metals:										
Copper	—	—	—	—	—	—	—	—	37	56
Iron and steel	—	—	—	—	—	—	—	—	30	39
Silver	—	—	—	—	—	—	—	—	2,65	2,16
Tin	—	—	—	—	—	—	—	—	10	10
Other metals	—	—	—	—	—	—	—	—	55	31
Oils: Petroleum	—	—	80	1,15	1,85	1,88	1,89	1,68	1,85	3,58
Paints and colours	—	—	—	—	—	—	—	—	17	13
Paper	—	—	—	—	—	—	—	—	19	20
Provisions	—	—	—	—	—	—	—	—	36	68
Silk, raw and manufactured	—	—	—	—	—	—	—	—	88	90
Spices	—	—	—	—	—	—	—	—	28	27
Stationery	—	—	—	—	—	—	—	—	14	12
Sugar	—	—	—	—	—	—	—	—	1,42	1,95
Tea	—	—	—	—	—	—	—	—	17	14
Umbrellas	—	—	—	—	—	—	—	—	31	17
Wood and timber	—	—	—	—	—	—	—	—	8	14
Woollen goods	—	—	—	—	—	—	—	—	32	27
Imports by post	...	...	...	...	...	...	...	...	13	10
All other articles	1	...	1	...	...	...	...	...	1,71	2,07
TOTAL	4,06	5,41	5,93	6,03	7,22	7,71	7,35	7,07	19,34	32,49
EXPORTS (GROSS REVENUE).										
Rice and rice-flour	8,90	9,38	6,67	8,01	9,38	9,93	7,00	8,50	8,99	10,46
TOTAL GROSS REVENUE	12,96	14,79	12,60	14,04	16,60	17,64	14,35	15,57	28,33	42,95
TOTAL NET REVENUE	12,76	14,44	12,37	13,77	16,23	17,09	14,01	14,99	27,84	42,06
Provincial distribution of Net Customs Revenue.										
Bengal — Import	1,14	1,11	1,49	1,69	1,77	2,14	2,13	1,64	4,99	9,79
Bengal — Export	1,06	96	1,36	1,33	1,19	1,34	1,33	1,12	1,31	2,08
Bombay — Import	1,06	1,33	1,87	1,96	2,79	2,54	2,55	2,67	9,41	13,28
Bombay — Export	21	26	21	27	28	21	24	29	27	33
Sindh — Import	37	63	54	68	68	70	51	87	1,49	2,22
Sindh — Export	10	9	10	11	15	13	11	7	9	11
Madras — Import	56	85	93	85	1,15	1,30	88	79	1,99	3,58
Madras — Export	40	45	46	42	37	34	33	49	63	52
Burma — Import	89	1,34	1,02	71	68	83	1,12	89	1,12	2,90
Burma — Export	6,97	7,42	4,39	5,75	7,17	7,56	4,81	6,17	6,54	7,25

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*)
Calcutta, 10th June 1895.

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

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

RETURNS OF ACCIDENTS ON INDIAN RAILWAYS FOR THE NINE MONTHS ENDING THE 30th SEPTEMBER 1894.

No. 213 R. Stat., dated Simla, the 5th June 1895.

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

READ again—

Public Works Department Order No. 159 R. Stat., dated the 10th May 1892.
Public Works Department Order No. 172 R. Stat., dated the 13th May 1893.
Public Works Department Order No. 148 R. Stat., dated the 26th April 1894.

Read also—

The following note by the Director General of Railways, No. 214 Statistics, dated the 27th May 1895, with abstract returns of accidents to trains, etc, on the open lines of Railway in India for the nine months ending the 30th September 1894.

Abstract No. 4, on pages 14 and 15 of the accompanying returns, shows the accidents to trains, rolling-stock, permanent-way, etc., reported during the nine months ending the 30th September 1894, and distinguishes the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident.

The total number of accidents and the casualties resulting therefrom, as compared with the average of the three previous corresponding periods, are summarised in the following table under the heads "Standard gauge," "Metre gauge" and "Special gauges":

	Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act (IX of 1890).	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard guage.									
Nine months ending the 30th September 1894	81	1,950	2,031	(a)8	(b)48	7	25	15	73
Average of the corresponding periods of the three previous years	104	1,805	1,909	5	24	7	40	12	64
Metre gauge.									
Nine months ending the 30th September 1894	19	1,535	1,554	...	(b)28	2	8	2	36
Average of the corresponding periods of the three previous years	24	1,445	1,469	2	15	6	9	8	24
Special gauges.									
Nine months ending the 30th September 1894	...	69	69	...	...	...	...	...	...
Average of the corresponding periods of the three previous years	2	43	45	...	...	...	1	...	1
Total all gauges for nine months ending the 30th September 1894	100	3,554	3,654	(a)8	(c)76	9	33	17	109
Average of the corresponding periods of the three previous years	130	3,293	3,423	7	39	13	50	20	89

(a) Not passengers.
(b) Of these, three were not passengers.
(c) Of these, six were not passengers.

2. The following table shows, for each gauge separately, the percentage of increase or decrease in the number of accidents, in the mean mileage worked, and in the train-mileage run, during the nine months ending the 30th September 1894, as compared with the average of the three previous corresponding periods:

	Increase or decrease as compared with the average of the corresponding periods of 1891, 1892 and 1893.					
	Accidents.		Mean Mileage.		Train-mileage.	
	No.	Per cent.	Miles.	Per cent.	Miles.	Per cent.
Standard	+122	+ 6·39	+ 538	+ 5·01	+ 1,347,223	+ 3·94
Metre	+ 85	+ 5·79	+ 490	+ 7·47	+ 1,283,978	+ 9·81
Special	+ 24	+ 53·33	...	...	- 22,770	- 7·28
Total	+231	+ 6·75	+ 1,028	+ 5·86	+ 2,608,431	+ 5·48

3. The principal variations in the number of accidents reported in connection with the working of the several gauges, as compared with the average of the corresponding periods of the three previous years, are shown in the statement below under the classification adopted in abstract No. 4 of the returns:

Gauge and classification.	Increase or decrease.			Percentage of increase or decrease.
	Serious.	Minor.	Total.	
Standard gauge.				
Passenger trains or parts of passenger trains leaving the rails	—8	—10	—18	—40·91
Goods trains or parts of goods trains, engines, etc., leaving the rails	—3	—13	—16	—10·39
Trains running over cattle on the line	+1	+116	+117	+15·66
Trains running over obstructions on the line	+7	—20	—13	—17·81
The bursting of tubes, etc., of engines	+1	+55	+56	+109·80
The failure of machinery, springs, etc., of engines	+1	+50	+51	+23·61
The flooding of portions of permanent-way	—2	+40	+38	+77·55
Fire in trains	—1	—56	—57	—61·96
Fire at stations, or involving injury to bridges or viaducts	—2	—16	—18	—45·00
Under head "Other accidents"	—5	—11	—16	—12·90
Metre gauge.				
Trains running over cattle on the line	—2	+19	+17	+ 2·03
The bursting of tubes, etc., of engines	...	+16	+16	+28·07
The failure of machinery, springs, etc., of engines	...	+33	+33	+31·73
The flooding of portions of permanent-way	—4	+19	+15	+39·47
Special gauges.				
Goods trains, or parts of goods trains, engines, etc., leaving the rails	—1	+13	+12	+85·71
The flooding of portions of permanent-way	...	+19	+19	+950·00

Standard gauge.

4. The increase under "Trains running over cattle on the line" was chiefly due to the occurrence of 46 more accidents of this nature on the East Indian railway as compared with the average of corresponding periods of the three previous years, and of 36 accidents on the East Coast (state) railway from which no returns were previously received.

5. Of the total increase of 56 accidents under "The bursting of tubes, etc., of engines," an increase of 52 occurred on the North Western (state) railway.

6. Out of a total increase of 51 accidents under "The failure of machinery, springs, etc., of engines," 48 were due to accidents on the Great Indian Peninsula railway.

7. There was an increase of 38 cases under "The flooding of portions of permanent-way," of which 19 were on the Bombay, Baroda and Central India railway, and 12 on the North Western (state) railway.

8. The principal variations under "Fire in trains," were decreases of 19 and 28 on the Great Indian Peninsula and the Madras railways, respectively.

Metre gauge.

9. Under "The failure of machinery, springs, etc., of engines," the increase was chiefly due to the Southern Mahratta railway, on which the number rose from 28 to 53.

Special gauges.

10. The increase under "The flooding of portions of permanent-way" was mainly due to the number recorded on the Morvi railway having risen from 1 to 15.

11. Taking all gauges together, the number of cattle accidents was largest on the Southern Mahratta railway, *viz.*, 344; next to that line comes the South Indian. railway with 193, then the Rajputana-Malwa railway with 153, the East Indian and the North Western (state) railways with 149 each, the Eastern Bengal (state) railway with 126, the Oudh and Rohilkhand (state) railway with 95, the Great Indian Peninsula railway with 74, the Nizam's Guaranteed State railway with 72 and the Madras railway with 71.

In proportion to train-mileage run, the number of accidents was highest on the Rohilkhund and Kumaon railway, with an average of 1 accident in 6,367 train-miles run; the Nizam's Guaranteed State coming next with an average of 1 in 6,960; then the Southern Mahratta, the Dibru-Sadiya, the Jodhpore-Bickaneer and the East Coast (state) railways with averages of 1 in 7,220, 1 in 8,240, 1 in 9,803, and 1 in 10,675, respectively.

The lowest number recorded in proportion to train-mileage run was on the Bombay, Baroda and Central India railway, *viz.*, 1 in 108,822; the Great Indian Peninsula railway coming next with 1 in 108,749; then the Gaekwar's Dabhoi railway with 1 in 62,186, the Burma (state) railway with 1 in 59,349, the East Indian railway with 1 in 54,999, and the North Western (state) railway with 1 in 48,192.

12. The casualties to passengers and to servants in the employ of railways or of contractors not coming under the classification adopted in abstract No. 4 of the returns, and the total casualties from all causes including trespassers, cases of suicide, etc., are compared, separately, for each gauge with the average of corresponding periods of the three previous years in the table below (for details, *vide* abstract No. 2).

Gauges.	Nine months ending the 30th September 1894.						Average of the corresponding periods of the three previous years.					
	Passengers.		Servants.		Total all causes.		Passengers.		Servants.		Total all causes.	
	Killed	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard	37	94	116	292	386	522	39	104	103	342	341	558
Metre	6	38	26	72	87	181	7	28	25	76	112	154
Special	...	...	1	...	2	...	...	1	...	2	1	5
Total	43	132	143	364	475	703	46	133	128	420	454	717

13. The following table shows, for the several gauges, the number of persons reported to have been killed or injured in yards, workshops, etc., or to have died in carriages or at stations from causes unconnected with the working of trains:

Gauges.	Killed.	Injured.	Died.
Standard	35	206	494
Metre	2	30	139
Special	...	...	1
Total	37	236	634

14. The statistical results for the period under review are summari sed in the table below under certain selected heads:

Particulars.		Nine months ending the 30th September 1894.				Average of the corresponding periods of the three previous years.			
		Standard.	Metre.	Special.	Total.	Standard.	Metre.	Special.	Total.
Mean mileage worked	Miles.	11,283	7,047	242	18,572	10,745	6,557	242	17,544
Train-mileage run	Miles.	35,560,593	14,369,187	290,091	50,219,801	34,213,370	13,085,139	312,861	47,611,370
Number of passengers carried	No.	66,992,180	35,100,404	634,822	102,727,406	59,218,266	29,974,206	556,549	89,749,021
Number of passenger units carried one mile	No.	3,017,005,299	1,347,972,599	16,475,107	4,381,453,005	2,741,024,733	1,231,341,803	14,810,481	3,987,177,017
Number of accidents per 100,000 train-miles run	No.	6	11	24	7	6	11	14	7
Proportion of passengers killed by accidents to trains (*vide* abstract No. 2) to number carried	No.	*Nil.*	*Nil.*	*Nil.*	*Nil.*	1 in 29,609,733	1 in 14,987,103	...	1 in 22,437,255
Proportion of passengers injured by accidents to trains (*vide* abstract No. 2) to number carried	No.	1 in 1,488,715	1 in 1,404,010	...	1 in 1,467,534	1 in 2,819,917	1 in 2,305,708	...	1 in 26,39,677
Proportion of passengers killed from all causes (*vide* abstract No. 2) to number carried	No.	1 in 1,810,599	1 in 5,850,067	...	1 in 2,389,009	1 in 1,444,348	1 in 3,330,467	...	1 in 1,794,980
Proportion of passengers injured from all causes (*vide* abstract No. 2) to number carried	No.	1 in 481,958	1 in 557,149	...	1 in 508,552	1 in 473,746	1 in 731,078	1 in 556,549	1 in 537,419
Proportion of passengers killed and injured from all causes (*vide* abstract No. 2) to number carried	No.	1 in 380,637	1 in 508, 02	...	1 in 419,296	1 in 356,737	1 in 599,484	1 in 556,549	1 in 413,590
Proportion of passengers killed and injured from all causes (*vide* abstract No. 2) to number of passenger units carried one mile	No.	1 in 17,142,076	1 in 19,535,835	...	1 in 17,883,482	1 in 16,512,197	1 in 24,626,836	1 in 14,810,481	1 in 18,374,088

15. The accidents *for the third quarter of 1894* are dealt with in the following note:

Note on the accidents for the third quarter of 1894.

The following table gives the number of accidents, as classified in abstract No. 4 of the returns, which resulted in loss of, or injury to, life and limb, and shows the railways on which they occurred:

Casualties resulting from accidents to trains, rolling-stock, etc., for the third quarter of 1894.

Railway.	Number of accidents reported during the 3rd quarter of 1894.	Passengers and others.		Servants.		Total.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard gauge.							
Bengal-Nágpur	1	...	...	...	1	...	1
North Western (state)	3	...	6	...	5	...	11
Oudh and Rohilkhand (state)	1	...	...	...	2	...	2
Eastern Bengal (state)	1	...	...	...	1	...	1
Great Indian Peninsula	1	...	11	...	1	...	12
Bombay, Baroda and Central India	1	...	...	1	...	...	...
Metre gauge.							
Rajputana-Malwa	2	...	2	...	1	...	3
Southern Mahratta	2	...	1	1	3	1	4
Total	...	...	20	2	14	2	34
Average of the three corresponding quarters of 1891, 1892 and 1893	...	1	3	2	19	3	22

(2) *Bengal-Nágpur railway.*—On the 22nd August 1894, a ballast train ran into a trolly at mileage 358-13 between Jamga and Kanika stations. A trollyman was injured.

(3) ***North-Western (state) railway.***—On the 16th July 1894, a trolly was derailed at mileage 554-4 near Mudgorge, in consequence of a piece of stone having got jammed between the check rail and the line. A trollyman was seriously injured.

On the 17th August 1894, the up mail was derailed at Chaman during shunting operations owing to the points not having been properly set. A pointsman was injured.

On the 13th September 1894, a collision took place at Kathála between the down mixed and the ferry train owing to the former having been turned on to the wrong line. Six passengers and three railway servants were injured. The station master to whose carelessness the accident was due has been prosecuted.

(4) *Oudh and Rohilkhand (state) railway.*—On the 25th August 1894, the down passenger train collided with an up light engine at the Malihabad station. Two servants were injured.

(5) *Eastern Bengal (state) railway.*—On the 6th September 1894, a dog-cart collided with the footboard of the engine of a down special train at a level-crossing gate in the Brace Bridge Hall yard. The accident was due to the driver of the dogcart having effected an entrance by breaking open the gate. The gateman was injured.

(6) *Great Indian Peninsula railway.*—On the 28th July 1894, a collision took place between an up goods and the down passenger train near Talegaon, resulting in the derailment of the former. The accident was due to the driver of the up goods train having left Talegaon without a "line clear." Eleven passengers and a railway servant were injured, and the rolling-stock considerably damaged. The driver, who was to blame for the accident, was prosecuted and sentenced to six weeks' simple imprisonment.

(7) *Bombay, Baroda and Central India railway.*—On the 2nd August 1894 the rear portion of a ballast train, which had been divided into two portions for facility of work, ran down a falling grade at mileage 41 between Dohad and Jékót stations on the Godhra-Rutlam section and collided with the front portion. A cooly was run over and killed.

(8) *Rajputana-Malwa railway.*—On the 18th August 1894, a bullock-cart was knocked off the line by the up passenger train at a level-crossing gate at mileage 334-2 near Choral. A girl, who was riding in the cart, was slightly injured.

On the 25th September 1894, the up through mixed train collided with a down goods train at Fatehgarh, owing to the pointsman having erroneously lowered the distant signal and opened the locked points of the line where the down goods train was waiting for the mixed train to cross. A passenger and a railway servant were slightly injured. The pointsman at fault was prosecuted.

(*Southern Mahratta railway.*—On the 30th August 1894, a down goods train ran into a gap in the bank, caused by a flood, behind the east abutment of a bridge at mile 292-5 near Rangapuram. The engine cannoned into the end of the bank still standing and falling back, knocked the east abutment down. The engine tender and a third class dropped into the nullah and were considerably damaged. A railway servant was killed and three others were injured. The watchman, to whose negligence the accident was due, was prosecuted.

On the 5th September 1894, a bullock-cart was run into by the up mixed train at a level-crossing gate at mileage 150-22 near Munirabad. The cartman was slightly injured. The gateman, who was to blame for having left the gate open, was prosecuted and sentenced to three months' rigorous imprisonment.

ORDER.—Ordered that the above note, with the abstract returns, be communicated for information to the Local Governments and Administrations, and to the officers noted in the margin.

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

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

Ordered further that the note with the abstract returns, be published in the Supplement to the *Gazette of India*.

F. B. HEBBERT,
Under-Secretary.

Documents accompanying.

Abstract returns of accidents for the nine months ending the 30th September 1894.

Enclosure to P. W. D. No. 213 R. Stat., dated the 5th June, 1895.

ABSTRACT No. 1.

GENERAL TOTAL.

NUMBER of PERSONS reported, during the NINE months ending 30th September 1894, as KILLED or INJURED on ALL RAILWAYS open for TRAFFIC in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS; and distinguishing also, in the case of the two former classes, between ACCIDENTS caused by ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., and ACCIDENTS happening otherwise.

	Standard gauge lines.		Metre gauge lines.		Special gauge lines.		Total all gauges.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
PASSENGERS :—								
From accidents to trains, rolling-stock, permanent-way, etc.	...	45	...	25	...	...	...	70
By accidents from other causes, including accidents from their own want of caution or misconduct	37	94	6	38	...	...	43	132
SERVANTS :—								
From accidents to trains, rolling-stock, permanent-way, etc.	7	25	2	8	...	...	9	33
By accidents from other causes, including accidents from their own want of caution or misconduct	116	292	26	72	1	...	143	364
OTHER PERSONS :—								
Whilst passing over railways at level-crossings	18	5	5	3	...	...	23	8
Trespassers	146	48	44	34	1	...	191	82
Suicides	57	6	4	...	...	...	61	6
Miscellaneous, not included in either of the above	5	7	...	1	...	...	5	8
TOTAL	386	522	87	181	2	...	475	703

ABSTRACT

No. 2.

NUMBER of PERSONS reported, during the NINE months ending 30th September 1894, as KILLED or INJURED in INDIA by PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as practicable, the TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, distinguishing between the nature and causes of the accidents occasioning the death or injury.

| Serial Number. | RAILWAYS. | PASSENGERS. | | | | | | | | | | | | | | | | | | | | | | SERVANTS. | | | | | | | | | | | | | | | | | | |

ABSTRACT

NUMBER of PERSONS reported, during the NINE months ending 30th September 1894, as KILLED or INJURED in INDIA by PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as practicable,

No. 2—*concld.*

the TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, distinguishing between the nature and causes of the accidents occasioning the death or injury.

| Serial Number. | RAILWAYS. | PASSENGERS. | | | | | | | | | | | | | | | | | | | | | | SER | | | | | | | | | | | | | | | | | | | | | | | | VANTS. | | | | | | | | | | | | | | | | | | |

ABSTRACT No. 3.

ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the nine months ending 30th September 1894, as having occurred on the several railways open for traffic in INDIA, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident.

STANDARD GAUGE.

	EAST INDIAN(a).									BENGAL-NAGPUR.									INDIAN MIDLAND(c).									NORTH WESTERN (STATE) (d).								
	No.			Number of passengers and others		Number of servants		Total all classes		No.			Number of passengers and others		Number of servants		Total all classes		No.			Number of passengers and others		Number of servants		Total all classes		No.			Number of passengers and others		Number of servants		Total all classes	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	1	3	4	...	3	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	7	8	...	6	...	3	...	9
3. Collisions between goods trains or parts of goods trains	...	9	9	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33	33	...	...	...	...	...	...
4. Collisions between light engines	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	1	...	1
5. Passenger trains or parts of passenger trains leaving the rails	...	2	2	...	...	...	...	...	...	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	4	6	...	...	...	1	...	1
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	43	43	...	...	...	1	...	1	1	5	6	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	4	46	50	...	...	...	1	...	1
7. Trains or engines travelling in the wrong direction through points	...	5	5	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	12	12	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	1	1	2	...	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
9. Trains running over cattle on the line	...	149	149	...	...	...	...	...	...	3	40	43	...	...	...	1	...	1	...	31	31	...	...	...	...	...	...	...	149	149	...	...	...	...	...	...
10. Ditto over obstructions on the line	1	20	21	...	...	2	...	2	...	4	1	5	1(b)	...	...	1	1	1	1	5	6	...	...	...	4	...	4	1	8	9	(b)1	...	...	...	1	...
11. Ditto through gates at level-crossings	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	5	5	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	1	82	83	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	54	54	...	...	...	...	...	...	...	10	10	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	1	68	69	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	8	8	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16	23	39	...	...	...	...	...	...
23. Fire in trains	...	1	1	...	...	...	...	...	...	1	4	5	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	2	7	9	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	8	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	5	6	...	...	...	...	...	...
25. Other accidents	...	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12	12	...	...	...	...	...	...
	...	11	11	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	37	37	...	...	...	...	...	...
TOTAL ALL CLASSES	4	330	334	...	4	2	1	2	5	12	83	95	1(b)	...	...	2	1	2	1	53	54	...	...	...	4	...	4	29	507	536	(b)1	6	...	6	1	12

(a) Includes the Delhi-Umballa-Kalka and Tarkessur railways. (b) Not a passenger. (c) Includes the Bhopal-Itarsi railway. (d) Includes the Hyderabad-Umarkot, the Rajpura-Bhatinda, and the Jammu and Kashmir railways.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the nine months ending 30th September 1894, as having occurred on the several railways open for traffic in INDIA, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—*continued*.

STANDARD GAUGE—*contd.*

	OUDH AND ROHILKHAND (STATE).									EASTERN BENGAL (STATE) (a).									EAST COAST (STATE).									GREAT INDIAN PENINSULA (d).								
	No.			Number of passengers and others		Number of servants		Total all classes		No.			Number of passengers and others		Number of servants		Total all classes		No.			Number of passengers and others		Number of servants		Total all classes		No.			Number of passengers and others		Number of servants		Total all classes	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1 Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	1	1	2	...	...	...	2	...	2	1	...	1	...	6	...	...	...	6	1	...	1	...	...	...	1	...	1	2	3	5	...	13	...	3	...	16
3. Collisions between goods trains or parts of goods trains	...	7	7	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...
4. Collisions between light engines	...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	1	...	1	...	...	...	...	...	...	3	3	6	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	1	3	4	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	1	1	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	3	3	...	...	...	...	...	...	1	4	5	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	1	8	9	...	...	...	1	...	1
8. Trains running into stations or sidings at too high a speed	...	2	2	...	...	...	...	...	...	2	...	2	...	9	4	...	4	9	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...
9. Trains running over cattle on the line	...	95	95	...	...	...	...	...	...	...	126	126	...	...	...	...	...	...	...	36	36	...	...	...	...	...	...	...	74	74	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	4	4	8	(b)5	(b)3	...	1	5	4	1	...	1	...	...	...	1	...	1	...	8	8	...	...	...	...	...	...
11. Ditto through gates at level-crossings	1	2	3	...	...	...	1	...	1	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	1	1	...	...	...	...	...	...	...	21	21	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	77	77	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	2	2	...	...	...	...	...	...	1	3	4	...	7	...	...	...	7	...	2	2	...	...	...	...	...	...	1	12	13	...	...	...	1	...	1
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	1	3	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	2	3	...	...	...	...	...	...
20. Broken rails	...	14	14	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	5	5	...	...	...	...	...	...	1	4	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	10	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...
25. Other accidents	...	2	2	...	...	...	...	...	...	...	13	13	...	...	...	...	...	...	...	10	10	...	...	...	...	...	...	...	18	18	...	...	...	...	...	...
TOTAL ALL CLASSES	3	140	143	...	...	...	3	...	3	15	201	216	(b)5	(c)25	4	1	9	26	2	58	60	...	...	...	2	...	2	6	283	289	...	13	...	5	...	18

(a) Includes the narrow-gauge sections, the Bengal Central and the Cooch Behar railways. (b) Not passengers. (c) Of these three were not passengers. (d) Includes the Wardha Coal, Dhond-Manmád, Khámgaon and Amraoti railways.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the nine months ending 30th September 1894, as having occurred on the several railways open for traffic in INDIA, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—*continued*.

	STANDARD GAUGE—*concld.*																				METRE GAUGE.							
	BOMBAY, BARODA AND CENTRAL INDIA (*a*).									MADRAS. (*c*)								THE NIZAM'S GUARANTEED STATE. (*d*)								BENGAL AND NORTH-WESTERN (TIRHOOT AND COMPANY'S SECTIONS).							
	No.			Number of passengers and others		Number of servants		Total all classes		No.			Number of passengers and others		Number of servants		Total all classes		No.			Number of passengers and others		Number of servants		Total all classes		No.			Number of passengers and others		Number of servants		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	2	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	1	...	1	...	...	..	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	2	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	1	1	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	..	...
4. Collisions between light engines	...	...	...	...	...	.	...	...	...	...	...	...	...	...	...	...	...	...	...	..	..	...	...	...	...	...	...	...	...	...	...	...	...	...	..	..
5. Passenger trains or parts of passenger trains leaving the rails	...	2	2	...	...	...	...	...	...	...	1	1	..	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	5	5	.	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	3	3	...	...	..	...	...	...	...	1	1	...	...	...	...	...	...	3	12	15	...	...	...	...	...	...	1	25	26	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	..	..	...	...	4	4	.	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	..	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	..	..
9. Trains running over cattle on the line	...	18	18	...	...	..	...	...	...	...	71	71	...	...	...	...	...	...	...	72	72	...	...	...	...	...	...	...	51	51	...	...	...	...	..	...
10. Ditto over obstructions on the line	...	1	1	...	...	...	...	..	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	.	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(*a*). Ditto of tubes, etc., of engines	...	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	24	24	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	...	6	6	...	...	...	...	.	..
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
17. Ditto of brake apparatus	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	10	10	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	1	1	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	..	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	24	24	...	..	...	...	...	...	1	...	1	...	...	...	...	...	...	3	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	1	1	...	...	...	...	..	...	...	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	1	1	1(*b*)	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	7	7	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	1	3	4	...	...	...	...	...	...
TOTAL ALL CLASSES	1	107	108	1(*b*)	...	1	1	2	1	1	89	90	...	...	...	...	...	...	7	99	106	...	...	...	...	...	...	6	102	108	...	...	...	...	...	...

(*a*) Includes the Gaekwar's Petlad and the Godhra-Ratlam railways. (*b*) Not a passenger. (*c*) Includes the Kolar Gold-Fields railway. (*d*) Includes the Bezwada extension railway.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the nine months ending 30th September 1894, as having occurred on the several railways open for traffic in INDIA, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—*continued*.

	METRE GAUGE—*contd.*																											
	RAJPUTANA-MALWA (*a*).									SOUTHERN MAHRATTA (*d*).									SOUTH INDIAN. (*e*)									
	No.			Number of passengers and others		Number of servants		Total all classes		No.			Number of passengers and others		Number of servants		Total all classes		No.			Number of passengers and others		Number of servants		Total all classes	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Ditto ditto and goods or mineral trains, engines and vehicles standing foul of the line	2	...	2	...	1	...	1	...	2	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	10	10	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Ditto between light engines	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	1	1	...	...	...	...	...	...	2	1	3	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	8	8	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	4	4	...	...	...	...	...	...	1	...	1	...	...	1	...	1	...	...	2	2	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	12	12	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	...	158	158	...	...	...	...	...	...	...	344	344	...	...	...	...	...	...	...	193	193	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	19	19	...	1(*b*)	...	...	1	...	...	8	8	...	1(*b*)	...	...	...	1	...	3	3	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	2	2	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(*a*). Ditto of tubes, etc., of engines	...	16	16	...	...	...	...	...	...	...	42	42	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	32	32	...	...	...	...	...	...	...	53	53	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	3	3	...	...	...	...	...	...	2	6	8	...	6	...	4	...	10	...	2	2	...	...	...	...	...	...
17. Ditto of brake apparatus	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	30	30	...	...	...	...	...	...	...	24	24	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	22	22	...	...	...	...	...	...	2	3	5	...	...	1	3	1	3	...	1	1	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	3	3	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	1	1	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
25. Other accidents	...	8	8	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
TOTAL ALL CLASSES	2	337	339	...	2(*b*)	...	1	...	3	8	508	516	...	7(*c*)	2	7	2	14	...	238	238	...	...	...	...	...	...

(*a*) Includes the Gaekwar's Mehsána and the Pálanpur-Deesa railways. (*b*) Not a passenger. (*c*) Of these one was not a passenger.
(*d*) Includes the Guntakal-Mysore frontier, the Southern Mahratta (Mysore section), the Kolhapur, the Yeswantpur-Hospet frontier, and the Mysore-Nanjangód railways. (*e*) Includes the Máyavaram-Mutupet railway.

ABSTRACT No. 8.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the nine months ending 30th September 1894, as having occurred on the several railways open for traffic in INDIA, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—*continued*.

METRE GAUGE—*contd.*

	BURMA (STATE).									DEOGHUR.									ROHILKUND AND KUMAON (a).							
	No.			Number of passengers and others		Number of servants		Total all classes		No.			Number of passengers and others		Number of servants		Total all classes		No.			Number of passengers and others		Number of servants		Total all classes	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	1	...	1	...	18	...	...	...	18	...	...	...	...	...	...	...	...	...	...	1	1	..	...	...	...	..	...
2. Ditto ditto and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	3	3	...	...	..	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	..	...	...	...	...
4. Ditto light engines	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13	13	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	14	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	5	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	25	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	21	22	...	...	...	...	...
10. Ditto over obstructions on the line	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	10	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	32	32	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	10	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	5	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	6	...	...	...	...	...
23. Fire in trains	...	12	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...
25. Other accidents	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	1	118	119	...	18	...	...	...	18	...	...	...	...	...	...	...	...	...	1	68	69	...	...	...	...	...	...

(a) Includes the Rohilkund and Kumaon (Lucknow-Bareilly section).

ABSTRACT No. 8.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the nine months ending 30th September 1894, as having occurred on the several railways open for traffic in INDIA, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—*continued*.

METRE GAUGE—*contd.*

	BENGAL DOOARS.									DIBRU-SADIYA.									JODHPORE-BIKANEER (JODHPORE AND BIKANEER SECTIONS).							
	No.			Number of passengers and others		Number of servants		Total all classes		No.			Number of passengers and others		Number of servants		Total all classes		No.			Number of passengers and others		Number of servants		Total all classes	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
2. Ditto ditto and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	1	1	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Ditto light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	1	1	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	2	2	...	...	...	...	...	...	1	6	7	...	...	...	...	...	..	...	1	1	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	.	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	...	8	8	...	...	...	...	...	...	...	17	17	...	...	...	...	...	...	...	29	29	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	1	1	...	1(a)	...	...	...	1
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	..	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	...	...	..	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	6	6	...	...	...	...	...	..
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	15	15	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	2	2	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	1	1	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	9	9	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
TOTAL ALL CLASSES	...	8	8	...	...	...	...	...	...	1	71	72	...	...	...	...	...	...	...	56	56	...	1(a)	...	...	...	1

(a) Not a passenger.

ABSTRACT No. 8.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the nine months ending 30th September 1894, as having occurred on the several railways open for traffic in INDIA, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—*continued*.

METRE GAUGE—*contd.*

	BURMA (STATE).									DHOONDHUR.										ROHILKUND AND KUMAON (a).									
	No.			Number of passengers and others		Number of servants		Total all classes		No.			Number of passengers and others		Number of servants		Total all classes			No.			Number of passengers and others		Number of servants		Total all classes	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains	1	...	1	...	18	...	...	...	18	...	...	...	...	...	...	...	...	...		...	1	1	...	...	...	...	...	...	
2. Ditto ditto and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	
3. Collisions between goods trains or parts of goods trains	...	3	3	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	
4. Ditto light engines	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	
5. Passenger trains or parts of passenger trains leaving the rails	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	2	2	...	...	...	...	...	...	
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	14	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	13	13	...	...	...	...	...	...	
7. Trains or engines travelling in the wrong direction through points	...	5	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	
9. Trains running over cattle on the line	...	25	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		1	21	22	...	...	...	...	...	...	
10. Ditto over obstructions on the line	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	2	2	...	...	...	...	...	...	
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	3	3	...	...	...	...	...	...	
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	
12(a). Ditto of tubes, etc., of engines	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	10	10	...	...	...	...	...	...	
13. The failure of machinery, springs, etc., of engines	...	32	32	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	3	3	...	...	...	...	...	...	
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	1	1	...	...	...	...	...	...	
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	
18. Ditto of couplings	...	10	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	2	2	...	...	...	...	...	...	
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	
21. The flooding of portions of permanent-way	...	5	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	6	6	...	...	...	...	...	...	
23. Fire in trains	...	12	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	4	4	...	...	...	...	...	...	
25. Other accidents	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	
TOTAL ALL CLASSES	1	118	119	...	18	...	...	...	18	...	...	...	...	...	...	...	...	...		1	68	69	...	...	...	...	...	...	

(a) Includes the Rohilkund and Kumaon (Lucknow-Bareilly section).

ABSTRACT No. 8.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the nine months ending 30th September 1894, as having occurred on the several railways open for traffic in INDIA, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—*continued*.

METRE GAUGE—*contd.*

	BENGAL DOOARS.									DIBRU-SADIYA.										JODHPORE-BICKANEER (JODHPORE AND BICKANEER SECTIONS).									
	No.			Number of passengers and others		Number of servants		Total all classes		No.			Number of passengers and others		Number of servants		Total all classes			No.			Number of passengers and others		Number of servants		Total all classes	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	1	1	...	...	...	...	...	...	
2. Ditto ditto and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...		...	1	1	...	...	...	...	...	...	
3. Collisions between goods trains or parts of goods trains	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	
4. Ditto light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	
5. Passenger trains or parts of passenger trains leaving the rails	...	1	1	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	2	2	...	...	...	...	...	...	1	6	7	...	...	...	...	..	...		...	1	1	...	...	...	...	...	..	
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...		...	...	...	..	...	...	...	...	...	
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	
9. Ditto over cattle on the line	...	8	8	...	...	...	...	...	...	...	17	17	...	...	...	...	...	...		...	29	29	...	...	...	...	...	...	
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...		...	1	1	...	1(a)	...	...	...	1	
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	2	2	..	...	...	...	...	...	
13. The failure of machinery, springs, etc., of engines	...	...	...	..	...	...	...	...	...	...	4	4	...	...	...	..	...	...		...	6	6	...	...	...	...	...	..	
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	1	1	...	...	...	...	...	...	
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...		...	1	1	...	...	...	...	...	...	
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	15	15	...	..	...	...	...	...		...	1	1	...	...	...	...	...	...	
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	2	2	...	...	...	...	...	...	
21. The flooding of portions of permanent-way	...	1	1	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...		...	9	9	...	...	...	...	...	...	
22. Slips in cuttings or embankments	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	..	...	...	...	...	
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	
25. Other accidents	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...		...	1	1	...	...	...	...	...	...	
TOTAL ALL CLASSES	...	8	8	...	...	...	...	...	...	1	71	72	...	...	...	...	...	...		...	56	56	...	1(a)	...	...	...	1	

(a) Not a passenger.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the nine months ending 30th September 1894, as having occurred on the several railways open for traffic in INDIA, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—*continued.*

	METRE-GAUGE—*concld.*								SPECIAL GAUGES.													
	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR (a).								JODHPUR. (2' 0")								DARJEELING-HIMALAYAN (2' 0").							
	No.			Number of passengers and others		Number of servants		Total all classes	No.			Number of passengers and others		Number of servants		Total all classes	No.			Number of passengers and others		Number of servants		Total all classes	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Ditto ditto and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Ditto light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, etc., leaving the rails	...	2	2	...	...	..	...	...	...	...	19	19	...	...	...	...	...	...	...	7	7	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	...	17	17	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	1	1	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	..	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	..	...	..	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	..	...	...	...	...	...	...	...	2	2	...	...	...	..	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	8	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...
TOTAL ALL CLASSES	...	29	29	...	...	...	...	...	...	...	28	28	...	...	...	...	...	...	...	11	11	...	...	...	...	...

(a) Includes the Jetalsar-Rájkot railway.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the nine months ending 30th September 1894, as having occurred on the several railways open for traffic in INDIA, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—*concluded.*

	SPECIAL GAUGES—*concld.*															
	THE GAEKWAR'S DABHOI (2' 6").									MORVI (2' 6").										
	No.			Number of passengers and others		Number of servants		Total all classes		No.			Number of passengers and others		Number of servants		Total all classes	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Ditto ditto and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Ditto ditto or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Ditto light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	...	1	1	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	.	...	...	...	...	...	...	...	...	..	...	...	...
21. The flooding of portions of permanent-way	...	6	6	...	...	...	...	...	...	...	15	15	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	...	10	10	...	...	...	...	...	...	...	20	20	...	...	...	...	...	...

ABSTRACT

ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., on the several RAILWAYS open for different CLASSES of ACCIDENTS and the number of PASSENGERS and OTHERS, and of RAILWAY

No. 4.

TRAFFIC in INDIA, reported during the NINE MONTHS ending 30th September 1894, distinguishing the SERVANTS KILLED or INJURED in each class of accident.

	STANDARD GAUGE LINES.												METRE GAUGE											
	Average number of accidents during the three previous corresponding periods of 1891, 1892, and 1893.			NINE MONTHS ENDING 30TH SEPTEMBER 1894.									Average number of accidents during the three previous corresponding periods of 1891, 1892, and 1893.			NINE MONTHS ENDING 30TH							
				Number.			Number of passengers and others		Number of servants		Total all classes					Number.			Number of passengers and others		Number of servants		Total all classes	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	1	1	2	1	1	2	...	...	...	...	...	...	...	1	1	3	3	6	...	18				
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	9	13	22	8	15	23	...	28	...	9	...	37	2	10	12	4	4	8	...	1				
3. Collisions between goods trains or parts of goods trains	6	46	52	...	63	63	...	...	1	...	1	...	2	15	17	...	17	17	...	...				
4. Collisions between light engines	1	17	18	...	11	11	...	...	...	1	...	1	...	5	5	...	5	5	...	...				
5. Passenger trains or parts of passenger trains leaving the rails	18	26	44	10	16	26	...	...	...	1	...	1	3	23	26	2	20	22	...	...				
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	11	143	154	8	130	138	...	...	...	2	...	2	3	82	85	2	86	88	...	...				
7. Trains or engines travelling in the wrong direction through points	2	34	36	3	40	43	...	...	...	1	...	1	1	15	16	1	13	14	...	...				
8. Trains running into stations or sidings at too high a speed	1	3	4	3	6	9	...	10	4	...	4	10	...	3	3	1	13	14	...	...				
9. Trains running over cattle on the line	2	745	747	3	861	864	...	...	...	1	...	1	3	834	837	1	853	854	...	...				
10. Trains running over obstructions on the line	5	68	73	12	48	60	7 (a)	3 (a)	2	7	9	10	2	36	38	...	39	39	...	3 (a)				
11. Trains running through gates at level-crossings	2	23	25	1	19	20	...	...	...	1	...	1	...	21	21	...	11	11	...	...				
12. The bursting of boilers of engines	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
12(a). The bursting of tubes, etc., of engines	...	51	51	1	106	107	...	...	...	...	...	..	...	57	57	...	73	73	...	...				
13. The failure of machinery, springs, etc., of engines	...	216	216	1	266	267	...	...	...	...	...	...	...	104	104	...	137	137	...	...				
14. The failure of tyres	1	5	6	...	3	3	..	...	...	...	...	...	...	4	4	...	8	8	...	...				
15. Ditto of wheels	...	2	2	...	2	2	.	...	...	...	...	...	...	1	1	...	1	1	...	...				
16. Ditto of axles	1	12	13	1	7	8	...	...	...	...	...	...	2	17	19	2	27	29	...	6				
17. Ditto of brake apparatus	...	...	...	...	2	2	...	...	...	...	...	...	...	4	4	...	3	3	...	...				
18. Ditto of couplings	1	61	62	2	49	51	...	7	...	1	...	8	...	95	95	...	91	91	...	...				
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	4	4	8	2	6	8	..	...	...	...	...	...	...	...	...	...	...	...	...	...				
20. Broken rails	...	31	31	...	35	35	...	...	...	...	...	...	...	10	10	...	12	12	...	...				
21. The flooding of portions of permanent-way	23	26	49	21	66	87	..	...	...	...	...	...	6	32	38	2	51	53	...	...				
22. Slips in cuttings or embankments	7	31	38	3	33	36	...	...	...	...	...	...	...	2	2	...	1	1	...	...				
23. Fire in trains	2	90	92	1	34	35	...	...	...	...	...	...	...	33	33	...	39	39	...	...				
24. Fire at stations, or involving injury to bridges or viaducts	2	38	40	...	22	22	1 (a)	...	...	...	1	...	...	7	7	...	4	4	...	...				
25. Other accidents	5	119	124	...	108	108	...	...	...	1	...	1	...	34	34	1	24	25	...	...				
TOTAL FOR THE NINE MONTHS ENDING 30TH SEPTEMBER 1894				81	1,950	2,031	8 (a)	48 (b)	7	25	15	73				19	1,535	1,554	...	38 (b)				
Average of the three previous corresponding periods of 1891, 1892 and 1893				104	1,805	1,909	5	24	7	40	12	64				24	1,445	1,469	2	15				
Mean mileage worked					11,283												7,047							
Number of servants employed					133,894												52,656							
Train-mileage of all descriptions					35,560,593												14,369,117							
Number of passengers carried					66,992,180												35,100,404							
Passenger-mileage					3,017,005,299												1,347,972,599							
Per mile open—																								
Train-mileage of all descriptions					3,152												2,089							
Number of passengers carried					5,946												4,981							
Passenger-mileage					267,303												191,283							
Total passengers—																								
Killed per million of passengers					...												...							
Injured per million of passengers					0·672												0·712							
Killed per million of passenger miles					...												...							
Injured per million of passenger miles					0·014												0·019							

(a) Not passengers. (b) Of these three were not passengers.

LINES.	SPECIAL GAUGE LINES.												TOTAL ALL GAUGES.												
SEPTEMBER 1894.	Average number of accidents during the three previous corresponding periods of 1891, 1892, and 1893.			NINE MONTHS ENDING 30TH SEPTEMBER 1894.									Average number of accidents during the three previous corresponding periods of 1891, 1892, and 1893.			NINE MONTHS ENDING 30TH SEPTEMBER 1894.									
				Number.			Number of passengers and others		Number of servants		Total all classes					Number.			Number of passengers and others		Number of servants		Total all classes		
Number of servants	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number of headings.
...	...	...	...	...	...	...	...	...	...	...	...	...	1	2	3	4	4	8	...	18	...	...	...	18	1
...	1	...	2	...	...	...	...	...	...	...	...	...	11	23	34	12	19	31	...	29	...	10	...	39	2
...	...	...	...	...	...	...	...	...	...	...	...	...	8	61	69	...	80	80	...	...	1	...	1	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	1	22	23	...	16	16	...	...	...	1	...	1	4
...	...	...	...	1	5	6	...	3	3	...	...	...	22	54	76	12	39	51	...	...	...	1	...	1	5
...	...	...	...	1	13	14	...	26	26	...	...	...	15	238	253	10	242	252	...	...	...	2	...	2	6
1	...	1	...	...	...	...	...	...	...	...	...	...	3	49	52	4	53	57	...	...	1	1	1	1	7
...	...	...	...	...	...	...	...	...	...	...	...	...	1	6	7	4	19	23	...	10	4	...	4	10	8
...	...	...	...	...	6	6	...	6	6	...	...	...	5	1,585	1,590	4	1,720	1,724	...	...	...	1	...	1	9
...	..	...	3	...	1	1	...	...	...	...	...	...	7	105	112	12	87	99	7 (a)	6 (a)	2	7	9	13	10
...	...	...	...	...	...	...	...	...	...	...	...	...	2	44	46	1	30	31	...	...	...	1	...	1	11
...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	12
...	...	...	...	...	...	...	...	...	...	...	...	...	...	108	108	1	179	180	...	...	...	...	..	..	12A
...	...	...	...	...	6	6	...	6	6	...	...	...	...	326	326	1	409	410	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	1	9	10	...	11	11	...	...	...	...	...	...	14
...	...	...	...	...	2	2	...	2	2	...	...	...	...	5	5	...	5	5	...	...	...	...	...	...	15
...	4	...	10	...	4	4	...	3	3	...	...	...	3	33	36	3	37	40	...	6	...	4	...	10	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	4	...	5	5	...	...	...	...	...	...	17
...	...	...	...	...	2	2	...	...	...	...	...	...	1	158	159	2	140	142	...	7	...	1	...	8	18
...	...	...	...	...	...	...	...	...	...	...	...	...	4	4	8	2	6	8	...	...	...	...	..	...	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	41	41	...	47	47	...	...	...	...	...	...	20
1	3	1	3	...	2	2	...	21	21	..	...	..	29	60	89	23	138	161	...	..	1	3	1	3	21
...	...	...	...	...	...	...	...	...	...	...	...	...	7	33	40	3	34	37	...	...	..	...	...	...	22
...	...	...	...	...	2	2	...	...	...	...	...	...	2	125	127	1	73	74	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	...	...	...	2	45	47	...	26	26	1 (a)	...	...	...	1	...	24
...	...	...	...	...	2	2	...	...	...	...	...	...	5	153	158	1	134	135	...	...	...	1	...	1	25
2	8	2	36				...	69	69	...	...	...				100	3,554	3,654	8 (a)	76 (c)	9	33	17	109	
6	9	8	24				2	43	45	...	...	...	1	...	1	130	3,293	3,423	7	39	13	50	20	89	
					242												18,572							
					1,530												188,080							
					290,091												50,219,801							
					634,822												102,727,406							
					16,475,107												4,381,453,005							
					1,119												2,704							
					2,623												5,531							
					68,079												235,917							
					...												...							
					...												0·681							
					...												...							
					...												0·016							

(c) Of these six were not passengers.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, June 8th, 1895.

During the whole of the past week the appearance of the monsoon in Ceylon and along the west coast of India and its full establishment over the Bay have been anticipated. But throughout the week abnormal conditions have existed over Southern India and Ceylon, and have been opposed to an early and strong advance of monsoon winds. Over the Bay conditions have perhaps been a trifle less unfavourable to an advance of monsoon winds than they have been in the Arabian Sea, but the rainfall, which has occurred during the week in Burma, Assam, and Bengal, has been of an intermittent, and scattered character showing an absence of any steady current from the Bay. On Friday, the 7th, and the following day a somewhat remarkable fall of rain occurred along the North-Western Himalayas. On these days there was an entire absence of rain along the West Coast, and almost entire absence from Bengal, yet heavy monsoon rainfall occurred over the Kumaun and North-Western Himalayas, as well as over the plains at their foot. Owing to the delay in the establishment of the rains, there has been a general excess of temperature during the week, the excess being most marked in the Peninsula and the Central Provinces, where, under normal conditions, the rains would by now have been more or less established.

Daily Summary.—*Sunday.*—Pressure had increased slightly to briskly over the whole area. Pressure was above the normal, except in the extreme south, and gradients were only moderate. Strong westerly winds continued in Sind, Kathiawar, and the central parts of the country, but elsewhere the winds were light and unsteady, and on the Malabar Coast were north-easterly. Showers had occurred fairly generally in Burma, Bengal, and Assam, and at a few scattered places in the Peninsula. The heaviest fall was 4·46 inches at Diamond Island.

Monday.—Pressure had decreased at the majority of stations, but the changes were small, and the general conditions were unchanged. Pressure was normal in Malabar and the Punjab, and in excess elsewhere. Winds were practically unchanged. Calms were reported on the Malabar Coast. Showers had again occurred in Burma, Assam, East and North Bengal, and at a few places in the Peninsula.

Tuesday.—The barometer was steady at Colombo and in Southern India, and had risen elsewhere. Pressure was in large excess in Assam, in considerable excess in Bengal, Burma, North Bombay, and the central parts of the country, and in slight excess in other parts of the country. The winds were still unchanged, and calms and unsteady winds continued on the west coast of India and in Ceylon. Showers were very general over North-Eastern India, and scattered showers were reported from a few places in the Peninsula.

Wednesday.—The barometric changes were very small, and the general distribution was unchanged in character. The large excess of pressure over North-Eastern India, and the considerable excess over Central India and the north of the Peninsula had been firmly maintained. The winds generally were light in force and abnormal and unsteady in direction, except in Sind, Kathiawar, and Central India, where strong westerly winds, and along the foot of the Hills, where light easterly winds, were reported. A good deal of light rainfall was reported from Bengal and Assam, but elsewhere there was very little rain.

Thursday.—There was again no change of importance in the general distribution of pressure, and gradients were abnormally slight for the time of year. The winds were the same in direction and force as on the preceding day. Calms

and variable airs prevailed in Malabar. Light to moderate showers had fallen in Burma, Bengal, and the Peninsula. Cochin, Burdwan, Fort Stedman, and Moulmein had received over 1 inch.

Friday.—Pressure had changed irregularly. It had increased briskly to rapidly in a small area in the north-west of the North-Western Provinces, while it had decreased over the Peninsula, Bengal, and Assam. Pressure was in large excess over the west of the North-Western Provinces, and in considerable excess in Burma, Bengal, Rajputana, and North Bombay. The easterly current of wind up the Gangetic plain had increased in strength, and the wind at Colombo was rising slightly. Elsewhere there was little change. Light to moderate thundershowers had occurred in Burma, Lower Bengal, and the Peninsula, and a series of considerable thundershowers had given heavyish rain to the west of the North-Western Provinces and to the Kumaun Himalayas.

Saturday.—The barometer had risen rapidly over the North and Central Punjab, and slightly to briskly over the remainder of India. Pressure was in large excess in the north and slight defect in the south; hence gradients were abnormally slight over the whole Indian area. Winds were inclined to strengthen at Colombo, but were abnormally light and unsteady over the greater part of India. Scattered showers due to dust and thunder storms had occurred over Burma, East Bengal, the west of the North-Western Provinces, the Punjab, the North-Western Himalayas, the Deccan, Central India, and Mysore. The amounts in only a few cases exceeded 1 inch.

Temperature.—Owing to the delay in the establishment of the monsoon currents over Western and Central India and owing to the extensive, though comparatively light, rainfall over parts of North-Western India, the temperature conditions of the week under review have been remarkable; for, while in Bombay and the Central Provinces the mean temperature has been steadily excessive throughout the week, the mean temperature in the Punjab and the North-Western Provinces underwent a sudden and large fall at the close of the week. The following table shows the variations of the mean temperature from the normal in the different provinces of India for each day of the week:

Province.	June 1895.							Mean variation of week.
	2nd	3rd	4th	5th	6th	7th	8th	
	°	°	°	°	°	°	°	°
Burma	−0·7	−0·7	+0·3	+0·7	+1·7	+1·0	+0·4	+0·4
Bengal and Assam	+1·5	+0·8	+0·1	−1·2	−2·7	−1·1	+0·2	−0·3
North-Western Provinces and Oudh	+1·9	+0·1	−0·2	+0·4	+0·2	−2·1	−4·8	−0·6
Punjab	+4·4	+3·3	+2·2	+1·9	+4·7	+4·2	−2·2	+2·6
Bombay	+3·2	+4·3	+4·7	+4·8	+4·8	+4·2	+4·2	+4·3
Central Provinces and Berar	+3·6	+4·0	+4·7	+4·1	+5·1	+4·5	+3·9	+4·3
Central India and Gujarat	0	−0·2	+0·2	+0·8	+1·4	+1·2	+0·6	+0·6
Sind and Rajputana	+0·6	+0·2	+0·7	+1·0	+1·1	+0·8	+0·1	+0·6
Madras	+3·7	+2·9	+2·9	+3·7	+3·1	+1·8	+2·0	+2·9
Mean for whole of India	+2·0	+1·6	+1·7	+1·8	+2·2	+1·6	+0·5	+1·6

The final line of figures shows that the mean temperature of the whole of India was excessive on each day of the week, the amount of the excess being fairly uniform, except on the last day, when, owing to the rainfall described above, a decided fall had occurred. The provincial variations exhibit a slight defect of temperature over Bengal, Assam, and the North-Western Provinces, and an excess

elsewhere. In Bombay and the Central Provinces this excess amounted to over 4°, in Madras to 2·9°, and in the Punjab to 2·6°, but elsewhere it was small and unimportant.

The highest maximum reported on each day was—

On June	2nd	117·6°	at	Jacobabad.
„	3rd	113·7°	„	„
„	4th	114·2°	„	„
„	5th	112·2°	„	„
„	6th	115·4°	„	Montgomery.
„	7th	116·4°	„	„
„	8th	114·1°	„	Dera Ismail Khan.

Rainfall.—The most marked features about the rainfall of the past week have been (1) the delay in the setting of the monsoon rains on the south-west coast of India and in the south of the Bay; and (2) the sudden burst of rain which occurred in parts of the North-Western Provinces and of the Punjab at the close of the week.

Notwithstanding the delay in the establishment of the monsoon, fairly general rainfall has prevailed throughout the country, the only divisions which received absolutely no rainfall being Oudh (South), Gujarat, Kathiawar, Sind, and Rajputana (West), while the divisions, which received a total of less than 0·10 inch for the week are the North-Western Provinces (East and Central), the Punjab (Central and West), Berar, all the Central Provinces divisions, and the East Coast, South. In all these divisions the week was absolutely or practically rainless, but in all other parts of the country rain was received in effective amounts. The only large average actual rainfall was in Tenasserim, and amounted to 10·33 inches; this was followed by 3·93 inches in Arakan, by 3·37 inches in Assam (Surma), by 2·50 inches in North Bengal, and by 2·43 inches in East Bengal. These were the heaviest average rainfalls, while the lightest effective rainfall was an average of 0·13 inch in Madras, South. In nearly every part of the country the rainfall was lighter than is usually experienced during the week under review. This was particularly noticeable in the case of those divisions which are most exposed to the first advances of the monsoon; thus Arakan had a deficiency of 8·37 inches, Malabar of 9·40 inches, Coorg of 5·39 inches, and the Konkan of 5·33 inches. All the cases of excessive rain were small, and were confined, with one exception, to the Punjab and North-Western Provinces. The largest excess was 0·91 inch in Tenasserim, followed by 0·59 inch in the North-Western Provinces, Submontane division.

With the present report a new rainfall period, that of the south-west monsoon, is commenced; hence the information in the three last columns of the table is the same as that given in the first three.

The following heavy falls of rain are reported: Amherst (Tenasserim) 10·94 inches, Dedaye, (Maubin) 5·21 inches, Shwegyin 5·52 inches, Akyab 7·28 inches, Narayanganj 5·78 inches, Sylhet 9·18 inches, Jessore 5·55 inches, Pirganj (Rungpur) 7·13 inches, Alipur (Jalpaiguri) 8·29 inches, Man (Jhansi) 4·00 inches, Jansath (Muzaffarnagar) 3·20 inches, Dharmsala 3·35 inches, Khushab (Shahpur) 2·97 inches, Udipi (Mangalore) 2·33 inches, Huliyar (Tumkur) 2·54 inches, Gokak (Belgaum) 5·39 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending June 8th, 1895. Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Rainfall data from June 2nd to June 8th, 1895. Average actual rainfall of season to date.	Average normal rainfall, June 2nd to June 8th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	10·33	9·42	+ 0·91	10·33	9·42	+ 10
	Lower Burma	1·67	4·50	— 2·83	1·67	4·50	— 63
	Central Burma	1·36	4·06	— 2·70	1·36	4·06	— 67
	Upper Burma	1·15	?	?	1·15	?	?
	Arakan	3·93	12·30	— 8·37	3·93	12·30	— 68
Bengal and Assam	East Bengal	2·43	4·43	— 2·00	2·43	4·43	— 50
	Assam (Surma)	3·37	7·33	— 3·96	3·37	7·33	— 54
	Do. (Brahmaputra)	1·70	3·52	— 1·82	1·70	3·52	— 52
	Deltaic Bengal	1·93	2·39	— 0·46	1·93	2·39	— 19
	Central Bengal	1·65	1·92	— 0·27	1·65	1·92	— 14
	North Bengal	2·50	4·55	— 2·05	2·50	4·55	— 45
	Orissa	0·68	1·15	— 0·47	0·68	1·15	— 41
	Chota Nagpur	0·70	1·02	— 0·32	0·70	1·02	— 31
	Bihar (South)	0·16	0·39	— 0·23	0·16	0·39	— 59
	Do. (North)	0·36	0·87	— 0·51	0·36	0·87	— 59
North-Western Provinces and Oudh.	North-Western Provinces (East)	0·03	0·21	— 0·18	0·03	0·21	— 86
	Do. (Submontane) (*a*)	0·02	0·37	— 0·35	0·02	0·37	— 95
	Oudh (South)	0	0·22	— 0·22	0	0·22	— 100
	Do. (North)	0·54	0·36	+ 0·18	0·54	0·36	+ 50
	North-Western Provinces (Central).	0·01	0·18	— 0·17	0·01	0·18	— 95
	North-Western Provinces (West).	0·33	0·18	+ 0·15	0·33	0·18	+ 83
	North-Western Provinces (Submontane). (*b*)	1·02	0·43	+ 0·59	1·02	0·43	+ 137
Punjab	Punjab (South)	0·19	0·20	— 0·01	0·19	0·20	— 5
	Do. (Central)	0·05	0·22	— 0·17	0·05	0·22	— 77
	Do. (Submontane)	0·29	0·26	+ 0·03	0·29	0·26	+ 12
	Do. (Hill Districts)	1·04	0·89	+ 0·15	1·04	0·89	+ 17
	Do. (North-West)	0·21	0·18	+ 0·03	0·21	0·18	+ 17
	Do. (West)	0·09	0·07	+ 0·02	0·09	0·07	+ 29
Bombay and Malabar Coast Districts (Madras).	Malabar	0·63	10·03	— 9·40	0·63	10·03	— 94
	Madras (South Central)	0·48	1·20	— 0·72	0·48	1·20	— 60
	Coorg	0·84	6·23	— 5·39	0·84	6·23	— 87
	Mysore	1·04	1·16	— 0·12	1·04	1·16	— 10
	Konkan	0·29	5·62	— 5·33	0·29	5·62	— 95
	Bombay Deccan	1·03	1·07	— 0·04	1·03	1·07	— 39
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0·28	1·46	— 1·18	0·28	1·46	— 81
Central Provinces and Berar.	Berar	0·05	1·13	— 1·08	0·05	1·13	— 96
	Central Provinces (West)	0·07	1·00	— 0·93	0·07	1·00	— 93
	Ditto (Central)	0·03	0·60	— 0·57	0·03	0·60	— 95
	Ditto (East)	0·01	0·91	— 0·90	0·01	0·91	— 99
Bombay (North)	Gujarat	0	0·49	— 0·49	0	0·49	— 100
	Kathiawar	0	0·21	— 0·21	0	0·21	— 100
	Sind	0	0·03	— 0·03	0	0·03	— 100
Rajputana and Central India.	Central India (East)	0·18	1·27	— 1·09	0·18	1·27	— 86
	Rajputana (East), Central India (West).	0·20	0·65	— 0·45	0·20	0·65	— 69
	Rajputana (West)	0	0·21	— 0·21	0	0·21	— 100
Madras	East Coast (North)	0·48	0·72	— 0·24	0·48	0·72	— 33
	Ditto (ditto) (*a*)	1·25	2·22	— 0·97	1·25	2·22	— 44
	Hyderabad (South)	0·59	0·88	— 0·29	0·59	0·88	— 34
	Madras (Central)	0·55	0·68	— 0·13	0·55	0·68	— 19
	East Coast (Central)	0·35	0·69	— 0·34	0·35	0·69	— 49
	Ditto (South)	0·05	0·59	— 0·54	0·05	0·59	— 92
	Madras (South)	0·13	0·38	— 0·25	0·13	0·38	— 66

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

SIMLA, *13th June 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 8th June.*—Rainfall moderate in parts of the Circars and the Deccan districts and Salem; light showers elsewhere. No rain in the Carnatic. The rainfall to date is generally below average on the West Coast and Carnatic districts. Ploughing and sowing are going on slowly in parts. The standing crops are generally fair. Pasture is scarce, but fodder is sufficient. Cattle are generally in good condition. Prices are practically stationary.

Bombay.—*For week ending 12th June.*—Rain in parts of the Deccan, Konkan, and Karnatak; more rain is required in parts of Thar and Parkar, Ahmednagar, and Dharwar. The standing crops are good, except in parts of Thar and Parkar where they have been damaged by high winds. Preparations for the monsoon crops are general. Sowing is progressing in parts of six districts, but is retarded in parts of Kanara and Ratnagiri for want of rain. Transplantation has commenced in Hyderabad. The fodder-supply is sufficient, and agricultural stock are in good condition. Prices are normal, except in parts of Ahmednagar and Sholapur.

Bengal.—*For week ending 10th June.*—There was rain in all districts of Bengal Proper and in Cuttack; in Bihar there were local showers only. The sowing of early rice and jute is almost over, and both crops so far are doing well. The preparation of the land for the winter rice has commenced in Bihar. Rain is generally required for the sowing of the autumn crops. Sugarcane, indigo, and other standing crops are in good condition. The price of common rice is stationary.

North-Western Provinces and Oudh.—*For week ending 12th June.*—Rain has fallen in all but four districts, and the falls have been somewhat heavy in the Gorakhpur, Bareilly, and Jhansi districts. Preparations for the autumn crops are in active progress. Sugarcane and extra crops are being irrigated, and are doing well. Threshing and winnowing of the spring crops have terminated. Supplies and fodder are ample, except in Fyzabad where fodder continues insufficient. Prices are rising in five districts, but are generally stationary elsewhere.

Punjab.—*For week ending 12th June.*—Slight rain has fallen in Hissar, Delhi, Jullundur, Ferozepore, Amritsar, and in parts of the Umballa, Lahore, Rawal Pindi, and Shahpur districts. Harvesting of the spring crops is nearly over. The ploughings for the autumn crops have commenced in Umballa. Sowings are in progress in Lahore, Mooltan, and Shahpur, and weeding in Sialkot. The condition of the extra spring crops is average in Jullundur, and good in Dera Ismail Khan. The autumn crops are good in Amritsar, but more rain is wanted to complete the autumn sowings in Hissar and Rawal Pindi, where prospects are average. Young locusts are reported as having been hatched in a village of one tahsil of the Dera Ismail Khan district, but steps are being taken for their destruction. Cattle are generally in good condition, and fodder is sufficient in all districts, except in parts of Dera Ismail Khan. Prices are rising in Shahpur and Peshawar, normal in Umballa, and low elsewhere.

Central Provinces.—*For week ending 12th June.*—Weather very hot and cloudy with rainfall in the northern districts, Narsinghpur, and Hoshangabad.

There was a severe hailstorm in Narsinghpur on the 8th and a thunderstorm accompanied by rain at Nagpur on the 9th. Preparation of the land for the autumn crops continues. Prices are almost stationary.

Burma.—*For week ending 8th June.*—Rain has fallen in most districts. In Lower Burma agricultural operations have commenced in five districts; elsewhere preparations are in progress. In Upper Burma reaping of the dry-weather paddy is approaching completion, and cultivation of the wet-weather paddy has begun in most places. Sowing of the miscellaneous wet-weather crops is in progress in five districts. The standing crops generally promise well, except in Bhamo where much damage to the plants has been caused by floods. The price of paddy has risen slightly in four districts, and fallen slightly in three others. In the Ruby Mines district the rise is very large; elsewhere the price is stationary.

Assam.—*For week ending 11th June.*—Weather sultry. Sowing of late rice seedlings continues. The condition of cattle is fair. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 12th June.*—MYSORE: Good rain has fallen in parts of Hassan, Shimoga, Chitaldroog, and Tumkur; slight rain elsewhere. Standing crops and prospects are good. Prices have risen slightly in Kolar, and fallen in Shimoga.

COORG: Rainfall moderate. Ploughing for rice continues. Sowing of *ragi* (*Eleusine coracana*) has been retarded for want of rain. Water and fodder for cattle are sufficient. Prices are normal.

Berar and Hyderabad.—*For week ending 12th June.*—BERAR: Weather warm and cloudy with moderate rainfall during the week. Ploughing of fields for the rain crop continues. The fodder and water-supply is inadequate in parts of two districts. Prices are almost stationary.

HYDERABAD: Rainfall moderate during the week. Prices are normal.

Central India.—*For week ending 12th June.*—Rain during the week in all Agencies, except Baghelkhand and Bhopawar. Agricultural operations for the autumn sowings have commenced in Bhopal, Western Malwa, Bhopawar, and Goona. Cattle are in fairly good condition, except in Bhopal. Pasturage is good and sufficient in all Agencies, except in parts of Gwalior. Prices of food-grains are high in Goona and Bhopal, rising in Baghelkhand and parts of Gwalior, but are normal elsewhere.

Rajputana.—*For week ending 12th June.*—Rain has fallen in parts, attended with thunder and lightning. Agricultural operations are satisfactory. Land is being prepared for the autumn crops in parts. Prospects and agricultural stock are generally good. Fodder is sufficient, except in Dholepore. Prices have fallen in one State and risen in two others, but are steady elsewhere.

Kashmir.—*For week ending 11th June.*—KASHMIR VALLEY: Rainfall slight. The weather is now fine. Reaping of the barley crops has commenced in some places. The wheat crops are ripening. Reaping of oil-seeds is in progress. The autumn crops have mostly been sown. Prices continue normal.

JAMMU PROVINCE.—*For week ending 12th June.*—Rainfall slight. Harvesting of the spring crops is completed. Sowings for the autumn crops have commenced. Cattle are generally in good condition. Prices are normal.

Nepal.—*For week ending 8th June.*—Thunderstorms, but little rain. Prospects of Indian-corn are good.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

No. $\frac{13}{81-2}$.

Extract from the Proceedings of the Government of India in the Department of Revenue and Agriculture (Land-Surveys),—dated Simla, the 7th June, 1895.

Read—

The General Report on the operations of the Survey of India Department during the year 1893-94.

RESOLUTION.

Excluding the work of the Forest Survey Branch, which is noticed in paragraph 5 of this Resolution, the field operations during the year under review were carried on by twenty parties (of which two were double parties) and four small detachments. The various classes of work on which they were engaged are shown below:

Class of work.	Number of parties employed.	Number of detachments employed.
1. Trigonometrical	1	...
2. Topographical	3	2
3. Forest (excluding the Imperial Forest Survey Branch)	4	...
4. Cadastral	6 (two double)	2
5. Traverse	1	...
6. Scientific	3	...
7. Geographical	2	...
Total ...	20	4

Thus eleven parties and two detachments were engaged on remunerative operations connected with land or forest revenue, as compared with twelve parties and one detachment in 1892-93.

2. The aggregate area surveyed on all scales during the year under report was 127,477 square miles, against a total of 104,711 square miles in 1892-93. These figures do not include the traverse operations carried on in the Central Provinces as a basis for field surveys under the Settlement Department, or the skeleton survey of village boundaries in Bengal. These two operations covered a further total area of 3,572 square miles in 1893-1894, and of 3,563 square miles in the preceding year.

3. The party which has been employed during the past three years on trigonometrical surveys extended, during the year under report, the principal triangulation northwards in Upper Burma over a direct distance of 90 miles, besides carrying a secondary series of triangles over 70 miles along the coast south-eastwards from Karachi.

As in the preceding year, three parties were employed on topographical surveys in the Bombay Presidency, in Baluchistan and in the Himalayas; one detachment continued the survey of the river Indus in Sind; while another was formed for the survey of the peninsula of Aden and of that portion of the Yafi'i country in Arabia which was left unfinished in the year 1891-92. A total area of 16,072 square miles was topographically surveyed, as compared

with 10,215 square miles in the previous year, in addition to small areas surveyed by cadastral parties in the Shwebo and Amherst districts of Burma and by the Forest Survey Branch in the Bashahr State. The two parties employed on geographical survey in Upper Burma having practically completed their preliminary operations, a detachment from one of these parties has begun the topographical survey of that province.

4. The total area of forest surveyed in the Central Provinces, Bombay, Madras, and Lower Burma by the four parties of the Imperial Survey Department employed exclusively on that work, and in the Himalayas by a topographical party, amounted to 2,522 square miles.

5. The report under review includes for the first time an account of the operations of the Forest Survey Branch, which is under the administration of the Inspector General of Forests and under the superintendence of a Deputy Superintendent of the Survey of India Department. The officers of the Branch are now included in the cadre of that Department. During the year the Branch surveyed 1,433 square miles of forest proper, situated in the Punjab, the Central Provinces, Oudh, and Burma, as well as of 287 square miles of non-forest land in Bashahr (Punjab), which was surveyed on the 1-inch scale for incorporation with topographical surveys.

It is understood from the Inspector General of Forests that these forest maps, although they result from surveys conducted by cheaper agency than the Surveyor General feels able to rely upon, meet all forest requirements both in accuracy of detail and neatness of execution. Under these circumstances the Government of India do not consider it necessary to provide for more costly supervision. They are glad to observe that in other respects the system as carried out by the Superintendent, Mr. W. H. Reynolds, is held by the Surveyor General to be quite satisfactory.

6. Cadastral surveys were carried on by two double parties and a detachment in Bengal, by three parties in Burma, by one in Assam, and by a detachment in the North-Western Provinces. The total area completed during the year was 8,280 square miles, being an increase of 525 square miles as compared with 1892-93. The cost of the different operations of Traverse, Cadastral survey, and record-writing varies considerably from area to area. Explanations of excess cost are in most instances forthcoming; but there is nothing to show why record-writing should cost Rs. 74 per square mile in Palamau, Rs. 78 in Muzuffarpur, and Rs. 70 in Balasore, when it can be done for Rs. 50 in Sarun and for Rs. 54 in Champaran. Full explanation is always desirable in each case where the cost of cadastral work in India exceeds Rs. 70 per square mile. It is recognized that work cannot be carried out in Burma at anything approaching that rate as yet, though it has been found possible to reduce the cost in Magwe to Rs. 111.

7. One party was again employed in traverse surveys in the Central Provinces and the total area traversed amounted to 3,397 square miles, which compares favourably with the outturn for last year. In Bengal the Traverse survey of village boundaries in the Gya and Shahabad districts was completed over an area of 175 square miles.

8. The latitude observations of last year were continued by two astronomical parties; and the latitude and longitude observations are practically complete, and only await that connection with Greenwich which is now in progress. Tidal observations have been continued at 13 stations, and predictions will now be published for 35 tidal stations. In connection with these operations, 370 miles of

double levelling have been run; and the results in both cases reached a very high standard of accuracy.

The two parties employed on the geographical survey of Upper Burma covered an area of 14,790 square miles, thus bringing the task to completion. Reconnaissance surveys were made of over 84,000 square miles in Persia and Arabia and on the north-western frontier, of which the greater portion had not been previously mapped.

9. The work done in the various Head-Quarters offices seems to have been satisfactory. The value of the extra-departmental work done in the Photographic and Lithographic offices decreased from Rs. 91,118 to Rs. 71,141, owing to a smaller demand. On the other hand, the value of original maps and drawings reproduced for the Department itself increased from Rs. 81,128 to Rs. 98,760. The quality of the work executed under Colonel Waterhouse's supervision maintained its high standard of excellence. The two specimens of photo-etching bound up with the report are admirable specimens of what the department can do in the way of artistic finish: while the map work for accuracy and clearness leaves nothing to be desired.

The Drawing Office continued to be principally employed on maps of Burma. A Provincial Drawing Office for Bengal was organised during the year for the preparation of topographical maps from the results of cadastral surveys, as the field parties in Bengal could not cope with the heavy mapping work. The demands on the Mathematical Instrument office for scientific instruments were considerably less than in 1891-92 and 1892-93; but there was a larger outturn of work in the shape of repairs.

10. Pages 16 and 17 of the report contain a summary of the operations of the Department for the nine years during which it has been under the administration of Colonel Sir Henry Thuillier, R.E., who has recently retired from the office of Surveyor General of India. During that period the area covered by Cadastral, Forest, Topographical and Geographical surveys aggregated 844,218 square miles. The surveys of 17 cities and towns, including Calcutta, have also been mapped on various large scales; while 93,694 square miles of Traverse surveys and 25,140 square miles of principal and secondary triangulation have been completed during the same period. Upper Burma has been added to the Geographical map of India; the latitude and longitude observations have been completed; the system of tidal observations and predictions has been largely extended; and a double line of spirit levelling has been carried over a distance of more than 4,000 miles. The Governor General in Council has already taken occasion to express his sense of the value of Colonel Thuillier's services.

ORDER.—Ordered, that the above Resolution be forwarded to the Surveyor General of India, the Inspector General of Forests, Local Governments and Administrations noted on the margin, and to the Foreign, Military and Public Works Departments.

Madras.	Punjab.
Bombay.	Central Provinces.
Bengal.	Burma.
North-Western Provinces and Oudh.	Assam.
	Coorg.

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

[True Extract.]

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

No. 2822-S.R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Simla, the 14th June, 1895.

Read—

Customs Circulars Nos. X to XII and XIV.

ORDERED, that the Circulars be published for general information in the Supplement to the *Gazette of India*.

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

Customs Circular No. X.

From—The Government of India, Finance and Commerce Department, No. 4951-S. R., dated the 12th October 1894.

To—The Director General of the Post Office of India.

I am directed to acknowledge the receipt of your letter No. 179—L.M. 7 No. 57, dated the 14th September 1894, requesting sanction to the continuance of the procedure which was, until recently, in force in Bombay, of granting refunds of import duty on goods received by foreign parcel post which cannot be delivered in India and are re-exported beyond the limits within which they are liable to Customs duty, and to its application at all other ports at which parcels are received in India by the foreign parcel post.

2. I am to state that the Governor General in Council sanctions the proposal.

Customs Circular No. XI.

From—The Government of India, Finance and Commerce Department, No. 1950-S. R., dated the 29th April 1895.

To—The Director General of the Post Office of India.

I am directed to acknowledge the receipt of your letter No. 13 C.—L.M. 7-57 No. 1, dated the 16th April 1895, requesting sanction to the exemption from import duty of the contents of postal parcels originally posted in India and returned to the Indian Post Office as unclaimed, refused, or re-directed from any place whether in or out of India, without having at any time left the custody of the Post Office.

2. I am to state that the Governor General in Council sanctions the proposal.

Customs Circular No. XII.

From—The Government of India, Finance and Commerce Department, No. 2314-S. R., dated the 17th May 1895.

To—The Secretary to the Government of Bengal, Financial Department.

I am directed to acknowledge the receipt of your letter No. 1921-S. R., dated the 1st April 1895, on the subject of an appeal made by———— against the levy by the Collector of Customs, Calcutta, of import duty at five instead of one per cent. *ad valorem* on a consignment of dogspikes imported by the firm.

2. The Collector of Customs rightly refused to treat the articles as coming under No. 93 of Schedule IV, but the reason assigned for his refusal, namely, that the articles had not been imported by or under the orders of a Railway Company, was wrong. That condition is required only in the cases of cranes and water-cranes and standards, wire, and other fencing material, because,

though these articles are not strictly railway material and they may be used for other than railway purposes, an exception has been made in their favour when they are imported by or under the orders of a Railway Company that fact being considered sufficient evidence that they are intended to be used as railway material. Material of the other kinds specified in No. 93 is exempt from duty by whomsoever imported when the articles are intended for a railway as defined in that number.

3. Dogspikes are said to be spikes adapted to one particular purpose only, and if that purpose is use as railway material, and if they are not capable of being used for any other purpose, they come under the description of "spikes" which are specified in No. 93 of the schedule. Such imports are chargeable with duty only when it is found that, as a matter of fact, they are not imported for a railway as defined in the Tariff. In all cases where this is not apparent they are exempt from duty. As, however, most of the railways import their stores direct, the importers are bound, if they claim exemption, to furnish evidence that the material is intended for the use of a railway within the meaning of the Act.

4. When these conditions are not fulfilled the articles should, as the Board of Revenue suggest, be taxed at one per cent., under No. 15 of Schedule IV, as in the case of "rails, chairs, and fish-plates," with which it was intended that they should be classed. A notification (copy enclosed) has now been issued giving effect to this intention. The articles imported by————————may be treated in accordance with this decision.

NOTIFICATION—By the Government of India, Finance and Commerce Department, No. 2315-S. R., dated the 17th May 1895.

In exercise of the power conferred by section 23 of the Sea Customs Act (VIII of 1878), the Governor General in Council is pleased to direct that the duty of 5 per cent. *ad valorem*, leviable under No. 15 of Schedule IV of the Indian Tariff Act (VIII of 1894), as amended by Act XVI of 1894, on spikes (commonly known as dogspikes) of iron and steel, other than the spikes mentioned in No. 93 of the said schedule, shall be reduced to one per cent. ***ad valorem.***

Customs Circular No. XIV.

From—The Government of India, Finance and Commerce Department, No. 2509-S. R, dated the 30th May 1895.

To—The Secretary to the Government of Bengal, Financial Department.

With reference to your letters Nos. 2136-S. R. and 51-2 F., dated, respectively, the 11th April and 11th May 1895, I am directed to enclose copy of a Notification No. 2508-S. R., dated the 30th May 1895, exempting from the payment of import duty machinery (and component parts thereof) as defined in No. 14 of Schedule IV of the Indian Tariff Act, which is intended for the manufacture of tea in all its stages from the drying of the leaf to its packing for the market.

2. The effect of this exemption is to substitute for the item (*e*) in No. 14 of the schedule the following: "(*e*) the manufacture of tea in all its stages from the drying of the leaf to its packing for the market, inclusive."

NOTIFICATION—By the Government of India, Finance and Commerce Department, No. 2508-S. R., dated the 30th May 1895.

In exercise of the power conferred by section 23 of the Sea Customs Act, VIII of 1878, the Governor General in Council is pleased to exempt from the import duty leviable thereon under No. 14 of Schedule IV of the Indian Tariff Act, as amended by Act XVI of 1894, machinery (and component parts thereof) as defined in article 14 which is intended for the manufacture of tea in all its stages from the drying of the leaf to its packing for the market, inclusive.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 2ND JUNE 1894, AND FROM 1ST JANUARY TO 1ST JUNE 1895.

N.B.—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st-half of 1894.	Week ending 2nd June 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 1st June 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st January to 2nd June 1894.	Earnings from 1st January to 1st June 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	655	1,683	10,24,554	609	1,687	10,58,183	627	2,17,54,490	2,15,97,104	...	1,57,302
Bengal-Nágpur	189	862	1,27,251	148	862	1,55,000	180	38,27,007	39,51,904	1,24,897	...
Indian Midland (*a*)	162	752	1,39,066	181	752	95,904	128	27,72,201	23,39,332	...	4,32,869
Bezwada extension	108	21	3,401	162	21	2,827	135	49,864	63,917	14,053	...
Metre gauge—											
Rajputana-Malwa (*b*)	324	1,719	5,41,220	315	1,790	6,04,610	338	1,23,41,053	1,21,61,751	...	1,79,302
Pálanpur-Deesa	47	17	859	51	17	900	53	17,881	20,491	2,610	...
South Indian	143	1,042	1,62,136	156	1,042	1,84,341	177	31,40,481	30,29,459	4,88,978	...
Máyavaram-Mutupet	61	54	4,283	79	54	4,945	92	(*c*) 30,392	90,392	60,000	...
Southern Mahratta (*d*)	115	1,165	1,53,684	132	1,165	1,56,706	135	28,80,727	31,06,393	2,25,030	...
Bengal and North-Western (*e*)	102	750	1,25,261	166	750	1,43,600	190	27,19,940	27,78,024	58,084	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	215	16,477	77	216	14,867	69	4,17,031	4,30,437	...	7,594
TOTAL	286	8,286	22,95,192	277	8,362	24,21,883	290	5,20,81,083	5,31,81,444	2,00,301	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	255	2,507	5,93,018	237	2,511	9,27,257	369	1,40,40,061	1,57,31,746	16,91,685	...
Oudh and Rohilkhand (state)	287	741	2,04,225	276	797	2,04,674	257	47,13,180	50,71,464	3,58,284	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	281	813	1,88,146	231	813	2,06,670	254	50,57,176	53,92,085	3,34,909	...
Bengal Central (*g*)	126	125	14,538	116	125	19,240	154	3,35,145	3,00,847	31,102	...
East Coast (state)	107	266	25,045	96	397	31,809	80	6,09,204	8,37,281	2,30,987	...
Metre gauge—											
Burma (state)	199	730	1,28,392	176	746	1,49,901	201	33,17,549	34,56,540	1,38,991	...
Special gauges—											
Jorhát (state provincial)	44	25	1,587	63	25	1,680	67	24,430	29,473	5,043	...
Cherra-Companyganj (state provincial)	60	8	497	62	8	111	14	10,462	11,170	714	...
TOTAL	244	5,215	11,56,048	222	5,422	15,41,348	284	2,80,98,597	3,08,96,610	27,98,015	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*h*)	596	1,490	7,96,140	534	1,490	7,52,890	505	2,04,72,732	1,71,05,394	...	33,67,338
Bombay, Baroda and Central India	801	491	4,29,514	932	461	5,47,000	1,187	82,77,060	91,17,888	8,40,828	...
Madras	237	840	2,17,856	259	840	2,39,051	285	47,84,130	47,09,445	...	74,685
TOTAL	522	2,791	14,43,510	517	2,791	15,38,941	551	5,30,33,922	5,09,32,727	...	21,02,023
TOTAL (GUARANTEED AND STATE)	313	10,292	48,94,750	300	16,575	55,02,172	332	11,41,14,404	11,99,10,737	8,98,333	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	167	161	20,579	128	161	28,280	176	6,18,841	6,32,530	13,689	...
Tarkessur	308	22	5,543	252	22	5,584	254	1,53,208	1,51,635	...	1,573
Metre gauge—											
Rohilkund and Kumaon (Company's section)	149	67	8,917	133	66	9,037	137	2,15,401	1,65,055	...	50,436
Bengal Dooars	80	32	2,196	69	36	3,210	89	46,217	65,140	18,923	...
Dibru-Sadiya	133	78	9,747	125	78	11,592	149	2,34,682	2,58,449	23,767	...
Special gauge—											
Darjeeling-Himalayan	232	51	15,204	298	51	20,748	407	2,56,765	3,01,015	44,250	...
TOTAL	166	411	62,188	151	414	78,451	189	15,25,204	15,73,824	48,620	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	185	333	66,738	200	333	67,203	202	13,16,179	14,96,243	1,80,064	...
The Gaekwar's Petlád	112	13	1,583	122	13	1,210	93	32,898	32,307	...	591
Rájpura-Bhátinda	192	108	20,585	274	108	27,906	258	3,89,176	6,61,388	2,72,212	...
Kolar Gold-fields	306	3	(*i*) 830	277	10	2,172	217	(*i*) 830	56,239	55,409	...
Metre gauge—											
Southern Mahratta (Mysore section) (*f*)	88	362	32,266	89	362	41,718	115	6,79,844	7,14,514	34,670	...
The Gaekwar's Mehsána	98	93	9,570	103	93	7,970	86	2,02,382	1,74,316	...	28,066
Kolhápur	92	29	3,073	106	29	2,767	95	60,549	54,809	...	5,457
Special gauge—											
The Gaekwar's Dabhoi	81	72	6,358	88	72	7,030	98	1,35,830	1,18,500	...	16,930
Cooch Behar	30	22	786	36	22	700	32	14,313	24,849	10,536	...
TOTAL	130	1,035	1,50,789	146	1,042	1,58,676	152	28,32,024	33,32,871	5,00,847	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	131	334	43,726	131	334	62,133	186	10,16,354	10,44,050	28,506	...
Jetalsar-Rájkot	68	46	3,474	76	46	3,810	83	70,719	82,763	12,044	...
Jodhpur-Bickaneer	75	364	27,012	76	364	18,950	52	6,12,739	4,93,338	...	1,19,401
Special gauge—											
Morvi	75	94	8,221	87	94	11,863	126	1,52,266	1,72,520	20,263	...
TOTAL	97	838	83,033	99	838	96,756	115	18,52,078	17,93,580	...	58,498
GRAND TOTAL	290	18,576	51,90,760	280	18,869	58,36,055	309	12,03,23,710	12,17,11,032	13,87,322	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 2nd June 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*i*) Total earnings for the first two days of June 1894.
(*j*) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 13th June 1895.*

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. VIII of 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N. B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	Week ending 2nd June 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 1st June 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st April to 2nd June 1894.	Earnings from 1st April to 1st June 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	599	1,683	10,24,554	609	1,687	10,58,183	627	1,02,01,148	1,02,60,380	59,232	...
Bengal-Nágpur	152	862	1,27,251	148	862	1,55,000	180	14,69,800	14,78,137	8,337	...
Indian Midland(*a*)	141	752	1,39,066	181	752	95,904	128	12,18,052	9,08,906	...	3,09,146
Bezwada Extension	170	21	3,401	162	21	2,827	135	23,475	23,019	...	456
Metre gauge—											
Rajputana-Malwa (*b*)	279	1,719	5,41,220	315	1,790	6,04,610	338	54,57,357	50,69,826	...	3,87,531
Pálanpur-Deesa	44	17	859	51	17	900	53	7,741	9,289	1,548	...
South Indian	154	1,042	1,62,136	156	1,042	1,84,341	177	13,98,512	15,82,459	1,83,947	...
Máyavaram-Mutupet	75	54	4,283	79	54	4,945	92	(*c*) 30,392	42,793	12,401	...
Southern Mahratta (*d*)	105	1,165	1,53,684	132	1,165	1,56,706	135	13,35,046	14,31,076	96,030	...
Bengal and North-Western (*e*)	146	756	1,25,261	166	756	1,43,600	190	12,68,641	11,61,225	...	1,07,416
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	215	16,477	77	216	14,867	69	1,84,045	1,67,614	...	16,431
TOTAL	259	8,286	22,95,192	277	8,362	24,21,883	290	2,25,94,209	2,21,34,724	...	4,59,485
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	252	2,507	5,93,018	237	2,511	9,27,257	369	57,12,933	68,25,880	11,12,947	...
Oudh and Rohilkhand (state)	270	741	2,04,225	276	797	2,04,674	257	20,87,809	19,13,129	...	1,74,680
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	339	813	1,88,146	231	813	2,06,670	254	18,66,463	18,90,176	23,713	...
Bengal Central (*g*)	130	125	14,538	116	125	19,240	154	1,34,668	1,44,109	9,501	...
East Coast (state)	99	266	25,045	96	397	31,809	80	2,76,629	3,97,203	1,20,574	...
Metre gauge—											
Burma (state)	164	730	1,28,392	176	746	1,49,901	201	11,01,645	12,54,053	1,52,408	...
Special gauges—											
Jorhát (state provincial)	55	25	1,587	63	25	1,686	67	10,038	13,208	3,170	...
Cherra-Companyganj (state provincial)	64	8	497	62	8	111	14	4,491	3,215	...	1,276
TOTAL	243	5,215	11,56,048	222	5,422	15,41,348	284	1,11,94,616	1,24,40,973	12,46,357	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*h*)	442	1,490	7,96,140	534	1,490	7,52,890	505	82,21,409	68,65,802	...	13,55,607
Bombay, Baroda and Central India	678	461	4,29,514	932	461	5,47,000	1,187	40,25,668	45,65,665	5,39,997	...
Madras	243	840	2,17,856	259	840	2,39,051	285	17,55,701	19,04,382	1,48,681	...
TOTAL	421	2,791	14,43,510	517	2,791	15,38,941	551	1,40,02,778	1,33,35,849	...	6,66,929
TOTAL (GUARANTEED AND STATE)	281	16,292	48,94,750	300	16,575	55,02,172	332	4,77,91,603	4,79,11,546	1,19,943	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	165	161	20,579	128	161	28,280	176	2,94,725	2,61,017	...	33,708
Tarkessur	269	22	5,543	252	22	5,584	254	68,238	65,240	...	2,998
Metre gauge—											
Rohilkund and Kumaon (Company's section)	122	67	8,917	133	66	9,037	137	90,990	86,047	...	4,943
Bengal Dooars	161	32	2,196	69	36	3,210	89	17,516	24,798	7,282	...
Dibru-Sadiya	136	78	9,747	125	78	11,592	149	96,216	98,692	2,476	...
Special gauge—											
Darjeeling-Himalayan	246	51	15,204	298	51	20,748	407	1,24,723	1,52,061	27,338	...
TOTAL	164	411	62,188	151	414	78,451	189	6,92,408	6,87,855	...	4,553
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	187	333	66,738	200	333	67,203	202	5,88,673	6,05,280	16,607	...
The Gaekwar's Petlád	105	13	1,583	122	13	1,210	93	16,376	14,733	...	1,643
Rájpura-Bhátinda	271	108	20,585	274	108	27,906	258	1,74,781	1,83,818	9,037	...
Kolar Gold-fields	260	3	(*i*) 830	277	10	2,172	217	(*i*) 830	24,036	23,206	...
Metre gauge—											
Southern Mahratta (Mysore section (*j*)	89	362	32,266	89	362	41,718	115	2,88,539	2,97,685	9,146	...
The Gaekwar's Mehsána	74	93	9,570	103	93	7,970	86	82,803	75,059	...	7,744
Kolhápur	81	29	3,073	106	29	2,767	95	30,047	24,639	...	5,408
Special gauges—											
The Gaekwar's Dabhoi	59	72	6,358	88	72	7,030	98	63,113	66,718	3,605	...
Cooch Behar	45	22	786	36	22	700	32	7,652	7,489	...	163
TOTAL	136	1,035	1,50,789	146	1,042	1,58,676	152	12,52,814	12,99,457	46,643	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	103	334	43,726	131	334	62,133	186	4,62,039	5,33,989	71,950	...
Jetalsar-Rájkot	68	46	3,474	76	46	3,810	83	32,170	37,655	5,485	...
Jodhpur-Bickaneer	58	364	27,612	76	364	18,950	52	2,56,906	1,92,126	...	64,780
Special gauge—											
Morvi	65	94	8,221	87	94	11,863	126	66,847	87,721	20,874	...
TOTAL	78	838	83,033	99	838	96,756	115	8,17,962	8,51,491	33,529	...
GRAND TOTAL	261	18,576	51,90,760	280	18,869	58,36,055	309	5,05,54,787	5,07,50,349	1,95,562	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 2nd June 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*i*) Total earnings for the first two days of June 1894.
(*j*) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 13th June 1895.*

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

SUPPLEMENT TO

The Gazette of India.

No. 25.} CALCUTTA, SATURDAY, JUNE 22, 1895.

OFFICIAL PAPERS.

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

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

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

ACCOUNT.
RAILWAY.

REVIEW OF THE REVENUE AND EXPENDITURE OF THE RAILWAY BRANCH OF THE PUBLIC WORKS DEPARTMENT FOR 1893-94.

No. 275 A.R., dated Simla, the 5th June 1895.

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

READ—

Note by R. G. Macdonald, Esq., Accountant General, Public Works Department, on the Capital and Revenue Accounts of Railways in India for 1893-94, No. 252 R., dated 25th March 1895.

RESOLUTION.—The note by the Accountant General, copy of which is appended, exhibits the transactions of the Public Works Department with regard to railways during the year 1893-94, and shows the financial results to the State of the working of State and Guaranteed railways.

2. During the year under review, 346¼ additional miles were opened for traffic, and the further capital outlay incurred was as under :—

	Miles.	Capital Outlay. Rx.	£
State Railways —			
Productive	333¾	3,225,973	...
Defensive	...	848,452	...
TOTAL STATE RAILWAYS	333¾	4,074,425	...
Guaranteed railways	...	...	69,290
State lines leased to companies	12½	...	748,255
	346¼	4,074,425	817,545

The mileage open at the end of the year aggregated 16,392¾ miles, exclusive of 2,115¼ miles of lines belonging to Native States and other bodies and with which the Government of India have no financial concern.

The capital outlay incurred on construction of State and Guaranteed railways to the end of 1893-94, stood as under :—

	Rx.	£
(i) *On State lines*—		
Direct capital outlay	80,723,601	...
Redemption of liabilities	...	33,553,451
(ii) *On State lines leased to Companies*	...	24,061,335
(iii) *On Guaranteed railways*	...	45,276,701
	80,723,601	102,891,487

3. The gross revenue for the year showed an increase of Rx. 1,239,579 over that of the previous year, bringing the total up to Rx. 23,374,204, derived as under :—

1892-93. Rx.		1893-94. Rx.
15,814,807	State railways	16,879,10,
6,301,935	Guaranteed railways	6,461,043
17,883	Subsidised railways (repayment of advances of interest)	34,054
22,134,625	GRAND TOTAL	23,374,204

The gross charges for the year showed an increase of Rx. 928,030, bringing the total up to Rx. 24,909,707, expended as under :—

1892-93. Rx.		1893-94. Rx.
10,620,366	Working expenses	10,856,349
963,948	Surplus profits, share of net earnings, etc.	1,056,111
4,853,268	Interest on sterling outlay, including interest paid to Guaranteed Companies	5,068,542
4,779,107	Interest on rupee outlay	4,972,838
2,717,399	Terminable annuities issued for purchase of railways	2,797,424
47,589	Other charges	158,443
23,981,677	GRAND TOTAL	24,909,707

The transactions thus recorded result in a net charge to the State of Rx. 1,535,503 as compared with a net charge of Rx. 1,847,052 in the preceding year. In paragraph 7 of the Accountant General's note, the charge for the year will be seen to have been distributed as follows :—

1892-93. Rx.		1893-94. Rx.
—1,041,200	State railways	—666,180
—805,569	Guaranteed railways	—778,938
—11,143	Subsidised Companies	+13,054
+10,860	Miscellaneous	—103,439
—1,847,052	NET LOSS	—1,535,503

These charges are directly attributable to the low rate of exchange which obtained in both years, and the decrease in the amount of the loss is due to the traffic during the year having been considerably in excess of that of the previous year. In return for this annual charge the State receives all the indirect benefits arising from a railway system of 16,392¾ miles open.

4. Deducting the payments made to companies working State railways in respect of surplus profits or share of net earnings, the net receipts from State railways, including those worked by companies, gave a return of 5·95 per cent. on the capital outlay at the close of the year, as reckoned in rupees. The increased exchange charges on remitting to England the interest upon the sterling portion of the capital, has, however, converted this satisfactory return into a loss. The capital outlay on State lines, it should be observed, includes the outlay on lines under construction or abandoned, and certain other expenditure, referred to in paragraph 13 of the Accountant General's note, on which the Government derive no return. On the other hand, in the case of the old Guaranteed railways which have been purchased by the State, the capital outlay entered under State lines, as brought out in paragraph 2 above, does not completely represent the actual outlay incurred on them in England and in India, and supplementary figures are accordingly given by the Accountant General in paragraph 15 of the note.

Adopting, therefore, these several methods of stating the capital outlay, the results to the State of the working of State lines during the year may be set down briefly as under :—

	Rx.	Per cent.
(1) On **total capital outlay** as exhibited in paragraph 12 of the Accountant General's note, *viz.*	144,784,579	= 5·95
(2) On **open line capital outlay** as exhibited in paragraph 13 of the Accountant General's note, *viz.*	137,993,566	= 6·24
(3) On **total capital outlay** *including* supplementary figures given in paragraph 15 of the Accountant General's note, *viz.*	174,783,656	= 4·93
(4) On **open line capital outlay** including supplementary figures given in paragraph 15 of Accountant General's note, *viz.*	167,992,643	= 5·13

5. The working of the three Guaranteed railways during the year is reviewed in paragraphs 55 to 58 of the note. After excluding charges for land and supervision the result has been a loss to the State of Rx. 744,934. The Great Indian Peninsula and Madras railways entailed a loss of Rx. 418,409 and Rx. 349,513 respectively, while the Bombay, Baroda and Central India railway gave a profit of Rx. 22,988.

6. The net amount of guaranteed interest paid by the State to the 31st March 1894 on account of the three Guaranteed railways, after taking as a set-off the aggregate of the net revenue balances for the several half-years to the 31st December 1893, is £13,254,687.

ORDER.—Ordered, that the foregoing, with a copy of the note referred to, be forwarded to the Local Governments and Administrations noted on the margin, for information.

Ordered also, that a copy of the resolution and note be forwarded to the Finance Department, and that the papers be published in the *Gazette of Indic*.

The Governments of Madras and Bombay (Railway), Bengal, the North-Western Provinces and Oudh and the Punjab.
The Chief Commissioners of the Central Provinces, Burma and Assam.
The Resident at Hyderabad.
The Agents to the Governor General for Central India, Rajputana and Baluchistan.
The Accountant General, Public Works Department.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.

W. S. S. BISSET, *Lieut.-Colonel, R.E.*,
Secretary to the Government of India.

Documents accompanying.
Note by the Accountant General, Public Works Department, No. 252 R., dated 25th March 1895.

Accompaniment to Public Works Department Resolution No. 275 A.—R., dated 5th June 1895.

Note by R. G. Macdonald, Esq., Accountant General, Public Works Department, upon the Capital and Revenue Finance Accounts of Railways in India for 1893-94.

The Revenue and Expenditure of the Railway Branch of the Public Works Department is recorded under the following major heads :—

Revenue—
XXVI.—State Railways (Gross Traffic Receipts).
XXVII.—Guaranteed Companies (Net Traffic Receipts).
XXVIII.—Subsidized Companies (Repayment of advances of interest).

Expenditure—
34.—Construction of protective Railways (charged against Famine Insurance).
37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance).
38.—State Railways—Working Expenses, Interest charges, etc.
39.—Guaranteed Companies—Surplus Profits, Land, Supervision, and Interest.
40.—Subsidized Companies—Land, Subsidies, and Advances of Interest.
41.—Miscellaneous Railway Expenditure (Surveys, etc.).
48.—State Railways—Construction.
50.—State Railways—Capital charge involved in Redemption of Liabilities.

2. In addition to the foregoing, this note and the accounts attached to it embrace the transactions recorded in the Finance and Revenue Accounts under the head "Capital Account of Indian Railway Companies," as well as the transactions of the following Native States Railways the accounts of which are dealt with in this Department :—

Bhopal State Railway (Bhopal Section).
Amraoti Railway.
Khamgaon Railway.

3. The Warora and Umaria Collieries, both as regards Capital and Revenue transactions, are classed under State Railways.

4. For convenience, this note is divided into the following sections :—

Section *A.*—State Railways—Revenue transactions (Major heads XXVI and 38).
„ *B.*—Guaranteed Railways—
(*i*) Revenue transactions (Major head XXVII).
(*ii*) Surplus Profits, Land, etc. (Major head 39).
„ *C.*—Subsidized Companies (Major heads XXVIII and 40).
„ *D.*—Miscellaneous Railway Expenditure (Major head 41).
„ *E.*—Construction Expenditure (Major heads 34, 37, 48, and 50).
„ *F.*—Capital account of Guaranteed Companies.
„ *G.*—Capital Account of Indian Railway Companies (exclusive of the three old Guaranteed Companies).
„ *H.*—Railways belonging to Native States.

General results of the year.

5. An account is submitted with this review exhibiting in abstract by funds and Finance heads the Revenue and Expenditure on account of State and Guaranteed Railways during the year, and a comparison is made therein of the results of the year, with the Budget and Revised Estimates and with the actuals of 1892-93.

6. The outlay on construction was as follows:—

	Rx.	£
34.—Construction of protective Railways (Famine Insurance)	1,060,954	
37.—Construction of Railways (charged against Revenue in addition to the above)	73,903	
48.—Construction of Railways (not charged to Revenue)	2,939,568	
Capital outlay by the old Guaranteed Companies	75,590	69,290
State lines constructed by the agency of Companies	1,050,788	748,255
TOTAL	5,200,803	817,545

7. The results shown by the Railway Revenue Account are as follows:—

	State Railways.	Guaranteed Railways.	Subsidized Companies.	Miscellaneous.	Total.
	Rx.	Rx.	Rx.	Rx.	Rx.
Gross Receipts	16,879,107	6,461,043	34,054	...	23,374,204
Working expenses	7,779,118	3,077,231	.	...	10,856,349
Net earnings	9,099,989	3,383,812	34,054	...	12,517,855
Charges upon net earnings.					
Surplus profits and share of net earnings, etc., paid to Companies	484,857	571,254	...	...	1,056,111
Interest on debt incurred for Capital	4,972,838	...	...	...	4,972,838
Annuities charged upon Revenue Account* £1,695,547	2,797,424	...	...	...	2,797,424
Interest on advances of Capital by the Secretary of State £216,948	357,935	...	...	...	357,935
Interest on Capital deposited by Companies £679,635	1,153,115	...	...	...	1,153,115
Guaranteed interest of the old Companies £2,154,720	...	3,557,492	...	...	3,557,492
Land charges, supervision and subsidies	...	34,004	18,208	...	52,212
Advances of interest to certain Companies	...	...	2,792	...	2,792
Miscellaneous Railway Expenditure	...	...	...	103,439	103,439
TOTAL CHARGES	9,766,169	4,162,750	21,000	103,439	14,053,358
Net gain + or loss — to Government	—666,180	—778,938	+13,054	—103,439	—1,535,503
Compared with —					
in 1892-93	—1,041,200	—805,569	—11,143	+10,860	—1,847,052
in 1891-92	+109,560	—333,228	—136	—92,060	—315,864
in 1890-91	—387,297	—145,989	—4,808	—149,197	—687,291
in 1889-90	—983,920	—699,530	—20,027	—149,124	—1,852,601

8. From the foregoing statement it will be seen that after meeting all charges for annuities and interest (including interest on capital expended on lines not opened for traffic), charges for land for Companies' lines and miscellaneous expenditure on surveys, etc., the result of the year is a net charge to the State of Rx. 1,535,503. The traffic was considerably in excess of that of previous years, and the loss now brought out may be directly attributed to the unfavourable rate of exchange which obtained during the year. The interest and annuities paid in England amounted to £5,744,313 which, at the exchange of 1*s.* 2·54664222*d.* the rupee, aggregated Rx. 9,477,341, the difference between this and the old par of exchange being no less than Rx. 3,733,028.

* These annuities are terminable between the years 1953 and 1958.

SECTION A.

STATE RAILWAYS.

(i)—Gross Receipts and Working Expenses.

9. At the beginning of the year under review 13,461 miles of State Railway were open for traffic,* *viz.* :—

	Miles.
State lines worked by the State—	
Standard gauge	3,552¼†
Metre gauge	1,281½
Special gauge	36¼
	4,870
State lines worked by Companies—	
Standard gauge	3,493¼
Metre gauge	5,097¾‡
	8,591
TOTAL	13,461

10. During the year 1893-94, the following lengths of line were opened for traffic:—

	Miles.
Godhra-Rutlam (Limkhera to Dohad)	20
Oudh and Rohilkhand (Lucknow to Rae Bareli)	48½
East Coast (Kistna Canal terminus to Bezvada)	4
,, (Rajahmundry to Vizianagram)	163
,, (Samalkot to Coconada)	9¾
,, (Waltair to Vizagapatam)	1¾
Bengal and North-Western Company's Section (Gogra Ghât to Bahramghat Station, Oudh and Rohilkhand Railway)	6§
Rohilkhand-Kumaon-Lucknow-Bareilly Section (Sohela to Sonaripur)	6½
Palanpur-Deesa	17¼
Guntakal-Mysore Frontier (Dharmavaram to Mysore frontier)	56½
Burma (Meiktila road to Meiktila Cantonment)	13
TOTAL	346¼

These figures give a total open mileage of 13,807¼ miles at end of the year 1893-94, and allowing for corrections in mileages, the mileage open at end of 1893-94 was 13,806‖ miles. The mileage of railways classed respectively as Imperial and Provincial was as under:—

	Miles.
Imperial	13,139½¶
Provincial	666½
TOTAL	13,806

11. The gross receipts of the year amounted to Rx. 16,879,107, the working expenses to Rx. 7,779,118, the share of net earnings, surplus profits and

* Administration Report on the Railways in India for 1893-94—Part I, Appendix C.

† Includes Bengal Central Railway.

‡ Includes Bengal and North-Western Railway.

{ Both these railways are the property of Companies, but for convenience are classified as State Railways.

§ Fair-weather line.

‖	Miles.
As per Administration Report on the Railways in India for 1893-94, Part I, Appendix C	13,804¼
Add—Cherra Companygunj Railway now treated as a tramway for administrative purposes	8
	13,812¼
Deduct—Calcutta Port Commissioners' Railway now treated as a Railway for administrative purposes	6¼
	13,806

¶ Includes Bengal Central and Bengal and North-Western Railways.

contributions to Provident Funds paid to Companies to Rx. 484,857 raising the total charges to Rx. 8,263,975, and leaving Rx. 8,615,132 as the net receipts accruing to Government from all the State lines during 1893-94. This result is better than that of 1892-93 by Rx. 745,193, owing chiefly to a large increase in third class passenger traffic consequent on *melas* and pilgrimages.

12. The Capital expenditure incurred by, or on the direct responsibility of, the State, including the Capital charge involved by incurring a specific amount of debt in purchase or redemption of liabilities in connection with lines formerly belonging to Guaranteed Companies and acquired by the State, is as under:—

	Rx.	£
(i) On State lines—		
(*a*) Direct Capital outlay . .	80,723,601	...
(*b*) Redemption of liabilities . .	...	33,553,451
(ii) On State lines leased to Companies (Capital raised wholly or in part by Companies under guarantee)	30,507,527*	...
TOTAL .	Rx. 111,231,128	33,553,451

13. This sum, however, includes expenditure on lines not opened for traffic at the close of the year under review, on materials held in reserve on the North-West Frontier and with storekeepers at ports, on projects abandoned or in abeyance, and inefficient expenditure incurred in connection with lines transferred to Companies, aggregating Rx. 6,791,013 (*vide* Schedule II). Excluding such expenditure, the open line Capital outlay at the close of 1893-94 may be stated at Rx. 137,993,566 (*vide* Schedule A).

14. The net receipts accruing to Government for the year, Rx. 8,615,132, give a return on the total Capital outlay at the close of the year at the rate of 5·95 per cent. and on the *open line* Capital outlay at the rate of 6·24 per cent.

15. The above results, although representing correctly the return on the Capital outlay actually incurred by the State, cannot be taken as giving the true returns from the State Railways on the actual money expended upon the various undertakings. The old Guaranteed Railways, which have been purchased by the State, were for the most part acquired by the payment of annuities, including the establishment of sinking funds which will redeem the capital at the expiry of the periods for which the annuities are to run. These charges are met from current revenues, and in respect of the capital thus to be redeemed, no charge appears in the Government account of Capital outlay. On the other hand, when a line was purchased outright, as in the case of the Oudh and Rohilkhand Railway, the outlay, as shown in the Government books, includes the premium paid on the Company's share Capital. The actual outlay incurred on the State Railways—taking, in the case of the Guaranteed Railways purchased by Government, the amounts expended by the several Companies *plus* the expenditure since incurred on construction—may† be stated at Rx. 174,783,656‡, and on open

* Excludes the outlay on the Bengal and North-Western Railway not guaranteed by the State.

† Sterling figures in the old Companies' accounts were converted at fixed contract rates. The difference between contract and actual average rates cannot be stated.

	Rx.	Rx.
‡ Outlay as recorded in Finance and Revenue Accounts (*vide* para. 12) . .		144,784,579
Add—Difference between outlay included above and actual rupee expenditure on lines purchased from Companies (*vide* Schedule A)—		
East Indian	21,643,501	
Eastern Bengal	1,970,053	
Sind, Punjab and Delhi	7,175,306	
South Indian	277,955	
	31,066,815	
Deduct—Premium on Oudh and Rohilkhand Railway . .	1,067,738	
		29,999,077
TOTAL .		174,783,656

lines at Rx. 167,992,643, on which amounts the net receipts for 1893-94 give a return at the rate of 4·93 and 5·13 per cent., respectively.

16. The receipts and charges, the Capital outlay, and the return per cent. on Capital outlay, of each line, will be found in the statement attached to this review as Schedule A. The following is a general summary:—

	Receipts.	Expenditure.	Net Receipts.	Percentage of working expenses on receipts.		Capital outlay to 31st March 1894.	Percentage of net receipts on Capital outlay to 31st March 1894.
				Including payments to Companies.	Excluding payments to Companies.		
	Rx.	Rx.	Rx.			Rx.	
Imperial . .	15,882,969	7,879,011	8,003,958	49·61	45·54	132,313,183	6·05
Provincial . .	996,137	384,964	611,173	59·90	59·90	5,680,383	4·54
TOTAL .	16,879,106	8,263,975	8,615,131	48·96	46·09	137,993,566	6·24

17. It will be seen from the above that the railways classed as Imperial yielded a return of 6·05 per cent. on the Capital outlay as recorded in the Government accounts, while those classed as Provincial yielded a return of 4·54 per cent.

18. The net receipts from the following railways exceeded the interest charges for the year:—

Railways.	Net Receipts (less surplus profits and net earnings paid to Companies).	Interest and annuities, etc.	Surplus to State.
	Rx.	Rx.	Rx.
IMPERIAL.			
East Indian	3,558,539	2,713,353	845,186
Rajputana-Malwa	1,229,839	528,341	701,498
Tirhoot	134,669	99,685	34,984
Eastern Bengal	706,969	569,966	137,003
Palanpur-Deesa	890	640	250
PROVINCIAL.			
Burma	253,085	212,754	40,331

19. The North Western Railway gave a return of 2·61 per cent. on the actual outlay incurred on the line. Owing to the Frontier sections not paying their working expenses and to the heavy loss by exchange on the sterling payments of interest and annuities, the net receipts fell short of interest and annuity charges by Rx. 1,026,220.

20. The financial results to the State of the working of the Companies' lines, classed as State Railways, are shown more fully in Schedule I.

Comparison with Actuals during 1892-93 and Budget and Revised Estimates.

21. The actual gross receipts and working expenses of State Railways for the year 1893-94 compare with the actuals of 1892-93, and with the Budget and Revised Estimates as under :—

	Actuals, 1893-94.	Revised Estimate.		Budget Estimate.		Actuals, 1892-93.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Gross receipts .	16,879,107	16,775,300	+103,807	16,291,500	+587,606	15,814,807
Working expenses (including surplus profits, etc.)	8,263,975	8,259,100	+4,875	8,087,500	+176,475	7,944,868
Net receipts .	8,615,132	8,516,200	+98,932	8,204,000	+411,131	7,869,939

Receipts.

22. *With Actuals.*—The receipts are more than the actuals of the previous year by Rx. 1,064,300, due chiefly to passenger traffic having improved, in consequence of important pilgrimages and fairs having been held during the year. The traffic in goods was also favourable owing to a better season. The additional open mileage also contributed to the increase.

On the North Western Railway, there was a large increase, due chiefly to the third class passenger traffic, which had suffered in the previous year owing to a sickly season and a bad harvest, having recovered; to the goods traffic having been better owing to the wheat crops of 1893 being better than those of the previous year (the traffic in this commodity and oilseeds alone accounted for a large portion of the increase); to larger receipts for the hire of vehicles and from mileage and demurrage of stock, and to heavy freight charges due from the Commissariat Department, outstanding in Suspense at the end of the previous year, having been recovered during the year under review.

The increase on the Hyderabad-Umarkot Railway is due to the fact that the previous year's figures dealt with the transactions of only a portion of a year, as the line was opened on 18th August 1892.

The increase on the Bengal Nagpur Railway is attributed to a general improvement in passenger traffic, arising from the further acceleration of train service, and to increased passenger traffic consequent on pilgrimages and fairs, etc.; to large exports of linseed and increased despatches of limestone and wooden sleepers, and to a brisk traffic in salt and myrabolams.

The increase on the East Indian Railway is due to heavier passenger traffic, consequent on several fairs and pilgrimages to Jagganath and Allahabad, and to exceptionally heavy goods traffic in the months of December 1893, January and February 1894 in cotton, linseed, mustard, rapeseed and rice.

The transactions of the East Coast Railway include the receipts of the Bezvada-Godavari and Rajamundry-Vizianagram sections, which were opened to traffic during the last quarter of the previous and during the current years, respectively.

The large increase on the Oudh and Rohilkhand Railway is due to a considerable improvement in passenger traffic, especially in the third class in connection with fairs, and to the traffic over the Lucknow-Rae Bareli section. There was also a marked increase under goods traffic, due chiefly to the earnings for carriage of material for the Bareilly-Rampur-Moradabad Railway, and partly to the opening of the Lucknow Rae Bareli Branch.

The large increase on the Southern Mahratta Railway is due to improved goods traffic—the result of a more favourable season—in consequence of which the traffic in cotton and oilseeds was very brisk. The traffic in food-grains also showed a marked improvement. The opening of the Guntakal-Hindupur Railway has resulted in establishing heavy booking of Singareni coal over this Railway for the South Indian Railway. There was also some improvement in coaching traffic.

The whole of the increase on the Lucknow-Bareilly Railway was in the goods traffic, and is attributed to the Dudwa Branch having been open during nine months this year against three months in the previous year, as well as to normal development of traffic.

The large increase on the Rajputana-Malwa Railway, which was chiefly under coaching traffic, is due to large attendance at fairs and to the movements of Hindu marriage parties. Goods traffic shows a small increase ; the traffic in oilseeds and general merchandise improved considerably, the increase in these commodities alone amounting to nearly 15 lakhs. There was however a falling-off in the traffic in raw cotton, grains, salt, and sugar to the extent of about 14¼ lakhs.

The large increase on the Eastern Bengal Railway is attributed chiefly to improved passenger traffic, and to the opening of the Barsoi-Kissengunge Branch and Bengal-Dooars Railway.

The decrease on the Bengal and North-Western and Tirhoot Railway is attributed to a poor harvest, and to a temporary stoppage of traffic on the Durbhanga-Bairagnia Branch owing to floods.

The decrease on the Burma Railway under both coaching and goods traffic is due to a bad and late paddy harvest.

The Guntakal-Mysore Frontier Railway was practically opened to traffic during the year under review.

The decrease on the South Indian Railway is attributed to interruption of traffic owing to extensive breaches caused by floods in November 1893.

The decrease on the Indian Midland Railway is attributed chiefly to a large item, on account of freight due on material for the Bina-Guna Railway not having been paid before the close of the year owing to a dispute as to rates.

23. *With Budget.*—The actuals are more than the Budget Estimate by Rx. 587,606.

On the North Western Railway, there is a large increase, due partly to the causes mentioned in the preceding paragraph and partly to the estimate having been placed too low. It is extremely difficult on a large system like this to forecast the varying conditions of traffic which is subject to sudden and unexpected rises and falls.

On the Bengal Nagpur Railway, the passenger traffic increased, owing to the breaking up of the great fair at Jagganath, which abnormally increased the earnings, and to the acceleration of the through train service. The sundry earnings on this line also show an improvement, the result of increase in mileage and demurrage. On the other hand the goods traffic shows a falling-off, due chiefly to bad harvests in the Chhattisgarh and neighbouring districts.

There was a large increase on the East Indian Railway due chiefly to large earnings from intermediate and third class passengers. There were several Hindu festivals and fairs during the year principally at Jagganath and Allahabad, and the pilgrim traffic to or from these places was exceptionally heavy.

The increase on the East Coast Railway is due to the actuals of the year including the receipts of the Bezvada-Godavari Section of the Railway, while in the estimate, the receipts for this section were amalgamated with those of the Bezvada Extension Railway. The increase is also partly due to the development of traffic on the East Coast Railway generally.

On the Oudh and Rohilkhand Railway, the third class passenger traffic improved, and the receipts for carriage of railway material were larger than anticipated.

The increase on the Southern Mahratta Railway is due to the improvement in the export traffic arising from better harvests.

The increase on the Eastern Bengal Railway is attributed to a generally favourable traffic throughout the year.

The large increase on the Rajputana-Malwa Railway occurred chiefly in coaching traffic, and is due to traffic having proved very much more favourable than was expected. Goods traffic also proved slightly better, and this is due to heavy traffic in seeds, particularly oilseeds.

The decrease on the Burma State Railway is attributed to the estimate having been placed at too high a figure.

The decreases on the Bengal and North-Western and Tirhoot, South Indian and Indian Midland Railways are attributed to the causes mentioned in the preceding paragraph.

24. *With Revised.*—The actual receipts are more than the Revised Estimate by Rx. 103,807 only. The more important variations on individual lines are as under.

There is an increase on the North Western Railway attributed to the traffic in the latter part of February and March having proved much better than was expected.

The large increase on the Bengal Nagpur Railway is attributed to a general improvement in all descriptions of traffic; the passenger traffic towards the close of the year proved very favourable on account of the Kumbh fair as a number of passengers travelled over this line *viâ* Katni towards Allahabad, etc. Goods traffic was also very brisk in the last quarter of the year, especially in coal despatched from the Umaria Colliery. Wheat, rice and oilseeds were also despatched in large quantities, and the traffic in piece-goods, sleepers, firewood, bamboos and limestone also showed considerable increases.

The increase on the Oudh and Rohilkhand Railway is due to the traffic generally towards the close of the year having proved more favourable than was anticipated in the estimate.

The increase on the Southern Mahratta Railway is due to a sudden expansion of traffic towards the close of the year.

The increase on the Rajputana-Malwa Railway occurs chiefly under coaching traffic and is due generally to the steady development of third class passenger traffic.

The increase on the South Indian Railway is attributed to the earnings during the last few weeks of the year having proved more favourable than was anticipated.

The decrease on the Indian Midland Railway is attributed to the large outstanding referred to in paragraph 22 above.

The decrease on the Bengal and North-Western and Tirhoot Railway is attributed to the causes mentioned in paragraph 22 above.

Working Expenses.

25. *With Actuals.*—The increase of Rx. 319,107 in working expenses as compared with the actuals of the previous year, may be attributed generally to the increase in the traffic earnings. It was 30 per cent. of the increased earnings.

The increase on the North Western Railway is attributed to repairs of flood damages, to the strengthening and re-construction of bridges, to the improvement in traffic, and to heavier repairs and renewals of engines caused by the extra mileage run. The grant of exchange compensation allowances from the 1st April 1893 also contributed to the increase, while the low rate of exchange may also be said to have influenced the expenditure to some extent.

The increase on the Bengal Nagpur Railway is due to increased charges under maintenance and renewals of permanent way, more ballast being required for renewals; to cost of relaying; to abnormal expenditure incurred in connection with the re-roofing of staff quarters; to increased charges for ballast trains and for carriage of corrugated-iron sheets and tiles for staff quarters; to special repairs to coaching vehicles, and to abnormal expenditure in connection with the renewal of bearing springs for goods vehicles.

The increase on the Burma Railway is due principally to the relaying of three miles of permanent way in the Sittang district and to very heavy repairs to coaching and goods vehicles.

The increase on the Oudh and Rohilkhand Railway is due principally to the larger traffic worked and to the opening of the Lucknow-Rae Bareli Section.

The increase on the Southern Mahratta Railway is attributed to abnormal expenditure on the renewal of sleepers on various parts of the line, to the transfer from Capital of the cost of works and buildings at the Ghorepuri temporary station on its being closed for traffic, to the renewal of copper tube plates and tyres of locomotives, to the carriage of a larger quantity of fuel, to the fitting of Jones' patent buffers to carriage and wagon stock, and to increased expenditure consequent on increased earnings.

The increase on the Rajputana-Malwa Railway is due chiefly to a larger payment on account of surplus profits to the Bombay, Baroda and Central India Railway Company, consequent on the working results having proved more satisfactory, and partly to the payment during the year, instead of in the previous year, of 90 per cent. of the Company's share of surplus profits for the half-year ending 31st December 1892; and to heavy expenditure having been incurred on wheel and axle-changing operations. On the other hand, there was a large saving in locomotive expenses due to less train mileage run, to less coal having been carried during the year, and to three engines having been replaced and extensive repairs having been carried out in the previous year.

The increase on the Warora Colliery is due to an increase in the output of coal, to the issue of two boilers to Revenue, to the write-off to Revenue of Rx. 19,971 representing loss on stores; to an increase in the initial cost of coal, the value of the coal consumed by Revenue thereby being increased, and to a larger consumption of coal.

On the Bengal and North-Western and Tirhoot Railway there was a decrease due to smaller payment on account of the Company's share of net earnings consequent on a decrease in earnings.

The decrease on the East Indian Railway is due principally to an adjustment, by credit to Revenue working expenses and debit to Capital, of Rs. 8,22,827 representing the expenditure to end of 1892-93 on an 11th sleeper per rail laid on the line. This adjustment was carried out under the orders of Government. Excluding this special credit, the actuals are more than those of the previous year by Rx. 39,580, attributed chiefly to the causes mentioned in paragraph 26 below.

The decrease on the Wardha Coal State Railway is due chiefly to a special charge on account of extra renewals of sleepers having been made in the previous year.

The decrease on the South Indian Railway is due to a shorter length of line having been renewed with 50-lb rails, to the transfer of the Dharmavaram-Guntakal Section to the Southern Mahratta Railway Company, and to the accounts of the previous year having included the value of four engines which were replaced at the cost of Revenue.

The decrease on the Eastern Bengal State Railway is due to a special adjustment of Rs. 2,62,468, representing the depreciation charges on the Bengal Central Railway Rolling Stock, which was credited to Capital by debit to the Revenue Account under the orders of Government, having been included in the accounts of the previous year.

The decrease on the Indian Midland Railway is attributed chiefly to a provisional payment having been made to the Bombay, Baroda and Central India Railway in the previous year on account of share of the cost of joint works at Agra.

The Guntakal-Mysore Frontier Railway was practically opened to traffic during the year under review.

26. *With Budget.*—The actual working expenses exceeded the Budget Estimate by Rx. 176,475. The more important variations in line estimates are as under—

The excess on the Bengal and North-Western and Tirhoot Railway is attributed to an under-estimate for renewals of permanent way, to flood damages on the Durbhanga-Bairagnia Branch, and to heavier repairs to stations and buildings.

The excess on the North Western Railway is due to the heavier traffic worked, to a larger consumption of fuel, and to more extensive renewals of engines and vehicles.

The excesses on the Burma and Rajputana Malwa Railways are attributed to the causes mentioned in the preceding paragraph.

The excess on the East Coast Railway and the lapse on the Bezvada Extension are attributed to the cause mentioned in paragraph 22 above, and to extra working expenses consequent on increased earnings.

The excess on the Southern Mahratta Railway is due to an increase in the Company's share of net earnings for 1893, consequent on the improved traffic; to the payment of 90 per cent. of the Company's share of net earnings for the half-year ended 31st December 1892 not being provided for in the estimate; and to increased expenditure consequent on increased earnings.

The excess on the Mysore State Railway is due chiefly to the improved earnings, and to the payment of the Company's share of net earnings for three half-years as explained in the previous paragraph.

The excess on the Indian Midland Railway occurs chiefly under maintenance of way and works, and is attributed to sufficient provision not having been made in the estimate for extraordinary renewals.

The excess on the Warora Colliery is attributed to the issue of boilers to Revenue and to adjustments in the value of stores.

The lapse on the East Indian Railway is attributed to the special credit of Rs. 8,22,827 referred to in para. 25. Excluding this credit, the actuals are in excess, due chiefly to extensive renewals of sleepers; to renewals of rails and of fencing; to heavier charges than were anticipated for payments to other lines on account of hire of vehicles and mileage and demurrage charges; and to increased expenditure on fuel and running expenses, due to the heavier traffic worked.

The lapse on the Oudh and Rohilkhand Railway is attributed entirely to delay in the supply of wooden sleepers intended for renewals; and to the share of joint station charges of Moghal Serai and Aligarh stations for the year 1893 remaining unadjusted.

The lapse on the South Indian Railway is attributed principally to the renewals with 50-lb rails being less than estimated for.

27. *With Revised.*—The actual working expenses compare very favourably with the amount of the Revised Estimate, the result being a small excess of Rx. 4,875. The more important variations between the estimate and actuals on individual lines are detailed below :—

The excess on the North Western Railway is attributed entirely to the increased traffic at the close of the year, and to a credit for share of joint station expenses not having been received from the East Indian Railway.

The excess on the Bengal Nagpur Railway is attributed to the cost of working the increased traffic which sprang up suddenly during the last quarter of the year.

The excess on the East Coast Railway is attributed to the working expenses having been under-estimated.

The excess on the Eastern Bengal State Railway is attributed to fluctuations in the suspense accounts.

There is a small lapse on the East Indian Railway due chiefly to short expenditure on repairs and renewals of vehicles.

The lapses on the Oudh and Rohilkhand and South Indian Railways are attributed to the programme of work not being fully carried out.

The lapse on the Rajputana-Malwa Railway occurred principally under Locomotive expenses and is due to less train mileage run, and to less coal having been carried during the year than was anticipated.

(ii)—Interest and Annuities.

28. The charges for interest and annuities on account of State Railways for 1893-94 amounted to Rx. 9,281,312, as under :—

	England.		India.	Total.
	Sterling.	Rupee equivalent.		
	£	Rx.	Rx.	Rx.
Interest charged in India on debt incurred for direct outlay by the State	...	...	3,152,455	3,152,455
Interest on debt taken over or incurred in connection with lines transferred from Companies to the State :—				
On debentures since discharged	...	...	174,494	174,494
On debentures, debenture stock and on Indian stock issued in redemption of annuities, debentures and debenture stock and for purchase of undertakings	997,463	1,645,679	210	1,645,889
Annuities in purchase of Companies' lines	1,695,547	2,797,424	...	2,797,424
Interest on Capital deposited by Companies.	679,635	1,121,306	31,809	1,153,115
Interest chargeable against Companies on Advances by Secretary of State	216,948	357,935	...	357,935
Total	3,589,593	5,922,344	3,358,968	9,281,312

29. Interest is charged in India at 4 per cent. per annum on debt incurred for direct outlay by the State, except on a loan of Rx. 1,000,000 from His Highness the Maharaja Holkar for the Holkar State Railway which bears interest at 4½ per cent. per annum.

30. The debt taken over or incurred in connection with lines acquired by the State from Companies is on account of the East Indian, Eastern Bengal, Sind, Punjab and Delhi (incorporated in the North Western Railway), Oudh and Rohilkhand and South Indian Railways, and consists of debentures and debenture stocks of the Companies, of which the State assumed the direct liability on the transfer of the lines to Government; of India stock issued in purchase of the Oudh and Rohilkhand and South Indian Railways; and of stock issued from time to time in redemption of portions of annuities or of debentures and debenture stocks, which are bought up as opportunity offers.

The debentures discharged up to date are as under :—

	Rx.
East Indian Railway, £2,950,000 or expressed in Rx., converted at the contract rates for the years in which discharged	3,546,684
Eastern Bengal Railway, £612,350 or expressed in Rx., converted at the average rates for the years in which discharged	815,670

and interest is calculated at the rate of 4 per cent. per annum on these sums as in the case of direct outlay by the State.

31. The details of the interest charges and the charge on account of each line are as follows:—

	East Indian.	Eastern Bengal.	Sind, Punjab and Delhi (North Western).	Oudh and Rohilkhand.	South Indian.	TOTAL.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
On debentures discharged . .	141,867	32,627	...	...	...	174,494
On debenture and debenture stock	106,588	23,011	...	65,283	63,394	258,276
On India 3½ per cent. stock issued in redemption of portion of annuity and debenture stock .	395,090	33,507	271,198	—541	...	699,254
On India 3 per cent. stock issued in redemption of portion of annuity, debenture stock and debentures, and for purchase of undertakings from Railway Companies	12,267	34	...	487,801	184,736	684,838
On 4 per cent. rupee debt issued in redemption of portion of annuity	210	...	...	...	...	210
Discount Sinking Fund in redemption of debt incurred in excess of money raised	...	...	...	3,311	...	3,311
TOTAL .	656,022	89,180	271,198	555,854	248,130	1,820,383

32. The East Indian, the Eastern Bengal and the Sind, Punjab and Delhi Railways were purchased by annuities: the East Indian Railway annuity, terminating in 1953, at the rate of £5-12-6 for every £100 stock of the Company, the Eastern Bengal, terminating in 1957, at £6-3-4·79 per £100 stock, and the Sind, Punjab and Delhi, terminating in 1958, at the rate of £5-3-3·141 per £100 stock. In the case of the East Indian Railway a portion of the annuity equivalent to one-fifth of the commuted value of the capital stock, or £6,550,000, has been deferred, and on this interest at 4 per cent. is guaranteed. The holders of this portion of the stock participate in the surplus profits.

The charges in respect of each line were as follows:—

	East Indian.	Eastern Bengal.	Sind, Punjab and Delhi (North Western).	TOTAL.
	Rx.	Rx.	Rx.	Rx.
Annuity	1,394,044	192,785	612,682	2,199,511
Interest in lieu of deferred annuity	432,264	...	...	432,264
Sinking Fund	96,431	7,190	59,118	162,739
Contribution towards management of Sinking Funds, etc. . .	2,269	213	428	2,910
TOTAL .	1,925,008	200,188	672,228	2,797,424

33. The charges under "Interest on capital deposited by Companies" and "Interest chargeable against Companies on advances" relate to the newer Companies, the lines undertaken by which are classed as State Railways. During later years, the funds required for additional capital works have been provided by advances made to the Companies from funds raised by the Secretary of State under the provisions of Act 51, Vict., Cap. 5. The charges for interest on these advances appear under the heading "Interest chargeable against Companies on advances."

34. The charges incurred in connection with each line are given in the following table:—

RAILWAYS.	INTEREST ON CAPITAL DEPOSITED BY COMPANIES.			INTEREST CHARGEABLE AGAINST COMPANIES ON ADVANCES.	GRAND TOTAL.
	India.	England and Exchange.	Total.	England and exchange.	
	Rx.	Rx.	Rx.	Rx.	Rx.
Bengal Nagpur . .	19,415	282,539	301,954	145,805	447,759
Assam-Bengal . .	...	77,690	77,690	...	77,690
Bengal Central . .	...	28,873	28,873	26,810	55,683
Indian Midland . .	...	349,785	349,785	72,121	421,906
Lucknow-Bareilly . .	12,394	...	12,394	...	12,394
South Indian . .	...	49,496	49,496	...	49,496
Southern Mahratta* .	...	332,923	332,923	113,199	446,122
TOTAL .	31,809	1,121,306	1,153,115	357,935	1,511,050

* Including Mysore.

35. The charge in India against the Bengal Nagpur Railway represents interest on capital expended by Government on the Katni-Umaria State Railway, which was subsequently taken over by the Bengal Nagpur Railway Company as a part of its undertaking. This expenditure has not been refunded by the Company, but the State ranks as a shareholder to the extent of the capital contributed by it. Interest on money raised by the Rohilkhand and Kumaon Company for expenditure on the Lucknow-Bareilly Railway—though a sterling capital—is paid in India.

SECTION B.

GUARANTEED RAILWAYS.

36. This section deals with (i) the revenue transactions of the Great Indian Peninsula, the Bombay, Baroda and Central India, and the Madras Railways; and (ii) the charges incurred by the State in the payment of surplus profits and contributions to Provident Funds; on land, which, under the several contracts, is supplied free of charge to the companies; on Government controlling establishments; and on interest on capital. The Government controlling establishments also exercise, in some instances, supervision over State lines leased to companies, and perform certain duties in connection with State Railways, but the entire cost is included under this head. Recoveries are, however, made from State lines leased to companies on account of Government supervision, and the amount of such recoveries is credited to this head.

I.—REVENUE TRANSACTIONS.

XXVII.—Net Traffic Receipts.

37. At the close of the year under review, the open mileage of the Guaranteed Railways was as follows* :—

	Total length open.	Length laid with two or more tracks.
	Miles.	Miles.
Great Indian Peninsula	1,286¾	462
Bombay, Baroda and Central India	460¾	60
Madras	839¼	42½
TOTAL	2,586¾	564½

*Administration Report on the Railways in India for 1893-94, Part I, Appendix C.

38. The net receipts of the Guaranteed Railways during 1893-94 amounted to Rx. 3,383,812. The transactions of each Railway for the year were as follows :—

	Great Indian Peninsula.	Bombay, Baroda and Central India.	Madras.
	Rx.	Rx.	Rx.
Receipts—			
Administrative	3,949,930	1,528,527	1,038,374
Suspense	280,480	1,337,424	119,872
TOTAL	4,230,410	2,865,951	1,158,246
Payments—			
Administrative	2,018,062	539,789	519,880
Suspense	337,355	1,347,846	108,363
TOTAL	2,355,417	1,887,635	627,743
Net Receipts—			
Administrative	1,931,868	988,738	518,994
Suspense	—56,875	—10,422	+11,509
TOTAL	1,874,993	978,316	530,503
Percentage of working expenses to earnings	51·09	35·31	50·02
Average earnings per mile per week	58·87	63·63	23·73

39. Taking the Capital expenditure as stated in rupees in the Indian Accounts (in which sterling figures have been converted at the fixed contract rates of 1*s.* 10*d.* the rupee) the return per cent. on Capital outlay incurred to the end of the year was as under :—

	Capital outlay to 31st March 1894.	Net Receipts, 1893-94.	Percentage on Capital outlay.
	Rx.	Rx.	Rx.
Great Indian Peninsula	27,692,205	1,874,993	6·77
Bombay, Baroda and Central India	9,659,233	978,316	10·13
Madras	12,041,326	530,503	4·40

40. The traffic on the Great Indian Peninsula Railway shows a falling-off compared with the previous year. This is chiefly due to smaller exports of wheat, and depletion of stock of food-grains in 1892, to meet the prevailing scarcity in the Madras Presidency. The total receipts were higher than in the previous year owing to increased recoveries under suspense, arising principally from traffic belonging to foreign lines. The Working Expenses of the year were greater than in the previous year, in consequence chiefly of heavy renewals of engines. The entertainment of additional staff to work an altered train service and the opening of new crossing stations contributed to the excess to a certain extent.

41. On the Bombay, Baroda and Central India Railway the results are more favourable than in the preceding year. There was an increase under *coaching*, due chiefly to an improvement in the third class passenger traffic. The *goods* earnings also showed an improvement, due to increased traffic under the items of oil, seeds, sugar, timber and other miscellaneous articles of merchandise. This increase was, however, to a certain extent counterbalanced by a falling-off in the carriage of wheat and railway materials.

The Working Expenses of the year were less than in the previous year. The decrease is due to there being no expenditure on renewals with *steel rails*, or on repairs to monsoon damages. Large credits for sale of old rails and less renewals and repairs to coaching and goods vehicles have also helped to reduce the expenditure.

42. On the Madras Railway, the traffic improved generally, the goods traffic especially, due to large quantities of coal having been despatched for the Gold Mining Companies at Kolar, to the improvement of traffic in raw cotton and to the increased traffic in grain. The Working Expenses were lower than in the previous year, owing to heavy repairs and renewals to permanent way and bridges, having been carried out in that year.

Comparison with Actuals of 1892-93 and the Budget and Revised Estimates.

43. A statement, attached to this review as Schedule B, compares in detail the transactions of the year with the Revised and Budget Estimates and the actuals of 1892-93. The following is a summary of the net results :—

RAILWAYS.	NET RECEIPTS.	REVISED ESTIMATE.		BUDGET ESTIMATE.		NET RECEIPTS.
	Actuals, 1893-94.	Estimate.	Actuals, more + or less —.	Estimate.	Actuals, more + or less —.	Actuals, 1892-93.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula	1,874,993	1,910,000	—35,007	1,960,000	—85,007	1,936,286
Bombay, Baroda and Central India	978,316	967,500	+10,816	840,000	+138,316	855,810
Madras	530,503	520,000	+10,503	435,000	+95,503	452,317
TOTAL	3,383,812	3,397,500	—13,688	3,235,000	+148,812	3,244,413

44. The increase in the actuals as compared with those of 1892-93 and with the Budget Estimate was due to the improvement in traffic on the Madras and Bombay, Baroda and Central India Railways. The difference between the actuals and the Revised Estimate is comparatively small.

II.—Surplus Profits, etc., Land, Supervision and Interest.

Surplus Profits and Contribution to Provident Funds.

45. Under the contracts with the Guaranteed Railway Companies, a moiety of the excess of net earnings over interest charges for each half-year ending 30th June and 31st December, taken separately, is paid to the Companies; but in calculating the total surplus for division the Secretary of State is able to place against the net earnings stated in rupees one rupee only for every 1*s.* 10*d.* of guaranteed interest which he has paid. The share falling to the Companies is, therefore, much in excess of a true moiety of the actual surplus after meeting the sum which the Secretary of State actually pays as interest charges. In any half-year during which the net earnings fall short of the interest charges, the deficiency is borne wholly by Government.

46. A contribution from net earnings is made in aid of the Provident Funds established on the Great Indian Peninsula and Bombay, Baroda and Central India Railways, for the benefit of the Companies' employés, when the net earnings on capital give a return of more than 6 per cent. per annum on the Bombay, Baroda and Central India, and of 3 per cent. half-yearly on the Great Indian Peninsula Railway. A Provident Fund was established during 1891-92 on the Madras Railway, but on a different basis, the contribution forming a charge to working expenses.

47. The payments to the Companies during the year 1893-94 on account of Surplus Profits and Contributions to Provident Funds were as follows:—

	Surplus profits.	Contribution to Provident Funds.	Total.
	Rx.	Rx.	Rx.
Great Indian Peninsula	292,737	12,460	305,197
Bombay, Baroda and Central India	248,169	17,888	266,057
Total	540,906	30,348	571,254

Land.

48. The charges for land for Guaranteed Railways during the year were comparatively small. They were as follows:—

	Rx.
Great Indian Peninsula	835
Bombay, Baroda and Central India	3,211
Madras	1,054
Total	5,100

Supervision.

49. The charges falling under this head represent the cost of the establishments of the Consulting Engineers and Government Examiners employed on the supervision, audit and control of the transactions of Companies' lines, and a moiety of the cost of the office of the Director General of Railways. The

amounts recovered from Railway Companies are credited to this head. The charges during the year under review were as follows:—

	Control.	Audit.
	Rx.	Rx.
Bombay	12,657	11,084
Madras	6,207	5,307
Calcutta	7,401	4,076
Central Division	6,268	4,252
North-Western Provinces and Oudh	8,715	3,215
Assam	4,664	2,401
Director General of Railways, etc. (share of office of)	15,806	...
	61,718	30,335
Total		92,053
Less—Recoveries from Companies		63,149
Net Charge		28,904

50. The contributions for Government supervision, audit and control, recovered from the several Railway Companies, were as follows:—

	Rx.
East Indian	10,000
Rajputana-Malwa	13,584
Bengal and North-Western and Tirhoot	3,024
Bengal Nagpur	6,900
Bengal Central	1,000
Indian Midland	5,419
Southern Mahratta (including Mysore)	10,717
Rohilkhand-Kumaon (including Lucknow-Bareilly)	1,113
South Indian	8,337
Assam-Bengal	3,055
Total	63,149

51. The contribution payable from East Indian Railway revenues has been fixed under the contract at Rs. 50,000 half-yearly. With the exception of the Bengal and North-Western and the Rohilkhand-Kumaon Railway Companies the contributions paid by Railway Companies are calculated at the rate of Rs. 40 per half-year per mile of line constructed or under construction. The contributions by the Bengal and North-Western and Rohilkhand-Kumaon Railway Companies are calculated at the rate of Rs. 20 per mile half-yearly.

52. No contribution is made by the old Guaranteed Railways towards the cost of Government audit and control.

Interest.

53. The charges for Interest during the year 1893-94 were as under:—

	On Capital held in England.		On Capital held in India.	On over-drawals on Capital Account.	Total.
	Amount. £	Equivalent. Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula	1,203,816	1,986,134	2,071	...	1,988,205
Bombay, Baroda and Central India	417,517	688,847	272	152	689,271
Madras	533,387	880,016	...	...	880,016
Total	2,154,720	3,554,997	2,343	152	3,557,492

The foregoing figures represent the interest paid during the year, and not the liability for interest for the year 1893-94. No additional capital was raised during the year under review. The interest on overdrawn capital represents interest charged by Government at the rate of 4½ per cent. per annum on advances to the Bombay, Baroda and Central India Railway Company on Capital Account.

Comparison with Actuals of 1892-93 and the Budget and Revised Estimates.

54. In the statement attached to this review as Schedule C, a comparison in detail will be found of the actual charges for Surplus Profits, etc., Land and Supervision, and Interest, with the Revised and Budget Estimates and with the Actuals of 1892-93, of which the following is a summary :—

	Actuals, 1893-94.	Revised Estimate.		Budget Estimate.		Actuals, 1892-93.
		Estimate.	Actuals, more + or less —.	Estimate.	Actuals, more + or less —.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Surplus Profits, etc.	571,254	570,900	+354	562,800	+8,454	581,924
Land and Supervision.	34,004	34,900	—896	50,400	—16,396	29,423
Interest . .	3,557,492	3,544,400	+13,092	3,508,900	+48,592	3,438,635
Total .	4,162,750	4,150,200	+12,550	4,122,100	+40,650	4,049,982

The decrease in surplus profits, as compared with the actuals of the previous year, is due to the traffic on the Great Indian Peninsula Railway not having been so good as in 1892-93. The increase over the Budget Estimate is due to the Bombay, Baroda and Central India Railway Company's share of profits having been more than was anticipated owing to an improvement in traffic.

The increase in Land and Supervision over the actuals of the previous year is due principally to the charges for the offices of Consulting Engineer and Government Examiner of Accounts, Assam-Bengal Railway, being for the whole year, whereas in 1892-93 these offices were only in existence for five months, and to the outlay on land taken up for the Anand Station, Bombay, Baroda and Central India Railway. The lapse on the Budget Estimate is due to the fact that the provision for certain land made in the estimate for the Great Indian Peninsula and Madras Railways was not needed.

The increase in the interest charges over the actuals of 1892-93 and over the Budget Estimate is due chiefly to the fall in the rate of exchange.

Effect on State Revenues.

55. The following table shows the direct results to the State of the working of the Guaranteed Railways for the year :—

	Net Traffic Receipts.	Charges.				Gain or loss (+ or —).
		Interest.	Surplus Profits.	Contribution to Provident Funds.	Total.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula.	1,874,993	1,988,205	292,737	12,460	2,293,402	—418,409
Bombay, Baroda and Central India.	978,316	689,271	248,170	17,887	955,328	+22,988
Madras . .	530,503	880,016	...	...	880,016	—349,513
Total .	3,383,812	3,557,492	540,907	30,347	4,128,746	—744,934

56. In addition to the above, the cost of land provided at the expense of the State and a proportionate share of the cost of the Government controlling establishments have to be taken into consideration, in order to arrive at the real financial results to the State of its connection with Guaranteed Railways. The above table, however, shows prominently the effects of the provision in the contracts under which surplus profits are declared half-yearly, and the sterling interest is converted for the purpose of this division at the fixed contract rate of 1*s.* 10*d.* (*vide* para. 45). Thus the Great Indian Peninsula Railway received as surplus profits during the year the sum of Rx. 292,737, while Government, although nominally entitled to share equally with the Company, sustained a loss of Rx. 418,409. During the second-half of 1893 the net earnings fell short of the guaranteed interest and Government had to make good the deficiency and to bear also the loss by exchange on interest paid in England. The Bombay, Baroda and Central India Railway Company received Rx. 248,169 as surplus profits, while the actual surplus accruing to the State was only Rx. 22,988.

57. In the following statement the results to the State of the working of these railways for the last five years are exhibited :—

Gain or Loss (+ or —).

Railways.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
	Rx.	Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula .	—197,044	+151,489	+20,680	—377,138	—418,409
Bombay, Baroda and Central India.	—14,905	+81,433	+39,382	+1,719	+22,988
Madras	—350,750	—236,283	—359,428	—400,727	—349,513
Total .	—562,699	—3,361	—299,366	—776,146	—744,934

58. The following statement shows the total amount paid on account of guaranteed interest to each of the Guaranteed Railway Companies still in existence on 31st March 1894, the net revenue of the several lines to the 31st of December 1893, appropriated towards the repayment of that amount, and the balance. For the purposes of this statement, the net revenue and the guaranteed interest paid in India are converted at the contract rates of exchange. The amounts shown as guaranteed interest paid in England represent true sterling :—

Railways.	Guaranteed Interest paid to 31st March 1894.			Aggregate of net revenue balances for the several half-years to 31st December 1893 inclusive—less moieties of surplus profits repaid to Companies.	Net amount paid.
	In England.	In India.	Total.		
	£	£	£	£	£
Great Indian Peninsula .	34,662,334	474,038	35,136,372	31,716,696	3,419,676
Bombay, Baroda and Central India.	12,117,937	87,985	12,205,922	10,563,393	1,642,529
Madras	16,543,595	2,332	16,545,927	8,353,445	8,192,482
Total .	63,323,866	564,355	63,888,221	50,633,534	13,254,687

There were of course similar figures relating to each Company whose railway Government purchased by annuities or on other terms.

SECTION C.

SUBSIDIZED COMPANIES.

(Major Heads XXVIII and 40.)

59. The transactions in connection with subsidized railways which appear in the Government accounts under the heading Subsidized Companies represent—

Under *Revenue*, Head XXVIII.—Repayments of advances of interest.

Under *Expenditure*, Head 40.—Cost of land supplied free, subsidies paid and advances of interest.

(i) *Repayments of Advances of Interest.*

60. The amounts credited as Revenue under this head comprise repayments of advances of interest by the Rohilkhand-Kumaon Railway Company and by the Mysore Durbar on account of the Mysore Railway.

61. In the case of the Rohilkhand-Kumaon Railway, the State advanced interest at the rate of 4 per cent. per annum on the Company's share capital while the line was under construction. In consideration of this payment the State is entitled, under the terms of the contract, to a moiety of any surplus earnings, after meeting working expenses, interest on borrowed capital, if any, and a sum sufficient to pay a dividend at the rate of 5 per cent. per annum on the Company's share capital, until such time as the interest advanced by the Secretary of State, together with interest thereon at the rate of 4 per cent. per annum, shall have been repaid. The following is a summary of the advances and repayments of interest to the close of 1893-94 :—

YEAR.	Advances.	REPAYMENTS.	
		England.	India.
	Rx.	Rx.	Rx.
1882-83	432	...	...
1883-84	4,667	...	...
1884-85	7,986*	...	...
1885-86	...	...	119
1886-87	...	...	32
1889-90	...	91	...
1890-91	...	975	...
1891-92	...	1,427	...
1892-93	...	...	...
1893-94	...	...	...
TOTAL	13,085	2,493	151

62. The payment by the Mysore Durbar on account of the Mysore State Railway represents the net charge for interest paid by Government to the Southern Mahratta Railway Company in connection with the Mysore Railway. The Secretary of State, acting on behalf of the Mysore State, has guaranteed the interest on the capital raised by the Southern Mahratta Railway Company for the construction of the Mysore Railway, and the Durbar makes good the excess of interest over net revenue, and will receive any excess of net revenue over interest charges. The receipts and working expenses and interest charges of the Mysore Railway are recorded in the Government accounts under their respective Railway heads, and the net charge for interest only (*i.e.*, interest on capital expended *minus* net receipts), which is recoverable from the Mysore Durbar, is credited under this head.

* Interest (£295) realised from investment of funds deposited by the Company for a fixed period taken in reduction of advances of interest.

63. The amount recovered from the Mysore Durbar during 1893-94 was Rx. 34,054, arrived at as under :—

	Rx.
Interest on capital	79,194
Less—Charge borne by Government for interest on the unexpended balance of the capital retained in their hands	8,460
Remainder	70,734
Net receipts	36,680
	34,054

Net charge for interest recovered from the Mysore Durbar—

Compared with, for	1892-93	17,883
,, ,,	1891-92	31,567
,, ,,	1890-91	30,505
,, ,,	1889-90	49,012
,, ,,	1888-89	42,768

(ii) *Land, Subsidies, and Advances of Interest.*

64. The charges for land, subsidies and advances of interest are borne partly by Imperial and partly by Provincial Revenues. The items falling on the Imperial Government are charges for land, provided free of cost under the terms of the contracts, in connection with the Bengal and North-Western, Delhi-Umballa-Kalka and Nilgiri Railways. The Nilgiri Railway was also entitled, under the terms of its contract, to interest at 3 per cent. on its capital deposited in a Government treasury for three years, or until the line is opened throughout for traffic, if earlier. The three years expired on the 30th September 1893.

65. The charges debited to Imperial Funds during 1893-94 on account of subsidized railways were—

		Rx.
Bengal and North-Western Railway	(Land charges)	970
Nilgiri Railway	(,,)	3,004
Ditto	(Interest)	2,792
	TOTAL	6,766

66. The charges borne by the Provincial Governments in connection with subsidized railways are—

Assam.—An annual subsidy, payable to the Assam Railways and Trading Company, Limited, on account of the Dibru-Sadiya Railway, of such amount—subject to a maximum of Rs. 1,00,000—as, together with the net earnings of the Railway, shall be sufficient to yield a return of 5 per cent. per annum on Capital outlay; and a share of the pay and allowances of the Examiner of Public Works Accounts, Assam.

Bengal.—Charges for land which, under the terms of the contracts, has to be provided free of cost to the Tarkessur, Dooars, and Deoghur Railways.

North-Western Provinces and Oudh.—An annual subsidy of Rs. 40,000 payable to the Rohilkhand-Kumaon Railway Company up to 31st December 1894, and charges for land in connection with that Railway.

67. The amounts debited against Provincial Revenues during 1893-94 were—

		Rx.
Dibru-Sadiya Railway	(Subsidy and audit)	10,042
Dooars Railway	(Land)	259
Rohilkhand-Kumaon Railway	(Subsidy)	4,000
Ditto ditto	(Land)	—67
	TOTAL	14,234

68. The total charges in connection with each line to the close of 1893-94 will be found in the statement attached to this note as Schedule D.

Comparison with Actuals of 1892-93 and the Budget and Revised Estimates.

69. The actual receipts during the year under Head XXVIII compare with the actuals of 1892-93 and the Budget and Revised Estimates as under—

	Actuals, 1893-94.	Revised Estimate.		Budget Estimate.		Actuals, 1892-93.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
XXVIII.—Subsidized Companies.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Rohilkhand-Kumaon . . .	...	...	...	1,600	—1,600	...
Mysore	34,054	33,700	+354	23,600	+10,454	17,883
Total .	34,054	33,700	+354	25,200	+8,854	17,883

The Government share of surplus earnings of the Rohilkhand-Kumaon Railway for the year 1892 was not received during the year owing to questions having been raised as to the amount of that share.

The difference between actuals and the Revised and Budget Estimates of the repayment by the Mysore Durbar is due to the net revenue of the railway having been lower than the estimates.

70. The actual expenditure during the year under head 40 compares with the actuals of 1892-93 and the Budget and Revised Estimates as under:—

	Actuals, 1893-94.	Revised Estimate.		Budget Estimate.		Actuals, 1892-93.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less	
40—Subsidized Companies—	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Imperial . . .	6,766	8,600	—1,834	14,200	—7,434	12,383
Provincial . . .	14,234	14,300	—66	14,200	+34	16,643
Total .	21,000	22,900	—1,900	28,400	—7,400	29,026

71. The lapse, under Imperial, is due to land not having been acquired for spoil on the Nilgiri Railway; to short payments of compensation charges in the districts of Gonda, Bahraich and Bari Banki, and to less land having been acquired during the year in connection with the Bengal and North-Western Railway; and to the interest paid to the Nilgiri Railway Company having been less than was estimated, the three years during which these charges were payable under the terms of the contract having expired on the 30th September 1893.

SECTION D.

41.—Miscellaneous Railway Expenditure.

72. The following expenditure is recorded under this head:—

(*a*) Outlay on surveys.
(*b*) Surplus Establishment and Miscellaneous charges.
(*c*) Director General of Railways' Establishment (share of).
(*d*) Port Storekeeper's Establishment.
(*e*) Abt material and engine suspense account.
(*f*) Land charges in connection with Native States Railways.

73. At the commencement of the year 1893-94 the following surveys were in hand:—

Imperial.

Rutlam-Bara Survey.
Mandalay-Kunlon Survey.
Chittagong-Akyab-Minhla Survey.
Mogoung-Irrawaddy Survey.
Cuttack-Midnapore-Calcutta Survey.
Monghyr Extension Survey.
Anarpur-Begum Serai Survey.
Rae Bareli-Benares Survey.
Dera Ismail Khan-Murtaza Survey.
Delhi-Minchinabad Survey.
Wazirabad-Multan Survey.
Kalka-Simla Survey.
Umballa-Patiala Survey.
Frontier Railway Surveys.
Sambalpur-Khurda Survey.

74. During the course of the year the undermentioned surveys were undertaken by the Imperial Government:—

Umarkot-Pachpadra Survey.—A detailed survey for a line of railway on the metre gauge from the river Nara, about 16 miles north-west of the town of Umarkot, to near Pachpadra where it joins a branch line of the Jodhpur-Bikaneer Railway system, at an estimated cost of Rs. 46,027.

Saugor-Katni Survey.—A reconnaissance survey for a new alignment of the section from Saugor to Katni on the Bilaspur-Etawah Railway, at an estimated cost of Rs. 26,404.

Raipur-Sonpur Survey.—A reconnaissance survey for a line of railway from Raipur on the Bengal Nagpur Railway to Sonpur, at an estimated cost of Rs. 9,990.

Thedaw-Myingyan Survey.—A survey for an alternative route for a branch line to Myingyan, at an estimated cost of Rs. 6,500.

Singhia-Madaripore-Chandpore Survey.—A reconnaissance survey for a line of railway to connect the Bengal Central and Assam-Bengal Railways, at a cost of Rs. 5,141.

Ghaziabad-Moradabad Survey.—A detailed survey for a line of railway on the standard gauge from the Ghaziabad junction of the North Western and East Indian Railways *vid* Gurmuktessur to Moradabad on the Oudh and Rohilkhand Railway and a branch from the 52nd mile of the main line near Gurmuktessur to Chandausi, also on the Oudh and Rohilkhand Railway, at a cost of Rs. 70,481.

Rampur-Ramnagar Survey.—A survey for the construction of a branch of the Oudh and Rohilkhand Railway to Ramnagar at the foot of the hills within easy reach of Naini Tal and Ranikhet, at an estimated cost of Rs. 28,560.

Bareilly-Soron Survey.—A survey for a line of railway from Bareilly, the terminus of the Rohilkhand and Kumaon Railway system, to Soron on the Cawnpore-Achnera Railway at an estimated cost of Rs. 20,092.

Ludhiana-Ferozepore Survey.—A detailed survey for a line of railway from Ludhiana on the North Western Railway to Ferozepore on the Rewari-Ferozepore Railway, at an estimated cost of Rs. 26,833.

Kotri-Karachi Survey.—A survey for doubling the North Western Railway between Kotri and Karachi, at an estimated cost of Rs. 15,840.

Kotri-Rohri Survey.—A reconnaissance survey for a line of railway on the left bank of the Indus between Kotri and Rohri, at an estimated cost of Rs. 3,896.

Bezvada-Madras Survey.—A survey for a line of railway on the standard gauge from Madras to Bezvada, the present southern terminus of the East Coast Railway, at an estimated cost of Rs. 1,30,000.

75. The following surveys were undertaken during the year by the Governments of Bengal and Madras,—

BENGAL.

Sultanpore-Bogra Survey.—A survey for a branch line of railway as a feeder to the Northern Section of the Eastern Bengal State Railway, at an estimated cost of Rs. 1,207.

MADRAS.

West Coast Railway Survey.—Reconnaissance surveys for lines of railway from Mangalore to Arsikere on the Southern Mahratta Railway, Hassan to Mysore and Nanjangode to Erode, at a cost of Rs. 20,745.

76. The expenditure incurred during the year 1893-94 amounted to Rx. 103,439 as under :—

	Rx.
Imperial	102,252
Provincial	1,187
TOTAL	103,439

77. The Imperial outlay includes the following :—

Outlay on surveys	79,204
Surplus Establishment and Miscellaneous charges	5,027
Director General of Railways' Establishment (share of)	15,806
Port Storekeeper's Establishment	2,184
Land charges in connection with Native States Railways	31
TOTAL	102,252

78. The details of outlay on surveys will be found in the statement attached to this review as Schedule E.

79. The items debited during 1893-94 to the account "Surplus Establishment and Miscellaneous charges" were—

	Rx.
Leave allowances (other than privilege leave) of pensionable employés of Rajputana-Malwa Railway	587
Salaries and allowances of the following officers :—	
Mr. M. Gregory, Assistant Engineer	158
„ B. A. Maine	161
„ H. B. Addis, Executive Engineer	703
„ J. Willcocks, ditto	99
„ E. A. Lee, Examiner of Accounts	21
„ P. P. Dease, Engineer-in-Chief	62
„ A. C. Chatterjee	44
„ R. K. Biernackie, Assistant Locomotive Superintendent	166
„ J. Lightfoot, Examiner of Accounts	829
Petty items	28
Salary of Mr. H. P. Burt while employed as Secretary to the Railway Conference	260
Police supervision charges, not agreed to by the Bengal and North-Western Railway	218
Deficiency in value of stores taken over from Nalhati State Railway	910
Bonuses to—	
Mr. Cole for report on Railway working in England and France	80
Mr. E. A. Ryles for use of his patent for painting and varnishing railway carriages	500
Contribution to Clerks' Provident Fund	201
TOTAL	5,027

80. The amount debited to this head on account of the establishment of the Director General of Railways represents half the fixed monthly charge of

Rs. 21,000 debited by the Civil Department, under the authority of Public Works Department Resolution No. 6125, dated 9th November 1888, and half the actual salary and travelling allowances of the Consulting Engineer to the Government of India for State Railways. The other moiety of these charges is debited to the major head "39—Guaranteed Companies—Land and Supervision."

81. The amount shown under Port Storekeeper's Establishments represents—

	Rx.
(1) The cost of the Port Storekeeper's office at Calcutta	1,995
(2) Establishment entertained by the Marine Storekeeper, Bombay, in connection with the local purchase of stores for State Railways	189
TOTAL	2,184

The expenditure recorded as Provincial represents outlay on—

	Rx.
Provincial Surveys in Madras	1,066
Ditto in Bengal	121
TOTAL	1,187

Comparison with Actuals of 1892-93 and the Budget and Revised Estimates.

82. The actual outlay during the year under "41—Miscellaneous Railway Expenditure" compares with the actuals of 1892-93 and the Budget and Revised Estimates as under :—

HEAD OF ACCOUNT.	Actuals, 1893-94.	REVISED ESTIMATE.		BUDGET ESTIMATE.		Actuals, 1892-93.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
41.—Imperial	102,252	110,000	—7,748	107,500	—5,248	—10,860
41.—Provincial	1,187	1,200	—13	...	+1,187	...
TOTAL	103,439	111,200	—7,761	107,500	—4,061	—10,860

83. The larger outlay, as compared with the actuals of the previous year, is due to the accounts for that year having included the refunds by the Assam-Bengal Railway Company of the past outlay on the Bengal-Assam and Chittagong-Comilla Surveys which were credited to this head. The lapses as compared with the Budget and Revised Estimates are due to the provision made for new surveys not having been utilised in full; some of the surveys not having been undertaken, and others having been put in hand later than was anticipated.

SECTION E.

STATE RAILWAYS—CONSTRUCTION EXPENDITURE.

Major heads 34, 37, 48 and 50.

84. At the beginning of the year under review the following railways or sections were under construction from funds provided by the State :—

	Miles.
By State agency—	
Lucknow-Rae Bareli-Benares (Lucknow-Rae Bareli Section)	48½
Bareilly-Rampur-Moradabad	56
East Coast	430½
Meiktila Branch—Burma State Railway	13
Mu Valley	156½
Mari-Attock	85
Mushkaf-Bolan	85¾
By the agency of Companies—	
Palanpur-Deesa	17½
Godhra-Rutlam	90½
Guntakal-Hindupur	56½
Mayavaram-Mutupet	53¾
East Indian—Jherriah and Toposi Extensions	66½

85. The Mayavaram-Mutupet Railway is being constructed by the agency of the South Indian Railway Company, partly from funds provided by the Tanjore Local Board and partly from the Provincial funds of the Madras Government, on the condition that the profits to be derived from the undertaking be shared between the Government of Madras and the Local Board in proportion to the capital contributed by each.

86. During the course of the year, sanction was accorded to the construction of the Damoodur Branch (Jherriah Extension) of the East Indian Railway.

A possible saving of Rs. 2,00,000 having been reported on the construction of the Jherriah Extension, East Indian Railway, it was decided to run a branch line from this extension to further open up the Jherriah coal-fields, and sanction has been given to an estimate of Rs. 8,63,839. This branch, known as the Damoodur branch, commences at the 28th mile from Barákar and will be about 10 miles in length.

87. In the Budget Estimate a sum of Rx. 3,929,400 was provided for Capital expenditure on State Railways as under :—

	Rx.
34.—Construction of Protective Railways	1,054,300
37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	75,100
48.—State Railways—Construction	2,800,000
TOTAL	3,929,400

and this sum was distributed for expenditure as follows :—

	Rx.
For outlay in England (treated as final charges in the Home accounts)	1,151,800
For outlay in India	2,055,300
„ Exchange	722,300
TOTAL	3,929,400

88. The allotments to lines were as below :—

	Rx.
By State agency—	
Mu Valley	395,000
Frontier Railway Reserve	3,000
East Coast	918,000
Open lines	428,200
Stores (Fluctuations in reserves and stores in transit)	—500
Lucknow-Rae Bareli-Benares	60,000
Bareilly-Rampur-Moradabad	180,000
Mari-Attock	50,000
Mushkaf-Bolan	600,000
North Western—Gradient improvement works	140,000
TOTAL	2,773,700
By agency of Companies—	Rx.
East Indian—Jherriah Extension	110,000
Palanpur-Deesa	9,200
Dharmavaram-Hindupur	17,800
Godhra-Rutlam	385,000
Assam-Bengal (Land)	40,000
Mayavaram-Mutupet	67,500
Open lines	390,200
TOTAL	1,019,700
Reserve	1,000
Indents thrown forward to 1893-94	152,200
Nagpur-Chhattisgarh depreciation account	—17,200
GRAND TOTAL	3,929,400

89. The grant was modified during the year by the following additions and reductions, and the amount available ultimately stood at Rx. 4,104,500 :—

	Rx.
Add—	
Additional grant sanctioned by the Finance Department for the Bareilly-Rampur-Moradabad Railway representing the balance available from funds provided by the Durbar estimated at	169,000
Less—	
Estimated excess over ordinary grant for expenditure during 1892-93	50,500
	118,500
Add—	
Transfer from 49—Irrigation Works	54,600
Additional grants under 37—Provincial	2,000
Total increase	175,100

90. The Revised Estimate was submitted for the amount of the grant available, *viz.*, Rx. 4,104,500. In submitting the Revised Estimate for this increased amount, it was assumed that there would be lapses on the final allotments for several lines which might amount to Rx. 112,900, and allowance was made accordingly. The estimate was not, however, fully worked up to, and the results show a small lapse of Rx. 30,076.

91. The amount of the Revised Estimate, *viz.*, Rx. 4,104,500, was provided as follows:—

	Rx.
34.—Construction of Protective Railways	1,079,700
37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	77,100
48.—State Railways—Construction	2,947,700
TOTAL	4,104,500

and was distributed for expenditure as under:—

	Rx.
For outlay in England	782,000
For outlay in India	2,819,000
For Exchange	503,500
TOTAL	4,104,500

92. The actual outlay amounted to Rx. 4,074,424 as under:—

	Rx.
In England	711,971
In India	2,899,768
Exchange	462,685
TOTAL	4,074,424

resulting in an excess of Rx. 145,024 on the Budget Estimate and a lapse of Rx. 30,076 on the Revised Estimate of the year. Compared with the Revised Estimate, the actuals in India and in England stand as follows:—

	Revised Estimate.	Actuals.	Actuals. More.	Actuals. Less.
	Rx.	Rx.	Rx.	Rx.
India	2,819,000	2,899,768	80,768	...
England	782,000	711,971	...	70,029
Exchange	503,500	462,685	...	40,815
TOTAL	4,104,500	4,074,424	—30,076	

93. The distribution of the outlay of the year by finance heads is as under:—

	Rx.
34.—Construction of Protective Railways	1,060,954
37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	78,902
48.—State Railways—Construction	2,939,568
TOTAL	4,074,424

94. No expenditure was incurred during the year in connection with the redemption of liabilities.

Comparison with the Budget and Revised Estimates.

95. In the statement attached to this review as Schedule F will be found full details of the expenditure of the year compared with the Budget and

Revised Estimates, and showing the details of classification by Fund heads. The following is a general abstract:—

RAILWAYS.	Actuals, 1893-94.	BUDGET ESTIMATE. Estimates.	BUDGET ESTIMATE. Actuals + more or — less.	REVISED ESTIMATE. Estimates.	REVISED ESTIMATE. Actuals + more or — less.
	Rx.	Rx.	Rx.	Rx.	Rx.
Expenditure by State agency—					
Open lines*	410,394	439,700	—29,306	456,950	—46,556
Mu Valley	270,309	395,000	—124,691	289,140	—18,831
Lucknow-Rae Bareli-Benares	82,520	80,000	+2,520	84,330	—1,810
Bareilly-Rampur-Moradabad	392,975	268,600	+124,375	386,550	+6,425
North Western Railway Gradient Improvement Works	144,860	140,000	+4,860	143,700	+1,160
Sind-Pishin Petroleum Operations	—1,914	...	—1,914	100	—2,014
Frontier Railway Reserve	13,847	5,500	+8,347	13,690	+157
Mari-Attock	83,602	50,000	+33,602	82,600	+1,002
Mushkaf-Bolan	561,486	600,000	—38,514	516,180	+45,306
East Coast	975,989	918,000	+57,989	996,800	—20,811
Stores (Fluctuations in reserves and stores in transit)	—146,589	11,900	—158,489	—63,240	—83,349
TOTAL	2,787,479	2,908,700	—121,221	2,906,800	—119,321
Expenditure by agency of Companies—					
Open lines	591,813	390,200	+201,613	610,300	—18,487
East Indian—Jherriah Extension	117,996	110,000	+7,996	105,700	+12,296
Assam-Bengal (Land)	67,004	40,000	+27,004	80,000	—12,996
Godhra-Rutlam	427,045	385,000	+42,045	428,000	—955
Palanpur-Deesa	9,163	9,200	—37	9,800	—637
Guntakal-Hindupur	9,931	17,800	—7,869	10,400	—469
Mayavaram-Mutupet	63,993	67,500	—3,507	66,400	—2,407
TOTAL	1,286,945	1,019,700	+267,245	1,310,600	—23,655
Reserve	...	1,000	—1,000	...	...
Deduct—Estimated lapses		...	...	—112,900	+112,900
GRAND TOTAL	**4,074,424**	**3,929,400**	**+145,024**	**4,104,500**	**—30,076**
Distributed as under—					
England	711,971	1,151,800	—439,829	782,000	—70,029
India	2,899,768	2,055,300	+844,468	2,819,000	+80,768
Exchange	462,685	722,300	—259,615	503,500	—40,815
TOTAL	4,074,424	3,929,400	+145,024	4,104,500	—30,076

* Includes Nagpur-Chhattisgarh Depreciation account.

Budget Estimate.

96. The more important variations from the Budget Estimate materially affecting the results are explained below :—

State Agency.

Open lines.—The actuals fell short of the Budget Estimate by Rx. 29,306. The principal lapses occur on the Warora Colliery and Eastern Bengal and Oudh and Rohilkhand Railways, and are due to the supplies of English stores having fallen short of the estimate, and to less work having been carried out than was contemplated.

The lapse on the Warora Colliery is attributed to the provision made for sinking two new pits not having been utilised owing to their location being undecided, and to the non-receipt of machinery from England for these pits, provision for the cost of which was made in the Budget Estimate.

The lapse on the Umaria Colliery is attributed to the provision made for sinking a pit, both for outlay in India and on English stores, and for quarters for subordinates not having been utilised.

The lapse on the Oudh and Rohilkhand Railway is due to smaller purchases of stores in England than were anticipated.

The lapse on the Eastern Bengal Railway is due to less work having been carried out than was provided for in the estimate, to larger issues of stores and workshop outturn to Revenue, and to a credit of Rs. 1,10,399 representing depreciation on the flotilla hired to the India General Steam Navigation Company written back from Revenue earnings under the orders of Government.

The excess on the Nagpur-Chhattisgarh depreciation account is due to unanticipated heavy liabilities having been incurred for freight and depreciation charges, and to further stores having been taken over for sale. Provision for the sale of these stores was not made in the estimate, and they were not fully disposed of within the year.

The excess on the Burma Railway is due to the whole quantity of rails required for relaying in the Sittang district having been purchased during the year. The estimate provided for the purchase of 12 miles of rails only. These rails, moreover, were received late in the year, and not more than 3 miles out of the 12 miles provided for could be issued.

The excess on the North Western Railway is due to the issues of stores to Revenue being smaller than estimated, owing to the late arrival of material from England, to the low rate of exchange, and to a deficiency in the anticipated credits from Revenue on account of workshop charges.

Lines under construction.—The actuals fell short of the Budget Estimate by Rx. 91,915.

The lapse on the Mu Valley Railway is due to the prevalence of sickness during the year and to the difficulty experienced in procuring carts for the carriage of material. Smaller progress was in consequence made on the construction of the line. The lapse was also partly due to smaller purchases of English stores than was provided for in the estimate.

The lapse on the Mushkaf-Bolan Railway is due chiefly to the supply of English stores having fallen short of what was expected.

The lapse under *stores transactions* is due to smaller payments for stores in England than were anticipated.

The excess on the Bareilly-Rampur-Moradabad Railway is attributed to greater progress of work than was anticipated when the estimate was framed.

The excess on the Frontier Railway Reserve is due chiefly to purchases of English and local stores provided for in the previous year having only been brought to account during the year under review, and to payment to the North Western Railway for depreciation on engines used on the Chaman Extension.

Only Rx. 50,000 were allotted for outlay on the Mari-Attock Railway during 1893-94, the works, with the exception of tunnels and bridges, having been practically stopped during the year in accordance with the orders contained in Government of India, Public Works Department, letter No. 1404 R. C.,

dated 21st December 1892. The actual outlay for the year exceeded the Budget Estimate by Rx. 33,602, and this excess is due chiefly to work, done prior to 31st March 1893 but remaining unpaid, not having been provided for in the Budget Estimate, and to payments having been made by the Civil Department on account of compensation for land in excess of the provision made in that estimate.

The excess on the East Coast Railway is due to the greater progress of work than was contemplated at the time the estimate was prepared.

Companies' Agency.

Open lines.—The actuals exceed the Budget Estimate by Rx. 201,613.

The excess occurs principally on the East Indian Railway, and is due to the provision for engines and tenders to the extent of Rs. 4,44,000 and for an increase in the stores balances of Rs. 8,08,000, which were disallowed in the Budget Estimate, having been subsequently restored by Government; to a special debit to Capital by credit to Revenue account of Rs. 8,22,827, representing the cost of an 11th sleeper per rail laid in the line, and to expenditure on machinery and plant, and on two steamers and four flats for the Azamgung ferry service not having been provided for in the Budget Estimate.

The lapse on the Bhopal State Railway occurred chiefly under stations and buildings, and is due to the provision made for work at crossing stations and additional staff quarters not having been fully utilised.

The lapse on the Tirhoot State Railway is due to fluctuations in stores transactions which were not anticipated in the Budget Estimate.

The lapse on the South Indian Railway is due to the provision made in the estimate for the purchase of English stores not having been fully utilised.

The lapse on the Dhond and Manmad Railway is due to the Great Indian Peninsula Railway Company not having been able to utilise the full provision for works.

Lines under construction.—The actuals exceeded the Budget Estimate by Rx. 65,632.

The principal excesses were—

On the Jherriah Extension, due to a sum of Rs. 3,68,000 disallowed in the Budget Estimate having been subsequently restored by Government.

The Budget Estimate for land charges on the Assam-Bengal Railway has been largely exceeded. This is due to more money having been spent on the acquisition of land than was anticipated at the time the estimate was prepared.

On the Godhra-Rutlam Railway, due to more work having been carried out than was contemplated in the estimate, as work was pushed on with a view to completing the line by March 1894.

The principal lapse was on the Guntakal-Hindupur Railway, due to large credits having been obtained from the South Indian Railway for permanent-way and bridge materials returned into stores before the transfer of the line to the Southern Mahratta Railway Company. These credits were not contemplated in the Budget Estimate.

Revised Estimate.

97. Compared with the Revised Estimate, the principal variations and the reasons assigned for them are briefly as follows :—

State Agency.

Open Lines.—The actuals fell short of the Revised Estimate by Rx. 46,556.

The principal lapse occurred on the North Western Railway and is attributed to the short supply of stores from England.

The lapse on the Oudh and Rohilkhand Railway is attributed to credits received for land relinquished, and for plant sold, which were not anticipated; to a failure to complete to the full extent the purchases of local stores sanctioned towards the close of the year, and to some extent, to delay in receipt and short supplies of English stores.

Lines under construction.—The actuals fell short of the Revised Estimate by Rx. 72,765.

The principal lapses were—

On the Mu Valley Railway and *stores transactions*, attributed generally to the causes mentioned in the preceding paragraph.

On the East Coast Railway, to short outlay on stores in England.

The principal excesses were—

On the Bareilly-Rampur-Moradabad Railway, chiefly to charges for land which were not anticipated; to the adjustment of arrear charges for ballast trains, the rates for which had for some time been in dispute, and to some extent to the low rate of exchange.

On the Mushkaf-Bolan State Railway, due to more progress having been made on construction during March than was anticipated, and to the provision for expenditure in England having proved insufficient.

Companies' Agency.

Open lines.—The actuals fell short of the Revised Estimate by Rx. 18,487.

The lapse occurred chiefly—

On the East Indian Railway, under ballast and permanent way, station and buildings and rolling stock, and is due to less work having been undertaken, and smaller outlay having been incurred than was provided for in the estimate.

On the Tirhoot State Railway, due to less work having been carried out than was anticipated, and to short supply of stores from England.

Lines under construction.—The actuals fell short of the Revised Estimate by Rx. 5,168.

The principal lapse occurred on the Assam-Bengal Railway, Land charges, and was due to land acquisition officers having over-estimated their requirements for the last quarter of the year.

The excess on the Jherriah Extension is due to larger issues of permanent-way material in the last quarter of the year than were anticipated in the Revised Estimate.

98. *Total Capital Outlay.*—The total outlay incurred on State Railways up to the end of the year has amounted to Rx. 114,277,051 as under:—

	Rx.
Indian outlay	60,239,516
Debits to the Indian books by credits to "Expenditure in England" for value of English stores received and other items charged off in England	54,037,535
TOTAL	114,277,051

the distribution by finance heads being as follows:—

	Rx.
34.—Construction of Protective Railways	5,464,197
37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	6,478,433
48.—Capital Expenditure on State Railways not charged against Revenue	68,780,970
50.—Capital charges involved in redemption of liabilities	33,553,451
TOTAL	114,277,051

99. Full details of the above will be found in the statement attached to this review as Schedule G.

SECTION F.

CAPITAL ACCOUNT OF GUARANTEED COMPANIES.

100. Each of the Guaranteed Railway Companies has a sterling Capital. Under the respective contracts entered upon many years ago, funds required to meet expenditure in India are advanced at the fixed rate of exchange of 1*s.* 10*d.* the rupee, and advances in England when converted into Indian currency are converted at the same rate of 1*s.* 10*d.* the rupee. The figures relating to Capital expenditure in this section, where stated in sterling, represent as regards withdrawals by the Companies in England true sterling, and as regards withdrawals in India the equivalent in rupees at the rate of 1*s.* 10*d.*; where stated in Rx., sterling has been converted into rupees at the same rate.

101. The following table shows the amount of Capital raised to the 31st March 1894:—

	Share Capital.		Debentures.		Debentures Stock.		Capital not bearing Interest.		Total.
	India.	England.	Nominal amount.	Cash received.	Stock represented.	Cash received.	India.	England.	
	£	£	£	£	£	£	£	£	£
Great Indian Peninsula	496,897	19,503,103	*2,970,900*	2,970,900	*2,701,450*	2,475,559	74,929	215,145	25,736,533
Bombay, Baroda and Central India	21,672	7,528,628	*1,238,500*	1,238,500	...	...	...	18,419	8,807,219
Madras	...	10,257,630	*800,000*	800,000	...	...	...	12,014	11,069,644
TOTAL	518,569	37,289,361	*5,009,400*	5,009,400	*2,701,450*	2,475,559	74,929	245,578	45,613,396

102. Interest on the Share Capital, Debentures, and Debenture Stock is guaranteed by the Secretary of State, the rates of interest being as under:—

	Great Indian Peninsula.	Bombay, Baroda and Central India.	Madras.	Total.
	£	£	£	£
Share Capital at 5 per cent.	20,000,000	7,550,300	8,757,670	36,307,970
,, ,, 4¾ ,,	...	...	999,960	999,960
,, ,, 4½ ,,	...	...	500,000	500,000
Debenture Stock at 4 ,,	2,701,450	...	...	2,701,450
Debentures at 3½ ,,	804,800	...		804,800
,, ,, 3½ ,,	1,866,100	1,238,500	462,200	3,566,800
,, ,, 3 ,,	300,000	...	337,800	637,800
TOTAL	25,672,350	8,788,800	11,057,630	45,518,780

103. The average rate of interest payable in gold on the Capital of these Guaranteed Companies is a little under 4·74 per cent. Under the contracts, the State must continue to pay interest on the Share Capital at the rates

guaranteed until the contracts terminate, and it is consequently unable to obtain any advantage from the increasingly easy condition of the money market. The State can now raise money at about 3 per cent., but it has to continue to pay 5 per cent. on the bulk of the Share Capital which, with the low exchange at the average rate for 1893-94, is equivalent to a payment of interest at a rate of nearly 8 per cent. on the sterling Capital converted at par.

104. No fresh debentures were issued in England during the year 1893-94. Debentures to the extent of £140,000 bearing interest at 3½ per cent. fell due during the year, and were renewed at 3 per cent.

105. The following table shows the amounts withdrawn by the several Companies on Capital account up to the 31st March 1894 and the balances of Capital at their credit, or amount of overdrafts, on that date:—

	Paid-up Capital.	Capital withdrawn.			Balance at	
		India.	England.	Total.	Credit.	Debit.
	£	£	£	£	£	£
Great Indian Peninsula . .	25,736,533	6,632,262	18,752,260	25,384,522	352,011	...
Bombay, Baroda and Central India.	8,807,219	2,275,030	6,579,267	8,854,297	...	47,078
Madras	11,069,644	4,131,393	6,906,489	11,037,882	31,762	...
Total . .	45,613,396	13,038,685	32,238,016	45,276,701	383,773	47,078

or, as stated in the Indian accounts, sterling being converted into rupees at the contract rates of exchange, the figures stand as under:—

	Paid-up Capital.	Capital withdrawn.			Balance at	
		India.	England.	Total.	Credit.	Debit.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula . .	28,076,218	7,235,195	20,457,011	27,692,206	384,012	...
Bombay, Baroda and Central India	9,607,875	2,481,851	7,177,382	9,659,233	...	513,58
Madras	12,075,975	4,506,974	7,534,352	12,041,326	34,649	...
Total .	49,760,068	14,224,020	35,168,745	49,392,765	418,661	51,358

106. The net Capital expenditure during the year on the Guaranteed Railways amounted to £69,290 as below:—

	Withdrawals.			Refunds.			Net withdrawals.
	In India.	In England.	Total.	In India.	In England.	Total.	
	£	£	£	£	£	£	£
Great Indian Peninsula . .	367,440	228,629	596,069	647,996	684	648,680	—52,611
Bombay, Baroda and Central India	154,576	163,365	317,941	230,224	733	231,717	86,224
Madras	154,239	73,612	227,851	191,466	708	192,174	35,677
Total .	676,255	465,606	1,141,861	1,070,446	2,125	1,072,571	69,290

107. The large refunds in India represent chiefly the value of stores issued to Revenue for working and maintenance which, in the first instance, are paid for from Capital funds.

Comparison with Budget and Revised Estimates.

108. The following table compares the actual net withdrawals during the year with the actuals of 1892-93, and with the Budget and Revised Estimates of 1893-94:—

	Actuals, 1893-94.	Revised Estimate.		Budget Estimate.		Actuals, 1892-93.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula . . .	—57,394	—37,500	—19,894	309,700	—367,094	68,933
Bombay, Baroda and Central India .	94,063	105,500	—11,437	130,500	—36,437	—17,131
Madras	38,921	47,200	—8,279	105,500	—66,579	24,838
Total .	75,590	115,200	—39,610	545,700	—470,110	76,640

109. The difference between the actuals of 1892-93 and 1893-94 is comparatively small. The decrease as compared with the Budget and Revised Estimates is owing chiefly to the provision for stores for the Great Indian Peninsula Railway not having been worked up to.

SECTION G.

CAPITAL OF INDIAN RAILWAY COMPANIES.

(Exclusive of the old Guaranteed Companies.)

110. The accounts reviewed in this section represent the capital transactions of the following Railway Companies:—

Bengal Central.
Bengal Nagpur.
Indian Midland.
Southern Mahratta.
Mysore.
Rohilkhand-Kumaon (Lucknow-Bareilly undertaking).
Assam-Bengal.

111. Each of these Companies has a sterling capital, consisting partly of share capital and debentures raised by the Companies direct on guarantees by the Secretary of State, and partly of advances made by the Secretary of State from funds raised by him under the provisions of Act 51, Vict., Chap. 5. The sums thus raised and advanced to the Companies are considered as part of the Companies' capital. Interest on such advances is charged against the Railway Revenue Account and has to be met before surplus profits can be declared.

112. The financial terms of the contracts, the rates of interest guaranteed and the rates of exchange at which the capital is converted into Indian currency vary in each case. These points are briefly stated below.

113. *Bengal Central Railway.*—This line is the property of the Bengal Central Railway Company and is merely, as a matter of convenience, classed among State Railways. This Railway was originally constructed under a limited guarantee of interest at the rate of 4 per cent. per annum while the line was under construction, such interest, together with interest thereon, being repayable out of surplus profits. But a revised contract was entered into, with effect from the 1st July 1885, under which the Company receives a guarantee of $3\frac{1}{2}$ per cent. on share capital and a quarter of net earnings paid half-yearly, the claim to the repayment of interest advanced under the original contract being at the same time waived. The capital when stated in Indian currency is converted at the rate of 1*s.* 5·262*d.* the rupee.

114. *Bengal Nagpur Railway.*—This Company receives a guarantee at the rate of 4 per cent. per annum on share capital, and is entitled to a quarter share of surplus profits,—*i.e.*, of the excess of net earnings over interest—calculated annually. The rate of exchange for the conversion of sterling capital into Indian currency is £1=Rs. 13.

115. *Indian Midland Railway.*—This Company also receives a guarantee of 4 per cent. per annum on its share capital, and is entitled to a quarter share of surplus profits calculated annually. The rate of exchange for the conversion of sterling capital into Indian currency is £1=Rs. $12\frac{1}{2}$.

116. *Southern Mahratta Railway.*—This Company now receives a guarantee of $3\frac{1}{2}$ per cent. (4 per cent. up to 31st December 1890) and a quarter of net earnings. The rates of exchange for the conversion of sterling Capital into rupees are, as regards the Capital (£530,957), specially raised for the completion of the Bellary-Kistna Railway, which was taken over by the Company, £1=Rs. 14, and for, the remainder of the Capital, £1=Rs. 12. The Company also gets the advantage of outlay by the State on the construction of the Bellary-Kistna Railway to the extent of Rx.1,657,753, without any charge for interest.

117. *Mysore Railway.*—This line was completed and is worked by the Southern Mahratta Railway Company. That Company raised sufficient funds by the issue of debenture stock to repay to the Mysore Durbar the outlay previously incurred by that State and to complete the extension to link in with the Southern Mahratta system. Acting on behalf of the Mysore Durbar, the

Secretary of State has guaranteed interest at 4 per cent. on the nominal amount of the debenture stock issued. The Southern Mahratta Railway Company also receives a quarter of net earnings. The rate of exchange for conversion of the sterling capital into Indian currency is 1*s.* 5·931*d.* the rupee.

118. *Rohilkhand-Kumaon Railway (Lucknow-Bareilly Section).*—The Rohilkhand-Kumaon Railway Company took over, with effect from the 1st January 1891, the Bareilly-Pilibhit and the Lucknow-Sitapur State Railways, undertaking to complete the link between these lines and to work the whole with their own line of Railway. The Company agreed to raise capital to the extent of £160,000 by the issue of debentures, with the power to discharge any portion of this obligation by the payment of rupees in India, the amount so paid being deemed the equivalent of sterling money at the average rate of exchange during the half-year immediately preceding the date of such payment. The Company subsequently issued sterling debentures for £147,000, which sold for Rs. 20,34,195. This sum was paid into the Calcutta treasury, and, at the rate fixed by the contract, is deemed to be equivalent to a sterling payment of £160,837. The debentures were issued under a guarantee of the Secretary of State at the rate of $3\frac{1}{4}$ per cent. per annum. The previous outlay incurred by the State has not been refunded to Government, and it has been further agreed that any additional capital required shall be provided by the Secretary of State. Any surplus profits after paying the debenture interest and interest at 4 per cent. on the outlay by the State are to be divided between Government and the Company in the ratio of their respective shares of capital.

119. *Assam-Bengal Railway.*—This Company took over, in November 1892, the construction work in progress on the Gauhati-Lumding Section of the Railway which had been commenced by the State. The capital authorised to be raised by the Company is £1,500,000, and the rate of interest guaranteed is $3\frac{1}{3}$ per cent. per annum up to the 1st July 1898, and after that date 3 per cent. The rate for the conversion of sterling capital into Indian currency is the average rate of exchange obtained by the Secretary of State for bills payable on demand drawn on India during the calendar half-year next preceding the time at which the conversion is required to be made.

120. The following table shows the amount of capital raised to the 31st March 1894:—

	Bengal Central.	Bengal Nagpur.	Indian Midland.	Southern Mahratta.	Mysore.	Rohilkhand-Kumaon.	Assam-Bengal.
Share Capital—	£	£	£	£	£	£	£
India (at contract rates)	...	...	...	8,460	...	...	...
England	500,000	3,000,000	3,000,000	3,491,540	...	...	1,402,560
Debentures—							
Nominal amount	...	*1,500,000*	*2,754,100*	*943,100*	...	*147,000*	...
Cash received	...	1,500,000	2,754,100	943,100	...	160,837†	...
Debenture Stock—							
Stock represented	...	...	...	...	*1,200,000*	...	...
Cash received	...	...	...	...	1,200,000*	...	...
Capital not bearing interest—							
India (at contract rates)	...	...	...	34	...	...	...
England	...	5,781	2,016	30,923	24,000	...	...
Total subscribed by Companies	500,000	4,505,781	5,756,116	4,474,057	1,224,000	160,837	1,402,560
Advances made from money raised under Act 51, Vict., Cap. 5	500,000	2,760,000	1,345,000	2,129,900	...	...	...
TOTAL	1,000,000	7,265,781	7,101,116	6,603,957	1,224,000	160,837	1,402,560
Equivalent in Rx.	Rx. 1,390,337	Rx. 9,445,515	Rx. 8,876,395	Rx. 8,030,939	Rx. 1,638,280	Rx. 203,419	Rx. 2,039,298

* The cash received in this case was £1,224,000, of which the sum £24,000 is included under "Capital not bearing interest." Rupees 20,34,195 were actually paid into the Treasury, and this, under the contract, is taken as equivalent to £160,837.

121. The following abstract shows the different rates of interest guaranteed in the case of each line on the share and debenture capital :—

	Bengal Central.	Bengal Nagpur.	Indian Midland.	Southern Mahratta.	Mysore.	Rohilkhand-Kumaon.	Assam-Bengal.	Total.
	£	£	£	£	£	£	£	£
Share Capital at 4 per cent.	...	3,000,000	3,000,000	...	...	...	..	6,000,000
Share Capital at 3½ per cent.	500,000	...	...	3,500,000*	...	...	1,402,560	5,402,560
Debenture stock at 4 per cent.	...	...	...	...	1,200,000	...	...	1,200,000
Debentures at 3½ per cent.	...	1,000,000	1,000,000†	255,000	...	...	...	2,255,000
Debentures at 3¼ per cent.	...	500,000	1,754,100	688,100	...	147,000	...	3,089,200
TOTAL	500,000	4,500,000	5,754,100	4,443,100	1,200,000	147,000	1,402,560	17,946,760

* 4 per cent. up to 31st December 1890, thereafter 3½ per cent.
† These debentures which matured on the 1st January 1894 have been renewed or replaced at 3½ per cent.

122. During the year 1893-94, the only capital raised by Companies direct was the sum of £88,688 subscribed on account of share Capital by the Assam-Bengal Railway Company: advances were made from moneys raised under Act 51, Vict., Cap. 5, to the Bengal Nagpur Railway Company to the extent of £60,000, the total addition to the Companies' capital being £148,688.

123. The following table shows the amounts of capital withdrawn by the several Companies up to the 31st March 1894, and the balances of capital at their credit, or the amounts of overdrafts, on that date. In this table the amounts shown as withdrawn in England represent true sterling, the amounts shown as withdrawn in India represent rupees converted at contract rates, and also take into account the differences between remittances from England converted at contract rates and the average rates of exchange at which they are incorporated in the Indian books :—

	Paid-up Capital (including advances).	Capital withdrawn.			Balance at	
		India.	England.	Total.	Credit.	Debit.
	£	£	£	£	£	£
Bengal Central	1,000,000	332,740	491,113	823,853	176,147	...
Bengal Nagpur	7,265,781	5,083,721	2,451,209	7,534,930	...	269,149
Indian Midland	7,101,116	4,717,854	2,266,775	6,984,629	116,487	...
Southern Mahratta	6,603,957	5,770,589	1,759,240	7,529,829*	208,128	...
Mysore	1,224,000					
Rohilkhand-Kumaon	160,837	184,807	72,762	257,569	...	96,732
Assam-Bengal	1,402,560	590,248	340,277	930,525	472,035	...
TOTAL	24,758,251	16,679,959	7,381,376	24,061,335	1,062,797	365,881

or, as stated in the Indian accounts, the sterling capital being converted at the contract rates, and the withdrawals in England being converted at the

average rates of exchange applicable under the contract, the figures stand as under :—

	Paid-up capital.	Capital withdrawn.	Balance at	
			Credit.	Debit.
	Rx.	Rx.	Rx.	Rx.
Bengal Central	1,390,337	1,010,622	379,715	...
Bengal Nagpur	9,445,515	9,795,408	...	349,893
Indian Midland	8,876,395	8,729,201	147,194	...
Southern Mahratta	8,030,939	7,860,422	170,517	...
Mysore	1,638,280	1,429,440	208,840	...
Rohilkhand-Kumaon	203,419	339,281	...	135,862
Assam-Bengal	2,039,298	1,343,153	696,145	...
TOTAL	31,624,183	30,507,527	1,602,411	485,755

124. The overdraft shown against the Bengal Nagpur Railway is due to the inclusion in the Capital account of the sum of Rx. 485,383* expended by the State on the Katni-Umaria State Railway, which was subsequently taken over by the Company (*vide* para. 35 above). A sum of Rx. 1,657,753 expended by Government on the Bellary-Kistna State Railway, now incorporated in the Southern Mahratta Railway system, has not been included in the foregoing tables of expenditure. Similarly, a sum of Rx. 512,114 expended by Government on the Bareilly-Pilibhit and Lucknow-Sitapur Railways, prior to their transfer to the Rohilkhand-Kumaon Railway Company, has not been included in these statements. These items are classed, as originally charged, under 48.—*State Railways—Construction*, and are included in the expenditure dealt with in Section E.

Comparison with actuals during 1892-93, and the Budget and Revised Estimates.

125. In the following table the actual expenditure during the year is compared with the Revised and Budget Estimates, and with the actuals during 1892-93 :—

Railway.	Actuals, 1893-94.	Revised Estimate.		Budget Estimate.		Actuals, 1892-93.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Bengal Central	2,830	4,700	—1,870	15,500	—12,670	11,801
Bengal Nagpur	119,415	187,300	—17,885	239,800	—120,385	413,654
Indian Midland	68,641	92,300	—23,659	188,100	—119,459	96,737
Southern Mahratta	32,049	34,800	—2,751	100,000	—67,951	77,781
Mysore	8,767	11,500	—2,733	67,900	—59,133	—81,294
Rohilkhand-Kumaon (Lucknow-Bareilly)	21,027	27,800	—6,773	44,100	—23,073	26,969
Assam-Bengal	798,059	841,100	—43,041	1,229,900	—431,841	545,094
TOTAL	1,050,788	1,149,500	—98,712	1,885,300	—884,512	1,090,742

* Equivalent at contract rate to £373,372.

Compared with actuals of previous year.

126. The decrease in the expenditure during 1893-94, as compared with the outlay during 1892-93, Rx. 39,954, is due to the more advanced stage of construction and the gradual completion of works on the older lines, especially on the Bengal Nagpur Railway. The construction by the Company of the Assam-Bengal Railway was, however, in actual progress during the year.

The principal variations between the outlay of the year and that of the previous year are as under—

The decrease on the Bengal Central Railway occurred chiefly under bridgework, and is due to the completion of flood works.

The decrease on the Bengal Nagpur Railway is due to the construction of the Sambalpur Extension, and the erection of rolling stock having been practically completed in the previous year.

The decrease on the Indian Midland Railway is due to expenditure decreasing as the works for the general equipment of the line approach completion, and to considerable expenditure having been incurred in the previous year on rolling-stock, and on the construction and equipment of the workshops at Jhansi.

The decrease on the Southern Mahratta Railway is due to the expenditure in the previous year, including a transfer from the Mysore State Railway of about Rs. 2,75,000 on account of stores suspense accounts of that line at the end of December 1892, owing to the amalgamation of the stores of the two Railways. In the previous year there was also heavier outlay in England on account of plant, buffer fittings, and fencing.

The increase on the Mysore State Railway is due to the account of the previous year having been reduced by the adjustment on account of stores suspense accounts referred to above, and to the total cost of the Nanjangud Extension having been recovered from the Mysore Durbar in that year.

The increase on the Assam-Bengal Railway is due to the progress of works. The construction of this Railway was commenced by the Company in the previous year only. Construction operations were also started on four extra divisions towards the latter end of the year under review.

Compared with Budget Estimate.

127. As compared with the Budget Estimate, the lapse is Rx. 834,512, and occurs principally on the Assam-Bengal, Bengal-Nagpur, and Indian Midland Railways, due to the causes detailed below.

Lapses occur on all the Railways dealt with in this section, and are attributed chiefly to the following causes: —

On the Bengal Central Railway, principally to the construction of the siding to the small arms factory at Dum Dum not having been undertaken as was expected, and to smaller outlay on ballasting owing to the contractors having been unable, through unfavourable weather, to supply the material required.

On the Bengal Nagpur Railway, to less work having been carried out or put in hand than was provided for in the estimate, and to short purchases of stores in England.

The large lapse on the Indian Midland Railway is due to the provision made for works in connection with the junction with the Bina-Guna Railway not having been fully utilised; to a large number of engines and vehicles not having been delivered during the year, and to larger issues of stores than were expected.

On the Southern Mahratta Railway, to smaller purchases of materials in England than were anticipated when the estimate was prepared.

On the Mysore State Railway, to less work having been carried out than was provided for in the estimate, and to the disapproval of the Mysore Durbar of the proposal to fence the line from Harihar to Gubbi with wire fencing, provision for which was made in the estimate.

On the Lucknow-Bareilly Railway, to smaller purchases of stores in England than were anticipated when the Budget Estimate was prepared.

On the Assam-Bengal Railway, to less progress having been made on construction than was anticipated in the estimate, and to short expenditure on stores in England.

Compared with Revised Estimate.

128. Compared with the Revised Estimate, the lapses amount to Rx. 98,712. Here also lapses occur on all the Railways dealt with in this section, the more important of which have been explained as follows :—

On the Bengal Nagpur Railway, chiefly to unanticipated credits from the Great Indian Peninsula Railway on account of the cost of an over-bridge and culvert at Nagpur Station having been written back to Joint Station Capital Account; to unanticipated writes-back for proportionate charges for the renewal of 24 ballast and coal wagons by debit to Revenue; to larger issues of stores to Revenue and the Assam-Bengal Railway than were provided for, and to short outlay on stores in England.

On the Indian Midland Railway, principally to larger credits from Revenue than were anticipated, to smaller purchases of stores in India, and to large bills for carriage of coal not having been paid before the end of the year, owing to disputes.

On the Lucknow-Bareilly Railway, to payments for land estimated for not having been made; to larger issues of stores to Revenue than were provided for in the estimate, and to certain works not having progressed as rapidly as was anticipated.

On the Assam-Bengal Railway, to floods which materially hindered work, to the prevalence of sickness, and to short expenditure on stores in England.

SECTION H.

NATIVE STATES RAILWAYS.

Capital and Revenue Transactions.

129. The accounts reviewed in this section represent the transactions of the following Railways belonging to Native States, the accounts of which are dealt with in this Department :—

Bhopal State Railway (Bhopal Section).
Khamgaon Railway.
Amraoti Railway.

130. It may be mentioned that the transactions of the following foreign Railways, with the accounts of which this Department has no concern, are not dealt with in this review :—

* The Gaekwar's.
* Jodhpore-Bickaneer.
Nizam's Guaranteed.
Morvi.
* Rajpura-Bhatinda.
Bhavnagar-Gondal-Junagad-Porbundar.
* Jammu-Kashmir (Kashmir Section).
* Kolhapur.
* Cooch Behar.
Bina-Guna.
Bhopal-Ujjain.
West of India Portuguese.
Pondicherry.
Mysore { Mysore-Nanjangud Section. / Bangalore to Frontier at Hindupur. / Kolar Gold-fields.

131. An officer of the Public Works Accounts Department is lent to the Native States for the purpose of keeping the accounts of the Bhavnagar-Gondal-Junagad-Porbundar Railway, and the accounts of the lines marked with an asterisk are either kept or supervised by Public Works Accounts officers. It has been decided that the accounts of the Bina-Guna and Bhopal-Ujjain Railways shall be audited annually by a Public Works Accounts officer.

BHOPAL STATE RAILWAY.

132. *Capital.*—The Bhopal State Railway is the joint property of the Imperial Government and the Bhopal Durbar. The line connects Itarsi, on the Great Indian Peninsula Railway, with Bhopal, crossing the river Nerbudda in the neighbourhood of Hoshungabad. The line runs for 13 miles through British territory and for 44 miles through the Native State of Bhopal.

133. Funds for the construction of this line were at first provided as follows :—

	Rx.
By the British Government	125,000
By the Bhopal State	500,000

But as further moneys were required to meet the cost of additional works and alterations necessary to bring the line up to the required standard to carry the heavy traffic anticipated on the opening of the Indian Midland Railway, and as Her Highness the Begum of Bhopal was not prepared to advance more than the 50 lakhs, it was decided to provide the necessary money from Imperial resources. The contribution made by the Durbar had all been utilised before the end of 1890-91, so that the expenditure incurred subsequently was met from grants under the head "48.—State Railways—Construction," and as such is reviewed in the section pertaining thereto.

134. The capital expended on the line to the close of 1893-94 has amounted to Rx. 713,820, and has been found as follows :—

	Rx.
By the British Government	213,820
By the Bhopal State	500,000

135. *Revenue.*—The line is worked by the Indian Midland Railway on the following terms : on payment of such sum as shall bear the same rate per cent. to the gross receipts of the Bhopal State Railway for any half-year as the aggregate working expenses (excluding cost of maintenance) of the amalgamated undertaking shall bear to the aggregate gross receipts of the amalgamated undertaking for the same half-year, *plus* the actual expenditure incurred on the maintenance of way and works, *plus* 5 per cent. of the gross earnings for supply of rolling-stock. The earnings and expenses are adjusted by the calendar half-year, and the amounts included in the accounts for the official year 1893-94 represent the results of working during the calendar year 1893.

136. The revenue receipts and charges of the year are, under the terms of the agreement with the Durbar, divided between the British Government and the Bhopal State in the proportion of the capital contributed by each, and on this basis the division of the transactions of the year 1893 was made as shown in the following table :—

	Government.	Bhopal State.	Total.
	Rx.	Rx.	Rx.
Receipts	16,916	42,424	59,340
Expenditure	11,712	29,331	41,043
Net Receipts	5,204	13,093	18,297

137. The Durbar share of the net earnings for the year is equivalent to a return of 2·62 per cent. per annum on the capital provided by the Durbar. The amount was paid to the Durbar under the instructions conveyed in Public Works Department letter No. 383 A.—R., dated 9th September 1889.

KHAMGAON AND AMRAOTI RAILWAYS.

138. *Capital.*—These railways have been constructed from funds provided from the surplus revenues of Berar. The Khamgaon Railway, 7½ miles in length, runs from Jalamb Station, on the Great Indian Peninsula Railway, to Khamgaon; and the Amraoti Railway, 5½ miles in length, connects Budnera with Amraoti.

139. The capital expended on these lines to the end of 1893-94 is as under :—

	To end of 1892-93.	During 1893-94.	Total to date.
	Rx.	Rx.	Rx.
Khamgaon Railway	48,861	—205	48,656
Amraoti „	45,004	—58	44,946

140. *Revenue.*—Both these lines are worked by the Great Indian Peninsula Railway Company on the following terms: the payment to the Company of the same percentage of the gross receipts of the State line that the working expenses of the Great Indian Peninsula Railway and branch lines, taken together, bear to the earnings of the Great Indian Peninsula Railway and

branch lines, *plus* 5 per cent. of the gross receipts of the State lines for the use of rolling-stock. The transactions are adjusted by the calendar half-year, and the results incorporated in the accounts of the year 1893-94 represent the transactions of the calendar year 1893.

141. The receipts and charges of the year 1893 are shown in the following table:—

	Receipts.	Expenditure.	Net Receipts.
	Rx.	Rx.	Rx.
Khamgaon Railway	5,100	2,930	2,170
Amraoti „	10,204	5,898	4,306

142. The net receipts represent returns of 4·46 and 9·58 per cent. per annum on the total capital expended on the Khamgaon and Amraoti Railways, respectively.

Comparison with Budget and Revised Estimates.

143. The actual Capital outlay on the lines dealt with in this section compares with the Budget and Revised Estimates as under:—

Railway.	Actuals, 1893-94.	Revised Estimate.		Budget Estimate.	
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.
	Rx.	Rx.	Rx.	Rx.	Rx.
Khamgaon	—205	—150	—55	—50	—155
Amraoti	—58	—20	—38	—30	—28
Total .	—263	—170	—93	—80	—183

The credit on the Khamgaon Railway represents the sale of permanent-way material to the Great Indian Peninsula Railway. The lapse on the Budget Estimate is due to more material having been sold than was expected.

144. The actual revenue transactions compare with the actuals of 1892-93 and the Budget and Revised Estimates as under:—

	Actuals, 1893-94.	Revised Estimate.		Budget Estimate.		Actuals, 1892-93.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Bhopal—						
Receipts . .	42,424	40,600	+1,824	46,000	—3,576	44,780
Expenditure .	29,331	29,000	+331	28,000	+1,331	28,192
Net Receipts .	13,093	11,600	+1,493	18,000	—4,907	16,588
Khamgaon—						
Receipts . .	5,100	5,100	...	6,600	—1,500	6,555
Expenditure .	2,930	3,000	—70	3,600	—670	3,464
Net Receipts .	2,170	2,100	+70	3,000	—830	3,091
Amraoti—						
Receipts . .	10,204	10,200	+4	10,800	—596	10,576
Expenditure .	5,898	5,700	+198	6,000	—102	5,712
Net Receipts .	4,306	4,500	—194	4,800	—494	4,864

145. The decrease in receipts on the Khamgaon and Amraoti Railways as compared with the actuals of the previous year and the Budget Estimate is attributed to a falling-off in merchandise traffic. The decrease in expenditure on the Khamgaon Railway is ascribed to the same cause. The increase in expenditure on the Amraoti Railway as compared with the actuals of the previous year is attributed to the percentage for working expenses paid to the Great Indian Peninsula Railway Company having been higher than that of the previous year.

CALCUTTA,
The 25th March 1895.

R. G. MACDONALD,
Accountant General, P. W. Dept.

Acctt. Genl., P. W. Dept., memorandum No. 252 R., dated 25th March 1895.

Submitted to the Secretary to the Government of India, Public Works Department.

Document accompanying.

Abstract and Detailed Accounts of Revenue and Expenditure on Railways in India durin and to the end of, 1893-94.

Accompaniment to Accountant General's, P. W. Dept., Note No. 252R., dated 25th March 1895.

Abstract by Fund and Finance Heads of the Revenue and Expenditure on Railways in India during 1893-94 compared with the Budget and Revised Estimates of the year and the Accounts of 1892-93.

Revenue.				For details see schedule.	Fund and Finance Heads.	For details see schedule.	Expenditure.			
Accounts, 1892-93.	1893-94. Budget Estimate.	1893-94. Revised Estimate.	1893-94. Accounts.				1893-94. Accounts.	1893-94. Revised Estimate.	1893-94. Budget Estimate.	Accounts, 1892-93.
Rx.	Rx.	Rx.	Rx.		IMPERIAL.		Rx.	Rx.	Rx.	Rx.
					XXVI AND 38.—STATE RAILWAYS.					
					Gross Traffic Receipts and Working Expenses.					
4,888,869	4,950,300	5,120,300	5,122,906		East Indian		1,564,367	1,570,000	1,615,000	1,607,100
2,247,595	2,210,000	2,280,000	2,307,621		Rajputana-Malwa		1,077,782	1,090,000	1,070,000	1,818,702
...	...	9,000	7,394		Godhra-Rutlam		2,998	3,700	...	...
...	...	1,600	1,458		Palanpur-Deesa		568	1,100	...	...
15,310	18,000	18,000	16,916		Bhopal		11,712	12,000	12,000	9,670
23,299	24,000	20,600	21,086		Wardha Coal		12,164	11,700	13,200	19,889
54,407	54,000	56,000	56,147		Warora Colliery		56,683	56,000	48,400	50,674
36,524	36,200	36,200	37,213		Umaria Colliery		34,277	34,000	32,400	33,179
603,259	650,000	650,000	680,890		Bengal-Nagpur		329,705	317,500	325,000	309,681
16,443	...	...	...		Burma		...	...	...	...
23,154	35,000	27,500	28,076		Mu Valley		55,342	55,000	55,000	54,011
872,312	860,000	897,500	895,998		Eastern Bengal		542,513	535,000	540,000	561,629
78,006	78,000	78,000	78,110		Bengal Central		55,114	54,000	55,000	53,808
28,650	...	...	...		Patna-Gya		...	...	...	12,303
538,308	530,000	535,000	524,159		Bengal and North-Western and Tirhoot		389,490	390,000	380,000	395,397
845,934	870,000	885,000	898,055		Oudh and Rohilkhand		377,963	390,000	390,000	368,690
444,354	467,500	455,000	432,366		Indian Midland		285,654	283,000	275,000	292,086
69,469	70,000	76,000	76,661		Lucknow-Bareilly		47,921	44,000	44,000	42,737
2,569,878	2,800,000	2,980,000	3,031,472		North Western		1,908,197	1,900,000	1,835,000	1,811,837
797,602	810,000	770,000	781,522		South Indian		490,754	501,700	500,000	507,015
...	24,600	26,000	29,183		Guntakal-Mysore Frontier		17,411	15,500	16,300	...
151,225	152,500	161,000	159,574		Mysore		122,894	124,000	105,000	98,812
9,878	40,000	10,800	9,292		Bezvada Extension		7,441	7,100	28,000	7,038
...	25,000	70,000	75,055		East Coast		59,599	50,000	20,000	...
32,834	33,400	34,500	34,857		Dhond and Manmad (net receipts)		...	...	...	...
463,116	500,000	570,000	576,958		Southern Mahratta		428,462	425,500	360,000	333,709
...	...	...	...		Bilaspur-Etawah		...	...	...	1,321
14,810,516	15,238,500	15,768,000	5,882,969	A	TOTAL	A	7,879,011	7,870,800	7,719,300	7,579,288
					Interest on debt.					
					India		3,114,405	3,115,100	3,108,600	2,939,735
					England		997,463	997,500	998,100	1,017,092
					Exchange		648,216	642,200	625,900	611,908
					TOTAL		4,760,084	4,754,800	4,732,600	4,568,735
					Annuities in purchase of Railways.					
					East Indian		1,925,008	1,917,900	1,905,300	1,872,534
					Eastern Bengal		200,188	199,400	197,400	194,114
					North Western		672,228	669,700	662,900	650,751
					TOTAL		2,797,424	2,787,000	2,765,600	2,717,399
					Interest on Capital deposited by Companies.					
					Assam-Bengal		77,690	77,400	75,300	41,730
					Bengal-Central		28,873	28,800	28,500	28,026
					Bengal-Nagpur		301,954	300,800	298,000	293,693
					Indian Midland		349,785	348,500	344,900	339,558
					Lucknow-Bareilly		12,394	12,500	12,600	10 693
					Southern Mahratta		332,923	331,800	328,400	324,390
					South Indian		49,496	49,300	48,800	48,049
					TOTAL		1,153,115	1,149,100	1,136,500	1,086,141
					Interest Chargeable against Companies on Advances.					
					Bengal Central		26,810	26,800	26,500	26,027
					Bengal-Nagpur		145,805	145,100	143,700	130,132
					Indian Midland		72,121	71,800	71,100	66,360
					Southern Mehratta		113,199	112,800	111,600	105,973
					TOTAL		357,935	356,500	352,900	328,492

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Revenue. Accounts, 1892-93.	Revenue. 1893-94. Budget Estimate.	Revenue. 1893-94. Revised Estimate.	Revenue. 1893-94. Accounts.	For details see schedule.	Fund and Finance Heads.	For details see schedule.	Expenditure. 1893-94. Accounts.	Expenditure. 1893-94. Revised Estimate.	Expenditure. 1893-94. Budget Estimate.	Accounts, 1892-93.
Rx.	Rx.	Rx.	Rx.				Rx.	Rx.	Rx.	Rx.
					XXVII.—Guaranteed Railways.					
					Net Traffic Receipts.					
452,317	435,000	520,000	530,503		Madras					
855,810	840,000	967,500	978,316		Bombay, Baroda and Central India					
1,936,286	1,960,000	1,910,000	1,874,993		Great Indian Peninsula					
3,244,413	3,235,000	3,397,500	3,383,812	B	Total		...	...	...	...
					XXVIII.—Subsidized Companies.					
					Repayment of Advances of Interest.					
17,883	23,600	33,700	34,054	1	Mysore					
...	1,600	...	...		Rohilkhand-Kumaon					
17,883	25,200	33,700	34,054		Total		...	...	...	...
					34.—Construction of Protective Railways.					
					South Indian		75,034	72,500	113,700	...
					Guntakal-Mysore Frontier		9,931	10,400	17,800	...
					East Coast		975,989	995,800	918,000	984,469
					Stores		...	...	4,800	...
					Total	F	1,060,954	1,079,700	1,054,300	984,469
					37.—Construction of Railways.					
					East Coast	F	...	...	...	201,225
					39.—Guaranteed Companies Surplus Profits, Land, Supervision, and Interest.					
					Surplus Profits.					
					Bombay, Baroda and Central India		266,057	235,000	181,200	183,688
					Great Indian Peninsula		305,197	305,900	381,600	395,236
					Total	C	571,254	570,900	562,800	581,924
					Land and Supervision.					
					India (share of office of Director General of Railways		15,806	16,200	15,900	15,547
					Central Provinces		10,576	10,700	10,600	11,038
					Assam		7,065	7,000	6,500	2,136
					Bengal		11,477	11,000	10,800	10,910
					North-Western Provinces and Oudh		11,930	11,100	12,500	12,545
					Madras		12,568	13,800	16,000	13,430
					Bombay		27,731	28,300	33,900	23,348
					Reserve		...	...	6,300	...
					Deduct—Amount recoverable from Companies on account of Government supervision		97,153 63,149	98,100 63,200	112,500 62,100	88,954 59,531
					Total	C	34,004	34,900	50,400	29,423
					Interest.					
					Madras		880,016	3,544,400	3,508,900	853,044
					Bombay, Baroda and Central India		689,271			667,403
					Great Indian Peninsula		1,988,205			1,918,188
					Total	C	3,557,492	3,544,400	3,508,900	3,438,635

Revenue. Accounts, 1892-93.	Revenue. 1893-94. Budget Estimate.	Revenue. 1893-94. Revised Estimate.	Revenue. 1893-94. Accounts.	For details see schedule.	Fund and Finance Heads.	For details see schedule.	Expenditure. 1893-94. Accounts.	Expenditure. 1893-94. Revised Estimate.	Expenditure. 1893-94. Budget Estimate.	Accounts, 1892-93.
Rx	Rx.	Rx.	Rx.				Rx.	Rx.	Rx.	Rx.
					40.—Subsidized Companies—Land and Advances of Interest.					
					Bengal and North-Western—Land		970	2,800	1,700	3,905
					Delhi-Umballa-Kalka—Land		...	...	1,400	121
					Nilgiri—Land and Interest		5,796	5,800	11,100	8,357
					Total	D	6,766	8,600	14,200	12,383
					41.—Miscellaneous Railway Expenditure.					
					Surplus Establishment and miscellaneous Charges		5,027	5,000	7,000	3,265
					Director General's Establishment (share of)		15,806	16,200	15,900	15,547
					Port Store-keeper's Establishment		2,184	2,400	2,400	2,329
					Rutlam-Muttra Survey		5,514	5,500	7,200	1,927
					Pachpadra-Umarkot Survey		2,127	2,000	2,000	...
					Bina-Guna Railway (Land)		31	...	300	...
					Sambulpur-Kurdha Survey		160	200	...	6,090
					Saugor-Katni „		2,423	2,400	4,000	...
					Raipur-Sonpur „		187	...	...	...
					Meiktila-Myingyan „		...	...	...	2,291
					Mandalay-Kunlon „		13,559	13,000	6,000	6,076
					Chittagong-Akyab-Minhla Survey		6,861	8,200	4,300	959
					Mogaung-Irrawaddy Survey		3,037	3,200	900	1,799
					Thedaw-Myingyan „		632	600	...	...
					Bengal-Assam „		...	...	...	*—81,572*
					Cuttack-Midnapur-Calcutta Survey		10,577	11,300	13,000	7,215
					Moghal Serai-Howrah Survey		*—335*	*—400*	...	*—62*
					Anarpur-Begum Serai „		513	500	400	361
					Monghyr Extension „		228	300	400	397
					Chittagong-Comilla „		...	...	...	*—7,570*
					Singhia-Madaripore-Chandpore Survey		363	500	...	...
					Rai Bareli-Benares Survey		1,222	1,300	5,000	2,020
					Aonla-Budaon Survey		...	...	...	230
					Ghaziabad-Moradabad Survey		2,491	3,000	1,200	...
					Rampur-Ramnagar „		504	600	...	...
					Bareilly-Soron „		1,165	1,400	...	...
					Wazirabad-Multan Survey		1,591	1,500	800	1,582
					Kalka-Simla Survey		8,203	8,200	4,800	5,294
					Kashmir Railway Surveys		35	100	...	9,495
					Zhob Valley Survey		...	...	...	58
					Umballa-Patialla Survey		230	200	400	344
					Frontier Railway Surveys		492	600	1,800	4,594
					Abt Material and Engine Suspense Account		13	...	...	*—200*
					Jungshahi-Tatta Survey		...	...	...	634
					Ludiana-Ferozepore „		204	700	1,700	...
					Dera Ismail Khan-Murtaza Survey		196	200	400	1,903
					Delhi-Minchinabad Survey		9,538	9,200	9,600	3,459
					Kotri-Rohrie Survey		208	200	...	19
					Kotri-Kurrachee Survey		1,188	1,300	...	25
					Madras-Bezvada „		6,037	5,000	5,000	...
					Kurnool Branch Survey		7	...	...	501
					Nuseerabad-Kekri Survey		...	...	...	130
					Jubbulpore-Gondia „		...	...	6,000	...
					Prome-Magwe-Meiktilla Survey		...	...	4,000	...
					Raipur-Vizagapatam „		...	...	3,000	...
					Reserve		...	5,600	...	...
					Total	E	102,253	110,000	107,500	*—10,860*
					48.—State Railways—Construction.					
					East Indian		425,881	435,400	162,300	604,081
					Ditto—Jherria Extension		117,996	105,700	110,000	234,468
					Rajputana-Malwa		38,340	34,000	32,700	51,399
					Holkar		2,179	2,900	3,500	1,609
					Godhra-Rutlam		427,045	428,000	385,000	633,349
					Palanpur-Deesa		9,163	9,800	9,200	11,237
					Bhopal		19,215	22,500	26,800	26,981
					Stores and Reserve		*—146,589*	*—63,240*	8,100	27,285
					Wardha Coal		...	...	1,500	649
					Warora Colliery		11,269	10,660	47,600	992
					Umaria Colliery		*—4,247*	*—4,370*	5,500	3,761
					Nagpur-Chhattisgarh Depreciation Account		3,702	*—600*	*—17,200*	*—25,567*
					Burma		63,688	62,240	43,200	50,877
					Mu Valley		270,309	289,140	395,000	447,688
					Assam-Bengal—Northern Section		...	...	...	*—47,876*
					Ditto (land)		67,005	80,000	40,000	14,231
					Eastern Bengal		105,544	109,400	146,800	135,095
					Carried forward		1,409,991	1,521,530	1,400,000	2,170,259

Revenue.				For details see schedule.	Fund and Finance Heads.	For details see schedule.	Expenditure.			
	1893-94.						1893-94.			
Accounts 1892-93.	Budget Estimate.	Revised Estimate.	Account.				Accounts.	Revised Estimate.	Budget Estimate.	Accounts, 1892-93.
Rx.	Rx.	Rx.	Rx.				Rx.	Rx.	Rx.	Rx.
					48.—State Railways—Construction—*continued.*					
					Brought forward .		1,409,991	1,521,530	1,400,000	2,170,259
					Tirhoot		12,460	18,300	19,800	124,801
					Patna-Gya		...	...	...	*—435,014*
					Nalhati		...	...	...	*—36,478*
					Cawnpore-Achnera . . .		7,590	11,500	7,500	6,923
					Oudh and Rohilkhand . .		36,566	48,520	59,900	*—19,705*
					Lucknow-Rae Bareli-Benares .		82,520	84,330	80,000	126,809
					Bareilly-Rampur-Moradabad .		392,975	386,550	268,600	251,822
					Rewari-Ferozepore . . .		1,731	2,000	5,000	190
					North Western		183,972	220,400	146,300	219,286
					„ Gradient Improvements .		144,860	143,700	140,000	225,947
					Petroleum Operations . . .		*—1,974*	100	...	1,409
					Frontier Railway Reserve . .		13,847	13,690	5,500	30,060
					Peshawar Railway „ . .		...	...	...	1,026
					Mari-Attock		83,602	82,600	50,000	211,097
					Mushkaf-Bolan		561,486	516,180	600,000	267,151
					Guntakal-Mysore Frontier . .		...	...	...	460,509
					South Indian		..	...	...	*—202,614*
					Bellary-Kistna		...	...	...	245
					Bezvada Extension		500	500	500	481
					East Coast		...	...	...	47,924
					Dhond and Manmad . . .		9,382	10,700	16,900	3,068
					Over-allotments		...	*—112,900*	...	...
					Total .	F	2,930,568	2,947,700	2,800,000	3,455,199
					PROVINCIAL.					
					XXVI and 38.—State Railways.					
					Gross Traffic Receipts and Working Expenses.					
678,730	710,000	622,500	619,010		Burma		365,925	370,000	350,000	351,914
6,641	6,700	7,000	7,092		Jorhat		5,658	5,700	6,100	5,495
1,846	2,300	2,300	2,298		Cherra-Companygunj . . .		1,975	2,100	2,100	1,751
310,648	320,000	362,500	353,484		Eastern Bengal		...	...	...	...
23	...	...	...		Lucknow-Sitapur-Seramau . .		...	...	...	...
6,408	14,000	13,000	14,254		Hyderabad-Umarkot . . .		11,407	10,500	10,000	6,420
1,004,291	1,053,000	1,007,300	996,138	A	Total .	A	384,964	388,300	368,200	365,580
					Interests on debt.					
					India		212,754	212,700	212,700	210,372
					37.—Construction of Railways.					
					Jorhat		2,184	2,200	1,300	3,732
					Cherra-Companygunj . . .		70	300	...	447
					Mayavaram-Mutupet . . .		63,993	66,400	67,500	91,902
					Hyderabad-Umarkot . . .		7,656	8,200	6,300	42,181
					Total .	F	73,903	77,100	75,100	138,262

Revenue.				For details see schedule.	Fund and Finance Heads.	For details see schedule.	Expenditure.			
	1893-94.						1893-94.			
Accounts, 1892-93.	Budget Estimate.	Revised Estimate.	Accounts.				Accounts.	Revised Estimate.	Budget Estimate.	Accounts, 1892-93.
Rx.	Rx.	Rx.	Rx.				Rx.	Rx.	Rx.	Rx.
					40.—Subsidised Companies—Land and Subsidy.					
					Dooars (land)		259	300	100	2,536
					Dibru-Sadiya (subsidy and audit) .		10,042	10,100	10,100	10,040
					Rohilkhand-Kumaon (subsidy and land)		3,933	3,900	4,000	4,067
					Total .	D	14,234	14,300	14,200	16,643
					41.—Miscellaneous Railway Expenditure.					
					West Coast Survey		1,054	1,100	...	...
					Sultanpore-Bogra Survey . . .		120	100	...	...
					Bezvada-Masulapatum Survey . .		12			
					Total .	E	1,186	1,200	...	...
					*Capital of Indian Railway Companies.					
					State ownership.					
					Assam-Bengal		798,059	841,100	1,229,900	545,094
					Bengal Central		2,830	4,700	15,500	11,801
					Bengal-Nagpur		119,415	137,300	239,800	413,654
					Indian Midland		68,641	92,300	188,100	96,737
					Lucknow-Bareilly		21,027	27,800	44,100	26,969
					Southern Mahratta		32,049	34,800	100,000	77,781
					Mysore		8,767	11,500	67,900	*—81,294*
					Total .		1,050,788	1,149,500	1,885,300	1,090,742
					Companies' ownership.					
					Madras		38,921	47,200	105,500	24,838
					Bombay, Baroda and Central India .		94,063	105,500	130,500	*—17,131*
					Great Indian Peninsula . . .		*—57,394*	*—37,500*	309,700	68,933
					Total .		75,590	115,200	545,700	76,640

* The figures entered under this head represent the actual Rupee outlay (actuals and estimates) expressed in Rx.

Dated 25th March 1895.

R. G. MACDONALD,
Acctt. Genl., P. W. Dept.

SCHEDULE A.

Detailed Account of State Railways' Gross Traffic Receipts and Working Expenses for 1893-94.

		Receipts.			Expenses.			Net Receipts.			Capital outlay to 31st March 1894.	Percentage of net receipts on total outlay to 31st March 1894.	*Percentage of charges on receipts.
		Budget Estimate.	Revised Estimate.	Actuals.	Budget Estimate.	Revised Estimate.	Actuals.	Budget Estimate.	Revised Estimate.	Actuals.			
		Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx	Rx.	Rx.	Rx.		
I.—India	Imperial.												
	East Indian	4,950,000	5,120,000	5,122,526	1,375,000	1,364,000	1,355,840	3,335,000	3,550,000	3,558,159			
	„ Surplus profits	...	...	...	240,000	205,100	208,527						
	England—Rent of buildings occupied by East Indian Railway Company, including Exchange	300	300	380	...	...	...	300	300	380			
	Total East Indian	4,950,300	5,120,300	5,122,906	1,615,000	1,570,000	1,564,367	3,335,300	3,550,300	3,558,539	(a) 15,270,732	23·30	30·54 / 26·47
	Rajputana-Malwa	2,210,000	2,280,000	2,307,621	940,000	926,000	911,892	1,140,000	1,190,000	1,229,839	13,168,457	9·38	46·70 / 39·52
	„ Surplus profits	...	...	...	130,000	164,000	165,890						
	Godhra-Ratlam	...	9,000	7,394	...	3,700	2,998	...	5,300	4,396	...	...	40·55
	Bhopal	18,000	18,000	16,916	12,000	12,000	11,712	6,000	6,000	5,204	213,820	2·43	69·24
	Palanpur-Dessa	...	1,600	1,458	...	1,100	568	...	500	890	26,596	4·32	38·96
		7,178,300	7,428,900	7,456,295	2,697,000	2,676,800	2,657,427	4,481,300	4,752,100	4,798,878	28,613,605		
II.—Central Provinces	Wardha Coal	24,000	20,600	21,086	13,200	11,700	12,164	10,800	8,900	8,922	498,769	1·79	57·69
	Warora Colliery	54,000	56,000	56,147	48,400	56,000	56,683	5,600	...	—536	167,694	...	100·95
	Umaria Colliery	36,200	36,200	37,213	32,400	34,000	34,277	3,800	2,200	2,936	99,523	2·15	92·11
	Bengal Nagpur	650,000	650,000	680,890	325,000	317,500	329,705	325,000	332,500	351,185	9,795,108	3·59	48·42
		764,200	762,800	795,336	419,000	419,200	432,829	345,200	343,600	362,507	10,561,394		
III.—Burma	Mu Valley	35,000	27,500	28,076	55,000	55,000	55,342	—20,000	—27,500	—27,266	1,082,869	...	197·11
IV.—Bengal	Eastern Bengal	860,000	897,500	895,998	540,000	535,000	542,513	320,000	362,500	353,485	(h)8,637,548	(i)8·18	(i)43·42
	Bengal Central	78,000	78,000	78,110	47,500	46,300	47,230	23,000	24,000	22,996	1,010,622	2·28	70·56 / 60·47
	Company's share of net earnings	...	...	...	7,500	7,700	7,884						
	Bengal and North-Western and Tirhoot	530,000	535,000	524,159	210,000	223,000	224,107	150,000	145,000	134,669	(g)2,498,363	5·39	74·31 / 42·76
	Company's share of net earnings	...	...	...	170,000	167,000	165,383						
		1,468,000	1,510,500	1,498,267	975,000	979,000	987,117	493,000	531,500	511,150	12,146,533		
V.—North-Western Provinces and Oudh.	Oudh and Rohilkhand	870,000	885,000	898,055	390,000	390,000	377,963	480,000	495,000	520,092	(c)10,626,534	4·89	42·09
	Indian Midland	467,500	455,000	432,366	275,000	283,000	285,654	192,500	172,000	146,712	8,729,201	1·68	66·07
	Lucknow-Bareilly	70,000	76,000	76,661	42,800	43,600	47,572	26,000	32,000	28,740	851,395	3·37	62·56 / 62·10
	„ Surplus profits	...	...	...	1,200	400	349						
		1,407,500	1,416,000	1,407,082	709,000	717,000	711,538	698,500	699,000	695,544	20,207,130		
VI.—Punjab	North Western	2,800,000	2,980,000	3,031,472	1,835,000	1,900,000	1,908,197	965,000	1,080,000	1,123,275	(d)35,792,137	3·14	62·95
VII.—Madras	South Indian	810,000	770,000	781,522	500,000	500,000	488,799	310,000	268,300	290,768	(e) 7,285,364	3·99	62·79 / 62·54
	Company's share of net earnings	...	...	...	...	1,700	1,955						
	Mysore	152,500	161,000	159,574	92,200	99,800	98,706	47,500	37,000	36,680	1,429,440	2·57	77·01 / 61·86
	Company's share of net earnings	...	...	...	12,800	24,200	24,188						
	Bezvada Extension	40,000	10,800	9,292	28,000	7,100	7,441	12,000	3,700	1,851	142,654	1·30	80 08
	East Coast	25,000	70,000	75,055	20,000	50,000	59,599	5,000	20,000	15,456	3,829,986	·40	81·58
	Guntakul-Mysore Frontier	24,600	26,000	29,183	16,300	15,500	17,411	8,300	10,500	11,772	585,810	2·01	59·66
		1,052,100	1,037,800	1,054,626	669,300	698,300	698,099	382,800	339,500	356,527	13,273,254		
VIII.—Bombay	Dhond and Manmad (Net Receipts)	33,400	34,500	34,857	...	...	...	33,400	34,500	34,857	1,118,086	3·12	...
	Southern Mahratta	500,000	570,000	576,958	315,000	350,800	352,398	140,000	144,500	148,496	9,518,175	1·56	74·26 / 61·08
	Company's share of net earnings	...	...	...	45,000	74,700	76,064						
		533,400	604,500	611,815	360,000	425,500	428,462	173,400	179,000	183,353	10,636,261		
	Total Imperial	15,238,500	15,768,000	15,882,969	7,719,300	7,870,800	7,879,011	7,519,200	7,897,200	8,003,958	132,313,183	(f) 6·05 / ()	49·61 / 45·54

* In the case of lines worked by Companies two percentages have been entered, the first including, and the second excluding, surplus profits and share of net earnings paid to the Companies.

(*a*) This figure represents the Capital outlay recorded in the Finance and Revenue Accounts of the Government of India. The actual rupee outlay, expressed in Rx., is as follows :—

	Rx.
By Company to date of purchase	33,686,941
„ Government after purchase (excluding Jherria extension)	3,227,292
	36,914,233 on which the net receipts would give a return of 9·64 per cent.

(*b*) The Provincial share of the Eastern Bengal Railway receipts has been included in calculating these percentages.

(*c*) This figure represents the Capital outlay recorded in the Finance and Revenue Accounts of the Government of India. The actual rupee outlay on the line is as follows :—

	Rx.	
By Company to date of purchase	9,268,311	
By Government after purchase	290,485	
Total	9,558,796	on which the receipts would give a return of 5·44 per cent.

(*d*) This figure represents the Capital outlay recorded in the Finance and Revenue Accounts of the Government of India. Taking the actual rupee outlay on the old Sind, Punjab and Delhi Railway by the Company to date of purchase, the outlay is as follows :—

	Rx.	
By Company to date of purchase	12,086,927	
By Government after purchase and on system before and after acquisition	30,880,516	
Total	42,967,443	on which the net receipts would give a return of 3·61 per cent.

(*e*) This figure represents the Capital outlay recorded in the Finance and Revenue Accounts of the Government of India. The actual rupee outlay on the line is as follows :—

	Rx.	
By Company to date of purchase	4,970,512	
By State to end of 1892-93	2,592,807	
Total	7,563,319	on which the net receipts would give a return of 3·84 per cent.

(*f*) Substituting the actual rupee outlay in the case of purchased lines, the net receipts, including the Eastern Bengal Railway Provincial share, give a return of 5·13 per cent.

(*g*) Capital expended on Tirhoot State Railway.

(*h*) This figure represents the Capital outlay recorded in the Finance and Revenue Accounts of the Government of India. The actual rupee outlay expressed in Rx. is as follows :—

	Rx.	
By Company to date of purchase	3,539,837	
By Government after purchase and on other sections constructed by the State and opened for traffic	7,067,764	
	10,607,601	on which the net receipts (including the Provincial share) give a return of 6·66 per cent.

(*i*) Percentages calculated on total net receipts, including Provincial Share.

SCHEDULE A—*concluded.*

Detailed Account of State Railways Gross Traffic Receipts and Working Expenses for 1893-94—concluded.

Provincial.		Receipts. Budget. Estimate.	Receipts. Revised Estimate.	Receipts. Actuals.	Expenses. Budget Estimate.	Expenses. Revised Estimate.	Expenses. Actuals.	Net Receipts. Budget. Estimate.	Net Receipts. Revised Estimate.	Net Receipts. Actuals.	Capital outlay to 31st March 1894.	Percentage of net receipts on total outlay on 31st March 1894.	Percentage of charges on receipts.
		Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.		
I.—Burma	Burma	710,000	622,500	619,010	350,000	370,000	365,925	360,000	252,500	253,085	5,350,702	4·73	59·11
II.—Assam	Jorhat	6,700	7,000	7,092	6,100	5,700	5,658	600	1,300	1,434	81,083	1·77	79·77
	Cherra-Companygunj	2,300	2,300	2,298	2,100	2,100	1,974	200	200	324	77,900	·41	85·94
		9,000	9,300	9,390	8,200	7,800	7,632	800	1,500	1,758	158,983	...	...
III.—Bengal	Eastern Bengal	320,000	362,500	353,484	...	...	...	320,000	362,500	353,484	...	...	...
IV.—Bombay	Hyderabad-Umarkot	14,000	13,000	14,254	10,000	10,500	11,407	4,000	2,500	2,847	170,698	1·67	80·83
	Total Provincial	1,053,000	1,007,300	996,137	368,200	388,300	384,964	684,800	619,000	611,173	5,680,383	(c) 4·54	(c) 59·90
	GRAND TOTAL	16,291,500	16,775,300	16,879,107	8,087,500	8,259,100	8,263,975	8,204,000	8,516,200	8,615,132	137,993,566	(a) 6·24	(b) 48·96 46·09

(a) Substituting the actual rupee outlay in the case of purchased lines the net receipts give a return of 5·11 per cent.
(b) Excluding surplus profits to Companies for working State lines and net earnings of their own concern paid to the Bengal and North-Western Railway Company.
(c) The net receipts of the Eastern Bengal Railway credited to Provincial are excluded in calculating these percentages.

SCHEDULE B.

Guaranteed Railways.

Statement of Revenue Transactions during the official year 1893-94.

Financial Heads.	Actuals, 1892-93. Administrative.	Actuals, 1892-93. Suspense.	Actuals, 1892-93. Financial.	Budget Estimate, 1893-94. Administrative.	Budget Estimate, 1893-94. Suspense.	Budget Estimate, 1893-94. Financial.	Revised Estimate, 1893-94. Administrative.	Revised Estimate, 1893-94. Suspense.	Revised Estimate, 1893-94. Financial.	Actuals, 1893-94. Administrative.	Actuals, 1893-94. Suspense.	Actuals, 1893-94. Financial.
XXVII—GUARANTEED RAILWAYS.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Net Traffic Receipts.												
Payments into Treasury—												
Madras Railway	986,978	88,088	1,075,066	975,000	90,000	1,065,000	1,025,000	130,000	1,155,000	1,038,374	119,872	1,158,246
Bombay, Baroda and Central India Railway	1,449,156	977,939	2,427,095	1,400,000	1,080,000	2,480,000	1,515,000	1,375,000	2,890,000	1,528,527	1,337,124	2,865,951
Great Indian Peninsula Railway	3,978,256	237,617	4,215,873	4,000,000	270,000	4,270,000	3,950,000	2,90,000	4,240,000	3,949,930	280,480	4,230,410
Total	6,414,390	1,303,644	7,718,034	6,375,000	1,440,000	7,815,000	6,490,000	1,795,000	8,285,000	6,516,831	1,737,776	8,254,607
Withdrawals from Treasury—												
Madras Railway	526,892	95,857	622,749	540,000	90,000	630,000	540,000	95,000	635,000	519,380	108,363	627,743
Bombay, Baroda and Central India Railway	579,392	991,893	1,571,285	560,000	1,080,000	1,640,000	547,500	1,375,000	1,922,500	539,789	1,347,846	1,887,635
Great Indian Peninsula Railway	1,951,238	328,349	2,279,587	2,000,000	310,000	2,310,000	2,020,000	3,10,000	2,330,000	2,018,062	337,355	2,355,417
Total	3,057,522	1,416,099	4,473,621	3,100,000	1,480,000	4,580,000	3,107,500	1,780,000	4,887,500	3,077,231	1,793,564	4,870,795
Net Traffic Receipts—												
Madras Railway	460,086	—7,769	452,317	435,000	...	435,000	485,000	35,000	520,000	518,994	11,509	530,503
Bombay, Baroda and Central India Railway	869,764	—13,954	855,810	840,000	...	840,000	967,500	...	967,500	938,738	—10,422	978,316
Great Indian Peninsula Railway	2,027,018	—90,732	1,936,286	2,000,000	—40,000	1,960,000	1,930,000	—20,000	1,910,000	1,931,868	—56,875	1,874,993
Total	3,356,868	—112,455	3,244,413	3,275,000	—40,000	3,235,000	3,382,500	15,000	3,397,500	3,439,600	—55,788	3,383,812

SCHEDULE C.

39.—Guaranteed Companies—Surplus Profits, etc., Land and supervision and Interest.

Province or Railway.	Accounts, 1892-93.	Budget Estimate, 1893-94.	Revised Estimate, 1893-94.	Actuals, 1893-94.
Moiety of surplus profits, etc.	Rx.	Rx.	Rx.	Rx.
Bombay, Baroda and Central India Railway	186,688	181,200	265,000	266,057
Great Indian Peninsula Railway	395,236	381,600	305,900	305,197
Total	581,924	562,800	570,900	571,254
Land and Supervision.				
India—(share of office of Director General of Railways)	15,547	15,900	16,200	15,806
Central Provinces	11,038	10,600	10,700	10,576
Assam	2,136	6,500	7,000	7,065
Bengal	10,910	10,800	11,000	11,477
North-Western Provinces and Oudh	12,545	12,500	11,100	11,930
Madras	13,430	16,000	13,800	12,568
Bombay	23,348	33,900	28,300	27,731
Reserve	...	6,300	...	...
	88,954	112,500	98,100	97,153
Deduct—Amount recoverable from Companies on account of Government supervision	59,531	62,100	63,200	63,149
Total	29,423	50,400	34,900	34,004
Interest.				
India.				
Madras Railway	207	...	...	...
Bombay, Baroda and Central India Railway	285	300	300	424
Great Indian Peninsula Railway	2,181	2,300	2,100	2,071
Total India	2,673	2,600	2,400	2,495
England.				
Madras Railway	532,482	2,154,900	2,154,700	533,387
Bombay, Baroda and Central India Railway	416,526			417,517
Great Indian Peninsula Railway	1,196,289			1,203,816
Total England	2,145,297	2,154,900	2,154,700	2,154,720
Exchange	1,290,665	1,351,400	1,387,300	1,400,277
Total Interest	3,438,635	3,508,900	3,544,400	3,557,492
GRAND TOTAL	4,049,982	4,122,100	4,150,200	4,162,750

SCHEDULE D.

Subsidised Railways.

Statement of State Outlay for, and to the end of, the year 1893-94.

Railways.	Subsidy.	Interest.	Land.	Miscellaneous.	Total Final Heads of Account.	Estimated Indian Expenditure. Budget	Estimated Indian Expenditure. Revised.	Guaranteed Interest paid in England *plus* Exchange.	Grand Total.
	Rx.	Rx.	Rx.	Rx.	Ex.	Rx.	Rx.	Rx.	Rx.
During the year.									
Imperial.									
Bengal and North-Western	...	...	970	...	970	1,700	2,800	...	970
Delhi-Umbala-Kalka	...	...	...	...	...	1,400	...	...	...
Nilgiri	...	2,792	3,004	...	5,796	11,100	5,800	...	5,796
Reserve	...	...	...	...	...	...	...	...	...
Total Imperial	...	2,792	3,974	...	6,766	14,200	8,600	...	6,766
Provincial.									
Dooars	...	...	259	...	259	100	300	...	259
Dibru-Sadiya	10,000	...	...	42	10,042	10,100	10,100	...	10,042
Rohilkhand-Kumaon	4,000	...	—67	...	3,933	4,000	3,900	...	3,933
Total Provincial	14,000	...	192	42	14,234	14,200	14,300	...	14,234
GRAND TOTAL	14,000	2,792	4,165	42	21,000	28,400	22,900	...	21,000
To end of the year.									
Imperial.									
Bengal Central	...	...	72,767	...	72,767	...	...	(a) 77,150	149,917
Bengal and North Western	...	...	185,189	...	185,189	...	...	...	185,189
Delhi-Umballa-Kalka	...	...	52,869	...	52,869	...	...	...	52,869
Nilgiri	...	5,613	11,957	...	17,570	...	...	...	17,570
Rohilkhand-Kumaon	...	...	...	...	...	...	...	†10,441	10,441
Total Imperial	...	5,613	322,782	...	328,395	...	...	87,591	415,986
Provincial.									
Dooars	...	...	2,940	...	2,940	...	...	...	2,940
Tarkessur	...	...	14,151	...	14,151	...	...	...	14,151
Dibru-Sadiya	95,277	...	...	2,841	98,118	...	...	...	98,118
Rohilkhand-Kumaon	36,000	...	3,414	...	39,414	...	...	...	39,414
Deoghur	...	...	919	...	919	...	...	...	919
Total Provincial	131,277	...	21,424	2,841	155,542	...	...	...	155,542
GRAND TOTAL	131 77	5,613	344,206	2,841	483,937	...	...	87,591	571,528

	Net payments. £	Exchange. Rx.
* 1881-82	2,011	415
1882-83	9,840	2,211
1883-84	21,358	4,890
1894-95	29,473	7,162
Total	62,482	14,668
	Rx. 77,150	

	Payments. £	Exchange. Rx.
† 1882-83	351	81
1883-84	3,798	869
1884-85	6,425	1,561
Total	10,574	2,511
	Rx. 13,085	
Less—Repayments by Company to Secretary of State	2,644 ‡	
	10,441	

	Repayments. £	Exchange. Rx.
‡ 1889-90	63	28
1890-91	735	240
1891-92	995	432
Total	1,793	700
	Rx. 2,493	
In India—		
1885-86	119	
1886-87	32	
Total	2,644	

(a) In the revised classification of the accounts, Rx. 956 of the expenditure on the Deoghur Tramway has been classified under the head 41.—Miscellaneou Railway Expenditure, and a write-back of Rx. 37 under the head 40.—Subsidized Railways, Land, etc. For convenience the whole has been shown in this account.

SCHEDULE E.

41.—Miscellaneous Railway Expenditure.

Statement of Outlay for, and to the end of, the year 1893-94.

Surveys, etc.		Outlay for the year 1893-94.	Outlay to end of previous year.	Outlay to end of 1893-94.
	Imperial.	Rx.	Rx.	Rx.
I.—India	Surplus Establishment and Miscellaneous Charges	5,027	118,572	123,599
	Director General's Establishment, share of	15,806	184,936	200,742
	Port Store-keeper's Establishment	2,184	84,342	86,526
	Rutlam-Muttra Survey	5,514	1,927	7,441
	Pachpadra-Umarkot Survey	2,127	...	2,127
	Indirect Charges	...	13,444	13,444
	Preparation of project for conversion or doubling of Rajputana-Malwa Railway (project abandoned)	...	1,676	1,676
	Bhopal Survey (project abandoned)	...	5,335	5,335
	Ajmere-Bhawalpur Survey (project abandoned)	...	2,327	2,327
	Great Western of India Railway Survey (project abandoned)	...	2,857	2,857
	Stores issued without charge to Nizam's Railway	...	761	761
	Bikanir Desert Railway Survey (project abandoned)	...	8,310	8,310
	Ujjain-Bhopal Survey (project abandoned)	...	822	822
		30,658	425,309	455,967
II.—Central Provinces.	Bina-Guna Railway (Land)	31	...	31
	Sambalpur-Kurdha Survey	100	10,542	10,702
	Saugor-Katni Survey	2,423	...	2,423
	Raipur-Sonpur Survey	187	...	187
	Nagpur-Saugor Survey (project abandoned)	...	1,427	1,427
	Wardha Coal Extension Survey (project abandoned)	...	2,304	2,304
	Raj-Nandgaon-Warangal Survey	...	886	886
	Jubbulpur-Nagpur Survey (project abandoned)	...	1,370	1,370
		2,801	16,529	19,330
III.—Burma	Mandalay-Kunlon Survey	13,559	11,536	25,095
	Mogoung-Irrawaddy Survey	3,037	1,799	4,836
	Thedaw-Myingyan Survey	632	4,416	5,048
	Chittagong-Akyab-Minbla Survey	6,861	959	7,820
	Chindwin Survey (project abandoned)	...	2,616	2,616
		24,089	21,326	45,415
IV.—Assam	Sibsaugor Coal Line (project abandoned)	...	3,399	3,399
	Garo Hills Reconnaissance (project abandoned)	...	414	414
	Assam Extension Survey (project abandoned)	...	9,110	9,110
		...	12,923	12,923
	Carried over	57,548	476,087	533,635

SCHEDULE E—*continued.*

41.—Miscellaneous Railway Expenditure.

Statement of outlay for, and to the end of, the year 1893-94—continued.

Surveys, etc.		Outlay for the year 1893-94.	Outlay to end of previous year.	Outlay to end of 1893-94.
		Rx.	Rx.	Rx.
	Brought forward	57,548	476,087	533,635
	Imperial—*contd.*			
V.—Bengal	Singhia-Madaripore-Chandpore Survey	368	...	368
	Anarpur-Begum Serai Survey	543	361	904
	Monghyr Extension Survey	228	397	625
	Benares-Puri Survey	...	77,242	77,242
	*Rungpore-Dhubri Survey	...	3,054	3,054
	Moghal Serai-Howrah Survey	—335	40,720	40,385
	Cuttack-Midnapur-Calcutta Survey	10,577	7,215	17,792
	Western Bengal Survey (project abandoned)	...	11,888	11,888
		11,381	140,877	152,258
VI.—North-Western Provinces and Oudh.	Rae Bareli-Benares Survey	1,222	2,020	3,242
	Aonla-Budaon Survey	...	230	230
	Ghaziabad-Moradabad Survey	2,491	...	2,491
	Moradabad-Ramnagar Survey	504	...	504
	Bareilly-Soron Survey	1,165	...	1,165
		5,382	2,250	7,632
VII.—Punjab	Ludhiana-Ferozepore Survey	204	...	204
	Bannu Railway Survey	...	12,669	12,669
	Wazirabad-Multan Survey	1,591	2,276	3,867
	Jungshahi-Tatta Survey	...	648	648
	Kalka-Simla Survey	8,203	5,966	14,169
	†Umballa-Kalka-Simla Surveys	...	9,870	9,870
	Kashmir Railway Surveys	35	35,149	35,184
	Zhob Valley Survey	...	40,206	40,206
	Frontier Railway Surveys	492	11,360	11,852
	Peshawar-Dhakka Survey	...	4,645	4,645
	Abt Material and Engine Suspense Account	13	43,210	43,223
	Mianwali-Khusulgarh Survey	...	6,257	6,257
	Peshawar-Jamrood Survey	...	613	613
	Kotri-Kurrachee Survey	1,188	25	1,213
	Dera Ismail Khan-Murtaza Survey	196	1,903	2,099
	Delhi-Minchinabad Survey	9,538	3,459	12,997
	Umballa-Patiala Survey	230	344	574
	Kotri-Rohri Survey	208	19	227
	Indus Valley Eastern Extension Survey (project abandoned).	...	7,025	7,025
	Kach-Quetta Survey (project abandoned)	...	1,815	1,815
	Bolan Permanent Line Survey (project abandoned)	...	15,487	15,487
	Khattan-Baber Kach Railway Survey (project abandoned).	...	2,160	2,160
	Kohala Survey (project abandoned)	..	238	238
		21,898	205,344	227,242
	Carried over	96,209	824,558	920,767

* Expenditure previous to 1887-88 (Rx. 5,262) classified as Provincial.
† See also Provincial.

SCHEDULE E—*continued.*

41.—Miscellaneous Railway Expenditure.

Statement of outlay for, and to the end of, the year 1893-94—continued.

Surveys, etc.		Outlay for the year 1893-94.	Outlay to end of previous year.	Outlay to end of 1893-94.
		Rx.	Rx.	Rx.
	Brought forward	96,209	824,558	920,767
	Imperial—*contd.*			
VIII.—Madras	Madras-Bezvada Survey	6,037	...	6,037
	Kurnool Branch Survey	7	660	667
	South Indian Railway Extension Survey (project abandoned)	...	1,045	1,045
	Tinnevelly-Quilon Survey (project abandoned)	...	425	425
		6,044	2,130	8,174
IX.—Bombay	Nuseerabad-Kekri Survey	...	202	202
	Mehsana-Viramgram (land)	...	2,316	2,316
	Anand-Petlad (land)	...	3,593	3,593
	Bhavnagar-Gondal Railway (land)	...	2,633	2,633
	Aden Railway Survey (project abandoned)	...	635	635
	Karwar-Hubli Survey (project abandoned)	...	56,887	56,887
		...	66,266	66,266
	Total Imperial	102,253	892,954	995,207
	Provincial.			
I.—Burma	Bassein-Henzada Survey (project abandoned)	...	2,330	2,330
II.—Bengal	Sultanpore-Bogra Survey	120	...	120
	Western Bengal Railway Survey	...	7,519	7,519
	Rungpore-Dhubri Survey	...	5,262*	5,262
	Tarkessur Survey (project abandoned)	...	1,723	1,723
	Howrah-Ampta Survey (project abandoned)	...	510	510
	Sakri-Joynuggur Survey (project abandoned)	...	325	325
	Mozufferpore-Sitamarhi Survey (project abandoned)	...	2,111	2,111
	Share of Secretariat Establishment	...	64,129	64,129
		120	81,579	81,699
	Carried over	120	83,909	84,029

* Expenditure from 1887-88 classified under Imperial.

SCHEDULE E—*concluded.*

41.—Miscellaneous Railway Expenditure.

Statement of outlay for, and to the end of, the year 1893-94—concluded.

Surveys, etc.		Outlay for the year 1893-94.	Outlay to end of previous year.	Outlay to end of 1893-94.
	Provincial—*contd.* Brought forward	Rx. 120	Rx. 83,909	Rx. 84,029
III.—North-Western Provinces and Oudh.	Hardwar-Dehra Dun Survey	...	777	777
	Rae Bareli-Benares Survey	...	2,042	2,042
	Cawnpore-Kalpi Survey (project abandoned)	...	2,590	2,590
	Sitapore-Philibhit Survey (project abandoned)	...	2,298	2,298
	Mau-Ranipur Survey (project abandoned)	...	7,192	7,192
	Moradabad Survey (project abandoned)	...	1,948	1,948
	Gonda Survey (project abandoned)	...	2,611	2,611
	Jaunpore Survey (project abandoned)	...	3,348	13,348
	Gorakhpore Survey (project abandoned)	...	4,272	4,272
		...	27,078	27,078
IV.—Punjab	Bhatinda-Bhawalpore Survey	...	3,816	3,816
	* Umballa-Kalka-Simla Survey	...	4,202	4,202
	Rawalpindi-Muree Survey (project abandoned)	...	2,649	2,649
	Rajpura-Patiala (Bhatinda Extension) (land)	...	813	813
	Jullundur-Hoshiarpur Survey (project abandoned)	...	47	47
		...	11,527	11,527
V.—Madras	West Coast Survey	1,054	...	1,054
	Bezváda-Muslipatam Survey	12	815	827
	Nanjangod-Gudulur Survey	...	420	420
	Nellore-Guntoor Survey	...	1,783	1,783
	Madras-Gudur Survey	...	955	955
	Palghât-Kurapatam Survey	...	1,286	1,286
	Palghât-Dindigul Survey	...	1,631	1,631
	Madura-Pamban Survey	...	2,748	2,748
	Porto Novo-Salem Survey	...	3,298	3,298
	Beypore-Calicut Survey (project abandoned)	...	1,191	1,191
	Registration of Road Traffic	...	1,464	1,464
	Bimlipatam Survey	...	(a) 106	106
		1,066	15,697	16,763
VI.—Bombay	Ahmedabad-Prantij Survey	...	273	273
	Nadiad-Kapadvanj Survey	...	215	215
	Bombay Provincial Surveys	...	10,033	10,033
		...	10,521	10,521
	Total Provincial	1,186	148,732	149,918
	GRAND TOTAL	103,439	1,041,686	1,145,125

* See also Imperial.

(a) Written back from construction account of the East Coast Railway.

SCHEDULE F.

Statement of Capital outlay for the year 1893-94.

Railways.	Final heads of Account.	*Deduct*—Value of stores received from Guaranteed Companies on purchase of lines by the State.	Suspense Accounts.	Grand Total.	*Deduct*—Receipts on Capital Account.	Net Expenditure.	*Deduct*—Debits to the Indian books by credits to "Expenditure in England" for value of English stores received and other items charged off in England.	Net Indian Outlay.	Estimated Indian Expenditure.		Classification of Total Outlay.			
									Budget.	Revised.	34.—Construction of Protective Railways.	37.—Construction of Railways (charged against Revenue in addition to the ordinary Famine Insurance).	48.—Capital Expenditure on State Railways not charged against Revenue.	50.—Capital charges involved in redemption of liabilities.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx	Rx.
Imperial—														
I.—India: East Indian	372,990	...	52,909	425,899	518	425,381	...	425,381	162,300	435,400			425,381	...
Do. Jherria Extension.	117,996	...	...	117,996	...	117,996	...	117,996	110,000	105,700			117,996	...
Rajputana-Malwa	19,756	...	18,584	38,340	...	38,340	...	38,340	32,700	34,000			38,340	...
Holkar	2,179	...	...	2,179	...	2,179	...	2,179	3,500	2,900			2,179	...
Godhra-Rutlam	571,619	...	*—144,320*	427,299	254	427,045	...	427,045	383,000	428,000			427,045	...
Bhopal	19,215	...	...	19,215	...	19,215	...	19,215	26,800	22,500			19,215	...
Palanpur-Deesa	20,367	...	...	20,367	(a) 11,204	9,163	...	9,163	9,200	9,800			9,163	...
Reserve	...	...	...	...	...	...	...	...	*—186,400*	*—112,900*			...	...
Secretary of State	...	...	*—94,891*	*—94,891*	...	*—94,891*	*—94,891*	...	...	...			*—94,891*	...
State Railway Stores Branch.	...	..	*—51,697*	*—51,697*	1	*—51,698*	192,545	*—244,243*	*—227,500*	*—205,700*			*—51,698*	...
	1,124,122	...	*—219,415*	904,707	11,977	892,730	97,654	795,076	315,600	719,700			892,730	...
II.—Central Provinces: Wardha Coal.	...	...	...	...	...	...	...	...	1,500	...			...	...
Warora Colliery	3,094	...	8,166	11,260	...	11,260	11,067	193	16,800	*—200*			11,260	...
Umaria Colliery	*—5,251*	...	1,004	*—4,247*	...	*—4,247*	1,083	*—5,330*	700	*—5,400*			*—4,247*	...
Nagpur-Chhattisgarh Depreciation Account.	12,162	...	*—8,460*	3,702	...	3,702	...	3,702	*—17,200*	*—600*			3,702	...
	10,005	...	710	10,715	...	10,715	12,150	*—1,435*	1,800	*—6,200*			10,715	...
III.—Burma: Mu Valley	314,692	...	*—43,734*	270,958	649	270,309	12,341	257,968	326,700	275,000			270,309	...
IV.—Assam: Assam-Bengal (land).	66,974	...	31	67,005	...	67,005	...	67,005	40,000	80,000			67,005	...
V.—Bengal: Eastern Bengal	107,283	...	*—1,671*	105,612	68	105,544	71,259	34,285	58,800	38,500			105,544	...
Tirhoot	18,819	...	*—6,359*	12,460	...	12,460	...	12,460	19,800	18,300			12,460	...
	126,102	...	*—8,030*	118,072	68	118,004	71,259	46,745	78,600	56,800			118,004	...
VI.—North-Western Provinces and Oudh: Cawnpore-Achnera	7,590	...	...	7,590	...	7,590	...	7,590	7,500	11,500			7,590	...
Oudh and Rohilkhand	7,451	...	29,115	36,566	...	36,566	58,000	*—21,434*	*—21,300*	*—11,800*			36,566	...
Lucknow-Rae-Bareli-Benares	136,542	...	*—54,004*	82,538	18	82,520	28,731	53,789	60,000	55,600			82,520	...
Bareilly-Rampur-Moradabad.	469,843	...	*—76,280*	393,563	588	392,975	108,377	284,598	178,800	277,900			392,975	...
	621,426	...	*—101,169*	520,257	606	519,651	195,108	324,543	225,000	333,200			519,651	...
VII.—Punjab: Rewari-Ferozepore	1,731	...	...	1,731	...	1,731	...	1,731	5,000	2,000			1,731	..
North Western	145,972	...	38,096	184,068	96	183,972	215,295	*—31,323*	*—105,700*	*—25,000*			183,972	...
" Gradient Improvements	193,200	...	*—48,197*	145,003	143	144,860	731	144,129	140,000	142,300			144,860	...
Mari-Attock	105,419	...	*—21,588*	83,831	229	83,602	3,399	80,203	50,000	80,000			83,602	...
Mushkaf-Bolan	543,506	...	19,014	562,520	1,034	561,486	57,753	503,733	543,700	469,800			561,486	...
Petroleum Operations.	*—775*	...	*—1,139*	*—1,914*	...	*—1,914*	...	*—1,914*	...	100			*—1,914*	...
Frontier Railway Reserve	883	...	12,966	13,849	2	13,847	3,700	10,147	2,600	10,100			13,847	...
Peshawar Railway Reserve	...	...	...	...	...	...	...	...	...	...			...	..
	989,936	...	*—848*	989,088	1,504	987,584	280,878	706,706	635,600	679,300			987,584	...
VIII.—Madras: Guntakal-Mysore Frontier	10,077	...	*—141*	9,936	5	9,931	...	9,931	17,800	10,400	9,931		...	...
Bellary-Kistna	...	...	...	...	...	...	...	...	...	...	...		...	...
South Indian	206,573	...	*—131,120*	75,453	419	75,034	...	75,034	113,700	72,500	75,034		...	...
Bezvada Extension	522	...	..	522	22	500	...	500	500	500	...		500	..
East Coast	1,144,063	...	*—166,412*	977,651	1,662	975,989	...	975,989	918,000	996,800	975,989		...	...
	1,361,235	...	*—297,673*	1,063,562	2,108	1,061,454	...	1,061,454	1,050,000	1,080,200	1,060,954		500	...
IX.—Bombay: Dhond and Manmad	2,432	...	6,950	9,382	...	9,382	4,024	5,358	16,900	6,700	...		9,382	...
Total Imperial	4,616,024	...	*—663 178*	3,953,746	16,912	3,936,834	673,414	3,263,420	2,600,200	3,224,700	1,060,954		2,875,880	...

SCHEDULE F—*continued.*

Statement of Capital outlay for the year 1893-94—continued

Railways.	Final heads of Account.	*Deduct*—Value of stores received from Guaranteed Companies on purchase of lines by the State.	Suspense Accounts.	Grand Total.	*Deduct*—Receipts on Capital Account.	Net Expenditure.	*Deduct*—Debits to the Indian books by credits to "Expenditure in England" for value of English stores received and other items charged off in England.	Net Indian Outlay.	Estimated Indian Expenditure.		Classification of Total Outlay.			
									Budget.	Revised.	34.—Construction of Protective Railways.	37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance.)	48.—Capital Expenditure on State Railways not charged against Revenue..	50.—Capital charges involved in redemption of liabilities.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Provincial.														
I.—Burma . Burma . .	39,012	...	24,676	63,688	...	63,688	38,557	25,131	12,300	20,700	...	...	63,688	...
II.—Assam . { Jorhat . .	2,522	...	—337	2,185	1	2,184	...	2,184	1,300	2,200	...	2,184	...	...
{ Cherra-Company-gunj . .	265	...	...	265	195	70	...	70	...	300	...	70	...	...
	2,787	...	—337	2,450	196	2,254	...	2,254	1,300	2,500	...	2,254	...	...
III.—Madras . Mayavaram-Mutupet . .	128,390	...	—64,397	63,993	...	63,993	...	63,993	67,500	66,400	...	63,993	...	...
IV.—Bombay . Hyderabad-Umarkot . .	6,306	...	1,353	7,659	3	7,656	...	7,656	6,300	8,200	...	7,656	...	...
Total Provincial .	176,495	...	—38,705	137,790	199	137,591	38,557	99,034	87,400	97,800	...	73,903	63,688	...
GRAND TOTAL .	4,793,419	...	—701,883	4,091,536	17,111	4,074,425	711,971	3,362,454	2,777,600	3,322,500	1,060,954	73,903	2,939,568	...

SCHEDULE G.

Statement of Net Capital outlay from commencement of operations to end of the official year 1893-94.

Railways.	Final heads of Account.	*Deduct.*—Value of stores received from Guaranteed Companies on purchase of lines by the State.	Suspense Accounts.	Grand Total.	*Deduct*—Receipts on Capital Account.	Net Expenditure.	*Deduct*—Debits to the Indian books by credits to "Expenditure in England" for value of English stores received and other items charged off in England.	Net Indian Outlay.	Classification of Total Outlay.			
									34.—Construction of Protective Railways.	37.—Construction of Railway (charged against Revenue in addition to that under Famine Insurance).	48.—Capital expenditure on State Railways not charged against Revenue.	50.—Capital charges involved in redemption of liabilities.
Imperial.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
I.—India . { East Indian	15,736,679	848,751	535,058	15,422,986	152,254	15,270,732	12,160,923	3,109,809				
„ Jherria Extension .	352,464	...	..	352,464	...	352,464	...	352,464				
Rajputana-Malwa . . .	8,927,327	...	443,707	9,371,034	16,332	9,354,702	2,379,318	6,975,384				
Holkar	1,312,538	...	...	1,312,538	4,095	1,308,443	341,468	966,975				
Godhra-Rutlam . . .	1,223,562	...	128,395	1,351,957	659	1,351,298	...	1,351,298				
Palanpur-Deesa . . .	39,096	...	...	39,096	(a) 18,500	20,596	...	20,596				
Bhopal	214,231	...	...	214,231	411	213,820	...	213,820				
Secretary of State . .	...	...	7,262	7,262	...	7,262	7,262	...				
State Railway Stores Branch .	2,596	...	2,340	4,936	252	4,684	2,954,342	—2,949,658				
	27,808,493	848,751	1,116,762	28,076,504	192,503	27,884,001	17,843,313	10,040,688				
II.—Central Provinces . { Wardha Coal . . .	502,823	...	...	502,823	4,054	498,769	94,784	403,985				
Warora Colliery . .	137,568	...	30,307	167,875	181	167,694	70,326	97,368				
Umaria-Colliery . .	91,107	...	8,426	99,533	10	99,523	21,214	78,309				
Nagpur-Chhattisgarh Depreciation Account . .	47,866	...	5,567	53,433	1	53,432	...	53,432				
Bilaspur-Etawah . .	7,515	...	...	7,515	1	7,514	...	7,514				
	786,879	...	44,300	831,179	4,247	826,932	186,324	640,608				
III.—Burma . Mu Valley . .	1,656,286	...	141,405	1,797,691	3,218	1,794,473	297,782	1,496,691				
IV.—Assam . Assam-Bengal (land) .	81,196	...	39	81,235	...	81,235	...	81235				
V.—Bengal . { Eastern Bengal . .	8,569,109	72,788	193,070	8,839,291	51,843	8,637,548	3,639,230	4,998,318				
Tirhoot . . .	2,472,974	...	(b)34,518	2,507,492	9,129	2,498,363	479,385	2,018,978				
Ranaghat-Bhugwangola .	30,271	...	...	30,271	27	30,244	...	30244				
	11,072,354	72,788	227,588	11,227,154	60,990	11,166,155	4,118,615	7,047,540				
Carried over .	41,405,208	921,539	1,530,094	42,013,763	260,967	41,752,796	22,446,034	19,306,762				

(a) Contribution by Palanpur Durbar.

(b) Suspense accounts up to end of 1893-94 . . . . . Rx. 78,403
Less—Value of stores in hands of Bengal and [illegible] Western Railway Company on 1st July 1890 . . . 43,885
34,518

SCHEDULE G—*continued.*

Statement of Net Capital Outlay from commencement of operations to end of the official year 1893-94—continued.

Railways.	Final heads of Account.	*Deduct*—Value of stores received from Guaranteed Companies on purchase of lines by the State.	Suspense Accounts.	Grand Total.	*Deduct*—Receipts on Capital Account.	Net Expenditure.	*Deduct*—Debits to the Indian books by credits to "Expenditure in England" for value of English stores received and other items charged off in England.	Net Indian Outlay.	Classification of Total Outlay. 34.—Construction of Protective Railways.	37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance).	48.—Capital expenditure on State Railway not charged against Revenue.	50.—Capital charges involved in redemption of liabilities.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Brought forward	41,405,208	921,539	1,530,094	42,013,763	260,967	41,752,796	22,446,034	19,306,762				
Imperial—*continued.*												
VI.—North-Western Provinces and Oudh, Cawnpore-Achnera	1,168,760	...	...	1,168,760	6,231	1,162,529	114,109	1,048,420				
Oudh and Rohilkhand	10,496,597	330,205	214,335	10,380,727	2	10,380,725	10,563,034	—*182,309*				
Lucknow-Bae Bareli-Benares	245,837	...	...	245,837	28	245,809	70,811	174,998				
Bareilly-Rampur-Moradabad	640,421	...	23,776	664,197	774	663,423	165,828	497,595				
Lucknow-Bareilly	513,094	...	...	513,094	980	512,114	16,942	495,172				
	13,064,709	330,205	238,111	12,972,615	8,015	12,964,600	10,930,724	2,033,876				
VII.—Punjab Rewari-Ferozepore	1,283,730	...	...	1,283,730	947	1,282,783	...	1,282,783				
North Western	34,786,828	483,665	1,102,367	35,405,530	250,206	35,155,324	12,755,713	22,399,611				
" Gradient Improvements	626,387	...	10,569	636,956	143	636,813	61,943	574,870				
Mari-Attock	364,419	...	18,495	382,914	301	382,613	20,054	362,559				
Mushkaf-Bolan	948,650	...	66,172	1,014,822	2,153	1,012,669	70,548	942,121				
Petroleum Operations	10,081	...	2,387	12,468	1	12,467	7,992	4,475				
Frontier Railway Reserve	3,338	...	(*c*)432,459	435,797	2	435,795	367,927	67,868				
Peshawar Railway Reserve	...	...	36,776	36,776	...	36,776	...	36,776				
	38,023,433	483,665	1,669,225	39,208,993	253,753	38,955,240	13,284,177	25,671,063				
VIII.—Madras Guntakal-Mysore Frontier	585,048	...	767	585,815	5	585,810	...	585,810				
Bellary-Kistna	1,336,820	...	322,934	1,659,754	2,001	1,657,753	151,443	1,506,310				
South Indian	7,412,516	386,517	259,784	7,285,783	419	7,285,364	5,364,149	1,921,215				
Bezvada Extension	142,901	...	...	142,901	247	142,654	30,985	111,669				
East Coast	3,613,523	...	220,895	3,834,418	4,432	3,829,986	73,351	3,756,635				
Vizagapatam-Raipur	24,595	...	...	24,505	1	24,504	...	24,504				
	13,115,313	386,517	804,380	13,533,176	7,105	13,526,071	5,619,928	7,906,143				
IX.—Bombay Dhond and Manmad	1,112,549	...	7,109	1,119,658	1,572	1,118,086	439,768	678,318				
Southern Mahratta	61,476	...	13,262	74,738	22,031	(*d*)52,707	...	52,707				
	1,174,025	...	20,371	1,194,396	23,603	1,170,793	439,768	731,025				
Total Imperial	106,782,688	2,121,926	4,262,181	108,922,943	553,443	108,369,500	52,720,631	55,648,869				
Provincial.												
I.—Burma . Burma	5,240,932	...	126,870	5,367,802	17,100	5,350,702	1,316,904	4,033,798				
II.—Assam Jorhat	79,976	...	1,420	81,396	313	81,083	...	81,083				
Cherra-Companygunj	78,314	...	...	78,314	414	77,900	...	77,900				
	158,290	...	1,420	159,710	727	158,983	...	158,983				
III.—Madras . Mayavaram-Mutupet	220,670	...	6,499	227,169	...	227,169	...	227,169				
IV.—Bombay . Hyderabad-Umarkot	169,310	...	1,395	170,705	7	170,698	...	170,698				
Total Provincial	5,789,202	...	136,185	5,925,386	17,834	5,907,552	1,316,904	4,590,648				
GRAND TOTAL	112,571,890	2,121,926	4,398 365	114,848,329	571,277	114,277,052	54,037,535	60,239,517	5,464,197	6,478,434	68,780,970	33,553,451

(*c*) Includes Rx. 40,884 shown in Finance and Revenue Accounts of the Government of India as exchange on expenditure in England.
(*d*) Depreciation on works.

SCHEDULE II.

Statement showing expenditure on lines not opened for traffic on 31st March 1894, on stores in reserve, and on abandoned projects, ect. (vide *para. 2*).

	Expenditure on 31st March 1894.
	Rx.
Lines under Construction—	
East Indian—Jherria Extension	352,464
Godhra-Rultam	1,351,298
Mu Valley (unopen section)	711,604
Assam-Bengal (Land)	81,235
Bareilly-Rampur-Moradabad	663,423
Mari-Attock	382,613
Mushkaf-Bolan	1,012,669
Mayavaram-Mutupet	227,169
Assam-Bengal (outlay by Company's agency)	1,343,153
Stores in Reserve—	
Peshawar Railway Reserve	36,776
Frontier Railways Reserve	435,795
At Ports and in transit	11,946
Projects in abeyance—	
Bilaspur-Etawa (Kunti-Etawa Survey)	7,514
Ranaghat-Bhugwangola	30,244
Vizagapatam-Raipur	24,504
Other items—	
Petroleum Operations	12,467
Nagpur-Chhattisgarh Depreciation Account	53,432
Southern Mahratta (Depreciation on works)	52,707
TOTAL	6,791,013

SCHEDULE I.

Statement showing the Financial Results to the State of lines in the hands of Companies other than the old Guaranteed Railways.

BENGAL CENTRAL RAILWAY.

YEAR.	GUARANTEED INTEREST PAID IN ENGLAND. Sterling payments.	*Deduct*—Repayments by Company to the Secretary of State in England.	Net charge to State.	Rate of exchange.	Equivalent in Indian currency expressed in Rx. (*a*)	Net traffic receipts accruing to Government (*b*).	Net loss to the State (*a*—*b*).
	£	£	£	*s. d.*	Rx.	Rx.	Rx.
1881-82	4.301	2,290	2,011	1 7·895	2 426	...	2,426
1882-83	13,320	3,680	9,640	1 7·522	11.851	...	11.851
1883-84	24.003	2,645	21,358	1 7·536	26.238	...	26.238
1884-85	29,675	202	29,473	1 7·308	36.635	...	36,635
1885-86	24,802	...	24 802	1 6·2541241	32,609	—*584*	33,193
1886-87	31,448	...	31,448	1 5·44103006	43.275	—*8,776*	52,051
1887-88	32.542	...	32,542	1 4·89891317	46,217	7.926	38,291
1888-89	35.625	...	35.625	1 4·3790907	52,201	21.242	30,959
1889-90	34,709	35	34,674*	1 4·56598718	50,234	27,343	22,891
1890-91	33,750	...	33,750	1 6·08930408	44.778	24,785	19,993
1891-92	33,750	...	33,750	1 4·73333812	48.406	19,109	29,297
1892-93	33,750	...	33,750	1 2·98477785	54,055	24,198	29,857
1893-94	33,750	...	33 750	1 2·54664222	55.683	22.996	32,687
TOTAL	365,425	8,852	356,573	...	504,608	138,239	366 369

* The Finance and Revenue Accounts of the Government of India show the net charge only, and do not exhibit any amount under repayments.

BENGAL NAGPUR RAILWAY.

YEAR.	GUARANTEED INTEREST. Amount paid in India.	AMOUNT PAID IN ENGLAND. Sterling payments.	Rate of exchange.	Equivalent in Indian currency expressed in Rx.	Total payments in England and India expressed in Rx. (*a*).	Net Traffic receipts accruing to Government (*b*).	Loss to the State (*a*—*b*).
	Rx.	£	*s. d.*	Rx.	Rx.	Rx.	Rx.
1887-88	...	82,563	1 4·89891317	117.257	117.257	50,716	66,541
1888-89	19,415	161,293	1 4·3790907	236,340	255,755	36,459	219,296
1889-90	19,415	190,091	1 4·56598718	275.395	294.810	70,981	223,829
1890-91	19.415	228,570	1 6·08930408	303,256	322,671	84,510	238,161
1891-92	19,415	249,250	1 4·73333812	357,490	376,905	334,280	42,625
1892-93	19,415	252,500	1 2·98477785	404·410	423,825	293,578	130.247
1893-94	19,415	259,624	1 2·54664222	428·344	447,759	351,185	96,574
TOTAL	116,490	1,423,891	...	2,122,492	2,238,982	1,221,709	1,017,273

INDIAN MIDLAND RAILWAY.

1885-86	...	22,263	1 6·2541241	29,271	29,271	...	29,271
1886-87	...	110,323	1 5·44103006	151,811	151,811	1,035	150,776
1887-88	...	118,252	1 4·89891317	167,943	167,943	10,465	157,478
1888-89	2,049†	170,293	1 4·3790907	249,528	249,528	38.642	210,886
1889-90	...	218,654	1 4·56598718	316,775	318,824	80,644	238,180
1890-91	...	242,661	1 6·08930408	321,951	321,951	77,762	244,189
1891-92	...	249,268	1 4·73333812	357,516	357,516	168,457	189,059
1892-93	...	253,441	1 2·98477785	405,918	405,918	152,268	253,650
1893-94	...	255,721	1 2·54664222	421,906	421,906	146,712	275,194
TOTAL	2,049	1,640,876	...	2,422,619	2,424,668	675,985	1,748,683

† Interest on overdrawn capital.

SCHEDULE I—*continued.*

SOUTHERN MAHRATTA RAILWAY.

YEAR.	GUARANTEED INTEREST.					Net Traffic receipts accruing to Government (*b*).	Loss to the State (*a*—*b*).
	Amount paid in India.	AMOUNT PAID IN ENGLAND.			Total payments in England and India (*a*).		
		Sterling payments.	Rate of exchange.	Equivalent in Indian currency expressed in Rx.			
	Rx.	£	*s.* *d.*	Rx.	Rx.	Rx.	Rx.
1882-83	32,950	...	...	...	32,950	...	32,950
1883-84	85,396	...	...	...	85,396	—95	85,491
1884-85	118,170	...	...	...	118,170	61	118,109
1885-86	289	148,821	1 6·2541241	195,665	195,954	21,515	174,439
1886-87	347	153,860	1 5·44103006	211,722	212,069	56,721	155,348
1887-88	378	187,579	1 4·89891317	266,402	266,780	104,285	162,495
1888-89	288	219,271	1 4·3790907	321,296	321,584	100,842	220,742
1889-90	...	231,660	1 4·56598718	335,618	335,618	76,605	259,013
1890-91	...	239,122	1 6·08930408	317,255	317,255	120,420	196,835
1891-92	...	229,410	1 4·73333812	329,034	329,034	126,307	202,727
1892-93	...	220,704	1 2·98477785	353,485	353,485	139,407	214,078
1893-94	...	222,399	1 2·54664222	366,928	366,928	148,496	218,432
TOTAL	237,818	1,852,826	...	2,697,405	2,935,223	894,564	2,040,659

MYSORE STATE RAILWAY.

1886-87	...	48,000	1 5·44103C06	66,051	66,051	17,258	48,793
1887-88	...	48,000	1 4·89891317	68,170	68,170	9,055	59,115
1888-89	...	48,000	1 4·379.907	70,334	70,334	11,270	59,064
1889-90	...	48,000	1 4·56598718	69,540	69,540	10,558	58,982
1890-91	...	48,000	1 6·08930408	63,684	63,684	26,322	37,362
1891-92	...	48,000	1 4·73333812	68,845	68,845	31,423	37,422
1892-93	...	48,000	1 2·98477785	76,878	76,878	52,413	24,465
1893-94	...	48,000	1 2·54664222	79,194	79,194	36,680	42,514
TOTAL	...	384,000	...	562,696	562,696	194,979	367,717

The difference between the net receipts and interest on the actual Capital expenditure incurred on the line is recovered from the Mysore Durbar, and the balance, representing interest on the unexpended balance of capital retained in its hands, is borne by the State. The amounts so recovered from the Mysore Durbar are as follows:—

	Rx.		Rx.
1886-87	1,584	1890-91	30,505
1887-88	24,764	1891-92	31,567
1888-89	42,768	1892-93	17,883
1889-90	49,012	1893-94	34,054

and deducting these amounts from the net charge for interest shown in the last column of the preceding statement, the balance will represent the charge borne by Government, as shown below:—

	Rx.
1886-87	47,209
1887-88	34,351
1888-89	16,296
1889-90	9,970
1890-91	6,857
1891-92	5,855
1892-93	6,582
1893-94	8,460
	135,580

SCHEDULE I—*concluded.*

LUCKNOW-BAREILLY.

YEAR.	INTEREST				Net Receipts.	Net charge to the State.
	On outlay incurred by Government prior to transfer to Company.	On Company's Capital.	On advances by Government.	Total.		
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
1890-91*	5,279†	‡	‡	5,279	2,928	2,351
1891-92	20,438	3,928	3,511	27,877	23,205	4,672
1892-93	20,485	7,529	3,164	31,178	26,755	4,423
1893-94	20,485	7,695	4,699	32,879	28,678	4,201
	66,687	19,152	11,374	97,213	81,566	15,647

* From 1st January to 31st March 1891.
† One-fourth of interest charged for the year.
‡ Interest charged to Capital during construction.

ASSAM-BENGAL.

YEAR.	GUARANTEED INTEREST.				Total payments in England and India expressed in Rx.	Net Traffic Receipts accruing to Government.	Loss to the State.
	Amount paid in India.	AMOUNT PAID IN ENGLAND.					
		Sterling payments.	Rate of Exchange.	Equivalent in Indian currency expressed in Rx.			
	Rx.	£	*s.* *d.*	Rx.	Rx.	Rx.	Rx.
1892-93	...	26,055	1 2·98477785	41,730	41,730	...	41,730
1893-94	...	47,089	1 2·54664222	77,690	77,690	...	77,690
	...	73,144	...	119,420	119,420	...	119,420

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF MAY 1895.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or tur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	12 0	12 0	12 14	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	14 6	14 6
Tavoy	...	...	...	...	13 0	13 0	14 9	14 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	17 15	†
Moulmein and Amherst	7 0	7 0	...	...	14 0	14 0	17 7	17 7	...	...	...	...	...	...	...	...	11 6	11 6	14 0	14 0	7 12	7 12	140 0	140 0	14 0	14 0
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	20 8	20 8	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	6 0	6 0	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	9 8	9 8	11 10	11 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 3	14 3
Bassein	...	...	...	...	11 3	11 6	11 5	12 5	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	9 1	9 13	9 13	10 6	...	...	...	...	...	...	...	...	...	...	...	...	7 0	7 0	200 0	200 0	14 2	14 2
Tharrawaddy	...	...	...	...	12 5	12 5	14 12	14 12	...	...	...	...	...	...	...	...	9 8	9 8	8 12	...	†	8 12	440 0	440 0	14 3	14 3
Henzada	...	...	...	...	11 5	13 0	11 15	13 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	183 8	188 8	12 2	12 2
Prome	10 6	10 6	...	...	10 12	10 12	13 4	13 4	...	...	...	...	...	...	...	...	13 3	13 3	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	13 3	13 13	14 14	14 14	...	...	...	...	...	...	...	...	13 10	13 10	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	12 12	12 12	...	...	11 10	11 10	13 12	13 12	...	...	...	...	...	...	...	...	17 1	17 1	28 3	28 3	8 10	8 10	196 0	245 0	11 9	11 9
Upper Burma—																										
Mandalay	13 3	12 9	...	...	12 5	11 3	13 7	12 5	16 2	24 0	...	...	...	...	...	...	13 14	13 11	24 0	24 0	9 14	9 14	85 0	85 0	14 7	15 2
Bamo	...	...	...	...	8 6	8 6	11 6	11 6	...	...	...	...	...	...	...	...	10 6	10 6	...	...	7 3	7 3	220 0	220 0	9 10	9 10
Pakôkku	...	...	...	...	9 2	10 10	10 10	12 12	49 0	49 0	...	...	...	...	...	...	20 0	24 0	...	...	5 9	5 9	113 0	113 0	14 3	11 15
Meiktila	...	...	...	...	17 1	16 1	19 4	17 2	...	...	...	...	...	...	...	...	17 11	17 11	51 6	51 6	7 2	7 2	222 8	222 8	10 1	10 1
Arakan—																										
Sandoway	...	...	...	...	16 0	16 9	19 10	18 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	28 0	25 0
Kyaukpyu	...	...	...	...	11 7	12 3	12 4	14 9	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	25 0	25 4
Akyab	...	...	...	...	11 0	11 0	14 0	14 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	160 0	160 0	12 0	12 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	13 0	12 8	16 0	16 0	...	...	...	...	...	...	...	...	10 8	10 10	...	...	...	...	...	...	10 0	10 7
Cachar	7 12	7 12	...	...	9 8	9 6	15 0	15 4	...	...	...	...	...	...	...	...	10 10½	10 8	...	...	...	...	80 0	80 0	10 0	10 0
Khási and Jaintia Hills	7 0	7 0	...	...	4 9	4 5	8 0	7 0	...	...	...	...	...	...	...	...	8 0	8 0	16 0	16 0	...	...	70 0	80 0	7 0	7 0
Garo Hills	...	...	...	...	4 0	6 0	15 0	16 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	7 0	7 0
Brahmaputra—																										
Goálpára	16 0	16 0	...	...	7 8	6 12	14 0	15 0	...	...	...	...	...	...	...	...	12 4	12 0	...	...	...	...	130 0	130 0	10 8	10 8
Kámrup	10 9	9 0	...	...	12 0	9 8	14 0	16 8	...	...	...	...	...	...	...	...	12 0	11 0	...	...	...	...	160 0	160 0	10 0	10 0
Darrang	10 0	9 0	...	...	10 0	9 0	13 0	13 0	...	...	...	...	...	...	...	...	13 0	12 0	...	...	...	...	...	...	10 0	10 0
Nowgong	...	...	...	...	8 0	8 0	11 8	12 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibsagar	...	...	...	...	8 0	8 0	12 0	12 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	160 0	160 0	9 0	9 0
Lakhimpur	8 0	8 0	...	...	6 8	6 0	12 0	13 0	...	...	...	...	...	...	...	...	10 0	11 0	10 0	10 0	...	...	140 0	140 0	8 0	8 0
Manipur	...	...	...	...	22 8	22 0	31 9	31 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	85 0	85 0	2 11	2 0
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts (*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hill Tippera (*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nága Hills	...	...	...	...	6 0	6 0	...	...	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	15 0	15 0	16 4	16 4	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	80 0	80 0	10 12	10 12
Noakhali	...	...	...	...	13 0 to 15 0	14 0 to 16 0	18 0	18 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	...	...	...	...	10 0	10 0
Chittagong	10 12	10 12	...	...	13 8	14 0	14 8	15 8	...	...	...	...	...	...	...	...	11 8	11 8	...	...	...	...	85 0	85 0	9 8	9 8
Tippera	10 0	10 0	...	...	11 6	11 6	18 14	17 9	...	...	...	...	...	...	...	...	13 5	13 5	...	...	8 0	8 0	...	...	10 0	10 0
Dacca	12 12	12 0	17 0	16 0	13 4	13 0	17 4	17 12	...	...	...	...	...	...	...	...	13 0	13 0	...	...	12 0	11 0	120 0	120 0	10 10	10 10
Mymensingh	9 8	9 8	...	...	13 0	13 0	15 0	15 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	110 0	110 0	8 0	8 0
Deltaic—																										
Khulna	...	...	...	...	16 0	16 0	21 0	21 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	11 0	11 0	160 0	160 0	9 12	9 12
24-Parganas	...	...	...	...	9 4	9 8	14 6	15 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	12 4	12 4	100 0	100 0	11 6	11 8
Midnapore	17 8	17 0	...	...	14 0	15 0	20 0	18 12	...	...	...	...	...	...	...	...	16 0	16 0	...	...	17 0	11 0	200 0	200 0	9 0	11 0
Howrah	...	...	...	...	11 12	12 0	15 0	15 8	...	...	...	...	...	...	...	...	...	...	...	...	11 0	11 0	165 0	165 0	11 0	11 0
Calcutta	13 5	13 0	16 0	16 0	9 6	9 6	12 12	12 12	17 12	17 12	14 8	13 5	...	...	10 0	9 6	15 3	15 3	16 0	16 0	16 15	16 15	80 0	80 0	11 13	11 13
Hooghly	13 0	13 0	20 8	...	...	8 0	15 0	15 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	14 0	12 0	160 0	160 0	11 0	11 0
Nadia (Krishnagar)	16 0	17 0	22 2	22 2	7 4	7 4	15 10	16 0	...	...	...	...	...	...	...	...	21 0	22 13	...	...	17 12	17 0	128 0	128 0	11 0½	11 0½
Jessore	12 4	12 8	...	...	14 4	13 0	18 8	18 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	20 0	20 0	120 0	120 0	10 0	10 0
Faridpur	18 8	18 8	22 0	22 0	8 0	8 0	18 0	18 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	15 0	15 0	120 0	120 0	10 10	10 10
Central—																										
Bankura	16 8	16 0	...	...	16 0	16 0	20 0	20 1	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 5	320 0	320 0	11 0	11 0
Burdwan	16 0	16 0	...	...	15 8	16 4	17 8	17 8	...	...	...	...	...	...	...	...	18 0	18 0	...	...	18 0	18 0	100 0	90 0	11 8	11 8
Birbhum	15 12	13 8	...	...	13 8	14 4	18 0	18 12	...	...	...	...	...	...	...	...	18 0	15 0	...	...	12 0	15 0	160 0	120 0	10 8	11 0
Murshidabad	17 0	17 0	...	...	11 0	11 0	16 0	16 0	...	...	...	...	...	...	...	...	21 0	22 0	...	...	18 0	13 0	190 0	190 0	11 0	11 0
Sonthal Parganas	13 8	13 8	...	...	13 8	13 8	19 0	19 0	...	...	...	...	...	...	...	...	16 0	16 0	23 0	23 0	19 0	19 0	130 0	130 0	10 8	10 8
Pabna	16 0	16 0	22 8	22 8	6 12	6 8	17 4	17 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	18 12	20 0	200 0	200 0	9 12	9 12
Bogra	12 12	12 0	...	...	11 4	12 0	18 0	17 4	...	...	...	...	...	...	...	...	13 8	15 0	...	...	...	...	90 0	90 0	9 12	9 12
Rajshahi	16 8	19 8	30 0	30 0	13 8	15 0	16 2	16 2	...	...	...	...	...	...	...	...	19 8	19 8	...	...	20 4	20 4	240 0	240 0	9 9	9 9
Malda	19 0	20 0	19 0	19 0	14 0	14 0	18 0	18 0	...	...	20 0	18 0	...	...	13 0	13 0	19 0	20 0	32 0	32 0	11 0	11 0	100 0	100 0	9 8	9 8
Northern—																										
Rangpur	13 0	13 0	...	...	9 0	9 0	13 0	13 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	9 0	9 0	100 0	100 0	10 0	10 0
Dinajpur	12 0	12 0	19 0	19 0	11 13	12 0	15 0	15 0	...	...	...	...	...	...	...	...	13 8	13 8	...	...	16 0	16 0	120 0	120 0	10 0	10 0
Jalpaiguri	11 0	11 0	...	...	10 8	11 0	15 0	16 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	10 0	10 0	160 0	160 0	10 0	10 0
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	13 0	13 0	...	...	...	...	13 0	13 0	...	...	12 0	12 8	20 0	20 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	10 8	10 8	...	...	13 2	13 2	23 10	22 5	...	...	...	...	...	...	...	...	14 6	14 8	...	...	14 8	14 8	80 0	80 0	11 8	11 8
Cuttack	13 2	11 13	...	...	11 13	11 13	20 6	19 11	...	...	...	...	...	...	...	...	16 7*	17 1*	...	...	15 12	17 1	80 0	80 0	10 8	9 0
Balasore	16 0	18 0	9 0	8 0	14 0 to 15 0	14 0 to 15 0	20 0 to 21 0	20 0 to 21 0	...	...	...	...	...	...	...	...	13 8	13 8	...	...	10 8	10 0	120 0	120 0	11 0	11 0
Chota-Nagpur—																										
Singhbhum	12 0	12 0	...	...	12 0	12 0	15 0	15 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	12 0	12 0	100 0	100 0	8 0	8 0
Manbhum	14 0	14 0	28 0	30 0	19 0 to 20 0	19 8 to 20 0	20 8 to 22 8	21 0 to 23 0	...	...	...	...	...	...	...	...	15 0 to 16 0	16 0	...	...	20 0	18 0	...	...	10 10	10 10
Lohardaga	7 8 to 12 0	7 8 to 14 0	16 0	18 0	14 0	14 0	18 0	19 0	...	...	26 0	28 0	...	...	12 0 to 13 0	11 8 to 13 0	17 0	17 0	10 0 and 14 0	10 0 and 13 0	160 0	180 0	9 4	9 8
Palámau	15 0	15 3	24 3	27 0	10 2	9 9	15 3	15 3	...	...	20 4	20 4	...	...	17 7	19 2	18 0	...	23 10	25 14	...	...	...	...	8 7	8 7
Hazáribágh	12 0	12 0	20 0	20 0	8 0	8 0	16 0	17 0	...	...	23 0	23 0	...	...	15 8	15 0	18 0	20 0	14 0	14 0	240 0	240 0	7 8	8 0

* Kalai.

† Not sold.

(*a*) Not stated.

RETAIL PRICES FOR THE 1st HALF OF MAY 1895—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Bengal—*continued.*	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bihár, south—																										
Monghyr	16 0 to 18 0	16 0 to 17 0	25 0 to 26 8	25 0 to 26 0	10 0 to 12 0	10 0	15 0 to 16 0	14 0 to 15 0	18 0	15 0	...	...	...	...	12 8	12 0	21 0 to 22 0	20 0 to 21 0	...	...	17 0 to 19 0	16 0 to 17 0	160 0	160 0	10 8	10 0
Gaya	15 0	15 0	25 0	26 0	10 0	10 0	17 0	17 0	18 0	21 0	...	...	...	...	12 8	12 4	20 0	19 8	...	...	21 0	21 4	120 0	120 0	10 8	10 8
Patna	15 0 and 17 0	15 0 and 17 0	26 0	26 0	12 0	12 0	17 12	17 12	20 0	18 0	...	...	...	...	16 0	15 0	23 0	22 0	25 0	26 0	23 0	20 0	130 0	130 0	11 0	11 0
Shahabad	13 0	13 0	20 0	20 0	8 0	8 0	16 0	17 0	...	...	...	...	...	...	...	...	20 0	20 0	20 0	20 0	20 0	20 0	160 0	160 0	10 8	10 0
Bihár, north—																										
Purnea	13 8	14 0	...	...	16 0	14 0	18 0	18 0	..	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	15 0	320 0	320 0	10 12	10 0
Bhágalpur	17 10	18 15	25 4	25 4	13 14	14 6	17 10	15 0	...	...	...	...	...	...	...	...	20 13	20 3	21 7	18 9	18 15	18 15	151 8	151 8	10 0	10 0
Darbhanga	16 0	18 8	25 0	27 6	10 8	10 8	17 0	16 6	...	...	...	...	27 0	27 6	...	...	17 0	20 2	23 0	25 2	21 8	24 0	190 0	176 0	13 0	11 0
Muzaffarpur	15 0	15 0	25 0	25 0	8 0	8 0	14 8	14 8	...	...	...	...	...	...	...	...	20 0	20 0	24 0	24 8	24 0	25 0	160 0	160 0	11 0	11 0
Saran	15 0	15 0	21 0	20 0	11 0	11 0	15 8	16 0	...	...	...	...	20 0	20 0	12 0	12 0	20 0	16 0	23 0	24 0	20 8	15 0	160 0	160 0	10 8	10 8
Champaran	16 0	16 0	29 0	29 0	8 8	8 8	15 0	15 0	...	...	...	...	...	...	...	...	21 4	21 8	25 8	25 8	25 8	20 8	180 0	180 0	10 8	13 4
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 0	13 0	18 8	20 0	6 0	6 0	13 0	13 0	17 0	17 0	...	...	...	...	10 0	10 0	19 0	21 0	17 0	17 0	19 0	19 0	90 0	90 0	9 0	9 0
Benares	14 2½	14 3½	18 2	18 6	8 13	8 11	12 5	12 3	20 2	20 3½	16 5	16 1¼	...	...	14 10	14 10	18 9½	18 7½	20 12	20 14	13 0	13 0	110 0	110 0	9 4½	9 4½
Ghazipur	13 4	13 4	18 0	18 0	7 12	7 12	15 0	15 8	13 0	16 0	16 0	19 0	...	...	12 0	12 0	19 4	18 8	19 0	18 0	19 8	18 0	160 0	160 0	9 8	9 8
Jaunpur	14 0	15 12	19 0	21 0	7 0	7 0	11 0	10 8	...	...	...	...	...	...	...	...	21 0	21 0	...	...	14 0	14 0	170 0	170 0	9 8	9 8
Allahabad	12 12	12 8	19 0	18 12	10 0	10 0	12 0	12 0	18 0	18 8	17 0	17 0	...	...	16 0	21 0	20 8	21 0	...	...	19 8	17 8	80 0	82 8	10 8	10 4
Central—																										
Bánda	14 8	15 0	24 0	24 0	8 0	8 0	11 8	12 0	20 0	24 0	...	...	...	...	...	...	26 0	25 8	...	...	29 0	15 0	180 0	180 0	10 0	10 0
Fatehpur	14 8	14 4	21 0	20 8	8 0	8 0	11 4	11 4	...	...	...	...	...	...	...	...	20 12	21 8	...	...	10 0	24 0	160 0	160 0	10 0	10 0
Hamírpur	18 0	17 4	24 0	23 8	8 0	8 0	11 8	11 8	22 0	22 0	...	...	...	...	...	...	24 4	24 8	...	...	17 0	16 0	140 0	140 0	10 4	10 0
Jalaun	16 0	15 0	25 0	24 0	9 0	9 0	10 0	10 0	20 0	20 0	16 0	16 0	16 0	18 0	18 0	18 0	20 0	24 0	18 0	18 0	19 0	20 0	160 0	160 0	11 0	11 0
Cawnpore	17 0	19 0	22 4	24 0	7 8	8 0	13 0	13 0	19 0	20 0	22 0	22 8	...	...	18 0	18 0	22 0	24 0	22 0	24 0	22 8	22 0	140 0	142 0	11 12	11 12
Etáwah	18 2	18 8	24 5	23 8	5 0	5 0	12 0	12 0	19 8	19 0	17 8	17 0	18 0	18 0	12 0	12 0	24 4	24 8	22 8	21 4	18 1	20 0	160 0	160 0	10 0	10 0
Farukhabad	16 0	17 8	21 12	23 0	6 8	6 13	12 4	12 4	...	...	23 12	24 0	...	...	...	...	20 12	22 8	...	...	17 0	17 11½	140 0	140 0	11 0	11 0
Mainpuri	18 8	18 8	25 0	25 8	4 8	4 8	11 0	11 0	18 0	18 8	13 0	14 8	...	...	...	...	22 8	22 12	17 8	19 4	18 0	17 0	160 0	160 0	11 4	11 4
Etah	20 4	20 4	27 8	27 8	6 0	6 0	11 8	11 8	...	...	17 8	17 8	19 8	19 8	9 8	9 8	19 8	19 8	...	...	18 0	18 0	120 0	120 0	11 8	11 8
Western—																										
Jhánsi	16 8	16 0	27 0	16 0	10 0	9 12	12 0	12 12	22 0	22 0	19 0	20 0	...	...	...	...	26 0	23 4	...	...	22 8	30 0	160 0	160 0	11 4	11 0
Agra	16 8	16 8	25 8	25 0	9 0	5 0	9 0	22 0	23 0	20 0	20 0	...	...	...	10 0	10 0	25 0	26 0	22 0	22 0	15 0	15 0	95 0	95 0	11 8	11 8
Muttra	19 0	17 0	27 0	27 0	7 0	7 0	11 0	11 0	24 0	26 0	18 0	19 0	...	...	12 0	12 0	30 0	29 0	...	...	29 0	29 0	120 0	120 0	11 8	11 8
Aligarh	18 8	18 8	26 4	27 8	5 4	7 8	10 0	10 8	22 8	22 8	20 8	21 0	...	...	14 0	13 8	27 8	28 0	21 0	21 0	17 0	19 8	140 0	140 0	11 12	11 12
Bulandshahr	20 0	20 8	26 4	26 8	6 0	6 0	10 0	9 0	21 0	22 0	19 0	19 0	...	...	14 0	12 0	25 0	26 0	20 0	20 0	18 0	17 0	120 0	120 0	11 4	11 4
Sub-montane—																										
Ballia	13 0	14 0	19 0	19 0	9 0	9 0	14 0	14 0	19 0	19 0	14 0	19 0	...	...	...	...	19 0	20 0	19 0	19 0	18 0	13 0	115 0	115 0	11 0	11 0
Azamgarh	14 4	13 8	17 4	17 4	7 8	7 8	12 0	12 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	13 8	13 8	177 0	177 0	9 13	9 13
Gorakhpur	12 2	12 2	18 7	19 13	9 0	8 8	13 1	13 1	...	...	...	...	...	...	14 6	14 6	17 2	17 9	19 3	17 9	16 9	13 9	160 0	195 0	9 8	9 8
Basti	13 8	13 8	20 0	20 8	11 8	9 0	13 0	...	15 0	15 0	...	...	12 2	12 0	8 0	8 6	17 0	15 8	19 6	19 0	13 2	15 0	160 0	160 0	12 0	12 0
Sháhjahánpur	19 12	16 0	24 0	23 4	7 7	7 0	13 0	13 0	...	...	...	...	...	...	5 0	5 0	22 8	22 4	...	...	15 0	13 4	120 0	120 0	10 12	10 12
Budaun	17 0	17 0	22 0	23 0	6 0	6 0	12 0	12 0	20 0	19 0	16 0	16 0	...	...	15 0	15 0	21 8	23 0	20 0	20 0	19 0	26 0	144 0	144 0	10 8	10 8
Pilibhit	15 4	15 12	27 0	25 8	12 8	13 12	13 12	...	...	...	...	...	...	...	...	...	22 8	22 0	...	...	15 0	14 12	120 0	120 0	10 8	10 8
Bareli	15 4	13 8	22 12	22 4	6 12	7 1	12 12	11 13	18 12	18 12	14 1	14 1	...	...	15 0	15 0	21 2	21 1½	18 12	18 12	21 2	21 2	125 0	125 0	10 0	10 0
Moradabad	17 4	18 0	26 4	28 10	5 0	5 0	11 4	12 0	20 8	23 0	14 0	15 0	...	...	8 0	8 0	23 8	23 0	25 8	25 11	16 4	15 0	120 0	119 0	11 0	11 0
Naini Tal	13 0	13 0	17 0	17 0	4 0	4 0	10 0	10 0	20 0	20 0	15 0	16 4	...	...	17 8	17 8	14 8	14 8	20 0	20 0	8 0	8 0	160 0	160 0	7 0	7 0
Almora	11 0	10 8	18 0	13 0	8 0	8 0	9 4	9 0	...	...	...	...	13 0	13 0	...	15 0	14 8	12 4	...	...	10 0§	9 0§	160 0	120 0	7 8	7 0
Bijnor	20 0	20 0	30 10	31 8	10 2	10 2	12 6	11 13	...	...	...	...	...	...	...	...	25 5	27 0	...	...	24 12	27 0	92 0	99 0	11 0	11 0
Muzaffarnagar	20 15	19 4	29 12	30 13	5 8	5 8	11 0	11 0	19 13	22 0	17 9	17 9	...	...	...	...	25 13	26 6½	...	...	12 1	12 1½	132 0	132 0	11 0	11 0
Meerut	18 0	19 0	27 0	28 0	5 0	5 0	13 0	13 0	19 0	19 0	17 0	17 0	...	...	10 0	10 0	27 0	26 0	19 0	19 0	22 0	22 0	110 0	110 0	11 4	11 4
Saháranpur	18 0	19 0	24 0	26 8	5 0	5 0	10 0	10 0	18 0	18 0	16 0	16 0	22 0	22 0	16 0	16 0	23 0	25 0	22 0	24 0	12 0	12 0	100 0	100 0	10 0	10 0
Dehra Dún	18 0	17 14	27 0	24 12	8 0	8 0	16 0	16 0	18 0	18 0	16 0	16 0	18 0	18 0	...	...	24 0	21 11	18 0	18 0	11 0	11 0	160 0	160 0	10 0	13 0
Garhwál	12 0	10 0	18 0	16 0	4 0	4 0	6 0	6 0	...	...	...	...	18 0	18 0	16 0	16 0	10 0	9 0	...	...	6 0	6 0	160 0	160 0	6 0	6 0
Oudh—																										
Southern—																										
Partabgarh	13 8	13 0	18 6	19 0	9 5	8 0	12 0	12 0	...	...	...	...	16 8	16 0	16 8	16 0	19 0	20 0	...	...	14 0	13 8	140 0	142 0	9 10	10 0
Sultanpur	14 0	15 0	18 8	19 0	9 0	8 0	13 0	13 0	17 0	20 0	16 0	16 0	18 0	18 0	12 0	12 0	20 4	21 4	16 8	17 8	13 0	13 0	160 0	160 0	10 0	10 0
Rae-Bareli	14 0	14 0	17 0	17 0	8 0	8 0	13 8	13 8	17 0	17 8	13 0	13 0	18 0	18 0	12 0	11 0	20 8	21 4	16 8	17 8	13 0	13 0	200 0	200 0	10 0	10 0
Unao	17 0	16 8	20 0	20 0	8 0	8 0	13 0	13 0	20 0	20 0	16 0	16 0	...	...	16 0	11 0	22 8	22 0	18 0	18 0	16 8	16 0	190 0	160 0	11 0	11 0
Lucknow	15 8	15 8	21 8	21 12	6 0	6 0	12 0	12 0	21 0	21 0	19 0	18 8	22 8	23 8	15 4	15 0	21 8	22 0	20 8	21 0	20 0	21 0	120 0	120 0	10 10	10 10
Haidoi	18 0	18 0	25 0	25 8	7 0	7 0	14 0	14 0	...	...	...	...	...	...	...	...	24 0	25 6	...	...	14 0	14 0	160 0	120 0	10 8	10 0
Northern—																										
Fyzabad	15 0	14 14½	21 8	21 12	10 8	10 8	12 12	12 14½	16 8	19 2½	16 12	19 0	...	...	9 4	9 12	21 4	22 0½	18 13½	21 6	14 11½	14 8	155 0	155 0	10 8	10 8
Baraitauli	15 0	15 0	20 0	20 0	8 0	8 0	12 0	12 8	20 0	20 0	16 0	16 0	24 0	24 0	16 0	16 0	22 12	23 0	20 0	20 0	14 0	14 0	140 0	120 0	11 0	10 8
Corda	15 12	15 4	21 0	20 8	11 8	12 0	13 2	13 6	...	...	13 0	15 0	...	...	6 0	6 0	19 8	21 2	20 4	20 8	22 10	21 8	200 0	200 0	10 8	10 8
Bahraich	16 0	17 0	25 0	25 0	10 8	10 0	13 8	13 8	20 0	20 0	15 0	15 0	23 8	23 8	12 8	12 8	20 0	22 0	23 0	23 0	23 0	23 8	160 0	160 0	10 0	10 0
Sitapur	16 0	16 0	25 0	24 0	10 0	10 0	12 0	12 0	...	...	...	...	...	...	...	...	23 0	24 0	...	...	14 0	14 0	120 0	120 0	10 0	10 0
Kheri	15 0	14 0	22 0	22 8	8 0	8 0	12 0	13 0	...	...	...	...	...	...	...	...	21 0	22 8	...	...	18 0	18 0	160 0	160 0	10 0	10 0
Rajputana—																										
Eastern—																										
Partábgarh	16 4	16 4	39 4	30 0	8 12	8 12	12 8	12 8	20 0	20 6	15 0	15 0	...	...	...	...	30 0	30 0	27 8	27 8	30 0	21 4	...	...	15 5	15 5
Bánswara	21 14	20 0	25 0	22 8	7 8	7 8	15 0	15 0	...	...	...	...	...	...	...	...	40 0	40 0	40 0	40 0	20 0	15 0	...	...	10 0	10 0
Meywar (Oodeypore)	15 3½	15 3½	26 9	26 9	9 6	9 6	10 2½	10 2½	25 0	25 0	9 6	9 6	*Nil*	*Nil*	14 1	14 13½	21 14	23 13½	26 9	29 11	10 2½	10 8½	160 0	160 0	10 2½	10 2½
Sirohee	14 0	14 0	30 0	30 0	6 0	6 0	7 0	7 0	...	...	18 0	18 0	...	...	...	...	20 0	20 0	24 0	24 0	...	...	160 0	160 0	11 8	11 8
Erinpura	15 2	15 2	28 13	28 13	7 9	7 9	9 9	9 9	24 4	24 4	20 12	20 12	...	...	...	...	27 0	27 0	...	...	...	...	200 0	200 0	12 6	12 10
Ajmere	15 3	15 13	26 0	26 0	5 0	5 0	8 0	8 0	25 0	25 0	19 0	18 0	...	...	15 0	15 0	25 8	28 0	26 13	26 13	...	...	90 0	90 0	12 8	12 8
Abu	14 4	14 8	21 0	21 4	5 12	5 12	7 4	6 8	...	...	13 8	13 8	...	...	...	...	19 4	19 4	...	...	...	...	160 0	160 0	11 0	11 0
Kishengarh	14 0	14 4	27 8	26 4	8 0	6 6	9 8	9 0	24 8	26 0	20 0	19 8	†	†	†	†	28 0	27 8	26 0	25 4	†	†	*	*	13 0	12 12
Boondee	17 8	17 0	31 8	32 0	8 8	8 0	9 0	8 8	35 0	35 0	...	...	...	...	...	...	36 4	35 0	35 0	35 0	...	...	160 0	160 0	10 8	10 4
Kotah	16 0	15 8	25 0	25 0	9 0	9 0	10 0	10 0	23 0	23 0	16 0	16 0	...	...	...	...	34 8	32 8	25 0	25 0	25 0	25 0	240 0	240 0	10 12	10 12
Jhallawar	14 2	13 14½	15 2½	22 0	7 14	7 14	11 0	11 0	20 12	20 12	19 10	19 10	...	...	8 5	9 7	26 0	25 12	24 8	24 8	11 0	11 0	175 0	175 0	9 7½	9 7½
Tonk	13 0	13 12	24 12	24 0	4 0	7 0	8 0	24 12	27 0	...	...	...	...	...	...	...	28 0	32 0	...	...	...	...	120 0	110 0	10 12	11 0
Jeypore	16 0	14 8	26 0	26 12	5 0	5 0	7 8	7 8	27 8	27 0	20 0	20 8	†	†	21 0	21 0	21-0 & 25 8	21-8 & 27 8	25 0	26 8	30 0	32 0	95 0	100 0	12 0	12 0
Kerowlee	15 15	16 4	22 8	22 8	10 0	10 0	11 4	11 4	22 8	25 0	17 8	18 2	...	...	17 8	18 12	22 8	23 12	...	...	35 0	37 8	200 0	200 0	10 15	11 1½
Dholpur	16 14½	16 17½	25 10½	24 12	8 2½	8 2½	10 2	10 2	19 2	19 2	18 13½	18 4½	...	...	15 13	15 12	26 7	25 15½	...	...	31 12	29 14½	90 0	90 0	11 4	11 10½
Bhurtpore	19 0	18 12	25 5	27 4	5 2½	5 2½	5 5½	5 5½	25 4	25 4	17 10	18 12	...	...	11 12	11 12	29 0	29 12½	22 0	25 0	29 0	30 0	120 0	120 0	11 8	11 8
Ulwur	19 6	19 5	23 12	25 4	6 10	6 10	9 2¾	9 2½	28 0	28 0	23 4	24 0	...	...	14 0	14 0	27 12	30 0	27 7	30 4	32 1	33 1	140 0	140 0	12 6	12 8
Deoli Cantonment	16 1½	15 5	29 10	32 6	5 0	5 0	8 0	8 0	32 12	32 12	28 0	28 0	...	...	...	...	33 12	33 12	...	...	...	...	190 0	190 0	12 0	12 1
Nusseerabad Cantonment	15 8	15 8	...	...	6 8	6 8	7 0	7 0	27 0	27 0	17 0	16 0	†	†	...	...	28 0	29 0	...	...	†	†	110 0	110 0	12 12	12 12
Hilly Tracts of Meywar	17 8	17 8	34 0	33 0	...	...	16 0	16 0	...	...	...	...	...	...	...	...	32 0	32 0	34 0	38 0	...	...	‡	‡	11 8	11 8
Bálmer	13 13	13 13	...	...	5 3	5 3	7 8	7 8	...	...	22 12	22 12	...	...	...	...	16 4	16 4	...	...	...	...	260 0	260 0	12 7	12 7
Anádra	15 12	15 13½	23 0	23 0	6 8	7 4	9 0	9 0	...	...	15 0	15 0	...	...	...	...	22 8	22 2	...	...	...	...	400 0	400 0	12 0	12 0
Shahpoora	15 0	14 4	28 15	29 0	8 4	9 8	14 4	13 8	24 0	24 0	22 0	22 0	...	...	...	...	24 14	27 4	29 0	30 0	...	...	160 0	160 0	11 2	11 0
Western—																										
Jodhpore	14 11	14 13½	23 2	24 6	6 4	6 4	7 8	7 8	20 0	20 0	16 4	17 13	...	...	...	...	24 6	25 3	20 0	20 8	10 0	11 4	...	...	13 7	13 2
Jeysulmere	11 12	12 0	...	...	7 0	7 0	11 0	11 4	18 8	19 8	16 12	16 4	...	...	...	...	16 0	16 4	...	...	...	...	240 0	240 0	21 0	21 0
Bickaneer	13 0	13 0	...	...	3 0	3 0	6 0	6 8	...	...	15 4	16 6½	...	...	...	...	19 4	19 4	...	...	10 0	10 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	14 8	14 4	20 0	21 0	8 0	8 0	9 0	9 0	21 0	21 0	20 0	20 0	...	...	...	...	20 8	20 0	21 0	22 0	21 0	21 0	120 0	120 0	10 8	10 8
Nimach Cantonment	13 12	14 8	...	...	8 0	8 0	12 0	12 0	23 0	24 0	20 0	21 0	†	†	...	...	25 0	24 8	...	...	25 0	25 0	160 0	160 0	12 4	12 4
Goona	11 8	12 0	18 0	20 0	8 0	8 4	9 0	9 0	21 0	20 0	...	...	...	...	...	...	25 0	28 0	...	...	...	...	200 0	200 0	10 0	10 0
Gwalior	15 13	15 10½	26 9	23 14½	5 5	5 5	8 8	8 8	21 4	21 4	19 2	19 2	...	...	14 14	14 14	17 8½	17 8½	19 2	19 2	17 12¾	17 8½	191 4	191 4	11 6¾	11 6¾

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

RETAIL PRICES FOR THE 1st HALF OF MAY 1895—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorgnum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Panjab—																										
Southern—																										
Hissar	21 0	23 0	34 0	37 0	...	...	12 0	12 0	27 0	31 0	23 0	25 0	†	†	†	†	34 0	36 0	†	†	†	†	100 0	100 0	10 8	11 0
Ferozepore	19 0	20 0	34 0	39 0	...	...	8 0	9 0	22 0	23 0	20 0	20 0	‡	‡	16 0	15 0	29 0	33 0	24 0	24 0	11 0	11 0	100 0	100 0	12 12	12 8
Montgomery	20 0	22 0	25 0	29 0	...	...	10 0	12 0	21 0	23 0	†	†	‡	‡	‡	‡	26 0	25 0	21 0	25 0	10 0	8 0	170 0	190 0	12 0	12 0
Central—																										
Gurgáon	23 0	22 0	30 0	31 0	...	...	9 0	9 0	22 0	22 0	23 0	23 0	‡	‡	†	†	30 0	30 0	20 0	20 0	27 0	24 0	120 0	120 0	10 0	10 0
Delhi	19 0	20 0	28 0	30 0	...	...	12 0	12 0	29 0	29 0	20 0	20 0	‡	‡	12 0	12 0	28 0	30 0	25 0	25 0	25 0	27 0	80 0	80 0	11 0	11 0
Rohtak	21 0	19 0	34 0	36 0	...	...	12 0	12 0	25 0	26 0	19 0	19 0	†	†	12 0	12 0	33 0	34 0	24 0	24 0	18 0	18 0	120 0	120 0	11 0	11 0
Karnál	20 0	20 0	30 0	30 0	...	...	12 0	12 0	24 0	24 0	18 0	18 0	16 0	16 0	12 0	12 0	33 0	33 0	25 0	25 0	15 0	15 0	120 0	120 0	10 8	10 8
Lahore	20 0	20 0	32 0	35 0	...	...	11 0	11 0	21 0	23 0	21 0	22 0	‡	‡	20 0	20 0	27 0	30 0	25 0	27 0	11 0	10 0	80 0	80 0	12 8	12 9
Sub-montane—																										
Ambala	22 0	21 0	32 0	30 0	...	...	11 0	11 0	24 0	24 0	20 0	20 0	‡	‡	8 0	8 0	30 0	30 0	30 0	30 0	‡	‡	120 0	120 0	12 12	12 12
Ludhiána	22 0	22 0	34 0	36 0	...	...	13 0	13 0	25 0	25 0	21 0	22 0	‡	‡	17 0	17 0	29 0	29 0	28 0	29 0	13 0	13 0	100 0	100 0	13 0	13 0
Jullundur	24 0	24 0	32 0	30 0	...	...	10 0	10 0	25 0	25 0	18 0	18 0	‡	‡	20 0	20 0	28 0	29 0	32 0	32 0	‡	‡	100 0	100 0	13 0	13 0
Hoshiárpur	22 0	22 0	30 0	33 0	...	...	10 0	10 0	23 0	25 0	20 0	20 0	16 0	16 0	16 0	16 0	25 0	28 0	27 0	29 0	10 0	10 0	120 0	120 0	12 8	12 8
Gurdáspur	22 0	24 0	40 0	40 0	...	...	12 0	12 0	28 0	28 0	20 0	20 0	26 0	26 0	12 0	12 0	20 0	27 0	24 0	24 0	‡	‡	120 0	120 0	12 0	12 0
Amritsar	22 0	21 0	39 0	29 0	...	...	11 0	11 0	20 0	23 0	24 0	20 0	†	†	19 0	19 0	28 0	30 0	30 0	30 0	‡	‡	120 0	120 0	12 0	12 0
Hills—																										
Simla	14 0	14 0	16 0	15 0	...	...	8 0	8 0	16 0	15 0	8 0	12 0	15 0	15 0	10 0	9 0	15 0	18 0	17 0	17 0	8 0	8 0	90 0	90 0	8 8	8 12
Kángra	14 0	14 0	24 0	20 0	...	...	12 0	12 0	16 0	16 0	14 0	14 0	21 0	21 0	6 0	6 0	18 0	17 0	20 0	20 0	8 0	8 0	120 0	120 0	10 0	10 0
North-western—																										
Siálkot	19 0	20 0	34 0	36 0	...	...	14 0	14 0	‡	‡	‡	‡	‡	‡	‡	‡	25 0	26 0	‡	25 0	‡	‡	130 0	130 0	13 8	13 8
Gujránwála	22 0	22 0	41 0	41 0	...	...	14 0	13 0	19 0	19 0	21 0	21 0	‡	‡	21 0	21 0	29 0	29 0	25 0	25 0	‡	‡	110 0	110 0	13 0	13 0
Gujrát	23 0	24 0	36 0	35 0	...	...	14 0	14 0	27 0	28 0	25 0	25 0	‡	‡	10 0	10 0	26 0	26 0	20 0	20 0	‡	‡	110 0	110 0	13 0	14 0
Jhelum	26 0	27 0	37 0	40 0	...	...	14 0	14 0	*	32 0	25 0	32 0	*	*	*	*	26 0	28 0	25 0	25 0	*	*	120 0	120 0	14 0	14 0
Ráwalpindi	25 0	24 0	37 0	37 0	...	...	8 0	8 0	26 0	23 0	31 0	29 0	*	*	18 0	18 0	26 0	28 0	32 0	32 0	*	*	64 0	69 0	13 8	13 10
Hazára	22 0	21 0	36 0	34 0	...	...	13 0	12 0	‡	‡	‡	‡	†	†	‡	‡	22 0	22 0	23 0	26 0	†	†	90 0	90 0	11 0	11 0
Pesháwar	22 0	22 0	37 0	37 0	...	...	10 0	10 0	*	‡	‡	‡	†	†	18 0	18 0	21 0	23 0	35 0	34 0	18 0	20 0	82 0	84 0	37 0	34 0
Kohát	24 0	25 0	51 0	50 0	...	...	13 0	7 0	*	*	37 0	30 0	†	†	†	†	28 0	29 0	30 0	34 0	†	‡	102 0	102 0	51 0	51 0
Western—																										
Sháhpur	26 0	27 0	35 0	38 0	...	...	10 0	11 0	30 0	32 0	24 0	24 0	22 0	22 0	24 0	24 0	30 0	32 0	20 0	20 0	†	†	160 0	160 0	12 0	13 0
Jhang	20 0	20 0	22 0	26 0	...	...	10 0	9 0	20 0	20 0	20 0	20 0	16 0	30 0	20 0	30 0	20 0	25 0	20 0	25 0	10 0	10 0	160 0	160 0	11 8	12 0
Multan	18 0	19 0	25 0	30 0	...	...	14 0	14 0	22 0	22 0	23 0	23 0	†	†	20 0	30 0	22 0	24 0	24 0	24 0	†	†	130 0	130 0	12 4	12 4
Bannu	30 0	31 0	52 0	55 0	...	...	13 0	13 0	37 0	42 0	34 0	35 0	9 0	9 0	9 0	9 0	30 0	31 0	30 0	32 0	18 0	1 0	90 0	90 0	30 0	30 0
D. I. Khan	24 0	25 0	34 0	43 0	...	...	9 0	9 0	32 0	34 0	25 0	25 0	‡	‡	4 0	4 0	27 0	29 0	30 0	30 0	13 0	13 0	115 0	115 0	27 0	32 12
Muzaffargarh	19 0	20 0	30 0	30 0	...	...	17 0	17 0	23 0	23 0	20 0	20 0	‡	‡	‡	‡	22 0	22 0	‡	‡	8 0	8 0	140 0	140 0	11 0	11 0
D. G. Khan	18 0	18 0	28 0	30 0	...	...	8 0	8 0	25 0	31 0	28 0	45 0	20 0	20 0	18 0	18 0	20 0	21 0	15 0	15 0	‡	‡	125 0	135 0	17 8	17 8
Sind and Baluchistan—																										
Karáchi	15 0	15 0	...	...	8 0	8 8	10 0	10 8	18 0	18 0	16 0	16 0	‡	‡	...	...	19 0	19 0	...	...	5 0 and 10 0	8 0 and 10 0	80 0	80 0	14 8	14 8
Hyderabad	14 0	14 8	...	...	8 0	8 0	10 0	10 0	19 0	18 0	16 0	16 8	‡	‡	...	...	15 0	18 0	...	...	...	...	116 6	116 6	12 8	12 8
Thar and Párkar (Umarkot)	12 0	12 0	...	...	11 8	11 0	13 8	13 0	12 0	12 0	16 0	16 0	‡	‡	...	...	8 4	8 4	...	...	10 0	10 0	213 0	160 0	12 0	12 0
Sukkur (Shikárpur)	16 0	16 8	...	...	9 0	8 0	11 0	10 0	24 0	24 0	21 0	21 0	‡	‡	...	...	24 0	24 0	...	...	...	...	142 0	142 0	11 0	11 0
Upper Sind Frontier	16 0	16 0	...	...	10 0	10 0	13 0	13 0	28 0	28 0	23 0	23 0	‡	‡	...	...	24 0	24 0	...	...	...	...	160 0	160 0	11 0	11 0
Quetta	18 0	18 0	22 8	23 0	5 0	5 0	7 0	7 0	24 0	23 8	14 0	14 0	‡	‡	6 0	6 0	18 0	18 0	26 0	27 0	9 0	9 0	80 0	80 0	8 4	8 8
Bombay—																										
Konkan—																										
Karwar (Kánara)	10 3	10 3	...	...	10 2	10 2	11 2	11 2	15 3	15 3	15 0	15 0	18 3	18 3	...	...	13 7	13 7	...	...	...	...	312 0	312 0	10 10	10 10
Ratnágiri	10 13	10 13	...	...	10 14	10 14	11 6	11 6	15 12	14 7	15 4	15 4	15 4	14 2	...	...	13 14	13 14	...	...	*	*	134 6	134 6	12 6	11 11
Alibág (Colába)	10 3	10 3	...	...	10 13	10 13	11 11	11 11	11 9	11 9	12 12	12 12	*	*	...	...	13 10	14 0	...	...	*	*	99 9	99 9	13 10	13 10
Bombay	13 0	13 0	...	...	8 5	8 5	10 6	10 6	*	*	14 11	14 11	13 15	13 15	13 8	13 8	13 12	13 12	...	...	13 4	13 4	97 1	97 1	11 9	11 9
Tanna	12 12	12 12	...	...	10 3	10 3	11 2	11 2	*	*	*	*	16 3	16 3	*	*	16 0	16 0	...	...	*	*	112 0	112 0	12 4	12 4
Deccan—																										
Dhárwar	20 3	20 3	...	...	11 0	11 0	11 8	11 8	23 2	23 9	22 13	22 6	...	...	...	...	13 4	14 10	...	...	12 0	15 4	100 0	100 0	11 12	11 12
Belgaum	18 4	18 4	...	...	10 3	10 12	10 8	11 9	22 13	22 5	21 7	21 7	28 0	28 0	...	...	13 4	13 8	...	...	13 12	14 0	78 0	86 1	11 14	11 14
Satara	14 8	14 8	...	...	8 14	8 14	10 2	10 2	17 5	17 5	16 11	16 12	...	...	*	*	13 2	14 7	...	...	11 15	13 4	114 0	114 0	12 11	13 6
Sholapur	16 12	16 12	...	...	7 10	7 10	11 11	11 11	26 13	25 0	21 7	21 7	*	*	*	*	15 6	17 2	...	...	*	*	85 5	85 5	11 10	11 10
Bijápur	20 7	20 7	...	...	8 13	8 13	11 6	11 6	25 3	25 3	22 15	22 15	*	*	*	*	17 0	17 0	...	...	16 7	16 7	80 0	80 0	11 6	11 6
Poona	13 15	13 15	...	...	9 11	9 11	10 13	10 13	20 0	20 0	16 2	16 2	14 13	14 13	...	...	16 11	16 11	...	...	17 2	18 6	81 1	86 14	11 13	11 13
Khandesh—																										
Ahmadnagar	18 2	18 2	...	...	8 14	8 14	9 13	9 13	23 6	24 1	21 15	21 15	*	*	...	...	18 1	18 12	...	...	18 7	18 7	91 0	80 0	12 6	12 6
Násik	18 11	17 0	...	...	8 14	8 14	11 11	11 11	*	*	18 6	18 6	23 0	*	...	...	18 8	18 8	...	...	*	...	128 0	128 0	13 6	12 11
Dhulia (Khandesh)	16 10	16 10	...	...	7 7	7 7	9 7	9 7	22 7	22 7	18 6	18 6	*	*	...	...	16 8	16 8	...	...	*	*	80 0	80 0	11 6	11 6
Guserat—																										
Surat	14 13	14 13	...	...	7 6	7 6	8 5	8 5	15 12	15 12	13 14	13 14	*	*	...	...	15 12	16 3	...	...	15 12	16 3	84 7	84 7	12 0	12 0
Broach	16 8	16 0	...	...	8 8	8 8	11 8	11 8	19 8	19 8	16 0	16 0	*	*	...	...	21 8	21 8	...	...	18 0	18 0	101 0	101 0	13 0	13 0
Kaira	16 0	16 0	...	...	*	*	14 0	14 0	18 0	18 0	14 8	14 8	14 8	20 0	21 0	*	21 8	23 0	...	...	*	17 0	106 11	106 11	12 0	12 0
Baroda (Camp)	12 0	12 0	...	...	8 0	8 0	10 0	10 0	16 0	16 0	13 0	13 0	13 0	18 0	18 0	*	17 0	17 0	...	...	*	*	91 7	91 7	11 8	11 8
Ahmadabad	13 0	12 8	...	...	12 0	12 0	14 0	13 8	16 8	18 0	15 0	15 0	...	...	...	...	24 0	22 0	...	...	19 0	...	80 0	80 0	13 10	13 10
Godhra (Panch Máhals)	13 0	13 0	...	...	11 0	11 0	13 0	13 0	...	...	16 0	16 8	24 0	24 0	...	...	27 0	27 0	...	...	20 0	20 0	182 0	182 0	12 8	12 8
Deesa Cantonment	13 0	13 0	...	...	8 8	8 8	10 8	10 8	17 8	17 8	16 0	17 8	*	*	...	...	20 0	20 0	...	...	*	23 0	240 0	240 0	11 0	11 0
Kattywar—																										
Rájkot	14 15	14 15	...	...	5 8	5 8	7 0	7 0	17 6	17 6	13 10	13 10	*	*	...	...	16 11	19 7	...	...	*	*	80 0	80 0	60 0	60 0
Central Provinces—																										
Western—																										
Nimar	15 1	15 1	...	...	6 12	6 12	13 1	13 1	24 13	24 13	...	...	...	...	...	...	18 9	18 9	...	...	12 13	12 13	100 0	100 0	10 13	10 13
Khandwa-Asirgarh Cant.	14 0	14 0	...	...	9 0	9 0	12 8	13 0	23 0	23 0	23 0	23 0	...	...	...	...	17 0	17 0	...	...	...	...	160 0	160 0	10 0	10 8
Hoshangabad	13 13	13 13	...	...	8 1	8 1	11 4	11 4	16 13	16 13	...	...	...	...	...	...	16 10	17 4	...	...	12 11	13 8	160 0	160 0	9 8	9 8
Betúl	16 0	15 7	...	...	...	...	8 13	9 6	20 9	20 9	...	...	...	...	...	...	16 0	16 10	...	...	11 6	11 6	240 0	240 0	8 0	8 0
Chhindwára	15 3	15 3	...	...	7 4	7 4	10 0	10 0	18 0	16 14	...	...	...	...	...	...	19 0	19 0	...	...	12 0	10 5	160 0	160 0	9 2	9 2
Nágpur	15 15	15 15	...	...	10 0	10 0	11 14	11 14	18 12	18 12	...	...	...	...	...	...	16 14	16 14	...	...	12 8	12 8	125 0	125 0	9 2	10 8
Wardha	16 0	16 0	...	...	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	16 0	17 12	...	...	13 5	13 5	160 0	160 0	10 10	10 10
Central—																										
Narsinghpur	13 1	13 0	...	...	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 0	18 0	200 0	200 0	9 4	9 2
Saugor	11 12	11 12	...	...	10 3	10 3	11 1	11 1	15 0	15 0	...	...	...	...	...	...	18 12	17 10	...	...	15 12	15 12	130 0	130 0	9 2	9 2
Damoh	12 8	12 8	...	...	11 4	11 4	12 8	12 8	...	...	...	...	...	...	...	...	18 12	19 0	...	...	10 0	10 0	100 0	100 0	9 4	9 4
Jubbulpore	14 4	14 8	...	...	10 8	11 4	16 0	16 4	...	14 0	...	...	...	...	...	...	19 4	19 12	...	...	12 8	12 4	140 0	140 0	9 8	9 8
Baghalkhand (Sohna)	15 0	15 10	22 0	22 0	7 8	7 0	16 0	16 0	15 8	16 0	13 0	13 0	*	*	*	8 0	9 0	20 8	21 0	*	*	24 0	26 0	100 0	200 0	10 4	10 8
Mandla	17 0	16 0	...	...	9 0	9 0	12 0	12 0	...	...	...	...	...	...	...	...	23 0	21 0	...	...	13 0	13 0	200 0	200 0	9 8	9 8
Seoni	16 9	16 9	...	...	9 12	9 12	12 13	12 13	...	...	...	...	...	...	...	...	17 15	18 10	...	...	11 8	11 8	190 0	190 0	9 10	9 10
Bálághát	12 8	12 13	...	...	9 0	9 0	12 8	12 13	...	...	...	...	...	...	...	...	13 0	13 0	...	...	9 0	9 0	100 0	160 0	8 0	8 0
Bhandára	17 8	17 8	...	...	...	...	12 8	12 8	...	...	...	...	...	...	...	...	15 0	16 0	...	...	10 0	10 0	240 0	280 0	9 0	9 0
Chánda	14 13	15 0	...	...	...	...	15 0	15 0	18 0	18 0	...	...	...	...	...	...	14 0	14 0	...	...	12 0	12 0	320 0	320 0	10 10	10 14
Eastern—																										
Bilaspur	18 15	18 15	...	...	11 3	11 3	18 0	18 0	...	...	...	...	...	...	...	...	15 12	14 10	...	...	...	...	110 0	110 0	8 0	8 0
Raipur	18 9	18 9	...	...	11 6	11 6	17 8	15 5	...	...	...	...	...	...	...	...	17 5	17 5	...	...	10 5	13 2	100 0	110 0	10 15	9 0
Sambalpur	15 12	16 10	...	...	12 4	12 4	19 4	19 4	...	...	...	...	...	...	...	...	15 12	13 0	...	...	9 0	9 0	120 0	120 0	9 10	9 10
Berar—																										
Buldána	19 0	19 0	...	...	7 0	7 0	10 0	10 0	29 0	29 0	21 0	21 0	...	...	...	...	20 0	20 0	...	...	14 0	13 0	182 0	182 0	10 0	10 0
Basim	19 0	19 0	...	...	7 0	7 0	12 0	13 0	24 0	24 0	...	...	...	...	...	...	16 12	16 0	...	...	13 0	12 0	70 0	60 0	9 0	9 0
Akola	16 8	17 8	...	...	5 8	6 0	7 8	7 8	25 8	24 8	...	...	...	...	...	...	15 8	17 8	...	...	11 8	11 8	96 0	96 0	10 12	11 8
Ellichpur	15 0	15 0	...	...	6 0	6 0	8 0	8 0	21 0	21 0	15 0	15 0	...	...	...	...	13 0	13 0	...	...	14 0	14 0	120 0	120 0	10 0	10 0
Amraoti	16 0	16 0	10 0	10 8	7 0	7 0	10 0	10 0	20 0	20 0	16 0	15 0	...	...	...	...	16 0	15 0	...	...	13 0	13 0	90 0	90 0	11 0	9 0
Wún	16 0	16 0	...	...	6 0	7 0	8 0	8 0	20 0	20 0	14 0	15 0	...	...	...	...	13 8	14 0	...	...	18 0	20 0	200 0	200 0	9 8	9 8
Nizam's Territories—																										
Secunderabad	11 11	12 3	*	*	6 3	6 3	9 4	9 13	14 7	15 15	17 12	17 12	22 3	22 3	*	*	12 15	12 15	*	*	16 12	16 12	95 0	120 0	9 0	8 12
Boláram	14 4	13 13	*	*	7 2	7 0	10 11	10 11	20 1	19 0	*	*	*	*	*	*	13 0	13 5	*	*	*	*	116 14	116 14	7 10	8 13
Chadarghat	12 0	12 0	*	*	7 8	7 8	12 0	12 0	24 0	22 0	24 0	24 0	*	*	*	*	14 8	14 4	*	*	*	*	100 0	90 0	9 0	9 0

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

RETAIL PRICES FOR THE 1st HALF OF MAY 1895—*concluded*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	...	...	...	...	...	...	12 10	12 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	136 2	136 2	12 0	12 0
S. Canara	...	...	...	...	...	...	13 11	13 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	121 8	121 8	11 14	11 14
South, central—																										
Coimbatore	...	...	...	...	...	...	11 13	11 14	19 3	20 3	20 10	22 5	23 0	23 0	...	...	...	...	...	...	...	...	133 11	133 11	11 2	11 2
Nilgiris	...	...	...	...	...	...	9 10	9 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	274 3	274 3	10 10	10 10
Salem	...	...	...	...	...	...	11 13	11 13	21 6	20 14	23 13	23 6	23 14	24 6	...	...	...	...	...	...	...	...	116 10	116 10	11 5	11 5
Central—																										
Bellary	...	...	...	...	...	...	10 5	10 5	29 14	29 14	...	...	34 0	29 2	...	...	...	...	...	...	...	...	121 8	121 8	10-5&11-8	10-5&11-8
Anantapur	...	...	...	...	...	...	10 13	10 13	28 5	27 13	...	...	27 3	27 3	...	...	...	...	...	...	...	...	97 3	97 3	11 8	11 8
Cuddapah	...	...	...	...	...	...	11 10	11 10	22 2	22 2	23 3	23 3	23 5	23 5	...	...	...	...	...	...	...	...	135 2	135 2	11 13	11 13
Kurnool	...	...	...	...	...	...	11 6	11 6	28 2	28 13	...	...	*	*	...	...	...	...	...	...	...	...	97 3	97 3	10-2 & 11-10	10-2 & 11-10
East Coast, north—																										
Ganjam	...	...	...	...	...	...	13 3	13 3	...	...	...	...	21 10	21 10	...	...	...	...	...	...	...	...	86 8	86 8	10 2	10 2
Vizagapatam	...	...	...	...	...	...	11 5	11 5	...	...	24 13	26 11	25 5	25 5	...	...	...	...	...	...	...	...	97 3	97 3	12 0	12 0
Godávari	...	...	...	...	...	...	15 0	15 0	23 0	21 2	...	...	29 2	29 2	...	...	...	...	...	...	...	...	133 11	133 11	12 2	12 2
East Coast, central—																										
Kistna	...	...	...	...	...	...	13 3	14 5	14 11	14 11	*	*	29 13	29 13	...	...	...	...	...	...	...	...	140 14	140 14	13 3	13 3
Nellore	...	...	...	...	...	...	14 13	14 13	26 13	24 11	*	18 13	25 0	25 0	...	...	...	...	...	...	...	...	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	...	...	...	...	...	...	11 2	11 2	20 3	20 3	...	...	21 14	21 14	...	...	...	...	...	...	...	...	89 8	89 8	13 5	13 5
Chingleput	...	...	...	...	...	...	11 5	11 5	...	...	...	...	21 14	20 10	...	...	...	...	...	...	...	...	91 14	91 14	13 5	13 5
N. Arcot	...	...	...	...	...	...	11 5	11 5	25 8	25 8	23 2	23 2	26 8	28 3	...	...	...	...	...	...	...	...	160 13	160 13	12 2	12 2
S. Arcot	...	...	...	...	...	...	14 0	14 0	...	...	29 5	29 5	27 0	27 0	...	...	...	...	...	...	...	...	209 0	209 0	12 13	12 13
Tanjore	...	...	...	...	...	...	12 14	12 14	...	...	21 13	21 13	24 3	24 3	...	...	...	...	...	...	...	...	145 13	145 13	12 6 and 12 8	12 6 and 12 8
Trichinopoly	...	...	...	...	...	...	10 14	11 3	19 5	18 10	21 0	21 0	22 5	21 10	...	...	...	...	...	...	...	...	115 3	155 8	12 0	12 0
Southern—																										
Tinnevelly	...	...	...	...	...	...	10 13	11 0	*	*	*	*	*	*	...	...	...	...	...	...	...	...	58 5	58 5	13 13	13 13
Madura	...	...	...	...	...	...	11 6	11 13	17 13	16 3	17 10	*	21 11	18 10	...	...	...	...	...	...	...	...	97 3	97 3	12 11	12 5
Mysore—																										
Mysore	12 0	12 0	11 12	11 8	8 12	8 12	10 0	10 0	29 0	29 0	25 0	25 0	27 0	27 0	26 0	26 0	12 0	13 0	...	...	12 8	13 0	96 0	96 0	10 0	10 0
Bangalore	14 0	13 12	11 0	11 0	7 11	8 0	9 8	10 2	22 8	21 0	...	...	29 8	29 11	...	...	10 8	11 8	...	...	12 8	12 13	90 0	96 0	10 0	10 0
Kolar	10 12	10 8	10 0	10 0	10 0	10 0	10 12	10 12	21 0	21 0	18 0	18 0	34 0	35 0	14 0	14 0	10 4	10 0	12 0	13 0	13 0	13 0	150 0	150 0	10 0	10 0
Túmkúr	12 0	12 0	11 0	11 0	9 0	9 0	10 0	9 8	26 0	26 0	36 0	29 0	35 0	32 0	37 0	33 0	12 0	12 0	...	...	14 0	15 8	224 0	224 0	10 0	10 0
Hassan	...	...	11 0	11 0	9 0	9 0	10 0	10 0	...	...	...	...	32 0	32 0	...	...	11 0	11 0	...	...	15 0	15 0	200 0	200 0	9 0	8 8
Kadur	11 0	11 0	12 0	12 0	9 0	8 0	10 0	10 0	...	...	...	...	24 0	24 0	...	...	11 0	11 0	...	...	8 0	8 6	240 0	240 0	9 0	9 0
Shimoga	13 11	13 5	...	...	9 3	9 1	12 1	12 5	27 5	27 5	...	...	37 4	36 12	...	...	11 9	12 10	...	...	...	...	240 0	320 0	10 8	9 8
Chitaldroog	14 0	14 0	13 0	13 0	9 0	9 0	10 8	10 8	36 0	36 0	20 0	20 0	42 0	42 0	40 0	40 0	14 0	14 0	...	...	14 0	14 0	320 0	320 0	9 8	9 8
Coorg—																										
Coorg	9 0	9 0	8 0	7 8	10 0	10 0	12 0	12 0	...	...	...	...	29 0	29 8	...	...	23 0	24 0	...	...	...	...	110 0	110 0	10 0	10 8
Aden	7 0	7 0	...	...	5 14	5 14	6 9	6 9	10 3	10 3	9 4	9 4	*	*	...	...	9 4	9 4	...	...	*	*	65 5	65 5	32 0	32 0

* Not sold.

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

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

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

The following Resolution on the subject of the confirmation of Officiating Cantonment Magistrates is published for general information :

No. 16-Judl.
965—975.

Extract from the Proceedings of the Government of India in the Home Department (Judicial),—under date Simla, the 21st June, 1895.

Read again—

The undermentioned papers on the subject of the reorganisation of the Cantonment Magistrates' Department :

Despatch to Her Majesty's Secretary of State, No. 185 (Financial), dated the 19th July 1892.

Despatch from the Secretary of State, No. 133 (Military), dated the 28th October 1892.

Letter to the Government of the North-Western Provinces and Oudh, No. 875, dated the 26th July 1893.

Resolution No. $\frac{\text{6-Judicial}}{774-774}$, dated the 18th July 1894.

RESOLUTION.

Officers holding the sole-charge Cantonment Magistracies entered in the list appended to the Resolution No. $\frac{\text{6-Judicial}}{774-774}$, dated the 18th July 1894, were, by the orders contained in that Resolution, formed into an Imperial service under the Government of India. It is therefore necessary to lay down a definite rule regulating the confirmation of officers officiating in the Department.

2. The Governor General in Council is accordingly pleased to direct that the claims of Officiating Cantonment Magistrates to substantive appointments shall in future be considered by the Government of India in the order in which they entered the Department, irrespective of the Province in which they are serving or in which the vacancy occurs. In accordance with this ruling, when a vacancy takes place in consequence of the death, retirement, etc., of a sole-charge Cantonment Magistrate in one Province, the vacancy will be considered as a vacancy in the Department. The officer selected to fill such vacancy will ordinarily be the officer who has had the longest officiating service in the Department, irrespective of the Province in which he has been so officiating, provided that he is considered by the Local Government under which he is serving, and by the military authorities, to be deserving of confirmation. It will not, however, follow that he will be transferred to the particular cantonment in which the vacancy has occurred. The principle enunciated in the Resolution of the 18th July 1894, that local knowledge and experience should be made use of, as far as possible, will be kept in view, and, in pursuance of this principle, it may at any time be found necessary to place the cantonment vacated in the manner referred to in charge of an officiating officer having local experience. The distribution of the officers, permanent or officiating, in the Department, who are located in a particular Province, will continue to be left to the discretion of the Local Government or Administration under which they are serving and, as was intimated in paragraph 5 of the Resolution of the 18th July 1894, the Government of India will not make transfers from one Province to another without consulting the Local Governments concerned.

ORDER.—Ordered, that this Resolution be communicated to the Local Governments and Administrations noted in the margin, and to the Foreign, Military and Finance and Commerce Departments for information.

Madras.	North-Western Provinces and Oudh.
Bombay.	Punjab.
Bengal.	Central Provinces.
	Burma.

[True Extract.]

J. P. HEWETT,
Offg. Secretary to the Government of India.

A

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, June 15th, 1895.

During the week under review monsoon weather has appeared and spread over the greater part of the country, but the mode of advance has been hesitating and uncertain, and the commencement of the monsoon has not been marked by any of those phenomena which it has been usual to associate with the setting in of the rains. The closing days of the week were marked by unsettled weather on the West Coast, where the wind shifted to south or south-south-east, and where conditions were under the influence of a cyclonic storm, progressing north-north-westward over the Arabian Sea at some distance from the west coast of the Peninsula. With the gradual extension of rainfall over the country, there has occurred a gradual decrease of temperature. On the 9th and 10th the mean temperature of the whole of India was 2° above the normal average, but after the 10th the excess disappeared, and by the 15th the mean was 1½° in defect.

Daily Summary.—*Sunday.*—The barometer was falling generally, but pressure was still in large excess in Northern India, and in considerable excess in Central India, the Deccan, and Burma. Winds were much lighter and more variable than usual, and on the West Coast what wind there was, was blowing from some northerly direction. The rainfall has been very scanty. Showers had occurred in Lower Burma, in the West Coast districts, in the Central Provinces, and in the Deccan. In most cases the rainfall accompanied dust and thunder storms.

Monday.—The reports showed that pressure had been steady, or had risen slightly over the southern and eastern parts of the Indian area, and had fallen in the north-west. The distribution was hence a trifle more favourable to the advance of the monsoon. Readings were highest in Tenasserim and the east of the Bay, and lowest in the Punjab. They were above the normal average, except in the extreme south. Light to moderate easterly winds prevailed up the Gangetic plain, and light unsteady winds elsewhere. There had been very little rain in the Peninsula or in North-Western India, but thunderstorms and duststorms had given rain over other parts of the country. Mymensingh had received nearly 3 inches, but the other heavyish amounts were generally between one and one-and-a-half inches.

Tuesday.—Pressure had increased over the west of the North-Western Provinces and the east of the Punjab, and had decreased elsewhere. The distribution was irregular. A shallow low pressure area overlay the western desert, while elsewhere readings were very uniform. There was a large excess of pressure over Northern India, and a slight defect over the south of the Peninsula. Easterly winds continued up the Gangetic plain, and light or moderate irregular winds elsewhere. A good deal of scattered rainfall was reported from Northern and Central India and the south of the Peninsula. The heaviest amounts between 1½ and 2½ inches were reported from the North-Western Himalayas and from the Deccan.

Wednesday.—Pressure had increased a little over the Punjab, and decreased in all other places. There was very little change in the general distribution, pressure being abnormally uniform throughout the Indian region. Moderate irregular winds continued to prevail. The monsoon had set in feebly along the West Coast, and rain had fallen generally in the West Coast districts, West Ceylon, Mysore, and the Deccan. At the same time dust and thunder storms continued to give rain to the Central Provinces, Central India, Rajputana, the Punjab, and the North-Western Provinces.

Thursday.—Pressure had begun to increase again in Ceylon and Malabar, but had fallen briskly in the Konkan, and a disturbance was forming off the coast

opposite Ratnagiri. Elsewhere the pressure changes were generally small. Readings were highest in Ceylon, and lowest in the Indus Valley. The winds were blowing from cyclonic directions on the West Coast, while elsewhere moderate and irregular breezes were reported. There was very little rain over North-Eastern India or on the plains of North-Western India, but elsewhere there was a good deal of scattered rainfall.

Friday.—Pressure had increased over the Peninsula, and decreased over Northern India. The increase had been very slight on the Konkan Coast, and the disturbance over the Arabian Sea was probably in the latitude of Bombay. The winds were increasing from south-south-east on the west coast of the Peninsula, but elsewhere they remained moderate or light, and rather variable. Heavy rain had fallen in Malabar, and light to moderate rain in the Konkan, while numerous thunderstorms had given a good deal of rain to other parts of the country.

Saturday.—Pressure had been steady over the south of the Peninsula, but had fallen elsewhere. The fall had been brisk in Kathiawar, and the depression off the West Coast was advancing northward. The winds had increased at the West Coast stations, and were blowing strongly from cyclonic directions. South-westerly and westerly winds prevailed in most other places, and south-easterly winds up the Gangetic plain. Rain had been fairly heavy, except in the east and centre of the Peninsula and part of North-Western India. The amounts were large on the West Coast and in parts of Bengal.

Temperature.—The temperature variations have been considerable during the week. On the first two days the mean temperature of nearly all parts of India was in excess, but on the 11th a fall of rain over part of North-Western India reduced temperature suddenly and very largely in the North-Western Provinces, and considerably in the Punjab and the central parts of the country. This fall continued and extended, so that on the 12th over the greater part of India the mean temperature was in defect. These conditions lasted until the close of the week. The following table shows the variations of the mean temperature from the normal in the different provinces of India for each day of the week:

Province.	June 1895.							Mean variation of week.
	9th	10th	11th	12th	13th	14th	15th	
	°	°	°	°	°	°	°	°
Burma	+1·6	+1·7	+3·1	+2·9	+1·8	+2·1	+2·0	+2·2
Bengal and Assam	+1·2	+1·2	+0·1	+0·7	+2·6	+2·7	+2·5	+1·6
North-Western Provinces and Oudh	+0·2	+0·7	—8·1	—5·4	—1·9	—5·4	—9·3	—4·2
Punjab	+0·9	+3·9	+1·0	—3·3	—1·1	—4·3	—5·1	—1·1
Bombay	+5·6	+4·1	+4·0	+3·0	+1·0	+0·1	—0·6	+2·5
Central Provinces and Berar	+4·1	+3·3	+0·3	—1·2	—1·2	—1·4	—1·2	+0·4
Central India and Gujarat	+1·8	+2·5	+0·4	—2·1	—0·6	—1·6	—2·8	—0·3
Sind and Rajputana	—0·2	+1·3	+0·9	—0·2	—0·2	—0·6	—1·6	—0·1
Madras	+2·6	+1·0	+2·3	—0·5	+1·2	+1·7	+2·3	+1·5
Mean for whole of India	+2·0	+2·2	+0·4	—0·7	+0·1	—0·7	—1·5	+0·3

The final line of figures shows that the mean temperature of the whole country was in excess on the 9th and 10th, normal on the 11th, 12th, 13th, and 14th, and in defect on the 15th. The provincial variations exhibit an excess of temperature in Burma, Bengal, Bombay, and Madras, normal temperature over the central parts of the country, and deficient temperature in the North-Western Provinces and the Punjab.

The returns of maximum temperature exhibit no points of particular interest.

Rainfall.—As mentioned in the earlier portion of this summary, monsoon rainfall commenced fairly generally on the 11th. Previous to that date there had been, as was the case in the preceding week, a good deal of abnormal rainfall on and near the North-Western Himalayas, and a good deal of scattered rainfall in other parts of the country, but it was not until the 11th that general rain set in. The result of the appearance of the monsoon is shown in the change which has taken place in the rainfall table given at the close. Last week there were no less than fourteen divisions which reported practically or absolutely no rain during the period, while for the present week there are only two, namely, Sind and Rajputana (West). In all the other divisions effective rainfall was received, the average actual fall ranging from 0·19 inch in the Punjab (West) to 7·71 inches in Malabar. The divisions which received the heaviest average falls after Malabar were the Konkan with 4·58 inches, Arakan with 4·45 inches, and the Punjab hill districts with 4·19 inches.

The third column of the table shows the amount of the excess or defect of the week's rainfall in inches in the different divisions. The results show, first, that the abnormal rainfall which commenced over North-Western India, both hills and plains, last week, has been maintained, and that all over the North-Western Provinces and the Punjab the actual rainfall has been moderately to largely in excess of the normal. They show also that the delay in the setting in of the rains until the middle of the week has resulted in a large deficiency of rainfall over those parts of the country, where, as a rule, the rains are firmly established before the commencement of the week under review. Thus there is a deficiency of over 9 inches in Arakan, of over 7 inches in Assam (Surma) and Tenasserim, of over 4 inches in East Bengal, and of over 3 inches in Assam (Brahmaputra), North Bengal, and Coorg. There was a slight excess of rain over the central parts of the country and the head of the Peninsula and in the Madras divisions.

The three concluding columns of the table show the state of the seasonal rainfall, that is the rainfall from June 2nd to date. The most marked features are the considerable excess over the Punjab and a large part of the North-Western Provinces, and the considerable deficiency in most other parts of the country.

The following heavy falls of rain are reported: Thaton (Amherst) 5·55 inches, Mandalay 6·79 inches, Akyab 5·68 inches, Jalpaiguri 5·53 inches, Nanpara (Bahraich) 5·77 inches, Shikohabad (Mainpuri) 5·70 inches, Man (Jhansi) 7·30 inches, Baheri (Bareilly) 5·25 inches, Bansi (Basti) 8·92 inches, Kangra 6·76 inches, Murree 5·51 inches, Badagara (Calicut) 14·28 inches, Kasaragad (Mangalore) 12·19 inches, Devala (Nilgiris) 5·21 inches, Ankola (Karwar) 10·48 inches, Sangameshwar (Ratnagiri) 9·45 inches, Kagal (Kolhapur) 7·30 inches, Nevasa (Ahmednagar) 6·52 inches, Chodvaram (Vizagapatam) 5·27 inches, Tuni (Godaveri) 6·68 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending June 15th, 1895.			Rainfall data from June 2nd to June 15th, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, June 2nd to June 15th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	3·43	10·66	— 7·23	13·76	20·08	— 31
	Lower Burma	3·65	4·04	— 0·39	5·02	8·28	— 32
	Central Burma	1·52	3·73	— 2·21	2·88	7·80	— 63
	Upper Burma	2·12	?	?	3·29	?	?
	Arakan	4·45	14·35	— 9·90	8·52	26·65	— 68
Bengal and Assam	East Bengal	1·62	5·71	— 4·09	4·05	10·14	— 60
	Assam (Surma)	2·32	9·50	— 7·18	5·69	16·84	— 66
	Do. (Brahmaputra)	0·43	4·00	— 3·57	2·13	7·52	— 72
	Deltaic Bengal	0·83	2·66	— 1·83	2·75	5·04	— 45
	Central Bengal	0·56	2·61	— 2·05	2·21	4·53	— 51
	North Bengal	2·86	6·52	— 3·66	5·36	11·07	— 52
	Orissa	1·01	1·68	— 0·67	1·69	2·82	— 40
	Chota Nagpur	1·10	1·85	— 0·75	1·77	2·86	— 38
	Bihar (South)	0·73	1·46	— 0·73	0·89	1·85	— 52
	Do. (North)	1·53	2·26	— 0·73	1·89	3·13	— 40
North-Western Provinces and Oudh.	North-Western Provinces (East)	1·12	0·97	+ 0·15	1·15	1·18	— 3
	Do. (Submontane) (*a*)	2·13	1·13	+ 1·00	2·18	1·54	+ 42
	Oudh (South)	0·98	0·80	+ 0·18	0·98	1·03	— 5
	Do. (North)	1·54	0·94	+ 0·60	2·08	1·30	+ 60
	North-Western Provinces (Central).	1·26	0·74	+ 0·52	1·28	0·92	+ 39
	North-Western Provinces (West).	0·81	0·43	+ 0·38	1·13	0·62	+ 82
	North-Western Provinces (Submontane). (*b*)	1·57	0·97	+ 0·60	2·64	1·42	+ 86
Punjab	Punjab (South)	0·22	0·17	+ 0·05	0·41	0·36	+ 14
	Do. (Central)	0·45	0·24	+ 0·21	0·50	0·46	+ 9
	Do. (Submontane)	1·14	0·36	+ 0·78	1·43	0·62	+ 131
	Do. (Hill Districts)	4·19	1·43	+ 2·76	5·22	2·31	+ 126
	Do. (North-West)	0·84	0·29	+ 0·55	1·05	0·47	+ 123
	Do. (West)	0·19	0·12	+ 0·07	0·28	0·19	+ 47
Bombay and Malabar Coast Districts (Madras).	Malabar	7·71	9·18	— 1·47	8·34	19·21	— 57
	Madras (South Central)	1·07	1·56	— 0·49	1·55	2·76	— 44
	Coorg	2·78	6·23	— 3·45	3·62	12·46	— 71
	Mysore	1·11	1·22	— 0·11	2·15	2·38	— 9
	Konkan	4·58	6·95	— 2·37	4·86	12·57	— 61
	Bombay Deccan	1·64	1·28	+ 0·36	2·66	2·95	— 10
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	2·14	1·19	+ 0·95	2·42	2·65	— 9
Central Provinces and Berar.	Berar	1·48	1·62	— 0·14	1·53	2·75	— 44
	Central Provinces (West)	1·63	1·72	— 0·09	1·70	2·73	— 38
	Ditto (Central)	2·46	1·73	+ 0·73	2·49	2·33	+ 7
	Ditto (East)	2·28	1·97	+ 0·31	2·29	2·87	— 20
Bombay (North)	Gujarat	0·65	0·87	— 0·22	0·65	1·36	— 52
	Kathiawar	0·51	0·49	+ 0·02	0·51	0·70	— 27
	Sind	0	0·03	— 0·03	0	0·06	— 100
Rajputana and Central India.	Central India (East)	1·45	1·65	— 0·20	1·64	2·92	— 44
	Rajputana (East), Central India (West).	0·78	0·72	+ 0·06	0·98	1·37	— 29
	Rajputana (West)	0	0·51	— 0·51	0	0·72	— 100
Madras	East Coast (North)	1·79	1·13	+ 0·66	2·27	1·85	+ 23
	Ditto (ditto) (*a*)	1·75	2·36	— 0·61	3·00	4·58	— 35
	Hyderabad (South)	1·73	1·12	+ 0·61	2·31	2·00	+ 16
	Madras (Central)	1·22	0·72	+ 0·50	1·77	1·41	+ 25
	East Coast (Central)	1·07	0·64	+ 0·43	1·42	1·33	+ 7
	Ditto (South)	0·60	0·43	+ 0·17	0·64	1·02	— 37
	Madras (South)	0·30	0·27	+ 0·03	0·42	0·64	— 34

W. L. DALLAS,

Asst. Meteorological Reporter to the Government of India.

SIMLA, *20th June 1895.*

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 15th June.*—Rainfall good on the West Coast, Circars, parts of the Deccan, and in North Arcot and the Nilgiris; moderate showers in most other districts. Ploughing and sowing are generally going on. The standing crops are generally fair. Pasture is scarce, but fodder is sufficient. Cattle are generally in good condition. Prices have slightly risen in parts of the Central and Southern districts; elsewhere prices are almost stationary.

Bombay.—*For week ending 19th June.*—Rain throughout the Presidency; more rain is required in parts of Sholapur. The standing crops are good. Preparations for the monsoon crops are progressing in parts of thirteen, and sowing in parts of seventeen, districts. Sowing is retarded in parts of Ahmednagar owing to insufficient rain. Harvesting of the early crops continues in parts of Karachi. The fodder-supply is sufficient. Agricultural stock are in good condition. Prices are normal, except in parts of Sholapur and Ahmednagar.

Bengal.—*For week ending 17th June.*—There was rain over the whole Province during the week, it has been generally very beneficial, especially in Bihar, where it was much needed. The cultivation of lands for the autumn crops and for the winter rice is in progress. The standing crops of jute, early rice, sugarcane, and indigo are generally reported promising. In Dacca the early rice is being harvested, and the manufacture of indigo has begun in Purnea. Cattle are in good condition, except in one thana of Purnea. The price of common rice continues stationary, it is below the average of the previous four years.

North-Western Provinces and Oudh.—*For week ending 19th June.*—Rain has been general during the week. The sugarcane and indigo crops have benefited by the rain. Fields are being prepared for the autumn crops, and sowing has commenced in places. Markets are well supplied. Fodder is inadequate in Fyzabad, elsewhere it is sufficient. Prices are generally stationary, but have risen slightly in seven districts.

Punjab.—*For week ending 19th June.*—Rain has fallen in all the districts, except Sialkote and Lahore. Autumn ploughings are in progress in Hissar and Umballa, and have commenced in Jullunder. Sowings have commenced in Rawalpindi, but have been completed in Mooltan. Threshing of wheat is over. The extra spring crops of cotton and sugarcane are being irrigated in Lahore. The spring crops have been harvested in Shahpur and Mooltan, and the grain is being cleaned in Rawalpindi. The condition of the autumn crop is good in Amritsar, while the extra spring crops have been improved in Dera Ismail Khan by the rain. More rain is wanted for the autumn crops in Hissar and Shahpur. The young locusts which lately appeared in one tehsil of the Dera Ismail Khan district have been destroyed. Cattle are generally in good condition, and fodder is sufficient in all districts, except in parts of Dera Ismail Khan. Prices are rising in Umballa and Shahpur, approaching normal in Sialkote, and low elsewhere.

Central Provinces.—*For week ending 19th June.*—Weather generally cloudy. Rain fell throughout the Provinces, and was very heavy at Saugor, Seoni, and Raipur. In Bilaspur also there was a fall of nearly 5 inches. Good falls of rain in Wardha, Damoh, and the Nerbudda Valley and lighter falls in other districts. Preparations of land for the autumn crop are in full swing, and sowings have commenced in some places. Prices continue steady.

Burma.—*For week ending 15th June.*—Rainfall fairly general. In Lower Burma ploughing operations are progressing in seven districts; elsewhere preparations are in hand. In Upper Burma reaping of the dry-weather paddy is nearly completed. Ploughing for and sowing of wet-weather paddy are progressing in most places. Planting of miscellaneous crops continues. Except for the destruction of the sessamum and cotton crops by insects in Lower Chindwin, and damage by floods to the dry-weather paddy in Bhamo, the standing crops are generally good. The price of paddy has fallen slightly in two districts of Lower Burma and in three districts of Upper Burma, while it has risen slightly in Katha; elsewhere prices are stationary.

Assam.—*For week ending 18th June.*—Weather hot and sultry. Sowing of the late rice seedlings continues. Tea is doing well. The condition of cattle is fair. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 19th June.*—MYSORE: Good rain in parts of Bangalore and Kadur; slight rain elsewhere. Crops and prospects are good. Prices have risen slightly in Kolar, Hassan, Kadur, and Shimoga.

COORG: Rainfall good. Ploughing of rice and *ragi* (*Eleusine coracana*) fields continues. Water and fodder for cattle are sufficient. Prices are normal.

Berar and Hyderabad.—*For week ending 19th June.*—BERAR: Weather hot and cloudy. The rainfall is sufficient for sowing operations which have commenced in five districts. Breaking up of the land is in progress. Scarcity of water and fodder prevails in Buldana and Wun. Prices are fluctuating in one district, but are otherwise steady.

HYDERABAD: Rainfall moderate. Land is being prepared for the autumn sowings. Scarcity of fodder in Aurangabad. Prices are normal.

Central India.—*For week ending 19th June.*—Rainfall general. Agricultural operations are in progress in six Agencies. Cattle are in good condition, except in Bhopal and part of Gwalior. Pasturage is good and sufficient in all Agencies, except in Gwalior where it is indifferent. Prices of food-grains are high in Goona and Bhopal, rising in Baghelkhand and parts of Gwalior, and normal elsewhere.

Rajputana.—*For week ending 19th June.*—Good rain in Abu, Sirohi, Kherwara, Kotah, and Bhurtpore; moderate rain elsewhere, except in Ulwar. Agricultural operations have commenced in parts. Crops, prospects, and agricultural stock are generally good. Fodder and pasturage are generally sufficient. Prices are fluctuating in one State, rising in four others, and steady elsewhere.

Kashmir.—*For week ending 18th June.*—KASHMIR VALLEY: Weather fine. Rain is wanted. The barley crop is ready for harvesting, and the crop is being reaped in some places. The wheat crops are also ripening. Reaping of oil-seeds is in progress. Prices continue normal.

JAMMU PROVINCE.—*For week ending 18th June.*—Rainfall good. Rivers are swollen by floods. Ploughing for the autumn crops is in progress. Prices are normal.

Nepal.—*For week ending 15th June.*—Weather showery and cloudy. Prospects are good.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 9TH JUNE 1894, AND FROM 1ST JANUARY TO 8TH JUNE 1895.

N.B.—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st-half of 1894.	Week ending 9th June 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 8th June 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st January to 9th June 1894.	Earnings from 1st January to 8th June 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	655	1,683	10,04,623	597	1,709	10,88,311	637	2,57,59,020	2,56,68,049	...	90,971
Bengal-Nágpur	189	862	1,20,332	140	862	1,36,000	158	39,47,420	40,90,564	1,43,135	...
Indian Midland (*a*)	162	752	1,32,198	176	752	89,450	119	29,04,399	24,32,113	...	4,72,286
Bezwada extension	108	21	3,236	154	21	2,231	106	53,100	67,363	14,263	...
Metre gauge—											
Rajputana-Malwa (*b*)	324	1,719	5,65,550	329	1,790	5,93,630	332	1,29,06,613	1,27,62,922	...	1,43,691
Pálanpur-Deesa	47	17	780	46	17	770	45	18,601	21,154	2,403	...
South Indian	143	1,042	1,59,667	153	1,042	1,87,139	180	33,00,148	38,17,677	5,17,529	...
Máyavaram-Mutupet	61	54	4,305	80	54	4,724	87	(*c*)34,697	95,337	60,640	...
Southern Mahratta (*d*)	115	1,165	1,52,280	131	1,165	1,52,323	131	30,33,007	32,43,403	2,10,396	...
Bengal and North-Western (*e*)	162	756	1,25,502	166	756	1,36,840	181	28,45,442	29,15,464	70,022	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	215	15,350	71	215	13,708	64	4,62,381	4,54,443	...	7,938
TOTAL	286	8,286	22,83,823	276	8,383	24,05,126	287	5,52,64,906	5,55,68,489	3,03,583	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	255	2,507	6,40,669	256	2,511	7,62,361	304	1,46,80,730	1,65,05,996	18,25,266	...
Oudh and Rohilkhand (state)	287	741	1,98,432	268	797	2,05,108	257	49,11,612	52,76,572	3,64,960	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	281	813	2,02,723	249	813	2,12,230	261	52,59,899	56,02,992	3,43,093	...
Bengal Central (*g*)	126	125	16,099	129	125	20,740	166	3,51,544	3,87,704	36,160	...
East Coast (state)	107	266	25,032	94	397	31,401	79	6,25,326	8,74,590	2,49,264	...
Metre gauge—											
Burma (state)	199	730	1,18,510	162	746	1,47,185	197	34,36,059	36,05,748	1,69,689	...
Special gauges—											
Jorhát (state provincial)	44	25	1,753	70	25	1,973	79	26,183	31,446	5,263	...
Cherra-Companyganj (state provincial)	60	8	484	61	8	296	37	10,946	11,471	525	...
TOTAL	244	5,215	12,03,702	231	5,422	13,81,354	255	2,03,02,299	3,22,96,519	29,94,220	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*h*)	596	1,490	7,40,672	497	1,490	6,43,260	432	2,12,13,404	1,78,36,080	...	33,77,324
Bombay, Baroda and Central India	801	461	4,21,485	914	461	4,90,000	1,063	86,90,151	90,13,468	6,14,317	...
Madras	237	840	2,07,673	247	840	2,15,197	256	44,01,900	40,24,611	4,32,617	...
TOTAL	522	2,791	13,69,830	491	2,791	13,48,457	483	3,44,04,455	3,23,74,164	...	20,30,390
TOTAL (GUARANTEED AND STATE)	313	16,292	48,57,355	298	16,596	51,34,937	309	11,80,71,759	12,02,39,172	12,67,413	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	167	161	22,312	139	161	27,975	174	6,41,153	6,65,589	24,436	...
Tarkessur	308	22	5,441	247	22	6,359	289	1,58,649	1,57,814	...	835
Metre gauge—											
Rohilkund and Kumaon (Company's section)	149	67	8,632	129	66	11,861	180	2,24,123	1,70,162	...	44,961
Bengal Dooars	80	32	1,937	61	36	4,340	121	48,154	69,905	21,751	...
Dibru-Sadiya	133	78	8,316	107	78	11,316	145	2,42,998	2,67,463	24,465	...
Special gauge—											
Darjeeling-Himalayan	232	51	11,353	223	51	18,974	372	2,68,118	3,19,089	51,871	...
TOTAL	165	411	57,991	141	414	80,825	195	15,83,195	16,59,922	76,727	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	185	333	70,378	211	333	61,185	184	13,86,557	15,63,113	1,76,556	...
The Gaekwar's Petlád	112	13	1,570	121	13	1,810	139	34,468	34,641	173	...
Rájpura-Bhátinda	192	108	29,585	274	108	23,734	220	4,18,761	6,85,122	2,66,361	...
Kolar Gold-fields	306	10	2,895	290	10	2,636	264	(*i*)3,725	58,837	55,112	...
Metre gauge—											
Southern Mahratta (Mysore section) (*f*)	88	362	38,146	105	362	38,767	107	7,17,090	7,55,428	37,438	...
The Gaekwar's Mehsána	98	93	10,527	113	93	6,060	65	2,12,000	1,81,585	...	31,324
Kolhápur	92	29	2,244	77	29	2,538	88	62,810	56,864	...	5,946
Special gauge—											
The Gaekwar's Dabhoi	81	72	5,116	71	72	6,010	83	1,40,052	1,25,358	...	15,524
Cooch Behar	30	22	744	34	22	710	32	15,057	25,559	10,502	...
TOTAL	130	1,042	1,61,205	155	1,042	1,43,450	138	29,93,229	34,86,507	4,93,278	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	131	334	41,278	124	334	54,922	164	10,57,632	11,02,401	44,769	...
Jetalsar-Rájkot	68	46	3,149	68	46	3,749	82	73,868	86,720	12,852	...
Jodhpur-Bickaneer	75	364	24,405	67	364	19,420	53	6,37,144	5,21,989	...	1,15,155
Special gauge—											
Morvi	75	94	10,878	116	94	9,244	98	1,63,144	1,83,229	20,085	...
TOTAL	97	838	79,710	95	838	87,335	104	19,31,788	18,94,339	...	37,449
GRAND TOTAL	290	18,583	51,56,261	277	18,890	54,46,547	288	12,54,79,071	12,72,79,940	17,99,969	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 9th June 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*i*) Total earnings from 1st to 9th June 1894.
(*j*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 20th June 1895.*

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. IX OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	Week ending 9th June 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 8th June 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st April to 9th June 1894.	Earnings from 1st April to 8th June 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	599	1,683	10,04,623	597	1,709	10,88,311	637	1,12,05,771	1,13,31,325	1,25,554	...
Bengal-Nágpur	152	862	1,20,332	140	862	1,36,000	158	15,90,132	16,14,137	24,005	...
Indian Midland (*a*)	144	752	1,32,198	176	752	89,450	119	13,50,250	10,01,687	...	3,48,563
Bezwada Extension	170	21	3,236	154	21	2,231	106	26,711	26,549	...	162
Metre gauge—											
Rajputana-Malwa (*b*)	279	1,719	5,65,550	329	1,790	5,93,630	332	60,22,907	56,70,987	...	3,51,920
Pálanpur-Deesa	44	17	780	46	17	770	45	8,521	9,952	1,431	...
South Indian	154	1,042	1,59,667	153	1,042	1,87,139	180	15,58,179	17,70,677	2,12,498	...
Mayavaram-Mutupet	75	54	4,305	80	54	4,724	87	(*c*) 34,697	47,738	13,041	...
Southern Mahratta (*d*)	105	1,165	1,52,280	131	1,165	1,52,323	131	14,87,326	15,68,116	80,790	...
Bengal and North-Western (*e*)	146	756	1,25,502	166	756	1,36,840	181	13,94,143	12,98,065	...	96,078
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	215	15,350	71	215	13,708	64	1,99,395	1,82,435	...	16,960
TOTAL	259	8,286	22,83,823	276	8,383	24,05,126	287	2,48,78,032	2,45,21,668	...	3,56,364
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	252	2,507	6,40,669	256	2,511	7,62,361	304	63,53,602	75,80,130	12,26,528	...
Oudh and Rohilkhand (state)	270	741	1,98,432	268	797	2,05,108	257	22,86,241	21,18,237	...	1,68,004
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	339	813	2,02,723	249	813	2,12,230	261	20,69,186	21,01,083	31,897	...
Bengal Central (*g*)	130	125	16,099	129	125	20,740	166	1,50,707	1,64,966	14,259	...
East Coast (state)	99	266	25,032	94	397	31,401	79	3,01,661	4,28,644	1,26,983	...
Metre gauge—											
Burma (state)	164	730	1,18,510	162	746	1,47,185	197	12,20,155	14,03,261	1,83,106	...
Special gauges—											
Jorhát (state provincial)	55	25	1,753	70	25	1,973	79	11,791	15,181	3,390	...
Cherra-Companyganj (state provincial)	64	8	484	61	8	296	37	4,975	3,510	...	1,465
TOTAL	243	5,215	12,03,702	231	5,422	13,81,354	255	1,23,98,318	1,38,15,012	14,16,694	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*h*)	442	1,490	7,40,672	497	1,490	6,43,260	432	89,62,081	75,96,488	...	13,65,593
Bombay, Baroda and Central India	678	461	4,21,485	914	461	4,90,000	1,063	44,47,153	50,61,245	6,14,092	...
Madras	243	840	2,07,673	247	840	2,15,197	256	19,63,374	21,19,579	1,56,205	...
TOTAL	421	2,791	13,69,830	491	2,791	13,48,457	483	1,53,72,608	1,47,77,312	...	5,95,296
TOTAL (GUARANTEED AND STATE)	281	16,292	48,57,355	298	16,596	51,34,937	309	5,26,48,958	5,31,13,992	4,65,034	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	165	161	22,312	139	161	27,975	174	3,17,037	2,94,076	...	22,961
Tarkessur	269	22	5,441	247	22	6,359	289	73,679	71,419	...	2,260
Metre gauge—											
Rohilkund and Kumaon (Company's section)	122	67	8,632	129	66	11,861	180	99,622	99,833	211	...
Bengal Dooars	161	32	1,937	61	36	4,340	121	19,453	29,563	10,110	...
Dibru-Sadiya	136	78	8,316	107	78	11,316	145	1,04,532	1,09,528	4,996	...
Special gauge—											
Darjeeling-Himalayan	246	51	11,353	223	51	18,974	372	1,36,076	1,71,035	34,959	...
TOTAL	164	411	57,991	141	414	80,825	195	7,50,399	7,75,454	25,055	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	187	333	70,378	211	333	61,185	184	6,59,051	6,66,305	7,254	...
The Gaekwar's Petlád	105	13	1,570	121	13	1,810	139	17,946	17,067	...	879
Rájpura-Bhátinda	271	108	29,585	274	108	23,734	220	2,04,366	2,07,552	3,186	...
Kolar Gold-fields	260	10	2,895	290	10	2,636	264	(*i*) 3,725	26,634	22,909	...
Metre gauge—											
Southern Mahratta (Mysore section (*f*)	89	362	38,146	105	362	38,767	107	3,26,685	3,38,599	11,914	...
The Gaekwar's Mehsána	74	93	10,527	113	93	6,060	65	93,330	82,328	...	11,002
Kolhápur	81	29	2,244	77	29	2,538	88	32,291	27,394	...	4,897
Special gauges—											
The Gaekwar's Dabhoi	59	72	5,116	71	72	6,010	83	68,229	73,170	4,941	...
Cooch Behar	45	22	744	34	22	710	32	8,396	8,199	...	197
TOTAL	136	1,042	1,61,205	155	1,042	1,43,450	138	14,14,019	14,47,248	33,229	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	103	334	41,278	124	334	54,922	164	5,03,317	5,91,440	88,123	...
Jetalsar-Rájkot	68	46	3,149	68	46	3,749	82	35,319	41,612	6,293	...
Jodhpur-Bickaneer	58	364	24,405	67	364	19,420	53	2,81,311	2,20,777	...	60,534
Special gauge—											
Morvi	65	94	10,878	116	94	9,244	98	77,725	98,421	20,696	...
TOTAL	78	838	79,710	95	838	87,335	104	8,97,672	9,52,250	54,578	...
GRAND TOTAL	261	18,583	51,56,261	277	18,890	54,46,547	288	5,57,11,048	5,62,88,944	5,77,896	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 9th June 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*i*) Total earnings from 1st to 9th June 1894.
(*j*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 20th June 1895.*

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OFFICIAL PAPERS.

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

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

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

RED SEA PILGRIM TRAFFIC.

No. $\frac{\text{6-Sanitary}}{172-179}$.

Extract from the Proceedings of the Government of India in the Home Department (Sanitary), dated Simla, the 28th June 1895.

RESOLUTION.

IN the beginning of 1894 an International Sanitary Conference was convened at Paris to consider especially the best means of preventing the spread of cholera westwards by way of the Red Sea and Persian Gulf. The British Government accepted an invitation to join in its deliberations and a Convention drawn up by the Conference in April 1894 was accepted by Her Majesty's Government, with reservations upon three points (to be mentioned below). The agreement is binding for five years, and is to be renewed unless notice of withdrawal is given six months before the end of that period.

As the provisions of the Convention were intended directly to affect the pilgrim traffic by sea between British India and Arabia, it became necessary to consider what amendments should be made in the law by which that traffic is at present controlled. The Government of India have been in communication with Her Majesty's Secretary of State and the Local Maritime Governments as to the best way of giving effect to these provisions, some of which introduce considerable changes into the existing arrangements. It has eventually been decided that the course which may most conveniently be adopted in all the circumstances of the case, is to remove from the operation of the Native Passenger Ships Act, 1887, vessels engaged in the pilgrim traffic and to provide for them separately. A Bill drawn with that object is about to be

introduced in the Council of the Governor General for making Laws and Regulations, and rules aimed at carrying out all needed changes in the regulations are now being prepared and are intended to be brought into force under and simultaneously with the new law. Meanwhile the Governor General in Council is desirous of taking this opportunity of placing before the public as early as possible full information regarding the impending changes, which are in some respects of considerable importance, and which will it is expected be in force in time to regulate the pilgrimage to the Hajj of the year 1896.

2. The following are the matters in which changes have to be made by legislation :—

(i) *The definition of a "pilgrim ship."*

By section 5 (*2*) of the Native Passenger Ships Act, 1887, a passenger on a ship to which that Act applies is defined to be "a native of Asia or Africa of the age of twelve years or upwards, who is not on the articles of the ship as one of the crew," but the term does not include either a passenger in attendance on a person other than a native of Asia or Africa, or a child under one year of age, and in the computation of passengers for any of the purposes of the Act, two persons of the age of one year or upwards and under the age of 12 are reckoned as one passenger. The Act does not apply to any steam-ship not carrying as passengers more than 60 natives of Asia or Africa (or any less number down to 30 which may be fixed by the Local Government, with the previous sanction of the Governor General in Council, as the minimum). In accordance with the terms of the Convention every individual, of whatever age, will be reckoned as a pilgrim in the proposed Bill, the provisions of which will be made applicable to all vessels carrying pilgrims, subject to the proviso that no vessel is to be reckoned as a pilgrim ship which, besides its ordinary passengers, among whom may be included pilgrims of the superior classes, embarks pilgrims of the lowest class in a smaller proportion than one pilgrim to 100 gross tonnage.

The object of the Conference, in extending the scope of the regulations to vessels to which they do not now apply, was to prevent pilgrims from being carried in ill-found craft, the sanitary arrangements on which might be insufficient or incomplete.

(ii) *Notice of sailing.*

By section 7 (*ii*) of the Native Passenger Ships Act, 1887, the master, owner, or agent of a ship is required to give not less than 24 hours' notice of his intention to sail. The Conference determined that in the case of a pilgrim ship the interval should be extended to three days, and the Bill will contain a provision modified accordingly.

(iii) *The upper deck.*

The Convention provides that the deck must, during the voyage, remain clear of all encumbering articles and be reserved day and night for the persons embarked, and placed gratuitously at their disposal.

A provision to this effect will be embodied in the Bill.

(iv) *Hospital accommodation.*

The Conference determined that there should be hospital accommodation for 5 per cent. of the pilgrims at 3 square metres (32 square feet) per head. This is considerably in excess of the present allowance. The necessary provision will be included in the Bill.

(v) *Medical inspection previous to embarkation.*

The Conference attached considerable importance to this matter. In addressing the Local Maritime Governments on the subject in October last, the Government of India expressed their opinion that the practice of allowing pilgrims to go on board before inspection is open to serious objection, as it opens the way to the introduction on board a pilgrim vessel of infectious or contagious diseases by persons suffering from them. The Local Governments agree in this view, though there are some practical difficulties which will have to be met. Provision

will accordingly be made in the Bill in order to give effect to the decisions of the Conference that the medical examination should take place on land immediately before embarkation and that articles contaminated by persons who have suffered from cholera or choleraic diarrhœa should not be taken on board until disinfected, nor persons suffering from those diseases permitted to embark.

(vi) *Sanitary taxes at Camaran and Jeddah.*

It is provided in the Convention that the Master of a pilgrim vessel must pay the whole amount of the sanitary taxes at the ports visited and it is suggested that the amount of them might be included in the price of the ticket. The Bill will contain a provision requiring the Master to pay these fees.

This decision was adopted by the Conference because of complaints made by the Turkish authorities that Indian pilgrims often fail to pay any fees at all, and the members of the Conference felt that, unless help is given to the local authorities in realizing the proper fees, it will be less easy to press for the carrying out of local sanitary reforms the cost of which is, or should be, partly defrayable from the fees collected from pilgrims.

It is necessary here to explain that the immediate adoption of this provision presents difficulties, owing to the fact that the Turkish Government did not agree to the conditions on which the retention of Camaran as a quarantine station was assented to by the British delegates at the Conference. Those conditions were that vessels should be subjected to differential treatment according as they were declared, after medical inspection, to be* *indemnes, suspects*, or *infectés*. If of the first class, pilgrim ships were to be detained for 48 hours only at Camaran; if *suspects* they were to be detained 48 hours and to undergo a second medical inspection at Jeddah; and if *infectés* they were to be detained at Camaran for five days from arrival, or from the occurrence of the last case, and to undergo a second medical inspection at Jeddah. The past practice has been for all pilgrims on vessels coming from Indian ports to be detained for ten days on shore at Camaran; if cholera or choleraic diarrhœa exists on board or breaks out during quarantine, they are detained for longer periods. It is impossible for the Government of India to declare finally what sum will have to be added on account of sanitary dues to the cost of a ticket for the voyage to Jeddah; but according to the figures supplied by the Turkish Consul-General at Bombay, about Rs. 12-8 may be taken to be the present minimum cost per pilgrim in respect of the sanitary taxes for a stay of ten days at Camaran, besides a charge of nearly Rs. 2 at Jeddah.

* *Indemnes*—are vessels on which no case of cholera has occurred either at the port of departure or on the voyage.

Suspects—are vessels on which there has been cholera but no fresh case within seven days before arrival at Camaran.

Infectés—are vessels on which fresh cases of cholera have occurred within seven days of arrival at Camaran.

As the Turkish delegates at the Paris Conference announced that they would agree to the abolition of the requirement that every ship from India should be detained for ten days if the periods of detention proposed, as mentioned above, were raised to three days for *indemnes*, five days for *suspects*, and ten days for *infectés*, the Government of India have requested Her Majesty's Government to address the Porte with the suggestion that the rules which the Turkish delegates were prepared to accept may be adopted for the future. If this is effected, there will be a very considerable reduction in the amount of the sanitary taxes to be paid for with the price of the steamer ticket.

The Government of India, recognizing that a rigid rule requiring the prepayment of sanitary dues by every pilgrim may operate with hardship in the case of poor pilgrims, who it appears from the reports of the Turkish authorities are at present excused the sanitary fees when they are unable to pay them, have decided to suggest for the consideration of the Porte that really needy pilgrims might be excused from payment of the sanitary taxes in addition to the steamer fare if they are granted passes signed by a District Officer or Political Officer on the advice of respectable Muhammadan residents of the neighbourhood in which they live, and countersigned by a Turkish Consul in India certifying that their pecuniary position justifies their exemption. It appears to the Governor General in Council that such a measure would afford effectual relief in the case of poor Muhammadans resident in India, and His Excellency in Council trusts that it may be found possible to carry it into effect.

(vii) *A second medical officer on board.*

The Convention requires every vessel embarking 100 pilgrims or more to have on board a duly qualified medical officer, and a second such officer when the

number of pilgrims exceeds 1,000. The first provision is in accordance with the present law; but though under the provision for the increase of space for each pilgrim (see paragraph 3 (*a*) below) it is unlikely that many steamers will carry more than 1,000 pilgrims, it is necessary to give effect to the Convention in this respect. This requirement will be entered in the Bill. The qualifications which these medical officers must possess will be set forth in the rules.

(viii) *Abandonment of the call at Aden on the journey from the Red Sea to India.*

The Government of India, with the acquiescence of the Government of Bombay, have decided that the present compulsory call at Aden on the return journey to India is unnecessary and inconvenient in many cases. The Bill which is about to be introduced will contain the requisite provision which is not necessary to carry out the terms of the Convention, but it is in no way opposed thereto. The present requirement that every pilgrim ship from India must call at Aden, and shall not leave that port for the Red Sea without a clean bill of health, will be retained.

3. The chief points in the existing rules under the Native Passenger Ships Act, in respect of which changes have been rendered necessary by the terms of the Convention, are the following:—

(*a*) *Increase in the space for each pilgrim.*

This is the most important point in the Convention, as it will involve a considerable increase in the cost of the journey by steamer. As the law stands (section 21 of Act X of 1887), the allowance in the between decks for a steamer passenger on a long voyage (of 5 days or over) is a space of at least 9 superficial and 54 cubic feet; two children under 12 years of age, and not under one, counting as one pilgrim, and children under the age of one year not counting. By section 56 of the Act, the Governor General in Council has power to prescribe in the case of any class of ships other provisions as regards superficial or cubic space to be available for passengers.

The Convention provides for two square metres (21½ square feet) for each pilgrim of whatever age. This is one of the points upon which the British Government made a reservation. Her Majesty's Government has, however, intimated to the French Government that a minimum standard of 1½ square metres (16 square feet) for every pilgrim of whatever age will be prescribed on all Indian pilgrim ships, and the Bill will be drawn in such a manner as to enable the Governor General in Council to give effect thereto. This decision was arrived at as some increase of space was dictated by the best sanitary authorities and by the voice of all the European Powers, including the Porte, who are interested in the matter, though it is recognized that the additional space will cause increase in the cost of steamer tickets to the pilgrims.

(*b*) *Water.*

In accordance with the Convention, the allowance of a gallon of drinking-water a day will be made for every pilgrim of whatever age, instead of to each pilgrim of 12 years of age and over (children not over 12 years, but not under one, counting as one pilgrim and children under one year of age not counting at all) as under the present rule.

(*c*) *Disinfecting stove.*

The new rules will provide for a disinfecting stove on board ship to purify the clothes and effects of pilgrims who have suffered from cholera or choleraic diarrhœa. Provisions will also be made regarding the method of disinfecting.

(*d*) *Latrines.*

The Government of India will take this opportunity to raise the number of seats from the rate of two to that of four for every hundred pilgrims, in accordance with the recommendation of the Committee which enquired into the working of the Native Passenger Ships Act in 1890. Provision will also be made for a staff of sweepers at the rate of two for every hundred pilgrims. Further provisions will be added for the better cleansing and disinfecting of the latrines.

(*e*) *Pilgrims' luggage.*

The Convention provides that pilgrims' heavy luggage must be registered, numbered and deposited in the hold, and that pilgrims are to be allowed to keep with them only such articles as are absolutely necessary (not to exceed a maund in weight for each pilgrim). A rule will be framed to carry this provision into effect.

(*f*) *Daily medical inspection on board.*

One of the terms of the Convention requires that when there are cases of cholera in port, pilgrims shall not be embarked until after they have been collected and subjected for five days to an observation which will admit of an assurance that none of them are affected with cholera. It was however agreed on the representation of the British delegates, that this observation could be practised on board ship between the time of departure from India and the call at Aden. A rule will be framed to provide for this.

(*g*) *Second medical inspection before departure from India.*

A reference was made to the Local Governments on a suggestion put forward by Her Majesty's Secretary of State as to the desirability of adding a second medical inspection of pilgrims on board just before a steamer weighs anchor. The Governor General in Council proposes to make a rule to the effect that in cases where a pilgrim ship may be detained in harbour for more than 48 hours after the embarkation of the pilgrims, and there is reason to suspect that small-pox, cholera, yellow fever or plague may have attacked some of the pilgrims, a second medical inspection shall be made by a competent medical officer.

4. The reservations made by Her Majesty's Government from the terms of the Convention were, as noticed above, upon three points. One of these as regards space has already been mentioned in paragraph 3 (*a*) *supra*. The second reservation was regarding arrangements in the Persian Gulf, and does not call for notice here. The third was as to a provision of the Convention requiring that all pilgrims must have ample funds in their possession before they are allowed to embark. The British Government, acting on the previously declared views of the Government of India who have always desired to facilitate the pilgrimage to the Hedjaz as much as possible, felt that this restriction upon the religious liberty of Muhammadan subjects of Her Majesty was not justifiable, and declined to accede to it.

5. It will be observed that the changes in the regulation of the pilgrim traffic between India and Arabia which are necessitated by the Paris Convention made between the chief European powers have for their object the amelioration of the conditions under which Muhammadans perform their journey to and from the Hedjaz. At the same time it is fully recognized both by Her Majesty's Government and by the Government of India that some of these changes, especially that as regards space, will add very materially to the cost of the sea voyage. The Governor General in Council is therefore glad to be able to intimate that the British Government have undertaken to lose no opportunity of pressing upon the Turkish Government—and, if requested, they will lend skilled officers to assist His Majesty the Sultan's Government in fulfilling—the duty of remedying the condition of affairs at Camaran in the manner indicated by the Paris Convention, and of improving the sanitary administration at Jeddah and Mecca in the way proposed by the Sanitary Council of Constantinople and the able officers who have from time to time reported to the Porte on the requirements of the situation. The Governor General in Council also wishes to assure the Muhammadan community that he is most anxious, whilst taking measures to bring about improvements in the conditions of both the sea and the land journeys to Mecca to impose no additional expense of an unnecessary nature, and he is also not without hope that it may be found possible to induce the Turkish Government to lessen the time for which Indian pilgrims are placed in quarantine at Camaran, and thereby to reduce the sanitary taxes which will have to be recovered from pilgrims, and also to exempt really needy pilgrims from payment of these dues.

6. It is proposed that the provisions of the Bill and the new rules shall come into force on the 1st October 1895, so as to apply to the pilgrimage which will take place in the spring of 1896. Local Governments and Administrations are requested to make the contents of this Resolution generally known as soon as possible.

ORDER.—Ordered, that a copy of this Resolution be published in the *Gazette of India*, and that copies be forwarded to the Governments of Madras, Bombay, Bengal, and the Chief Commissioner of Burma and to the Foreign, Finance and Commerce and Legislative Departments, for information.

[True Extract.]

J. P. HEWETT,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, June 22nd, 1895.

The weather has been unsettled over a large part of the country during the week under review, and, though rain has occurred at a large number of stations, the weather was not of the simple monsoon type. A deepish cyclonic storm passed along the North Bombay, the Kathiawar, and the Sind Coasts between the 16th and 19th, during which period heavy rain and strong winds and gales were experienced at the West Coast stations. On the 18th a cyclonic storm appeared at the head of the Bay, and advancing westward, occasioned heavy rain over the Central Provinces, and finally on the 21st a third depression appeared, this time over Lower Bengal, and gave heavy rain to South-West Bengal and Orissa. It will be observed that the centre and east of the Peninsula as well as the north-west of India were practically out of the influence of these depressions, and the returns show that these regions had relatively little rain during the week. The mean temperature of the whole of India has been below the normal average throughout the week, but in Sind, Rajputana, the Punjab, Bengal, and Burma the mean temperature on some days was excessive.

Daily Summary.—*Sunday.*—Pressure was decreasing almost everywhere. The fall was rapid in Kathiawar, and the cyclonic storm noticed in last week's summary was progressing north-westward, and had its centre to the west of Veraval. Pressure was highest in Malabar and Ceylon, and moderate gradients prevailed over Western and Southern India, while readings were abnormally uniform in the east and north. Strong cyclonic winds and gales prevailed on the Bombay coasts. Moderate to light winds prevailed elsewhere. The changes of temperature were unimportant. Rain had fallen more or less generally over the west of the Peninsula, and a large part of Central and North-Eastern India, as well as on the North-Western Himalayas.

Monday.—The centre of the cyclonic storm in the Arabian Sea lay to the west of the Runn of Cutch, the storm having advanced north-westward. Pressure was becoming more uniform, and the isobaric lines wider apart over the Bay, but in other respects the distribution was little changed. Strong winds and gales continued to blow on the Bombay coasts, while light or moderate winds were reported elsewhere. At the head of the Bay the directions were irregularly cyclonic. Temperature had changed very little. Rain had fallen generally along the West Coast, and there had been a good deal of scattered rainfall in the centre and north of India and in Burma.

Tuesday.—The cyclonic storm in the Arabian Sea had continued to move north-westward, and pressure had increased over nearly the whole of Northern India. But, while the Arabian Sea cyclonic storm was moving away, a new storm was developing over the head of the Bay. The winds were cyclonic on the north Bombay coasts and around the head of the Bay, while elsewhere the directions were fairly normal. The mean temperature was considerably to largely below the normal in the North-Western Provinces and the Punjab. Rain had again fallen generally over the west of the Peninsula, and as scattered showers elsewhere.

Wednesday.—The storm off the West coast had disappeared, though pressure remained low over Kathiawar. The principal area of defective pressure was, however, over South-West Bengal and the east of the Central Provinces, where a slight but well defined cyclonic storm existed. The wind was cyclonic around the head of the Bay, but elsewhere the winds blew from the normal monsoon directions. The mean temperature was in considerable defect in the North-Western Provinces, and in considerable excess in Sind and Rajputana. The rainfall was general, except in South Madras and North-Western India.

Thursday.—The cyclonic storm from Orissa had advanced west-north-westward, and was central near Jubbulpore. Pressure was highest in Ceylon, and gradients were steep, except over North-Western India. The winds were little changed, except that the cyclonic circulation had progressed westward. The

mean temperature was still in excess in Sind and Rajputana, and in defect elsewhere. There was little rain over the whole of North-Western India, and very little over the Madras coast districts.

Friday.—Three depressions were shown over India on this day. One over Sind, a second near Neemuch, and a third over Lower Bengal. Pressure remained highest over Ceylon, and gradients were still rather steep. The wind directions were irregular in the neighbourhoods of the depressions, but were about normal elsewhere. The mean temperature remained high in Sind and Rajputana, but was low, or very low elsewhere. There had again been very little rain in Upper India and Madras, and general rain elsewhere.

Saturday.—The central depression had apparently moved westward, and coalesced with the Sind depression, while the low pressure over Bengal had hardly moved. Pressure had increased generally, more in the north than the south, and gradients were slighter. Winds were practically unchanged. Temperature had fallen fast in Sind and Rajputana, and the mean was below the normal almost everywhere. There was again little or no rain in Madras and Upper India (except the hills), and moderate scattered rain elsewhere.

Temperature.—There have been very strong contrasts of temperature in different parts of the country during the past week. These contrasts were, on the whole, most marked over North-Western India, though they were shown over North-Eastern India also. On the 18th the mean temperature at Rawalpindi was twelve degrees below, and that at Kurrachee eight degrees above the normal, on the 19th the abnormals were — 7·4° at Agra and + 4·5° at Ajmere, on the 20th + 7·0° at Silchar and — 4·8° at Burdwan, on the 21st + 8·4° at Hyderabad (Sind) and — 7·8° at Neemuch, &c. These large local variations of temperature were due to variations in the amount of rainfall. The mean temperature of the whole of India was below the average on each day of the week, the abnormal deficiency ranging from only 0·5° on the 19th to 2·1° on the 21st. The following table shows the variations of the mean temperature from the normal in the different provinces of India for each day of the week:

Province.	June 1895.							Mean variation of week.
	16th	17th	18th	19th	20th	21st	22nd	
	°	°	°	°	°	°	°	°
Burma	+2·4	+2·1	+1·0	—0·6	—2·2	—0·3	+0·1	+0·4
Bengal and Assam	+0·2	+0·5	+0·2	+1·1	—1·0	—1·2	—0·8	—0·1
North-Western Provinces and Oudh	—5·9	—6·6	—4·4	—4·9	—3·2	—3·9	—4·3	—4·7
Punjab	—4·5	—4·1	—7·4	—2·2	+0·2	—0·1	+0·5	—2·5
Bombay	—1·2	—1·1	+0·1	—0·5	—3·3	—3·4	—1·7	—1·6
Central Provinces and Berar	—2·2	—1·6	—0·3	—1·4	—3·3	—7·4	—4·9	—3·0
Central India and Gujarat	—2·8	—1·4	—1·0	+1·5	+0·5	—4·2	—5·6	—1·9
Sind and Rajputana	0	+1·1	+4·8	+4·4	+4·3	+4·0	—0·7	+2·6
Madras	+2·1	+1·3	+0·9	—1·8	—5·3	—2·4	+0·4	—0·7
Mean for whole of India	—1·3	—1·1	—0·7	—0·5	—1·5	—2·1	—1·9	—1·3

The provincial variations show that the mean temperature was about normal in Burma, Bengal, and Madras, in moderate excess in Sind and Rajputana, and in defect in all other provinces. The deficiency was greatest in the North-Western Provinces and Central Provinces.

Rain.—During the week under review only two divisions, *viz.*, Rajputana (West) and the East Coast (South) had actually or practically no rain throughout. In all other parts of the country effective rainfall was received. Much of the rainfall was due to the cyclonic storm which passed up the West coast, and to

those storms which appeared in the Bay and Bengal, and passed westward across the country, consequently the incidence of the rainfall was irregular, some divisions receiving a large excess, while other divisions at no great distance had a deficiency, or only a trifling excess of rainfall. The average actual rainfall was heaviest in Coorg, where 21·38 inches was received; this was followed by 16·31 inches in Malabar, by 15·53 inches in the Konkan, and by 8·19 inches in Tenasserim. In normal years the rainfall of the present week is heaviest in Arakan (13·69 inches), Assam (Surma) (10·29 inches), Tenasserim (8·77 inches), and finally Malabar (7·79 inches). This difference in the distribution shows the influence of the Arabian Sea cyclone on the rainfall of the West Coast. The third column of the concluding table shows that the week's rainfall was in excess of the normal in thirty, and in defect in twenty-one of the divisions. The regions of excess included Lower and Central Burma, Deltaic Bengal, Orissa, Chota Nagpur, Bihar (South), the North-Western Provinces (East and Submontane), the Punjab (South, North-West and West), all the divisions in the west of the Peninsula, all the central divisions, Gujarat, Kathiawar and Sind, the East Coast (North and Central), and Madras (South). In all the remaining divisions the rainfall was in defect. The deficiency was large in Arakan, East Bengal, and Assam, (Surma), while the excess was large in Malabar, Coorg, the Konkan, and the Central Provinces (West).

The three concluding columns of the table show the state of the seasonal rainfall, *i.e.*, the actual and normal rainfall for the period, June 2nd to June 22nd. They exhibit a deficiency all over Burma and North-Eastern India, an irregular distribution over the east of the Peninsula, and an excess over North-Western, Western, and Central India. The relative excess is greatest in parts of the Punjab, while the deficiency is greatest in Arakan, East Bengal, and Assam.

The following are the principal large totals recorded for the week ending on the 22nd: Kyaikto (Shwegyin) 10·71 inches, Cherrapunji 6·83 inches, Contai (Howrah) 8·08 inches, Balasore 9·20 inches, Dinapur 7·08 inches, Khalilabad (Basti) 9·35 inches, Montgomery 4·43 inches, Vayitri (Calicut) 38·09 inches, Naduvatam (Nilgiris) 21·20 inches, Veerajpett (Coorg) 22·87 inches, Nagar (Mysore) 20·35 inches, Dapoli (Ratnagiri) 24·25 inches, Bawda (Kolhapur) 27·21 inches, Harda (Hoshangabad) 13·13 inches, Godhra 8·30 inches, Ashta (Bhopal) 9·39 inches, Parvatipur (Vizagapatam) 7·42 inches, Tinkasi (Tinnevelly) 4·29 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending June 22nd, 1895.			Rainfall data from June 2nd to June 22nd, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, June 2nd to June 22nd.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	8·19	8·77	— 0·58	21·95	28·85	— 24
	Lower Burma	7·76	4·17	+ 3·59	12·62	12·89	— 2
	Central Burma	3·51	3·41	+ 0·10	6·39	11·21	— 43
	Upper Burma	1·34	?	?	4·67	?	?
	Arakan	6·29	13·69	— 7·40	14·46	40·34	— 64
Bengal and Assam	East Bengal	2·19	5·05	— 2·86	6·23	15·19	— 59
	Assam (Surma)	3·76	10·29	— 6·53	9·45	27·12	— 65
	Do. (Brahmaputra)	2·69	3·56	— 0·87	4·81	11·08	— 57
	Deltaic Bengal	3·17	2·89	+ 0·28	5·92	7·93	— 25
	Central Bengal	2·67	2·97	— 0·30	4·88	7·50	— 35
	North Bengal	3·78	6·75	— 2·97	9·13	17·82	— 41
	Orissa	4·25	2·36	+ 1·89	5·94	5·18	+ 15
	Chota Nagpur	3·92	2·56	+ 1·36	5·69	5·42	+ 5
	Bihar (South)	2·02	1·77	+ 0·25	2·91	3·62	— 20
	Do. (North)	2·43	2·78	— 0·35	4·32	5·91	— 27
North-Western Provinces and Oudh.	North-Western Provinces (East)	1·61	1·18	+ 0·43	2·76	2·36	+ 17
	Do. (Submontane) (*a*)	2·35	1·48	+ 0·87	4·53	3·02	+ 50
	Oudh (South)	0·91	1·19	— 0·28	1·89	2·21	— 14
	Do. (North)	1·28	1·40	— 0·12	3·36	2·70	+ 24
	North-Western Provinces (Central).	0·95	0·98	— 0·03	2·23	1·89	+ 28
	North-Western Provinces (West).	0·63	0·74	— 0·11	1·69	1·36	+ 24
	North-Western Provinces (Submontane). (*b*)	1·01	1·32	— 0·31	3·66	2·75	+ 33
Punjab	Punjab (South)	1·45	0·52	+ 0·93	1·86	0·88	+ 100
	Do. (Central)	0·27	0·71	— 0·44	0·77	1·17	— 34
	Do. (Submontane)	0·43	0·84	— 0·41	1·86	1·46	+ 27
	Do. (Hill Districts)	1·50	2·26	— 0·76	6·72	4·57	+ 47
	Do. (North-West)	0·52	0·42	+ 0·10	1·63	0·89	+ 83
	Do. (West)	0·33	0·19	+ 0·14	0·61	0·38	+ 61
Bombay and Malabar Coast Districts (Madras).	Malabar	16·31	7·79	+ 8·52	24·64	27·00	— 8
	Madras (South Central)	3·50	1·01	+ 2·49	5·04	3·77	+ 34
	Coorg	21·38	6·23	+ 15·15	25·00	18·69	+ 34
	Mysore	2·32	0·97	+ 1·35	4·48	3·35	+ 34
	Konkan	15·53	6·09	+ 9·44	20·40	18·66	+ 9
	Bombay Deccan	2·34	0·89	+ 1·45	5·01	3·84	+ 31
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	2·28	0·85	+ 1·43	4·70	3·50	+ 34
Central Provinces and Berar.	Berar	2·38	1·95	+ 0·43	3·91	4·69	— 17
	Central Provinces (West)	5·32	2·19	+ 3·13	7·02	4·91	+ 43
	Ditto (Central)	4·54	2·69	+ 1·85	7·03	5·02	+ 40
	Ditto (East)	4·23	2·70	+ 1·53	6·52	5·57	+ 17
Bombay (North)	Gujarat	3·35	1·72	+ 1·63	4·00	3·08	+ 30
	Kathiawar	0·96	0·95	+ 0·01	1·47	1·64	— 10
	Sind	0·20	0·05	+ 0·15	0·20	0·11	+ 82
Rajputana and Central India.	Central India (East)	3·50	1·79	+ 1·71	5·14	4·71	+ 9
	Rajputana (East), Central India (West).	0·86	0·92	— 0·06	1·84	2·29	— 19
	Rajputana (West)	0	0·50	— 0·50	0	1·22	— 100
Madras	East Coast (North)	2·27	1·30	+ 0·97	4·54	3·14	+ 45
	Ditto (ditto) (*a*)	2·90	1·76	+ 1·14	5·90	6·34	— 7
	Hyderabad (South)	0·84	1·19	— 0·35	3·15	3·19	— 1
	Madras (Central)	0·19	0·46	— 0·27	1·96	1·88	+ 4
	East Coast (Central)	1·11	0·69	+ 0·42	2·53	2·01	+ 26
	Ditto (South)	0·03	0·39	— 0·36	0·67	1·41	— 53
	Madras (South)	0·29	0·18	+ 0·11	0·71	0·82	— 13

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Asst. Meteorological Reporter to the Government of India.

SIMLA, *27th June 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 22nd June.*—Rainfall heavy on the West Coast, good in the Circars, Coimbatore, and Nilgiris; light rain elsewhere. Cultivation and sowing are generally proceeding. The standing crops are good generally. Pasture is improving, and fodder is sufficient. The condition of cattle is generally good. Prices are rising in North and South Arcot, Tanjore, and Salem, but are stationary elsewhere.

Bombay.—*For week ending 26th June.*—Rain throughout the Presidency, but more rain is required in parts of Sholapur. The standing crops are good. Preparations for the monsoon crops are progressing in parts of twelve districts. Sowing is general, but has been retarded in parts of Poona and Dharwar owing to deficiency or excess of rain. The fodder-supply is sufficient. Agricultural stock in good condition. Prices are normal, except in parts of Ahmednagar and Sholapur.

Bengal.—*For week ending 24th June.*—Monsoon conditions prevailed all over the Province. In Burdwan, Midnapore, Cuttack, Patna, and in the Central districts there was fairly heavy rain. Agricultural prospects are favourable, but in some districts more rain is required. Jute, early rice, indigo, and sugarcane are doing well. The autumn crops and winter rice are being sown, and in some districts the transplanting of the seedlings has begun. The price of common rice continues almost stationary.

North-Western Provinces and Oudh.—*For week ending 26th June.*—Rain has been general during the week. Ploughings for and sowings of the autumn crops are progressing everywhere. The sugarcane crop is reported to have been damaged by insects in Meerut. Markets are well supplied, and fodder is sufficient. Prices show a tendency to rise in eight districts, and are fluctuating elsewhere.

Punjab.—*For week ending 26th June.*—Rain has fallen in all districts, except Sialkot and Peshawar. Weeding of the extra spring crops has commenced in Jullundur. Ploughings for the autumn crops are in progress in Delhi and Lahore. Sowings are progressing in Hissar, Umballa, and Rawal Pindi, and have been finished in Mooltan. Rain is wanted for the sowings in Hissar, Sialkot, Shahpur, and Lahore. The spring crops have almost been harvested in Mooltan, and cleaned in Rawal Pindi. The autumn prospects are average in Rawal Pindi. The condition of the standing crops are good in Peshawar. The condition of the extra spring crops in Dera Ismail Khan and of the autumn crops in Amritsar is good. The crops are also promising in Sialkot. Cattle are generally in good condition, and fodder is sufficient in all districts, except in parts of Dera Ismail Khan. Prices are rising in Peshawar, approaching normal in Sialkot, and low elsewhere.

Central Provinces.—*For week ending 26th June.*—There was rain in general, Wardha registering the heaviest fall of upwards of eleven inches, and Nagpur more than nine inches; in Jubbulpore and Hoshangabad also the rainfall was over seven and eight inches respectively. Sowings of rice have commenced everywhere, and are in full swing in Chhattisgarh. Cotton sowings also have begun, though in Wardha continuous rain has somewhat retarded the operations. Prices continue steady.

Burma.—*For week ending 22nd June.*—In Lower Burma ploughing for the main paddy crop is in progress in all the chief districts, except Prome and Tharrawaddy. Sowing has commenced in some parts of Bassein. Nurseries

are being planted in Thongwa and Amherst. In Upper Burma reaping of the dry-weather paddy is completed in all districts, except Minbu. Cultivation of the early wet-weather paddy and of miscellaneous unirrigated crops is progressing everywhere. Ploughing for the main wet-weather paddy crop is in progress in Mandalay, Katha, Ruby Mines, Lower Chindwin, Thayetmyo, Minbu, Magwe, Kyaukse, and Meiktila. In Amherst the nursery plants have been slightly damaged by insects. In part of Mandalay and Bhamo the dry-weather paddy crop has been much damaged by floods. In one township of the Sagaing district the early sesamum crop has been damaged by heavy rain, and in another township the cotton and sesamum plants have been slightly damaged by insects. Elsewhere the crop prospects are good. The price of paddy has risen slightly in Thayetmyo, fallen largely in Katha, considerably in Rangoon, and slightly in Bassein; elsewhere prices are stationary.

Assam.—*For week ending 25th June.*—Weather hot. Sowing of late rice seedlings continues. Ploughing for the late rice has commenced. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 26th June.*—MYSORE: Rainfall good in the Mysore, Hassan, Kadur, and Shimoga districts, slight rain in parts of Bangalore, Kolar, and Chitaldroog. The standing crops and prospects are good. Prices have fallen in three districts.

COORG: Rainfall heavy. Ploughing of land for the rice crop continues. Sowing of *ragi* (*Eleusine coracana*) has been completed. Water and fodder for cattle are sufficient. Prices are normal.

Berar and Hyderabad.—*For week ending 26th June.*—BERAR: Weather warm and cloudy with seasonable rainfall during the week. Ploughing of fields continues. Sowing operations are in progress. Fodder is insufficient in parts of the Wun district. The water-supply is adequate. Prices have risen in two districts, but have fallen in one, and are stationary elsewhere.

HYDERABAD: Rainfall good. Sowing of the autumn crops has commenced in some districts, and the land is being prepared for the crop in others. The water-supply is sufficient. Prices are normal.

Central India.—*For week ending 26th June.*—Rain fell throughout Central India during the week. Agricultural operations are in progress in all Agencies. Cattle are in indifferent condition in Gwalior. Pasturage is good, and sufficient in all Agencies, except in Gwalior. Prices of food-grains are high in Bhopal and Goona, rising in one district of Gwalior and in Baghelkhand, but are normal elsewhere.

Rajputana.—*For week ending 26th June.*—Rainfall general; heavy in Kherwara and Pertabgarh, good elsewhere, except in Marwar and Deoli where there were showers. Preparation of land for the monsoon crops continues. Sowings have commenced in parts. The crops, prospects, and agricultural stock are generally good. Fodder is sufficient. Prices are rising in three States, stationary in one, and steady elsewhere.

Kashmir.—*For week ending 25th June.*—KASHMIR VALLEY: Slight rain has fallen. The weather is now fine. Reaping of barley and oil-seeds is in progress. Prices continue normal.

JAMMU PROVINCE.—*For week ending 26th June.*—Rainfall heavy. Sowings of the autumn crops continue. Prices are stationary.

Nepal.—*For week ending 22nd June.*—Weather showery. Planting of upland paddy has commenced.

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GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 16TH JUNE 1894, AND FROM 1ST JANUARY TO 15TH JUNE 1895.

N.B.—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st-half of 1894.	Week ending 16th June 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 15th June 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st January to 16th June 1894.	Earnings from 1st January to 15th June 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	655	1,683	10,00,424	594	1,709	10,02,191	639	2,67,50,453	2,67,70,201	10,748	...
Bengal-Nagpur	189	862	1,02,404	119	862	1,15,000	133	40,49,803	42,22,308	1,72,415	...
Indian Midland (*a*)	162	752	1,25,557	107	752	95,814	127	30,20,956	25,10,440	...	5,10,516
Bezwada extension	108	21	2,945	140	21	2,538	112	56,045	71,584	15,539	...
Metre gauge—											
Rajputana-Malwa (*b*)	324	1,719	5,04,866	294	1,790	5,80,720	324	1,34,11,175	1,33,41,646	...	69,533
Pálanpur-Deesa	47	17	620	36	17	820	48	10,281	21,030	2,049	...
South Indian	143	1,042	1,63,927	157	1,042	1,92,595	185	34,64,075	40,12,149	5,48,074	...
Máyavaram-Mutupet	61	54	4,253	79	54	4,725	88	(*c*) 38,050	1,00,256	61,306	...
Southern Mahratta (*d*)	115	1,165	1,49,999	129	1,165	1,45,609	125	31,83,006	33,89,012	2,06,006	...
Bengal and North-Western (*e*)	102	756	1,13,426	150	756	1,24,810	165	23,58,868	30,37,840	78,972	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	215	12,425	58	215	13,390	62	4,74,806	4,67,833	...	6,973
TOTAL	286	8,286	21,80,906	263	8,383	23,68,032	282	5,74,45,812	5,70,54,400	5,08,687	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	255	2,507	6,27,732	250	2,511	8,75,821	349	1,53,08,462	1,73,79,208	20,70,746	...
Oudh and Rohilkhand (state)	287	797	2,15,686	271	797	2,14,902	270	51,27,298	55,06,102	3,78,894	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	281	813	2,05,563	253	813	2,02,230	249	54,65,472	58,09,197	3,43,735	...
Bengal Central (*g*)	126	125	26,557	212	125	16,600	133	3,78,101	4,02,597	24,496	...
East Coast (state)	107	206	24,854	93	397	33,417	84	6,50,180	8,90,691	2,40,511	...
Metre gauge—											
Burma (state)	199	730	1,11,317	152	746	1,03,414	139	35,47,376	37,09,162	1,61,786	...
Special gauges—											
Jorhát (state provincial)	44	25	1,633	65	25	1,886	75	27,816	33,336	5,520	...
Cherra-Companyganj (state provincial)	60	8	500	64	8	325	41	11,455	11,796	341	...
TOTAL	244	5,271	12,13,851	230	5,422	14,48,595	267	3,05,16,150	3,37,48,179	32,32,029	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*h*)	506	1,490	6,20,951	417	1,490	5,58,603	375	2,18,31,356	1,84,25,051	...	34,08,404
Bombay, Baroda and Central India	801	491	3,34,009	725	461	4,30,000	933	66,33,160	1,00,62,122	10,28,062	...
Madras	237	840	2,18,301	260	840	2,30,579	274	47,00,30	51,53,182	4,42,882	...
TOTAL	522	2,791	11,73,261	420	2,791	12,19,182	437	3,55,77,81	3,36,40,355	...	10,36,560
TOTAL (GUARANTEED AND STATE)	313	10,348	45,68,018	279	16,596	50,35,809	303	12,33,39,77	12,33,48,933	18,04,156	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	167	161	23,045	143	161	26,777	166	6,64,198	6,98,645	34,447	...
Tarkessur	308	22	7,281	331	22	5,578	254	1,05,930	1,04,130	...	1,794
Metre gauge—											
Rohilkund and Kumaon (Company's section)	149	67	6,891	103	66	8,489	129	2,31,014	1,87,651	...	43,363
Bengal Dooars	80	33	3,766	114	36	3,920	164	51,920	74,907	22,987	...
Dibru-Sadiya	133	78	8,975	115	78	10,390	133	2,51,973	2,77,062	25,089	...
Special gauge—											
Darjeeling-Himalayan	232	51	11,427	224	51	16,663	327	2,79,545	3,44,046	64,501	...
TOTAL	166	412	61,385	149	414	73,817	178	16,44,580	17,46,447	1,01,867	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	185	333	66,597	200	333	63,176	190	14,53,154	16,24,425	1,71,271	...
The Gaekwar's Petlád	112	13	1,306	100	13	1,050	81	35,774	36,422	648	...
Rájpura-Bhátinda	192	108	29,585	274	108	31,732	294	4,48,346	7,20,450	2,72,104	...
Kolar Gold-fields	306	10	3,067	307	10	2,963	296	(*i*) 6,792	62,325	55,533	...
Metre gauge—											
Southern Mahratta (Mysore section) (*j*)	88	362	35,973	99	362	39,024	108	7,53,963	7,94,452	40,489	...
The Gaekwar's Mehsána	98	93	8,564	92	93	6,140	66	2,21,473	1,88,686	...	32,787
Kolháput	92	29	2,218	76	29	2,628	91	65,028	59,492	...	5,536
Special gauge—											
The Gaekwar's Dabhoi	81	72	4,343	60	72	4,820	67	1,45,295	1,31,280	...	14,015
Cooch Behar	30	22	715	32	22	730	33	15,772	20,513	10,741	...
TOTAL	130	1,042	1,52,368	146	1,042	1,52,263	146	31,45,597	36,44,045	4,98,448	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	131	334	26,108	78	334	47,451	142	10,83,740	11,42,852	66,112	...
Jetalsar-Rájkot	68	46	3,247	71	46	4,011	87	77,115	90,731	13,616	...
Jodhpur-Bickaneer	75	364	25,792	71	364	21,710	60	6,62,936	5,46,499	...	1,16,437
Special gauge—											
Morvi	75	94	8,302	88	94	7,456	79	1,71,446	1,87,634	16,188	...
TOTAL	97	838	63,449	76	838	80,628	96	19,95,237	19,74,716	...	20,521
GRAND TOTAL	290	18,640	48,45,220	260	18,890	53,42,517	283	13,03,25,191	13,27,09,141	23,83,950	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 16th June 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*i*) Total earnings from 1st to 16th June 1894.
(*j*) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 27th June 1895.*

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. X OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	Week ending 16th June 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 15th June 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st April to 16th June 1894.	Earnings from 1st April to 15th June 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	599	1,683	10,00,424	594	1,709	10,92,191	639	1,22,06,195	1,24,33,477	2,27,282	...
Bengal-Nágpur	152	862	1,02,464	119	862	1,15,000	133	10,92,596	17,45,881	53,285	...
Indian Midland (*a*)	144	752	1,25,557	167	752	95,814	127	14,75,807	10,89,014	...	3,86,793
Bezwada Extension	170	21	2,945	140	21	2,358	112	29,056	30,770	1,114	...
Metre gauge—											
Rajputana-Malwa (*b*)	279	1,719	5,04,866	294	1,790	5,80,720	324	65,27,773	62,50,011	...	2,77,762
Pálanpur-Deesa	44	17	620	36	17	820	48	9,141	10,728	1,587	...
South Indian	154	1,042	1,63,927	157	1,042	1,92,595	185	17,22,106	19,65,149	2,43,043	...
Máyavaram-Mutupet	75	54	4,253	79	54	4,725	88	(*c*) 38,950	52,657	13,707	...
Southern Mahratta (*d*)	105	1,165	1,49,999	129	1,165	1,45,609	125	16,37,325	17,13,725	76,400	...
Bengal and North-Western (*e*)	146	756	1,13,426	150	756	1,24,810	165	15,07,569	14,20,441	...	87,128
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	215	12,425	58	215	13,390	62	2,11,820	1,95,825	...	15,995
TOTAL	259	8,286	21,80,906	263	8,383	23,68,032	282	2,70,58,938	2,69,07,678	...	1,51,260
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	252	2,507	6,27,732	250	2,511	8,75,821	349	69,81,334	84,73,356	14,92,022	...
Oudh and Rohilkhand (state)	270	797	2,15,686	271	797	2,14,902	270	25,01,927	23,47,857	...	1,54,070
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	339	813	2,05,563	253	813	2,02,230	249	22,74,749	23,07,288	32,539	...
Bengal Central (*g*)	130	125	26,557	212	125	16,600	133	1,77,264	1,79,859	2,595	...
East Coast (state)	99	266	24,854	93	397	33,417	84	3,26,515	4,50,745	1,24,230	...
Metre gauge—											
Burma (state)	164	730	1,11,317	152	746	1,03,414	139	13,31,472	15,06,675	1,75,203	...
Special gauges—											
Jorhát (state provincial)	55	25	1,633	65	25	1,886	75	13,424	17,071	3,647	...
Cherra-Companyganj (state provincial)	64	8	509	64	8	325	41	5,484	3,835	...	1,649
TOTAL	243	5,271	12,13,851	230	5,422	14,48,595	267	1,36,12,169	1,52,86,686	16,74,517	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*h*)	442	1,490	6,20,951	417	1,490	5,58,603	375	95,83,032	81,86,359	...	13,96,673
Bombay, Baroda and Central India	678	461	3,34,009	725	461	4,30,000	933	47,81,162	55,09,899	7,28,737	...
Madras	243	840	2,18,301	260	840	2,30,579	274	21,81,675	23,48,145	1,66,470	...
TOTAL	421	2,791	11,73,261	420	2,791	12,19,182	437	1,65,45,869	1,60,44,403	...	5,01,466
TOTAL (GUARANTEED AND STATE)	281	16,348	145,68,018	279	16,596	50,35,809	303	5,72,16,976	5,82,38,767	10,21,791	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	165	161	23,045	143	161	26,777	166	3,40,082	3,27,132	...	12,950
Tarkessur	269	22	7,281	331	22	5,578	254	80,960	77,741	...	3,219
Metre gauge—											
Rohilkund and Kumaon (Company's section)	121	67	6,891	103	66	8,489	129	1,06,513	1,08,322	1,809	...
Bengal Dooars	161	33	3,766	114	36	5,920	164	23,219	34,565	11,346	...
Dibru-Sadiya	136	78	8,975	115	78	10,390	133	1,13,507	1,19,127	5,620	...
Special gauge—											
Darjeeling-Himalayan	249	51	11,427	224	51	16,663	327	1,47,503	1,87,698	40,195	...
TOTAL	164	412	61,385	149	414	73,817	178	8,11,784	8,54,585	42,801	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	187	333	66,597	200	333	63,176	190	7,25,648	7,27,617	1,969	...
The Gaekwar's Petlád	105	13	1,306	100	13	1,050	81	19,252	18,848	...	404
Rájpura-Bhátinda	271	108	29,585	274	108	31,732	294	2,33,951	2,42,880	8,929	...
Kolar Gold-fields	260	10	3,067	307	10	2,963	296	(*i*) 6,792	30,122	23,330	...
Metre gauge—											
Southern Mahratta (Mysore section (*j*)	89	362	35,973	99	362	39,024	108	3,62,658	3,77,623	14,965	...
The Gaekwar's Mehsána	74	93	8,564	92	93	6,140	66	1,01,894	89,429	...	12,465
Kolháput	81	29	2,218	76	29	2,628	91	34,509	30,022	...	4,487
Special gauges—											
The Gaekwar's Dabhoi	59	72	4,343	60	72	4,820	67	72,572	79,092	6,520	...
Cooch Behar	45	22	715	32	22	730	33	9,111	9,153	42	...
TOTAL	136	1,042	1,52,368	146	1,042	1,52,263	146	15,66,387	16,04,786	38,399	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	103	334	26,108	78	334	47,451	142	5,29,425	6,38,891	1,09,466	...
Jetalsar-Rájkot	68	46	3,247	71	46	4,011	87	38,566	45,623	7,057	...
Jodhpur-Bickaneer	58	364	25,792	71	364	21,710	60	3,07,103	2,45,287	...	61,816
Special gauge—											
Morvi	65	94	8,302	88	94	7,456	79	86,027	1,02,826	16,799	...
TOTAL	78	838	63,449	76	838	80,628	96	9,61,121	10,32,627	71,506	...
GRAND TOTAL	261	18,640	48,45,220	260	18,890	53,42,517	283	6,05,56,268	6,17,30,765	11,74,497	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 16th June 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*i*) Total earnings from 1st to 16th June 1894.
(*j*) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 27th June 1895.*

STATEMENT OF FINANCIAL STATISTICS OF STATE RAILWAYS (EXCLUDING THE EAST INDIAN RAILWAY) FOR, AND TO END OF, THE YEAR 1894.

Railways.	I	II	III	IV	V	VI						VII	VIII	IX	X				XI	XII	XIII					XIV	Railways.
						Total Capital Outlay to end of 1894.									Indirect Charges for 1894.						Indirect Charges from commencement of operations to end of 1894.						
	Length of line open to traffic on 31st December 1894.	Mean length of line open during 1894.	Length of line under construction on 31st December 1894.	Length of line under survey on 31st December 1894.	Total Capital expenditure on open lines up to 31st December 1894.	*a* On works including actual payments for land.	*b* On stores in stock.	*c* On other suspense accounts.	*d* Total of *a, b & c.*	*e* *Deduct* Receipts on Capital account.	*f* Total Capital outlay.	Traffic Earnings brought to account in 1894.	Working Expenses for 1894.	Net Receipts for 1894.	*a* Interest on Capital outlay.	*b* Abatement of land-revenue capitalized.	*c* Leave and pension allowances.	*d* Total *a, b & c.*	Net charge to the State for 1894.	Net Receipts from commencement of operations to end of 1894.	*a* Interest on Capital outlay.	*b* Abatement of land-revenue capitalized.	*c* Leave and pension allowances.	*d* Indirect establishment charges.	*e* Total of *a, b, c & d.*	Net charge to the State from commencement of operations to end of 1894.	
State.	Miles.	Miles.	Miles.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	State.
Rajputana-Malwa including Godhra-Rutlam	1,789·52	1,729·17	...	...	14,72,89,588	14,24,69,652	51,07,418	−3,664	14,75,73,406	2,83,818	14,72,89,588	2,51,44,200	1,12,32,006 (i)	1,38,26,386	58,77,844	...	...	58,77,844	−79,48,542	12,79,11,945	8,64,97,578	2,12,981	32,63,058	20,745	8,99,94,362	−3,79,17,583	Rajputana-Malwa including Godhra-Rutlam.
Pálanpur-Deesa	17·23	17·23	...	...	3,99,601	3,99,601	...	...	3,99,601	...	3,99,601	37,544	14,399	23,145	14,918	...	...	14,918	−8,237	25,591	27,353	...	...	...	27,353	1,762	Pálanpur-Deesa.
Bhopal-Itársi (British Section) (*)	13·	13·	...	...	21,71,496	21,72,012	...	...	21,72,012	516	21,71,496	1,61,638	1,00,183	61,455	83,509	...	...	83,509	22,054	1,91,342	7,29,633	2,981	50,523	...	7,83,137	5,91,795	Bhopal-Itársi (British Section).(*)
Wardha Coal	44·88	44·88	...	...	49,87,689	50,28,233	...	...	50,28,233	40,544	49,87,689	2,20,237	1,30,947	89,290	1,99,508	...	...	1,99,508	1,10,218	11,68,609	42,53,374	4,390	1,05,346	2,835	43,65,945	31,97,336	Wardha Coal.
Warora Colliery	...	...	...	...	20,65,994	13,69,765	8,27,507	−1,29,472	20,67,800	1,806	20,65,994	5,58,191	5,48,545	13,550	74,763	...	3,754	78,517	64,967	13,81,826	8,68,958	...	57,733	...	9,26,691	−4,55,135	Warora Colliery.
Umaria Colliery	...	...	...	...	10,18,490	9,44,887	1,42,505	−68,811	10,18,581	91	10,18,490	4,62,617	3,96,161	77,360	41,358	...	2,308	43,666	−33,664	2,42,560	3,04,107	...	21,371	...	3,25,478	82,918	Umaria Colliery.
Burma	577·39	577·39	...	...	5,38,47,303	5,25,56,472	14,65,746	−3,917	5,40,18,301	1,70,998	5,38,47,303	59,92,292	34,45,163	25,24,419	21,50,064	72	37,160	21,87,296	−3,37,123	2,25,89,607	2,31,96,643	2,49,491	12,30,889	10,012	2,46,87,035	20,97,228	Burma.
Mu Valley	168·00	155·09	140·25	...	1,09,94,411	1,80,87,623	10,48,889	7,68,749	1,99,05,261	37,843	1,98,67,418	2,95,062	5,18,863	−2,23,801	7,44,311	...	29,285	7,73,596	9,97,397	−7,45,191	22,59,238	...	1,47,659	...	24,06,897	31,52,088	Mu Valley.
Jorhát	28·00	26·39	...	...	8,18,184	8,04,456	12,787	4,065	8,21,308	3,124	8,18,184	71,933	60,732	10,955	32,587	...	1,050	33,637	22,682	6,575	3,00,195	...	14,315	...	3,14,510	3,07,935	Jorhát.
Cherra-Companygunj	8·00	8·00	...	...	3,50,320	7,84,614 (c)	...	...	7,84,614	4,141	7,80,473	24,835	20,442	5,050	14,085	...	50	14,135	9,035	−69,666	2,42,838	...	933	...	3,43,771	3,13,437	Cherra-Companygunj.
Eastern Bengal	812·96	812·80	...	...	10,77,77,168	10,62,69,987	20,06,617	19,543	10,82,96,147	5,18,979	10,77,77,168	1,40,15,726	56,62,167	83,77,190	9,93,474 (o)	...	62,972	60,56,446	−23,20,744	6,21,54,292	6,44,83,336 (o)	1,83,892	15,57,326	16,431	6,62,41,005	40,86,713	Eastern Bengal.
Bengal and North Western—Tirhoot section	341·80	341·80	...	82	2,50,08,061	2,81,11,597	7,25,483	−19,779	2,88,17,301	38,09,240	2,50,08,061	29,42,305	14,79,082	14,75,327	9,98,388	−79	...	9,98,309	−4,77,018	1,17,68,087	1,15,93,988	35,977	4,69,716	4,972	1,21,04,653	3,36,506	Bengal and North-Western—Tirhoot Section.
Oudh and Rohilkhand (including Lucknow-Rae Bareli-Benares and Bareilly-Rampur-Moradabad).	796·64	772·60	...	139	10,28,79,319	10,06,19,945	22,78,883	−9,941	10,28,88,887	9,568	10,28,79,319	1,05,18,836	47,82,697	56,54,096	63,11,123	7,706	30,889	63,49,718	6,95,622	2,86,21,577	5,54,22,520	72,180	1,87,005	...	5,56,82,305	2,70,60,728	Oudh and Rohilkhand (including Lucknow-Rae Bareli-Benares and Bareilly-Rampur-Moradabad).
Cawnpore-Lucknow-Gogra	...	...	80·00	...	...	7,857 (d)	...	8	7,865	...	7,865	...	...	...	78 (o)	...	183	261	261	...	78 (o)	...	183	...	261	261	Cawnpore-Lucknow-Gogra.
North-Western	2,377·65 (a)	2,416·57	...	...	42,46,06,625	41,55,70,267	1,05,12,208	10,26,235	42,71,08,710	25,02,085	42,46,06,625	3,23,14,097	1,94,88,916	1,28,10,989	2,19,56,084 (o)	2,[redacted]	1,71,621	2,21,29,940	93,18,951	11,40,71,898	30,53,37,134 (o)	4,40,785	58,61,151	41,181	31,16,80,251	19,76,08,353	North-Western.
Gradient Improvements to North-Western Railway ...			23·70	...	31,06,489	70,59,882	−74	16,782	70,76,590	2,739	70,73,851	...	...	...	2,61,894		8,069	2,79,236	2,79,236	...	8,28,027	19,066	35,148	...	8,82,241	8,82,241	Gradient Improvements to North-Western Railway.
Mari-Attock	...	...	59·50	...	...	40,55,359	1,80,765	−1,808	42,34,316	3,846	42,30,470	...	...	...	1,54,800		6,052	1,64,053	1,64,053	...	2,93,152	10,925	23,475	...	3,27,552	3,27,552	Mari-Attock.
Kotri-Rohri	...	...	194·00	...	...	39,683	...	4,496	44,179	...	44,179	...	...	...	929	...	855	1,784	1,784	...	929	...	855	...	1,784	1,784	Kotri-Rohri.
Mushkaf-Bolán	...	...	87·00	...	...	1,37,54,404	4,55,420	5,41,548	1,47,51,372	30,102	1,47,21,270	...	...	...	4,48,817	...	24,910	4,73,727	4,73,727	...	7,39,821	67,343	...	...	8,07,164	8,07,164	Mushkaf-Bolán.
Guntakal-Mysore frontier	119·50	119·50	...	...	58,58,414	58,56,616	1,850	...	58,58,466	52	58,58,414	3,68,951	2,41,077	1,27,874	2,34,529	...	...	2,34,529	1,06,655	2,06,829	5,79,003 (q)	7,929	...	...	5,86,932	3,80,103	Guntakal-Mysore frontier.
South Indian	1,041·51	1,041·51	...	...	7,64,13,362	7,37,54,917 (e)	25,70,893	57,552	7,64,13,362	...	7,64,13,362	80,46,559	48,69,143 (k)	31,19,362	42,81,812	−2,713	...	42,79,099	11,59,787	1,15,53,748	3,84,52,910 (q)	2,75,417	1,53,138	...	3,89,11,465	2,78,57,717	South Indian.
Bezwada Extension	20·53	20·58	...	...	14,26,901	14,29,373	...	...	14,29,373	2,472	14,26,901	1,71,016	99,745	71,271	57,122	...	...	57,122	−14,149	1,04,933	3,84,752	13,442	...	...	3,98,194	2,03,261	Bezwáda Extension.
East Coast	354·40	289·96	166·66	26	3,35,80,199	4,10,74,685	28,77,402	46,771	4,39,98,858	51,131	4,39,47,727	14,80,678	13,29,756	1,92,292	13,92,909	14,505	45,768	16,53,177	14,60,885	8,43,298	39,24,774	2,05,700	2,14,703	...	43,45,177	40,01,884	East Coast.
Máyavaram-Mutupet	53·99	40·53	...	...	23,79,123	23,47,573	8,732	22,818	23,79,123	...	23,79,123	1,03,460	1,00,518	62,942	1,00,701	842	...	1,01,043	38,101	62,942	2,21,082	1,06,197	...	...	3,27,279	2,64,337	Máyavaram-Mutupet.
Dhond and Manmád	145·44	145·44	...	...	1,12,11,642	1,12,26,482	879	...	1,12,27,361	15,719	1,12,11,642	13,61,866	9,79,873	3,81,993	4,48,018	...	...	4,48,018	66,025	35,13,501	73,03,755	60,704	1,55,350	8,953	75,28,762	40,15,261	Dhond and Manmád.
Hyderabad-Shadipalli	58·91	58·91	...	...	17,27,619	17,15,580	12,106	...	17,27,686	67	17,27,619	1,45,222	1,09,160	36,386	68,940	...	...	68,940	32,554	53,599	2,01,789	7,281	6,262	...	2,15,332	1,61,733	Hyderabad-Shadipalli.
Nágpur-Chhattisgarh Depreciation Account	...	...	...	...	...	4,85,682	29,959	37,960	5,53,601	12	5,53,589	...	...	...	21,371	...	...	21,371	21,371	...	1,68,977	...	...	...	1,68,977	1,68,977	Nágpur-Chhattisgarh Depreciation Account.
Ranaghat-Bhagwangola	...	...	...	...	...	3,02,713	...	...	3,02,713	263	3,02,450	...	...	...	12,098	...	...	12,098	12,098	...	1,45,993	...	13,272	...	1,59,265	1,59,265	Ranaghat-Bhagwangola.
Petroleum Operations—Baluchistan	...	...	...	...	...	1,04,690	19,349	...	1,24,039	12	1,24,027	...	...	...	5,378	...	...	5,378	5,378	...	36,799	...	524	...	37,323	37,323	Petroleum Operations—Baluchistan.
Patna-Gya	Transferred to the East Indian Railway on the 1st July 1892.																				32,60,093	21,97,378	5,506	85,319	921	22,89,124	− 9,70,969	Patna-Gya.
Nágpur-Chhattisgarh	Ditto Bengal-Nágpur Railway on the 1st April 1887.																				28,75,396	27,71,062	17,196	2,28,678	953	30,17,889	1,42,493	Nágpur-Chhattisgarh.
Katni-Umaria	Ditto ditto on the 1st April 1888.																				−5,967	4,81,110	94	27,865	...	5,00,069	5,15,026	Katni-Umaria.
Dildárnagar-Gházipur	Ditto East Indian Railway on the 1st January 1889.																				1,43,666	2,71,217	4,129	9,863	67	2,85,276	1,41,610	Dildárnagar-Gházipur.
Sindia	Ditto Indian Midland Railway on the 1st March 1889.																				13,36,057	40,04,318	13,866	1,55,069	2,671	41,75,924	28,39,867	Sindia.
Bareilly-Pilibhit	Ditto Rohilkund-Kumaon Railway, Lucknow-Bareilly section, on the 1st January 1891.																				1,75,938	4,29,572	21,224	9,074	...	4,59,970	2,84,032	Bareilly-Pilibhit.
Lucknow-Sitapur-Seramau	Ditto ditto ditto ditto.																				3,18,750	6,98,262	52,724	30,826	...	7,81,812	4,63,062	Lucknow-Sitapur-Seramau.
Total ...	8,768·85	8,631·40	(b) 727·41	247	1,01,99,17,998	1,03,34,34,607	3,02,85,324	23,09,185	1,07,10,29,066	74,89,168	1,06,35,39,898	10,44,97,265	5,56,09,575	4,87,17,501	5,21,81,412	36,542	4,24,921	5,26,40,875	39,23,374	39,33,52,040	61,96,81,675	20,91,520	1,41,17,229	1,09,741	63,60,00,165	24,26,48,125	Total.
Lines leased to Companies ...																										Lines leased to Companies.
	Capital subscribed, including advances by the Secretary of State.																										
	In England.†	In India.	Total.																								
	Rs.	Rs.	Rs.																								
Assam-Bengal (Part I) ..	...	...	...			...	17,95,111	...	823	17,95,934	...	17,95,934	...	...	...	47,666	42,272	17,143	1,07,081	1,07,081	...	61,063	1,39,071	21,191	...	2,21,325	2,21,325	Assam-Bengal (Part I).
Assam-Bengal (Part II), Government portion.	...	...	636·00	104	...	27,13,399	7,36,734	5,12,001	39,62,134	3,510	39,58,624	...	...	...	6,598	...	...	6,598	6,598	...	6,598	...	...	...	6,598	6,598	Assam-Bengal (Part II), Government portion.
Assam-Bengal (Part II), Company's portion.	2,08,41,183	...	2,08,41,183		...	1,29,78,556	35,23,899	24,48,975	1,89,51,430	16,790	1,89,34,640	...	...	...	8,22,690	...	...	8,22,690	8,22,690	...	16,07,139	...	...	...	16,07,139	16,07,139	Do. Company's portion
Bengal-Nágpur ...	9,93,08,961	...	9,93,08,961	860·88	862·33	...	...	9,81,73,790	9,74,54,381	28,32,557	11,600	10,02,98,538	21,24,748	9,81,73,790 (g)	66,90,648	34,32,234	32,61,310	45,83,993	...	...	45,83,993	13,22,683	1,40,90,304	2,62,89,369	...	2,62,89,369	1,21,99,065	Bengal-Nágpur.
Indian Midland ...	8,87,63,955	...	8,87,63,955	677·35	677·35	1·77	...	8,78,06,437	8,62,98,066	14,63,600	99,518	8,78,61,184	54,747	8,78,06,437 (h)	52,22,033	30,19,699 (l)	21,95,537	42,59,814	...	...	42,59,814	20,64,277	84,60,628	2,80,23,961	...	2,80,23,961	1,95,63,333	Indian Midland.
Southern Mahratta ...	8,01,90,482	1,18,916	8,03,09,398	1,042·04	1,042·04	...	...	9,51,44,496	9,37,05,339	15,12,504	−4,925	9,52,12,918	68,424	9,51,44,496 (h)	58,50,542	43,89,531 (l)	15,96,248	45,87,598	...	...	45,87,598	29,91,350	1,01,48,151 (p)	3,85,19,639 (r)	77,465 (s)	3,87,35,073	2,85,86,922	Southern Mahratta.
Do. Mysore Section	1,63,82,800	...	1,63,82,800	296·00	296·00	...	...	1,47,60,293	1,48,73,498 (f)	4,20,639	−13,960	1,47,84,168	23,875	1,47,60,293	14,45,412	11,12,822 (n)	3,32,590	8,38,525	...	...	8,38,525	5,05,925	22,18,757 (p)	62,71,848 (r)	...	62,71,848	40,53,091 (t)	Do. Mysore Section.
Bengal Central‡ ...	1,39,03,370	...	1,39,03,370	125·01	125·01	...	64	1,01,41,094	1,00,62,819 (f)	87,408	−9,133	1,01,41,094	...	1,01,41,094	8,20,179	5,78,997 (n)	2,41,929	6,11,415	...	...	6,11,415	3,69,486	15,52,917	46,37,105	4,512	...	46,41,617	30,88,700	Bengal Central‡
Lucknow-Bareilly ...	...	34,72,020	34,72,020	231·17	212·96	...	...	85,93,159	84,36,899 (f)	1,77,202	−8,805	86,04,796	11,637	85,93,159	9,72,269	6,03,361 (n)	3,61,351	3,45,323	...	...	3,45,323	−16,028	10,60,094	12,51,809	...	12,51,809	1,91,715	Lucknow-Bareilly.
Total State Lines leased to Companies ...	3,232·45	3,215·69	637·77	168	31,46,19,269	32,53,17,568	1,07,63,543	30,31,065	34,16,12,196	23,03,729	33,93,08,467	2,10,01,068	1,31,36,644	79,88,965	1,61,08,622	42,272	17,143	1,61,63,037	81,74,072	3,75,30,851	10,66,68,581	2,21,048	1,59,160	...	10,70,48,789	6,95,17,888	Total State Lines leased to Companies.

* This line is the joint property of the British Government and the Bhopal State. The British Government has contributed Rs. 20,25,058 towards construction; the balance being found by the Bhopal State. The net earnings are divided between the British Government and Bhopal State in proportion to the capital contributed by each.

† Converted at the contract rates of exchange.

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

(a) Excluding portion of the old Quetta loop (98·88 miles) which is under construction on a new alignment, but including 6·13 miles (Mean Meer chord and Ferozepore cantonment to Hussainwala) used for military traffic.

(b) Excludes the mileage of the Gradient Improvements to North-Western Railway.

(c) Excludes Rs. 16,05,769 incurred on account of land for the railway while in the hands of the Company and charged to General Revenues.

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

(e) Excludes Rs. 15,54,171, incurred up to 31st December 1890 on account of land for the railway while the property of the Company.

(f) Excludes Rs. 7,27,797, borne by Government on account of land charges prior to 1st July 1885.

(g) Includes Rs. 48,53,830, expended by Government on the Katni-Umaria section.

(h) Includes Rs. 1,85,77,535, expended by Government on the Bellary-Kistna Railway.

(i) Working expenses include share of surplus profits paid to the Bombay, Baroda and Central India Railway Company in 1894, Rs. 15,63,148, and interest on Rolling Stock provided by the Company for the Godhra-Rutlam Railway, Rs. 58,481.

(k) Working expenses include share of surplus profits paid to the Company in 1894, Rs. 1,06,449, and additional contribution to Provident Fund, Rs. 8,697.

(l) Working expenses include share of net earnings paid to the Company in 1894, Rs. 5,57,556, and contribution to Provident Fund, Rs. 22,545.

(m) Working expenses include share of net earnings paid to the Company in 1894, Rs. 1,43,566 and contribution to Provident Fund, Rs. 5,812.

(n) Working expenses include share of net earnings paid to the Company in 1894, Rs. 79,310.

(o) Includes annuity charges.

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

(q) Includes Rs. 2,09,06,968 net loss on South Indian Guaranteed Company up to 31st December 1890.

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

(s) These figures appertain to the Bellary-Kistna Railway.

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

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SUPPLEMENT TO

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No. 27.} CALCUTTA, SATURDAY, JULY 6, 1895.

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2nd HALF OF MAY 1895.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, fest sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	12 0	12 0	12 14	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	14 6	14 6
Tavoy	...	...	...	...	13 0	13 0	14 9	14 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	17 15	17 15
Moulmein and Amherst	7 0	7 0	...	...	14 0	14 0	17 7	17 7	...	...	...	...	...	...	...	...	11 6	11 6	11 3	14 0	7 12	7 12	140 0	140 0	14 0	14 0
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	20 8	20 8	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	6 0	6 0	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	9 8	9 8	11 10	11 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 3	14 3
Bassein	...	...	...	...	11 6	11 3	12 5	11 5	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	9 1	9 1	9 9	9 13	...	...	...	...	...	...	...	...	...	...	...	...	7 0	7 0	200 0	200 0	14 2	14 2
Tharrawaddy	...	...	...	...	12 5	12 5	14 12	14 12	...	...	...	...	...	...	...	...	9 8	9 8	†	8 12	8 12	†	440 0	440 0	14 3	14 3
Henzada	...	...	...	...	11 12	11 5	11 12	11 15	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	10 12	10 12	13 4	13 4	...	...	...	...	...	...	...	...	14 14	13 3	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	12 2	13 3	13 8	14 14	...	...	...	...	...	...	...	...	13 10	13 10	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	12 3	12 12	...	...	11 10	11 10	13 12	13 12	†	...	...	...	...	...	...	...	17 1	17 1	†	28 3	...	8 10	196 0	196 0	11 9	11 9
Upper Burma—																										
Mandalay	13 9	13 3	...	...	12 5	12 5	13 7	13 7	16 2	16 2	...	...	...	...	...	...	13 9	13 14	24 0	24 0	17 6	9 14	85 0	85 0	14 6	14 6
Bamo	...	...	...	...	8 6	8 6	11 6	11 6	...	...	...	...	...	...	...	...	10 6	10 6	...	...	7 3	7 3	220 0	220 0	9 10	8 10
Pakôkku	...	...	...	...	9 2	9 2	10 10	10 10	49 0	49 0	...	...	...	...	...	...	20 0	20 0	...	...	5 9	5 9	113 0	113 0	14 3	14 3
Meiktila	...	...	...	...	13 6	17 1	14 4	19 4	...	...	...	...	...	...	...	...	17 11	17 11	51 6	51 6	7 2	7 2	222 8	222 8	16 1	16 1
Arakan—																										
Sandoway	...	...	...	...	16 0	16 0	19 10	19 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	28 0	28 0
Kyaukpyu	...	...	...	...	11 6	11 7	12 3	12 4	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	25 0	25 0
Akyab	...	...	...	...	11 0	11 0	13 0	14 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	160 0	160 0	10 0	10 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	14 14	13 0	15 12	16 0	...	...	...	...	...	...	...	...	13 5	10 8	...	...	...	...	...	...	10 0	10 0
Cachar	7 12	7 12	...	...	9 8	9 8	15 4	15 0	...	...	...	...	...	...	...	...	10 10½	10 10½	...	...	...	...	80 0	80 0	10 0	10 0
Khási and Jaintia Hills	7 0	7 0	...	...	4 9	4 9	8 0	8 0	...	...	...	...	...	...	...	...	8 0	8 0	16 0	16 0	...	...	70 0	70 0	7 8	7 8
Garo Hills	...	...	...	...	4 0	4 0	16 0	15 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	7 0	7 0
Brahmaputra—																										
Goálpára	16 0	16 0	...	...	7 8	7 8	14 8	14 0	...	...	...	...	...	...	...	...	12 8	12 4	...	...	13 4	...	130 0	130 0	10 8	10 8
Kámrúp	9 0	10 0	...	...	11 8	12 0	16 0	14 0	...	...	...	...	...	...	...	...	13 0	12 0	...	...	...	...	160 0	160 0	10 0	10 0
Darrang	10 0	10 0	...	...	10 0	10 0	13 0	13 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	...	...	10 0	10 0
Nowgong	...	...	...	...	8 0	8 0	11 0	11 8	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	8 0	8 0	10 8	12 0	...	...	...	...	...	...	...	...	10 8	10 0	...	...	...	...	120 0	160 0	9 0	9 0
Lakhimpur	8 0	8 0	...	...	6 8	6 8	12 0	12 0	...	...	...	...	...	...	...	...	10 0	10 0	10 0	12 0	...	...	140 0	140 0	8 0	8 0
Manipur	...	...	...	...	22 0	22 8	30 0	31 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	85 0	85 0	2 11	2 11
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hill Tippera (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5 0	4 0
Nágá Hills	...	...	...	...	6 8	6 0	...	...	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	...	
Eastern—																										
Backergunge	...	...	...	...	15 0	15 0	16 9	16 4	...	...	...	...	...	...	...	...	12 8	13 0	...	...	...	...	60 0	80 0	10 6	10 12
Noakhali	...	...	...	...	12 0 to 15 0	13 0 to 15 0	18 0	18 0	...	...	...	...	...	...	...	...	12 0	11 8	...	...	...	...	...	...	9 8	10 0
Chittagong	10 8	10 12	...	...	13 0	13 8	15 6	14 8	...	...	...	...	...	...	...	...	12 0	11 8	...	...	...	...	85 0	85 0	10 8	9 8
Tippera	10 0	10 0	...	...	11 6	11 6	18 14	18 14	...	...	...	...	...	...	...	...	13 5	13 5	...	...	S 0	S 0	...	...	10 0	10 0
Dacca	12 12	12 12	16 12	17 0	13 0	13 4	17 0	17 4	...	...	...	...	...	...	...	...	12 12	13 0	...	...	12 0	12 0	120 0	120 0	10 10	10 10
Mymensingh	9 8	9 8	...	...	13 0	13 0	15 0	15 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	110 0	110 0	8 0	8 0
Deltaic—																										
Khulna	...	...	...	...	16 0	16 0	20 0	21 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	11 0	11 0	160 0	160 0	9 12	9 12
24-Parganas	...	...	...	...	9 4	9 4	14 4	14 6	...	...	...	...	...	...	...	...	16 0	16 0	...	...	12 4	12 4	100 0	100 0	11 4	11 6
Midnapore	18 0	17 8	...	...	15 8	14 0	19 0	20 0	...	...	...	...	...	...	...	...	18 0	16 0	...	...	17 0	17 0	200 0	200 0	10 8	9 0
Howrah	...	...	...	...	12 0	11 12	16 0	15 0	...	...	...	...	...	...	...	...	...	...	...	...	11 0	11 0	105 0	105 0	11 0	11 0
Calcutta	13 5	13 5	16 0	16 0	9 6	9 6	12 12	12 12	16 13	17 12	14 8	14 8	...	...	...	10 0	16 0	15 3	16 0	16 0	16 0	16 15	80 0	80 0	11 13	11 13
Hooghly	13 0	13 0	20 0	20 8	..	...	15 0	15 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	17 12	128 0	128 0	11 4	11 0½
Nadia (Krishnagar)	16 4	16 0	24 10	22 2	7 8	7 4	15 8	15 10	...	...	...	...	...	...	...	...	22 1	21 0	...	...	20 0	20 0	120 0	120 0	10 0	10 0
Jessore	12 8	12 4	...	...	12 12	14 4	18 4	18 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	...	...	...	...	...	...
Faridpur	16 0	18 8	22 0	22 0	8 0	8 0	18 0	18 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	15 0	15 0	120 0	120 0	10 10	10 10
Central—																										
Bankura	16 4	16 8	...	...	16 0	16 0	21 4	20 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	320 0	320 0	11 2	11 0
Burdwan	17 0	16 0	...	...	16 5	15 8	18 6	17 8	...	...	...	...	...	...	...	...	18 0	18 0	...	...	18 0	18 0	160 0	160 0	11 7	11 8
Birbhum	15 12	15 12	...	...	13 8	13 8	18 0	18 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	12 0	12 0	160 0	160 0	10 8	10 8
Murshidabad	17 0	17 0	...	...	10 8	11 0	16 0	16 0	...	...	...	...	...	...	...	...	21 0	21 0	...	...	18 0	18 0	190 0	190 0	11 0	11 0
Sonthal Parganas	13 8	13 8	...	...	13 8	13 8	19 0	19 0	...	...	...	...	...	...	...	...	16 0	16 0	23 0	23 0	19 0	19 0	130 0	130 0	10 8	10 8
Pabna	16 0	16 0	22 8	22 8	6 12	6 12	18 0	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	20 4	18 12	200 0	200 0	9 12	9 12
Bogra	13 8	12 12	...	...	12 0	11 4	...	...	...	...	...	...	...	...	...	...	15 0	13 8	...	...	...	...	90 0	90 0	9 12	9 12
Rajshahi	18 12	16 8	30 0	30 0	13 8	13 8	15 0	16 2	...	...	...	...	...	...	...	...	19 8	19 8	...	...	19 13	23 4	240 0	240 0	9 9	9 9
Malda	19 0	19 0	18 0	19 0	14 0	14 0	16 8	18 0	...	...	18 6	20 0	...	...	13 0	13 0	19 0	19 0	32 0	32 0	11 0	11 0	160 0	160 0	9 8	9 8
Northern—																										
Rangpur	13 0	13 0	...	...	9 0	9 0	13 8	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	9 0	9 0	100 0	100 0	10 0	10 0
Dinajpur	13 10	12 0	19 0	19 0	11 13	11 13	15 9	15 0	...	...	...	...	...	...	...	...	16 0	13 8	...	...	...	16 0	100 0	120 0	10 0	10 0
Jalpaiguri	14 0	11 0	...	...	10 0	10 8	15 0	15 0	...	...	...	...	...	...	...	...	16 0	15 0	...	...	11 0	10 0	120 0	160 0	10 0	10 0
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	13 0	13 0	...	...	...	...	13 0	13 0	...	...	12 0	12 0	20 0	20 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	10 8	10 8	...	...	13 2	13 2	23 10	23 10	...	...	...	...	...	...	...	...	14 0	14 *	...	...	14 8	14 8	80 0	80 0	11 8	11 8
Cuttack	13 2	13 2	...	...	11 13	11 13	20 6	20 0	...	...	...	...	...	...	...	...	17 1*	10 7*	...	...	13 2	15 12	80 0	80 0	10 8	10 8
Balasore	16 0	16 0	9 0	9 0	14 0 to 15 0	14 0 to 15 0	20 0 to 21 0	20 0 to 21 0	...	...	...	...	...	...	...	...	13 8	13 8	...	...	10 8	10 8	120 0	120 0	11 0	11 0
Chota-Nagpur—																										
Singhbhum	12 0	12 0	...	...	12 0	12 0	15 0	15 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	12 0	12 0	100 0	100 0	8 0	8 0
Manbhum	13 8	14 0	26 0	28 0	19 8 to 20 8	19 0 to 20 0	21 0 to 23 0	20 8 to 22 0	...	...	...	...	...	...	...	...	16 8	15 0 to 16 0	...	...	17 0	20 0	...	...	10 10	10 10
Lohardaga	8 0 to 12 8	7 8 to 12 0	16 0	16 0	14 0	14 0	18 0	18 0	...	...	26 0	26 0	...	...	...	...	12 4	12 0 to 13 0	16 0	17 0	10 0 and 13 0	10 0 and 14 0	160 0	160 0	9 0	9 4
Palamau	15 3	15 0	23 10	24 3	11 4	10 2	12 15	15 3	...	...	20 4	20 4	...	...	...	...	17 7	17 7	18 9	18 0	23 10	23 10	...	...	8 7	8 7
Hazáribágh	12 0	12 0	16 0	20 0	8 0	8 0	17 4	16 0	...	...	23 8	23 0	...	...	...	...	15 8	15 8	20 0	18 0	15 0	14 0	240 0	240 0	9 0	7 8

* Kalai. † Not sold. (a) Not stated.

RETAIL PRICES FOR THE 2nd HALF OF MAY 1895—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Bihár, south—																										
Monghyr	16 0 to 17 0	16 0 to 18 0	25 0 to 26 0	25 0 to 26 8	10 0 to 10 8	10 0 to 12 0	14 0 to 15 0	15 0 to 16 0	12 0	18 0	...	...	...	...	13 0 to 14 0	12 8	21 0 to 22 0	21 0 to 22 0	16 0 to 17 0	...	18 0 to 19 0	17 0 to 19 0	140 0 to 160 0	160 0	10 8	10 8
Gaya	13 8	15 0	22 8	25 0	10 4	10 0	17 0	17 0	16 0	18 0	...	...	...	...	12 8	12 8	20 0	20 0	...	...	20 8	21 0	120 0	120 0	10 8	10 8
Patna	15 8 and 16 6	15 0 and 17 0	23 0	26 0	12 0	12 0	17 10	17 12	17 0	20 0	...	...	...	...	14 0	16 0	22 0	23 0	22 0	25 0	22 0	23 0	130 0	130 0	11 0	11 0
Shahabad	14 0	13 0	20 0	20 0	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	20 0	20 0	20 0	20 0	20 0	20 0	140 0	160 0	10 8	10 8
Bihár, north—																										
Purnea	16 0	13 8	...	...	14 0	16 0	20 0	18 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	14 0	13 0	320 0	320 0	10 0	10 12
Bhágalpur	17 10	17 10	25 4	25 4	14 8	13 14	18 4	17 10	...	...	...	...	...	...	...	...	21 7	20 13	21 7	21 7	18 15	18 15	151 8	151 8	10 0	10 0
Darbhanga	16 0	16 0	25 0	25 0	10 8	10 8	16 0	17 0	...	...	22 0	27 0	...	...	...	...	17 0	17 0	21 0	23 0	21 8	21 8	160 0	160 0	10 0	10 0
Muzaffarpur	15 8	15 0	24 0	25 0	8 0	8 0	14 8	14 8	...	...	...	...	...	...	...	...	19 0	20 0	23 0	24 0	24 0	24 0	160 0	160 0	11 0	11 0
Saran	13 8	15 0	20 0	21 0	11 0	11 0	15 0	15 8	...	...	...	...	...	20 0	14 0	12 0	20 0	20 0	20 0	23 0	21 0	20 8	140 0	160 0	10 8	10 8
Champaran	17 0	16 0	28 8	29 0	8 0	8 8	15 8	15 0	...	...	...	...	...	...	...	...	21 8	21 4	25 0	25 8	26 4	25 8	180 0	180 0	10 8	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 0	13 0	18 0	18 8	6 0	6 0	13 0	13 0	17 0	17 0	...	...	...	...	10 0	10 0	17 0	19 0	17 0	17 0	18 0	19 0	100 0	90 0	9 0	9 0
Benáres	14 4½	14 2½	18 4½	18 2	8 14	8 13	12 8	12 5	19 4½	20 2	15 14	16 5	†	...	14 8	14 10	18 10½	18 9½	20 4	20 12	13 4½	13 0	110 0	110 0	9 4½	9 4½
Ghazipur	12 12	13 4	16 0	18 0	7 12	7 12	14 8	15 0	14 0	13 0	15 0	16 0	...	...	11 0	12 0	19 0	19 4	19 0	19 0	13 0	19 8	160 0	160 0	9 8	9 8
Jaunpur	14 8	14 0	19 8	19 0	7 0	7 0	11 0	11 0	...	...	...	...	...	...	...	...	20 0	21 0	...	...	14 0	14 0	170 0	170 0	9 8	9 8
Allahabad	13 0	12 12	18 0	19 0	10 0	10 0	12 0	12 0	18 0	18 0	17 0	17 0	...	...	16 0	16 0	20 4	20 8	...	...	19 8	19 8	85 0	80 0	10 8	10 8
Central—																										
Banda	14 8	14 8	24 0	24 0	8 0	8 0	11 8	11 8	...	20 0	...	...	...	...	...	...	26 0	26 0	...	...	15 0	29 0	180 0	180 0	10 0	10 0
Fatehpur	14 8	14 8	21 0	21 0	8 0	8 0	11 4	11 4	...	...	...	...	...	...	...	...	20 12	20 12	...	...	16 0	16 0	160 0	160 0	10 0	10 0
Hamírpur	18 0	18 0	24 0	24 0	8 0	8 0	11 4	11 8	22 0	22 0	...	...	...	...	...	...	24 8	24 4	...	...	18 0	17 0	140 0	140 0	10 4	10 4
Jalaun	16 0	16 0	24 0	25 0	9 0	9 0	10 0	10 0	20 0	20 0	16 0	16 0	16 0	16 0	18 0	18 0	26 0	26 0	18 0	18 0	19 0	19 0	160 0	160 0	11 0	11 0
Cawnpore	17 0	17 0	22 8	22 4	7 8	7 8	12 8	13 0	18 0	19 0	22 0	22 0	...	...	18 0	18 0	22 0	22 0	23 0	22 8	23 0	22 8	140 0	140 0	11 12	11 12
Etáwah	17 4	18 2	23 6	24 5	5 0	5 0	12 0	12 0	19 8	19 8	17 4	17 8	18 0	18 0	12 0	12 0	23 8	24 4	22 8	22 8	18 0	18 1	160 0	160 0	10 0	10 0
Farukhabad	16 0	16 0	21 8	21 12	6 8	6 8	12 4	12 4	...	...	17 0	23 12	...	...	...	...	21 0	20 12	...	...	17 0	17 0	140 0	140 0	11 0	11 0
Mainpuri	18 4	18 8	23 8	25 0	4 8	4 8	11 0	11 0	18 0	18 0	13 0	13 0	...	...	...	...	21 12	22 8	17 12	17 8	15 8	15 0	100 0	100 0	10 12	11 4
Etah	19 4	20 4	26 8	27 8	6 0	6 0	10 8	11 8	...	...	17 8	17 8	19 8	19 8	10 8	9 8	23 8	19 8	...	...	18 8	18 8	120 0	120 0	11 4	11 8
Western—																										
Jhánsi	12 0	16 8	27 9	27 0	7 8	10 0	11 4	12 0	22 10	22 0	19 14	19 0	...	...	...	...	25 5	26 0	...	...	21 8	22 8	160 0	160 0	11 0	11 4
Agra	16 0	16 8	23 8	25 8	5 0	9 0	9 0	5 0	21 0	22 0	20 0	20 0	...	...	10 0	10 0	24 8	25 0	22 0	22 0	15 0	15 0	95 0	95 0	11 8	11 8
Muttra	19 0	19 0	27 0	27 0	7 0	7 0	11 0	11 0	24 0	24 0	18 0	18 0	...	...	12 0	12 0	30 0	30 0	...	...	29 0	29 0	120 0	120 0	11 8	11 8
Aligarh	17 12	18 8	25 8	26 4	5 4	5 4	10 0	10 0	21 0	22 8	18 0	20 8	...	...	14 0	14 0	26 0	27 8	...	21 0	17 0	17 0	140 0	140 0	11 8	11 8
Bulandshahr	18 8	20 0	25 0	26 4	6 0	6 0	10 0	10 0	20 0	21 0	18 0	19 0	...	...	12 0	14 0	24 10	25 0	21 0	20 0	18 0	18 0	120 0	120 0	11 4	11 4
Sub-montane—																										
Ballia	13 0	13 0	19 0	19 0	9 0	9 0	14 0	14 0	19 0	19 0	14 0	14 0	...	...	...	...	19 0	19 0	19 0	19 0	18 0	18 0	155 0	115 0	11 0	11 0
Azamgarh	14 4	14 4	17 4	17 4	7 8	7 8	12 0	12 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	13 8	13 8	177 0	177 0	9 13	9 13
Gorakhpur	11 11	12 2	17 9	18 7	8 9	9 0	13 1	13 1	...	...	...	...	...	...	12 10	14 6	16 10	17 2	16 3	16 3	14 0	13 9	160 0	160 0	9 10	9 3
Basti	13 12	13 8	20 8	20 0	9 4	11 8	13 8	13 0	16 0	15 0	...	...	13 0	12 2	8 8	8 0	17 4	17 0	20 0	19 0	13 2	13 2	200 0	160 0	12 0	10 0
Sháhjahánpur	16 8	16 12	22 8	24 0	7 0	7 7	13 0	13 0	...	...	...	...	...	...	8 0	8 0	22 0	22 8	...	...	15 0	13 0	120 0	120 0	10 12	10 12
Bedaun	16 8	17 0	21 8	22 0	6 0	6 0	12 0	12 0	20 0	20 0	16 0	16 0	...	...	15 0	15 0	21 8	21 8	20 0	20 0	17 0	18 0	144 0	141 0	10 8	10 8
Pilibhit	14 0	15 4	26 0	27 0	12 0	12 8	13 0	13 12	...	...	...	...	...	...	...	...	21 0	22 8	...	...	15 4	15 0	120 0	120 0	10 8	10 0
Bareli	15 4	15 4	22 12	22 12	6 12	6 12	12 12	12 12	18 12	18 12	14 1	14 1	...	...	15 0	15 0	21 2	21 2	18 12	18 12	14 11	21 2	125 0	125 0	10 0	10 0
Moradabad	17 6	17 4	25 8	26 4	5 0	5 0	11 4	11 4	20 0	20 8	15 15	14 0	..	...	8 0	8 0	24 0	23 8	24 0	25 8	16 12	16 4	140 0	120 0	11 0	11 0
Naini Tal	13 0	13 0	17 0	17 0	4 0	4 0	10 0	10 0	20 0	20 0	12 8	15 0	...	...	10 0	17 8	14 8	14 8	20 0	20 0	8 0	8 0	160 0	160 0	7 0	7 0
Almora	11 0	11 0	18 0	18 0	8 0	8 0	9 0	9 4	...	...	...	...	13 0	13 0	14 0	...	14 8	14 8	...	...	10 0§	10 0§	160 0	160 0	7 8	7 8
Bijnor	19 2	20 0	29 13	30 10	10 11	10 2	12 6	12 6	...	...	...	...	...	...	...	...	24 12	25 5	...	...	24 12	24 12	90 0	90 0	11 0	11 0
Muzaffarnagar	19 0	20 15	23 9	29 12	5 8	5 8	11 0	11 0	19 14	19 13	17 9	17 9	...	...	...	...	25 13	25 13	...	...	11 0	12 1	132 0	132 0	11 0	11 0
Meerut	17 8	18 0	26 0	27 0	5 0	5 0	13 0	13 0	18 0	19 0	17 0	17 0	...	...	10 0	10 0	26 0	27 0	19 0	19 0	15 0	22 0	100 0	110 0	11 4	11 4
Sahárunpur	18 0	18 0	24 0	24 0	5 0	5 0	10 0	10 0	18 0	18 0	16 0	16 0	22 0	22 0	16 0	16 0	23 0	23 0	23 0	22 0	12 0	12 0	100 0	100 0	10 0	10 0
Dehra Dún	18 4	18 0	27 0	27 0	8 0	8 0	10 0	10 0	18 0	18 0	16 0	16 0	18 0	18 0	...	...	23 10	24 0	18 0	18 0	12 0	11 0	160 0	160 0	10 0	10 0
Garhwál	12 0	12 0	20 0	18 0	4 0	4 0	6 0	6 0	...	...	...	...	16 0	18 0	16 0	16 0	10 0	10 0	...	...	6 0	6 0	161 0	160 0	6 0	6 0
Oudh—																										
Southern—																										
Partabgarh	13 8	13 8	17 8	18 6	8 0	9 5	12 0	12 0	...	...	...	...	...	...	...	...	18 0	19 0	...	...	13 0	14 0	140 0	140 0	10 0	9 10
Sultanpur	14 0	14 0	18 8	18 8	9 0	9 0	13 0	13 0	17 0	17 0	14 0	14 0	16 8	16 0	16 8	16 8	19 8	20 4	17 0	17 0	13 0	19 0	160 0	160 0	10 0	10 0
Rae-Bareli	14 8	14 0	17 0	17 0	7 8	8 0	12 8	13 8	17 0	17 0	13 0	13 0	18 0	18 0	12 0	12 0	20 12	20 8	16 0	16 8	13 0	13 0	200 0	200 0	10 0	10 0
Unao	17 0	17 0	20 0	20 0	8 0	8 0	13 0	13 0	20 0	20 0	16 0	16 0	...	...	16 0	16 0	22 0	22 8	18 0	18 0	16 0	16 8	160 0	160 0	11 0	11 0
Lucknow	15 6	15 8	21 8	21 8	6 0	6 0	12 0	12 0	21 0	21 0	18 8	19 0	22 4	23 8	15 0	15 4	21 4	21 8	20 8	20 8	19 12	20 0	120 0	120 0	10 10	10 10
Hardoi	18 0	18 0	24 0	25 0	7 0	7 0	14 0	14 0	...	...	...	...	...	...	...	...	25 0	24 0	...	...	14 0	14 0	160 0	160 0	10 0	10 8
Northern—																										
Fyzabad	15 2½	15 0	21 8	21 8	10 8	10 8	12 12	12 12	17 0	16 8	16 8	16 12	...	...	9 4	9 4	21 0	21 4	18 13	18 13½	14 9	14 11½	155 0	155 0	10 8	10 8
Baraibanki	15 0	15 0	21 0	20 0	8 0	8 0	12 8	12 0	20 0	20 0	16 0	16 0	24 0	24 0	16 0	16 0	22 0	22 12	20 0	20 0	14 0	14 0	140 0	140 0	11 0	11 0
Gonda	15 9	15 12	21 0	21 0	11 8	11 8	12 15	13 2	...	...	13 0	13 0	...	...	6 0	6 0	19 8	19 8	19 0	20 4	22 0	22 10	200 0	200 0	10 6	10 8
Bahraich	16 0	16 0	23 4	25 0	10 0	10 8	12 8	13 8	20 0	20 0	14 0	15 0	28 8	28 8	10 0	12 8	19 0	20 0	21 0	23 0	22 8	23 0	160 0	160 0	10 0	10 0
Sitapur	16 0	16 0	25 0	25 0	10 0	10 0	12 0	12 0	...	...	...	...	...	...	...	...	22 0	23 0	...	...	15 0	14 0	120 0	120 0	10 0	10 0
Kheri	15 0	15 0	22 8	22 0	8 0	8 0	12 8	12 0	...	...	...	...	...	...	...	...	21 0	21 0	...	...	18 0	18 0	160 0	160 0	10 0	10 0
Rajputana—																										
Eastern—																										
Partábgarh	15 10	16 4	22 8	39 4	8 12	8 12	12 8	12 8	18 12	20 0	15 0	15 0	...	...	...	...	25 0	30 0	25 0	27 8	26 4	30 0	...	...	15 5	15 5
Bánswára	21 4	21 14	25 0	25 0	7 8	8 0	15 0	15 0	...	...	...	...	...	...	...	...	37 8	40 0	37 8	40 0	20 0	20 0	...	...	9 15	10 0
Meywar (Oodeypore)	14 13½	15 3½	23 13½	26 9	10 2½	9 6	10 15	10 2½	25 0	25 0	8 3½	9 6	*Nil*	*Nil*	14 1	14 1	21 1½	21 14	25 0	26 9	10 2½	10 2½	160 0	160 0	10 5½	10 2½
Sirohee	14 0	14 0	30 0	30 0	6 0	6 0	7 0	7 0	...	...	18 0	18 0	...	...	...	...	20 0	20 0	24 0	24 0	...	...	160 0	160 0	11 8	11 8
Erinpura	14 9	15 2	27 10	28 13	7 12	7 9	10 0	9 9	22 12	24 4	21 0	20 12	...	...	...	...	25 14	27 0	...	...	...	...	200 0	200 0	12 8	12 6
Ajmere	15 0	15 3	24 8	26 0	5 0	5 0	8 0	8 0	24 8	25 0	17 13	19 0	...	...	15 0	15 0	25 2	25 8	24 8	26 13	...	...	90 0	90 0	12 8	12 8
Abu	14 4	14 4	21 0	21 0	5 12	5 12	7 4	7 4	...	...	13 8	13 8	...	...	...	...	19 4	19 4	...	...	...	...	160 0	160 0	11 12	11 0
Kishengarh	14 4	14 0	26 0	27 8	8 0	8 0	9 8	9 8	26 8	24 8	19 8	20 0	†	†	†	†	25 8	28 0	17 4	26 0	†	†	*	*	13 0	13 0
Boondee	18 0	17 8	30 0	31 8	8 0	8 8	9 0	36 4	35 0	...	...	...	...	...	...	...	36 4	36 4	35 0	...	...	...	160 0	160 0	10 8	10 8
Kotah	16 0	16 0	25 0	25 0	9 0	9 0	10 0	10 0	23 0	23 0	16 0	16 0	...	...	...	...	32 8	34 8	25 0	25 0	25 0	25 0	240 0	240 0	10 0	10 12
Jhallawar	14 2	14 2	21 0	13 2½	7 14	7 14	11 0	11 0	20 12	20 12	19 10	19 10	...	...	7 12	8 5	26 4	26 0	24 8	24 8	11 0	11 0	175 0	175 0	9 7½	9 7½
Tonk	14 8	13 0	22 0	24 12	4 0	4 0	7 0	7 0	25 0	24 12	...	...	...	...	...	...	27 8	28 0	...	...	...	...	120 0	120 0	11 0	10 12
Jeypore	15 0	16 0	26 0	26 0	5 0	5 0	7 8	7 8	24 8	27 8	20 0	20 0	†	†	21 0	21 0	21-0 & 26 0	21-0 & 25 8	24 8	25 0	30 0	30 0	95 0	95 0	12 0	12 0
Kerowlee	16 4	15 15	22 8	22 8	10 0	10 0	11 4	11 4	22 8	22 8	17 8	17 8	...	...	17 0	17 8	23 12	22 8	...	...	35 0	35 0	200 0	200 0	10 15	10 15
Dholpur	17 2½	16 14½	26 8	25 10½	8 2	8 2½	10 2	10 2	19 2	19 2	18 0	18 13½	...	...	15 12	15 13	26 5½	26 7	...	...	30 9	31 12	90 0	90 0	11 4	11 4
Bhurtpore	18 13	19 0	25 2	25 5	5 2½	5 2½	5 5½	5 5½	25 4	25 4	15 14	17 10	...	...	11 12	11 12	27 15	29 0	22 0	22 0	30 0	29 0	120 0	120 0	11 8	11 8
Ulwur	18 15	19 6	23 14	23 12	6 10	9 2½	9 2½	9 2½	28 0	28 0	23 0	23 4	...	...	14 0	14 0	27 2	27 12	26 0	27 7	31 8	32 1	140 0	140 0	12 8	12 6
Deoli Cantonment	16 7	16 1½	30 14	29 10	5 0	5 0	8 0	8 0	31 3½	32 12	28 0	28 0	...	...	...	...	33 12	33 12	...	...	...	...	190 0	190 0	12 0	12 0
Nusseerabad Cantonment	14 8	15 8	...	...	6 8	6 8	7 0	7 0	26 0	27 0	17 0	17 0	†	†	...	...	26 0	28 0	...	...	†	†	120 0	110 0	13 0	12 12
Hilly Tracts of Meywar	17 0	17 8	32 0	34 0	...	...	15 0	16 0	...	...	...	...	...	...	...	...	28 0	32 0	30 0	34 0	...	...	‡	‡	11 8	11 8
Bálmer	13 8	13 13	...	...	5 3	5 3	7 8	7 8	...	...	22 12	22 12	...	...	...	...	16 4	16 4	...	...	...	...	260 0	260 0	12 8	12 7
Anádra	15 14	15 12	23 0	23 0	6 8	6 8	9 0	9 0	...	...	15 0	15 0	...	...	...	...	23 0	22 8	...	...	...	...	400 0	400 0	12 0	12 0
Shahpoora	15 8	15 0	25 0	28 15	8 4	8 4	14 0	14 4	24 0	24 0	...	22 0	...	...	...	...	24 0	24 14	24 0	29 0	...	...	160 0	160 0	11 6	11 2
Western—																										
Jodhpore	14 11	14 11	23 2	23 2	6 4	6 4	7 8	7 8	20 0	20 0	16 4	16 4	...	...	...	...	24 6	24 6	20 0	20 0	10 0	10 0	...	...	13 7	13 7
Jeysulmere	11 0	11 12	...	...	7 0	7 0	10 12	11 0	18 0	18 8	13 12	16 12	...	...	...	...	16 0	16 0	...	...	...	...	240 0	240 0	21 0	21 0
Bickaneer	12 5	13 0	...	...	3 0	3 0	6 0	6 0	...	...	15 4	15 4	...	...	...	...	18 10	19 4	...	...	10 0	10 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	14 0	14 8	20 0	20 0	8 0	8 0	9 0	9 0	20 0	21 0	21 0	20 0	...	...	...	...	19 0	20 8	18 0	21 0	19 0	21 0	120 0	120 0	10 8	10 8
Nimach Cantonment	14 0	13 12	...	...	8 0	8 0	12 0	12 0	22 0	23 0	19 0	20 0	†	†	...	...	24 8	25 0	...	...	25 0	25 0	160 0	160 0	12 0	12 4
Goona	11 8	11 8	21 0	18 0	8 0	8 0	9 0	9 0	20 0	21 0	...	...	...	...	...	...	20 12	23 0	...	...	...	...	200 0	200 0	10 0	10 0
Gwalior	15 10½	15 13	26 8	26 9	5 5	5 5	8 8	8 8	21 4	21 4	19 2	19 2	...	...	14 14	14 14	18 1	17 8½	19 2	19 2	18 1	17 12½	191 4	191 4	11 6¾	11 6¾

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

RETAIL PRICES FOR THE 2nd HALF OF MAY 1895—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadian pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Panjab—																										
Southern—																										
Hissar	21 0	21 0	31 0	34 0	...	...	12 0	12 0	25 0	27 0	23 0	23 0	†		†		34 0	34 0	†	†	†	†	100 0	100 0	10 8	10 8
Ferozepore	20 0	19 0	31 0	34 0	...	...	8 0	8 0	24 0	22 0	19 0	20 0	‡		‡		31 0	29 0	24 0	24 0	11 0	11 0	100 0	100 0	12 12	12 12
Montgomery	18 0	20 0	25 0	25 0	...	...	10 0	10 0	21 0	21 0	†	†	†		‡		24 0	26 0	21 0	21 0	10 0	10 0	170 0	170 0	12 0	12 0
Central—																										
Gurgáon	23 0	23 0	30 0	30 0	...	...	9 0	9 0	22 0	22 0	23 0	23 0	†		†		†		30 0	30 0	20 0	20 0	27 0	27 0	120 0	120 0	10 0	10 0
Delhi	18 0	19 0	27 0	28 0	...	...	12 0	12 0	25 0	29 0	20 0	20 0	†		†		27 0	28 0	24 0	25 0	25 0	25 0	80 0	80 0	11 0	11 0
Rohtak	20 0	21 0	32 0	34 0	...	...	12 0	12 0	24 0	25 0	19 0	19 0	†		†		31 0	33 0	20 0	24 0	15 0	15 0	120 0	120 0	11 0	11 0
Karnál	19 0	20 0	30 0	30 0	...	...	12 0	12 0	20 0	24 0	15 0	18 0	16 0	16 0	12 0	12 0	32 0	33 0	25 0	25 0	15 0	15 0	120 0	120 0	10 0	10 0
Lahore	19 0	20 0	32 0	32 0	...	...	12 0	11 0	21 0	21 0	21 0	21 0	‡		17 0	20 0	28 0	27 0	24 0	25 0	10 0	11 0	80 0	80 0	12 12	12 8
Sub-montane—																										
Ambala	22 0	22 0	30 0	32 0	...	...	11 0	11 0	24 0	24 0	20 0	20 0	‡		‡		8 0	8 0	29 0	31 0	30 0	30 0	120 0	120 0	12 8	12 12
Ludhiána	21 0	22 0	34 0	34 0	...	...	13 0	13 0	23 0	25 0	18 0	18 0	‡		‡		17 0	17 0	29 0	29 0	23 0	23 0	100 0	100 0	13 0	13 0
Jullundur	23 0	24 0	31 0	32 0	...	...	10 0	10 0	24 0	25 0	20 0	20 0	‡		‡		20 0	20 0	27 0	28 0	13 0	13 0	100 0	100 0	13 0	13 0
Hoshiárpur	20 0	22 0	29 0	30 0	...	...	10 0	10 0	21 0	23 0	20 0	20 0	16 0	16 0	16 0	16 0	25 0	25 0	31 0	32 0	13 0	13 0	100 0	100 0	13 0	13 0
Gurdáspur	21 0	22 0	32 0	40 0	...	...	14 0	12 0	20 0	28 0	26 0	26 0	26 0	26 0	12 0	12 0	25 0	26 0	20 0	24 0	‡	‡	120 0	120 0	12 8	12 8
Amritsar	20 0	22 0	33 0	39 0	...	...	10 0	11 0	20 0	20 0	23 0	24 0	†	†	18 0	19 0	28 0	28 0	31 0	30 0	‡	‡	100 0	100 0	12 0	12 0
Hills—																										
Simla	14 0	14 0	20 0	16 0	...	...	8 0	8 0	15 0	16 0	8 0	8 0	15 0	15 0	9 0	10 0	16 0	15 0	18 0	17 0	8 0	8 0	90 0	90 0	8 0	8 8
Kángra	17 0	14 0	24 0	24 0	...	...	12 0	12 0	16 0	16 0	14 0	14 0	21 0	21 0	6 0	6 0	19 0	18 0	20 0	20 0	8 0	8 0	120 0	120 0	10 0	10 0
North-western—																										
Sialkot	19 0	19 0	31 0	34 0	...	...	13 0	14 0	‡	‡	‡	‡	‡		‡		24 0	25 0	‡	‡	‡	‡	130 0	130 0	13 8	13 8
Gujránwála	21 0	22 0	35 0	41 0	...	...	14 0	14 0	17 0	19 0	21 0	21 0	‡		‡	21 0	28 0	29 0	25 0	25 0	†	†	110 0	110 0	13 0	13 0
Gujrát	24 0	23 0	36 0	36 0	...	...	14 9	14 0	26 0	27 0	25 0	25 0	‡		‡	10 0	45 0	20 0	20 0	20 0	†	†	110 0	110 0	13 0	13 0
Jhelum	24 0	26 0	28 0	37 0	...	...	10 0	14 0	31 0	31 0	28 0	28 0	*	*	*	*	20 0	26 0	28 0	28 0	*	*	120 0	120 0	14 0	14 0
Rawalpindi	22 0	25 0	33 0	37 0	...	...	8 0	8 0	25 0	26 0	31 0	31 0	*	*	*	18 0	25 0	26 0	31 0	32 0	10 0	*	64 0	64 0	13 8	13 8
Hazára	21 0	22 0	31 0	36 0	...	...	13 0	13 0	‡	‡	‡	‡	‡	‡	‡	‡	18 0	22 0	28 0	28 0	†	†	96 0	90 0	11 0	11 0
Peshawar	20 0	22 0	30 0	37 0	...	...	10 0	10 0	23 0	24 0	23 0	23 0	‡	‡	18 0	18 0	21 0	21 0	35 0	35 0	18 0	18 0	82 0	82 0	35 0	37 0
Kohát	24 0	24 0	40 0	51 0	...	...	15 0	13 0	*	*	34 0	37 0	†	†	†	†	25 0	28 0	30 0	30 0	†	†	122 0	102 0	54 0	51 0
Western—																										
Sháhpur	23 0	26 0	32 0	35 0	...	...	10 0	10 0	28 0	30 0	24 0	24 0	22 0	22 0	24 0	24 0	27 0	30 0	20 0	20 0	†	†	160 0	160 0	13 8	12 0
Jhang	17 0	20 0	22 0	22 0	...	...	10 0	10 0	20 0	20 0	16 0	20 0	16 0	16 0	†	20 0	23 0	22 0	24 0	24 0	†	†	160 0	160 0	11 8	12 4
Multán	16 0	18 0	23 0	25 0	...	...	14 0	14 0	22 0	22 0	22 0	22 0	†	†	20 0	20 0	29 0	30 0	50 0	50 0	18 0	13 0	96 0	96 0	50 0	50 0
Bannu	30 0	30 0	52 0	52 0	...	...	13 0	13 0	35 0	37 0	35 0	34 0	9 0	9 0	9 0	9 0	29 0	30 0	50 0	50 0	11 0	11 0	118 0	118 0	27 0	27 0
D. I. Khan	22 0	24 0	28 0	34 0	...	...	8 0	9 0	32 0	32 0	25 0	28 0	‡	‡	4 0	4 0	26 0	27 0	30 0	30 0	8 0	8 0	130 0	140 0	11 0	11 0
Muzaffargárh	19 0	19 0	29 0	30 0	...	...	17 0	17 0	23 0	23 0	20 0	20 0	‡	‡	‡	‡	21 0	22 0	‡	‡	‡	‡	125 0	125 0	10 4	17 0
D. G. Khan	18 0	18 0	25 0	26 0	...	...	8 0	8 0	28 0	26 0	25 0	23 0	20 0	20 0	18 0	18 0	19 0	20 0	15 0	15 0	‡	‡	125 0	125 0	17 0	17 8
Sind and Baluchistan																										
Karachi	13 0	15 0	...	...	8 0	8 0	10 0	10 0	20 0	18 0	15 0	16 0	‡	‡	...	...	18 0	19 0	...	...	9 0 and 10 0	and 10 0	80 0	80 0	14 0	14 8
Hyderabad	14 0	14 0	...	...	8 0	8 0	10 0	10 0	19 0	19 0	16 0	16 0	‡	‡	...	...	17 8	15 0	...	...	...	...	110 6	110 6	12 0	12 8
Thar and Párkar (Umarkot)	12 0	12 0	...	...	11 0	11 8	13 0	13 8	12 0	12 0	10 0	10 0	‡	‡	...	...	8 4	8 4	...	...	10 0	10 0	213 0	213 0	14 0	12 0
Sukkur (Shikárpur)	16 0	16 0	...	...	10 0	9 0	13 0	11 0	25 0	24 0	20 0	21 0	‡	‡	...	...	24 0	24 0	...	...	...	...	142 0	142 0	11 0	11 0
Upper Sind Frontier	5 0	16 0	...	...	10 0	10 0	13 0	13 0	28 0	28 0	23 0	23 0	‡	‡	...	...	24 0	24 0	...	...	...	...	100 0	100 0	11 0	11 0
Quetta	18 0	18 0	23 0	22 8	5 0	5 0	7 0	7 0	24 0	24 0	14 0	14 0	‡	‡	6 0	6 0	18 4	18 0	25 12	26 0	9 0	9 0	80 0	80 0	5 4	5 4
Bombay—																										
Konkan—																										
Karwar (Kánara)	10 3	10 3	...	...	10 2	10 2	11 2	11 2	16 2	15 3	15 0	15 0	18 3	18 3	...	...	13 7	13 7	...	...	...	...	312 0	312 0	10 10	10 10
Ratnágiri	10 13	10 13	...	...	10 14	10 14	11 6	11 6	15 12	15 12	15 4	15 4	16 7	15 4	...	...	13 14	13 14	...	...	*	*	134 6	134 6	13 0	12 6
Alibág (Colába)	10 3	10 3	...	...	10 13	10 13	11 11	11 11	17 9	11 9	12 12	12 12	*		...	...	13 10	13 10	...	...	*	*	83 10	99 9	13 10	13 10
Bombay	13 0	13 0	...	...	8 5	8 5	10 6	10 6	14 11	14 11	13 15	13 15	13 8	13 8	...	...	13 12	13 12	...	...	11 4	13 1	97 1	97 1	11 9	11 9
Tanna	12 12	12 12	...	...	10 3	10 3	11 2	11 2	*	*	16 3	16 3	*		...	...	16 0	16 0	...	...	*	*	112 0	112 0	12 4	12 4
Deccan—																										
Dhárwar	20 3	20 3	...	...	11 0	11 0	11 8	11 8	24 1	23 2	22 6	22 13	...	...	...	...	12 5	13 4	...	...	12 0	12 0	100 0	100 0	11 12	11 12
Belgaum	18 12	18 4	...	...	10 3	10 3	11 0	10 8	22 13	22 13	21 7	21 7	27 0	28 0	...	...	14 0	13 4	...	...	13 8	13 12	80 8	78 0	10 10	11 14
Satara	14 8	14 8	...	...	8 14	8 14	10 2	10 2	16 9	17 5	16 0	16 11	...	...	...	...	13 2	13 2	...	...	...	11 15	114 0	114 0	12 11	12 11
Sholapur	16 12	16 12	...	...	7 10	7 10	11 11	11 11	25 15	26 13	21 7	21 7	*	*	...	...	15 5	15 6	...	...	*	*	85 5	85 5	11 10	11 10
Bijápur	19 8	20 7	...	...	8 13	8 13	11 6	11 6	27 0	25 3	22 15	22 15	*	*	...	...	15 3	17 0	...	...	*	16 7	80 0	80 0	11 6	11 6
Poona	13 15	13 15	...	...	9 11	9 11	10 13	10 13	20 0	20 0	16 2	16 2	14 13	14 13	...	...	16 6	16 11	...	...	17 2	17 2	81 1	81 1	11 13	11 13
Khandesh—																										
Ahmadnagar	18 2	18 2	...	...	8 14	8 14	9 13	9 13	23 6	23 6	19 4	21 15	*	*	...	...	17 5	18 1	...	...	18 7	18 7	91 0	91 0	12 6	12 6
Násik	18 0	18 11	...	...	8 14	8 14	11 11	11 11	*	*	19 1	18 6	20 11	23 0	...	...	17 2	18 8	...	...	*	*	128 0	128 0	13 6	13 6
Dhulia (Khandesh)	16 10	16 10	...	...	7 7	7 7	9 7	9 7	22 7	22 7	18 6	18 6	*	*	...	...	14 14	15 8	...	...	*	*	80 0	80 0	11 6	11 6
Gujerat—																										
Surat	14 5	14 13	...	...	7 6	7 6	8 5	8 5	15 4	15 12	13 7	13 14	*	*	...	...	15 12	15 12	...	...	15 4	15 12	84 7	84 7	12 0	12 0
Broach	15 8	16 8	...	...	8 8	8 8	11 8	11 8	17 4	19 8	13 0	16 0	*	*	...	...	20 0	21 8	...	...	18 0	18 0	101 0	101 0	13 0	13 0
Kaira	16 0	16 0	...	...	*	*	14 0	14 0	17 8	18 0	14 8	14 8	21 0	20 0	...	...	21 0	21 8	...	...	*	*	106 11	106 11	12 0	12 0
Baroda (Camp)	12 0	12 0	...	...	8 0	8 0	10 0	10 0	16 0	16 0	13 0	13 0	18 0	18 0	...	...	18 0	17 0	...	...	*	*	91 7	91 7	11 8	11 8
Ahmadabad	13 8	13 0	...	...	11 8	12 0	13 0	14 0	16 0	16 8	14 8	14 8	...	...	...	...	23 0	24 0	...	...	19 0	19 0	80 0	80 0	13 10	13 10
Godhra (Panch Máhals)	13 0	13 0	...	...	11 0	11 0	13 0	13 0	...	...	16 0	16 0	24 0	24 0	...	...	25 0	27 0	...	...	20 0	20 0	182 0	182 0	12 8	12 8
Deesa Cantonment	13 0	13 0	...	...	8 8	8 8	10 8	10 8	17 0	17 8	15 8	16 0	*	*	...	...	20 0	20 0	...	...	*	*	240 0	240 0	11 0	11 0
Kattywar—																										
Rájkot	14 7	14 15	...	...	5 8	5 8	7 *	7 0	17 6	17 6	13 10	13 10	*	*	...	...	16 5	16 11	...	..	*	*	80 0	80 0	60 0	60 0
Central Provinces—																										
Western—																										
Nimar	15 1	15 1	...	...	6 12	6 12	13 1	13 1	22 9	24 13	...	...	...	...	...	...	18 9	18 9	...	...	12 13	12 13	100 0	100 0	10 13	10 13
Khandwa-Asirgarh Cant.	13 8	14 0	...	...	9 0	9 0	12 8	12 8	21 0	23 0	21 0	23 0	...	...	...	...	16 0	17 0	...	...	...	...	160 0	160 0	10 0	10 0
Hoshangabad	14 4	13 13	...	...	8 1	8 1	11 4	11 4	16 13	16 13	...	...	...	...	...	...	10 10	16 10	...	...	12 11	12 11	160 0	160 0	9 8	9 8
Betúl	16 0	16 0	...	...	...	...	8 13	8 13	20 9	20 9	...	...	...	...	...	...	16 0	16 0	...	...	11 6	11 6	240 0	240 0	8 0	8 0
Chhindwára	15 3	15 3	...	...	7 4	7 4	10 0	10 0	16 0	18 0	...	...	...	...	...	...	19 0	19 0	...	...	12 0	12 0	160 0	110 0	9 2	9 2
Nágpur	15 5	15 15	...	...	10 0	10 0	11 9	11 14	18 12	18 12	...	...	...	...	...	...	10 14	16 14	...	...	10 15	12 8	125 0	125 0	10 4	9 2
Wardha	16 0	16 0	...	...	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	16 0	16 0	...	...	13 5	13 5	120 0	160 0	10 15	10 10
Central—																										
Narsinghpur	13 1	13 1	...	...	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 0	18 0	200 0	200 0	9 4	9 4
Sangor	11 12	11 12	...	...	10 3	10 3	11 1	11 1	15 0	15 0	...	...	...	...	...	...	18 12	18 12	...	...	15 12	15 12	130 0	130 0	9 4	9 2
Damoh	12 8	12 8	...	...	11 0	11 4	12 8	12 8	...	...	...	...	...	...	...	...	17 12	18 12	...	...	9 12	10 0	150 0	100 0	9 4	9 4
Jubbulpore	14 0	14 4	...	...	10 8	10 8	15 0	16 0	...	...	...	...	...	...	...	...	18 4	19 4	...	...	12 12	12 8	140 0	140 0	9 4	9 8
Baghalkhand (Satna)	14 15	15 0	20 4	22 0	7 8	7 8	14 0	16 0	15 0	15 8	13 0	13 0	*	*	8 10	8 0	20 4	20 8	*	*	23 0	24 0	100 0	100 0	10 4	10 4
Mandla	17 0	17 0	...	...	10 0	9 0	12 0	12 0	...	...	...	...	...	...	...	...	25 0	23 0	...	...	13 0	13 0	200 0	200 0	9 8	9 8
Seoni	16 9	16 9	...	...	9 12	9 12	12 13	12 13	...	...	...	...	...	...	...	...	18 10	17 15	...	...	11 8	11 8	190 0	190 0	9 10	9 10
Bálághát	12 8	12 8	...	...	9 0	9 0	12 8	12 8	...	...	...	...	...	...	...	...	13 0	13 0	...	...	9 0	9 0	100 0	100 0	8 0	8 0
Bhandára	17 8	17 8	...	...	...	...	12 8	12 8	...	...	...	...	...	...	...	...	15 0	15 0	...	...	10 0	10 0	280 0	240 0	9 0	9 2
Chánda	14 13	14 13	...	...	...	...	15 0	15 0	18 0	18 0	...	...	...	...	...	...	14 0	14 0	...	...	12 0	12 0	320 0	320 0	10 14	10 10
Eastern—																										
Bilaspur	15 12	18 15	...	...	11 3	11 3	18 0	18 0	...	...	...	...	...	...	...	...	14 10	15 12	...	...	...	...	110 0	110 0	8 0	8 0
Raipur	17 8	18 9	...	...	10 15	11 6	15 13	17 8	...	...	...	...	...	...	...	...	17 0	17 5	...	...	10 15	10 5	100 0	100 0	8 6	10 15
Sambalpur	15 12	15 12	...	...	12 4	12 4	18 0	19 4	...	...	...	...	...	...	...	...	15 12	15 12	...	...	9 0	9 0	120 0	120 0	8 12	9 10
Berar—																										
Buldána	19 0	19 0	...	...	7 0	7 0	10 0	10 0	27 0	29 0	21 0	21 0	...	...	...	...	20 0	20 0	...	...	14 0	14 0	182 0	182 0	10 0	10 0
Basim	19 0	19 0	...	...	7 0	7 0	11 0	12 0	24 0	24 0	...	...	...	...	...	...	16 8	16 12	...	...	12 0	13 0	75 0	70 0	9 0	9 0
Akola	18 0	10 8	...	...	5 8	5 8	7 8	7 8	22 8	25 8	...	...	...	...	...	...	15 8	15 8	...	...	11 8	11 8	90 0	90 0	11 12	10 12
Ellichpur	15 0	15 0	...	...	6 0	8 0	8 0	8 0	21 0	21 0	15 0	15 0	...	...	...	...	13 0	13 0	...	...	14 0	14 0	120 0	120 0	10 0	10 0
Amraoti	16 0	16 0	10 8	10 0	7 8	7 0	10 8	10 0	20 0	20 0	16 0	16 0	...	...	...	...	15 0	16 0	...	...	13 8	13 0	100 0	90 0	11 0	11 0
Wún	16 0	16 0	...	...	6 0	6 0	8 0	8 0	20 8	20 0	15 0	14 0	...	...	...	...	14 8	13 8	...	...	20 0	18 0	200 0	200 0	9 8	9 8
Nizam's Territories—																										
Secunderabad	11 4	11 11	*	*	6 3	6 3	10 8	9 4	14 7	14 7	17 12 *	17 12 *	22 3 *	22 3 *	*	*	12 3	12 15	*	*	16 12 *	16 12 *	95 0	95 0	8 12	9 0
Bolárum	14 1	14 4	*	*	7 1	7 2	10 8	10 11	21 0	20 1	*	*	*	*	*	*	13 2	13 0	*	*	*	*	110 14	110 14	8 12	7 10
Chadarghat	12 0	12 0	*	*	6 8	7 8	12 0	12 0	20 0	24 0	24 0	24 0	*	*	*	*	13 0	14 8	*	*	10 8	*	120 0	100 0	10 0	9 0

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

RETAIL PRICES FOR THE 2nd HALF OF MAY 1895—*concluded*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jawar or Cholum (*Sorghum vulgare*). Present fortnight.	Jawar or Cholum (*Sorghum vulgare*). Past fortnight.	Bajra or Cumbu (*Penicillaria spicata*). Present fortnight.	Bajra or Cumbu (*Penicillaria spicata*). Past fortnight.	Marua or Ragi (*Eleusine coracana*). Present fortnight.	Marua or Ragi (*Eleusine coracana*). Past fortnight.	Kangni or Kakun, Italian Millet (*Setaria italica*). Present fortnight.	Kangni or Kakun, Italian Millet (*Setaria italica*). Past fortnight.	Gram, Chenna, Cholai, Kadalay or Sunaga (*Cicer arietinum*). Present fortnight.	Gram, Chenna, Cholai, Kadalay or Sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar, or Thûr, Cadian Pea (*Cajanus indicus*). Present fortnight.	Arhar, or Thûr, Cadian Pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	96 0	96 0	12 0	12 0
S. Canara	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	12 0	12 0
South, central—																										
Coimbatore	...	...	...	...	...	...	...	...	...	...	20 11	20 10	23 0	...	26 0	...	...	...	...	...	...	...	150 0	150 0	13 0	13 0
Nilgiris	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	224 0	224 0	14 0	14 0
Salem	...	...	...	...	...	...	...	...	...	...	23 0	23 13	24 13	23 0	40 0	40 0	14 0	14 0	...	...	8 0	8 0	200 0	200 0	15 0	14 0
Central—																							240 0	240 0	14 0	...
Bellary	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	240 0	240 0	...	...
Anantapur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	340 0	340 0	...	...
Cuddapah	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Kurnool	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
East Coast, north—																										
Ganjam	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Vizagapatam	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Godavari	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
East Coast, central—																										
Kistna	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Nellore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
East Coast, south—																										
Madras	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Chingleput	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
N. Arcot	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
S. Arcot	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Tanjore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Trichinopoly	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Southern—																										
Tinnevelly	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Madura	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Mysore—																										
Mysore	12 0	12 0	11 12	11 12	8 12	8 12	10 0	10 0	...	...	25 0	25 0	27 0	27 0	26 0	26 0	12 0	12 0	...	...	12 0	12 0	96 0	96 0	10 0	10 0
Bangalore	14 0	14 0	11 0	11 0	7 11	7 11	9 8	9 8	...	...	...	...	29 8	29 8	...	...	10 8	10 8	...	...	12 8	12 8	100 0	100 0	10 0	10 0
Kolar	10 12	10 12	10 0	10 0	10 0	10 0	10 12	10 12	23 0	23 0	18 0	18 0	34 0	34 0	14 0	14 0	10 4	10 4	...	...	13 0	13 0	150 0	150 0	10 0	10 0
Tumkur	12 0	12 0	11 0	11 0	9 4	9 4	10 4	10 4	23 0	23 0	37 0	36 0	35 0	35 0	36 0	37 0	12 0	12 0	...	...	14 0	14 0	224 0	224 0	10 0	10 0
Hassan	...	...	11 0	11 0	8 0	8 0	10 0	10 0	...	...	...	...	33 0	33 0	...	...	12 0	12 0	...	...	15 0	14 0	200 0	200 0	9 0	9 0
Kadur	11 0	11 0	12 0	12 0	8 6	8 6	10 0	10 0	...	...	...	...	24 0	24 0	...	...	10 0	10 0	...	...	8 0	...	240 0	240 0	9 0	9 0
Shimoga	13 10	13 11	...	13 0	9 3	9 3	12 1	12 10	27 9	27 5	...	...	37 0	42 0	40 0	40 0	12 0	12 0	...	...	...	...	240 0	240 0	10 8	10 8
Chitaldroog	14 0	14 0	13 0	13 0	9 0	9 0	10 8	10 8	34 0	36 0	20 0	20 0	43 0	42 0	...	...	14 0	14 0	...	...	...	14 0	340 0	340 0	9 8	9 8
Coorg—																										
Coorg	9 0	9 0	8 0	8 0	10 0	10 0	11 8	12 0	...	...	...	...	29 0	29 0	...	23 0	9 4	9 4	...	...	...	...	110 0	110 0	10 0	10 0
Aden	7 0	7 0	...	...	5 14	5 14	6 9	6 9	10 3	10 3	9 4	9 4	...	...	...	...	32 0	32 0	...	...	...	...	65 5	65 5	24 0	32 0

* Not sold.

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

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, June 29th, 1895.

General.—The general distribution of pressure has been remarkably constant during the week under review. From the first to the last day pressure has been high over Malabar, Ceylon, and the south of the Bay, while it has been low over the Indus Valley on the one side, and over South-West Bengal and the head of the Bay on the other. The relation between these areas of low pressure and the area of high pressure has undergone change from day to day, so that, while on the 23rd the barometric difference between Colombo and Chaibassa was 0·416 inch, on the 29th the difference between the same pair of stations was 0·619 inch, but the positions of the low areas with regard to the high area have altered very little. In consequence the wind directions have been characterised by great steadiness. They have been cyclonic around the depression in the north-east, westerly across the Peninsula and the central parts of the country, south-easterly up the north side of the Gangetic plain, and south-westerly across the Sind and Kathiawar Coasts. The rainfall of the week, though, on the whole, fairly general, has yet been mainly confined to the West Coast districts, North-Eastern India, and the hill and submontane portions of the North-Western Provinces and the Punjab. The rain has, however, been sufficiently heavy, and sufficiently general to have a marked influence on the temperature, which over the greater part of the country has been considerably below the average.

Daily Summary.—*Sunday.*—Pressure had risen over Western, and fallen over Eastern India, the respective changes being at a maximum in Kathiawar and Orissa. Pressure was highest in Malabar and Ceylon; low in the Indus Valley and in South-West Bengal. In the former region there was a large irregular area of low pressure; in the latter a small and well defined depression. The winds were westerly across the Peninsula and the central parts of the country, cyclonic around the depression, and variable in the Gangetic plain. Rain had been more or less general, except over North-Western India, Upper Burma, and Madras, where there had been little or none. In the neighbourhood of the depression the falls varied between 1½ and 2½ inches.

Monday.—The barometer was falling everywhere, more particularly in the north-west. The depression over South-West Bengal had spread out, and covered more space than on the 23rd, but was no deeper, while, on the contrary, the low pressure area in the north-west was much more pronounced. The winds were little changed. The rainfall was nowhere very heavy, but it was fairly general over the centre and south of India.

Tuesday.—On the 25th the barometric changes were very irregular. The most marked change was a rapid rise over the submontane districts of the Punjab. Pressure had hardly changed at all in South-West Bengal, where the storm still existed. Readings ranged from 29·899 inches at Travancore to 29·486 inches

at Chaibassa, and 29·373 inches at Dera Ismail Khan. The winds were still generally unchanged, though the south-easterly current up the north side of the Gangetic plain was more marked, and extended further north-westward than on the preceding days. Rain had been fairly general, except in West Bengal, the adjoining part of the North-Western Provinces, the west of the Punjab and Sind and Rajputana. The amounts were heavier than of late, particularly in the central and north-western districts.

Wednesday.—A very slight barometric rise was reported from Western India, but over the greater part of the country the barometer was falling. The fall was greatest over the north-east of the Bay. The depression over South-West Bengal had apparently moved very irregularly, and was central over the north-west of the Bay. In other respects the distribution was unchanged. The winds were not much changed, but the cyclonic circulation around the depression was more extensive than on the 25th. Rain was again fairly general, except over West Bengal, the South Punjab, Sind, Rajputana, and Madras. In Oudh and the submontane and hill districts of the Punjab the amounts were fairly large.

Thursday.—The barometer had fallen almost everywhere. The decrease was greatest within the depression area, and was rapid at False Point. The depression had hence become much deeper, and gradients were very steep over the Bay. In other parts of the country there was little change. The wind was strong over the Peninsula and the south and centre of the Bay, but was still only moderate in the depression area. The region of scanty rainfall was increasing, and included Upper Burma, West Bengal, West Punjab, the Deccan, Gujarat, Central India, Sind, Rajputana, and Madras. Elsewhere rain was general, and at some central and north-western stations was moderately heavy.

Friday.—A further rapid barometric fall over South-West Bengal, and the head of the Bay had occasioned a further increase in the depth of the cyclonic storm in the north-west angle of the Bay, and gradients were very steep over the Bay. At Saugor Island pressure was 0·30 inch below the normal. Elsewhere the changes were unimportant. The winds in the storm area had become somewhat stronger, and strong monsoon winds continued to blow over the Peninsula and the south and centre of the Bay. Rain was general, except in the Peninsula, Sind, and Rajputana, where it was light and scattered, or altogether wanting. In the centre and north-west and also near the storm the falls were heavy.

Saturday.—The barometric changes in the storm area were large, a rapid rise having occurred in Lower Bengal, and a rapid fall in West Bengal. The storm had moved north-westward, and was central near Chaibassa. Elsewhere the changes were unimportant. Strong cyclonic winds and gales prevail around the depression, and strong monsoon winds over the Peninsula, the central parts of the country, and the south of the Bay. In the Punjab and Kashmir the wind was northerly. The rainfall was heavy in the neighbourhood of the depression, and fairly general over the whole of North-Eastern India, the North-Western Provinces, and the east of the Central Provinces, but elsewhere the fall was scattered and light. The amounts were largest in Orissa and the east of the Central Provinces.

Temperature.—On the 23rd the area of greatest depression of temperature was shown over Orissa; thence it travelled on the 24th to the south of the

Central Provinces, on the 25th to the centre of the Central Provinces, on the 26th to the North-Western Provinces, and on the 27th to the Punjab, on the 28th a fresh area of low temperature began to appear over Orissa, and on the 29th this area was becoming strongly marked. The returns showed, as was the case last week, very strong contrasts of temperature between neighbouring places. The following table shows the variations of the mean temperature from the normal in the different provinces of India for each day of the week:

Province.	June 1895.							Mean variation of week.
	23rd	24th	25th	26th	27th	28th	29th	
	°	°	°	°	°	°	°	°
Burma	+0·9	+2·1	+0·5	+0·4	+0·5	—0·5	+1·1	+0·7
Bengal and Assam	—1·4	—0·7	+0·2	+1·3	+1·7	+2·1	+0·1	+0·5
North-Western Provinces and Oudh	—2·0	—0·5	—3·8	—5·3	—4·1	—3·6	—3·5	—3·3
Punjab	+1·4	+4·4	+2·3	—6·2	—6·5	—6·4	—7·8	—2·7
Bombay	—0·6	+0·2	—0·5	—0·4	+1·5	+1·6	+2·2	+0·6
Central Provinces and Berar	—3·5	—5·4	—5·8	—4·4	—1·7	—2·6	—2·0	—3·6
Central India and Gujarat	—3·9	—3·4	—2·4	—4·0	—2·1	—2·0	—1·3	—2·7
Sind and Rajputana	+1·8	—0·8	+0·5	+0·2	+1·2	+2·0	+2·1	+1·0
Madras	—0·1	—2·0	—3·2	—0·5	+1·5	+0·2	+0·8	—0·5
Mean for whole of India	—0·7	—0·7	—1·4	—2·1	—0·7	—1·0	—0·9	—1·1

The mean temperature of the whole country was below the normal on each day of the week—most so on the 26th, when the general deficiency amounted to 2°. The provincial variations show that the mean temperature of the week was about normal in Burma, Bengal, Assam, Bombay, and Madras, and slightly above the normal in Sind and Rajputana, but elsewhere the mean temperature was in defect—by 2·7° in the Punjab, Central India, and Gujarat, by 3·3° in the North-Western Provinces, and by 3·6° in the Central Provinces. In the Punjab there was a fall of 10·6° between the 24th and 26th, and from the 26th onward to the close of the week the mean temperature was in large defect.

Rain.—The daily distribution of rainfall was given in the earlier portions of the summary. The concluding table shows the average total rainfall of the week for the different divisions. Two divisions, *viz.*, Madras (South) and Rajputana (West) had absolutely no rain during the week, and the East Coast (South) had practically none, but in all the remaining divisions effective rainfall was received. The distribution was irregular, and the variations in the amount of the rainfall in the different divisions were large. Thus in Tenasserim the average actual rainfall was 17·00 inches; this was followed by 10·81 inches in Akyab, by 10·06 inches in the Central Provinces (East), by 8·13 inches in the hill districts of the Punjab, and by 7·99 inches in Orissa, while, as shown above, the lightest rainfall was reported from the western desert and from the south of the Peninsula. Comparing these falls with the distribution of the normal rainfall of the divisions, important differences are shown. Ordinarily the heaviest rainfall is 9·53 inches in Arakan; this is followed by 8·92 inches in the Konkan, by 8·88 inches in Tenasserim, and by 8·12 inches in Assam (Surma). Roughly speaking, these

differences indicate a strong monsoon over the Burma Peninsula, a weak monsoon over the west of the Peninsula, and heavy local rainfall over Orissa, the east of the Central Provinces and the North-Western Himalayas. The third column of the table shows the differences between the actual and normal rainfall of the week. This column shows an excess of rain in Burma, in Orissa, in Chota Nagpur, in Oudh, in the North-Western Provinces (Central, West, and Submontane), in all the Punjab divisions, in all the Central Provinces divisions, and in the East Coast (North), and a deficiency in all the remaining divisions, the numbers being twenty-three divisions with greater or less excess, and twenty-seven with greater or less deficiency. The largest actual excess is 8·12 inches in Tenasserim; the largest actual deficiency is 5·92 inches in Assam (Surma).

The three concluding columns of the table show the condition of the rainfall since the commencement of the south-west monsoon period. For the four weeks, June 2nd to 29th, the rainfall is deficient in Central Burma, Arakan, both the Assam divisions, all the Bengal divisions, both the Bihar divisions, Berar, Central India (West) and Rajputana, the East Coast (South) and Madras (South). In all the remaining divisions the rainfall has been normal or in excess of the normal. The greatest excess relatively to the average is in the north-west and west of the Punjab, and the greatest deficiency in the adjoining division of Rajputana (West). In Bengal and Assam the actual seasonal rainfall has been about half the normal.

The following are the principal large totals recorded during the week ending on the 29th: Thaton (Amherst) 22·35 inches, Rathedaung (Akyab) 18·95 inches, Darjeeling 9·36 inches, Kendrapara (Cuttack) 20·45 inches, Bettiah (Motihari) 6·30 inches, Sidhouli (Sitapur) 14·63 inches, Momana (Meerut) 13·61 inches, Jansath (Muzaffarnagar) 12·20 inches, Umballa 8·72 inches, Palampur (Kangra) 13·63 inches, Hasdrung (South Kanara) 11·87 inches, Kumpta (North Kanara) 11·47 inches, Bawda (Kolhapur) 9·48 inches, Sakoli (Bhandara) 13·79 inches, Burgurh (Sambalpur) 18·66 inches, Sutna 11·01 inches.

The lightness of the monsoon rainfall in North-East India is well shown by the returns from Cherrapunji. At this well known station the ordinary total rainfall for the week, June 23rd to 29th, is 26·41 inches, while for the same days of the present year it is only 2·15 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending June 29th, 1895.			Rainfall data from June 2nd to June 29th, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, June 2nd to June 29th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	17·00	8·88	+ 8·12	38·95	37·73	+ 3
	Lower Burma	6·71	5·08	+ 1·63	19·33	17·97	+ 8
	Central Burma	4·21	3·47	+ 0·74	10·60	14·71	— 28
	Upper Burma	1·06	?	?	6·08	?	?
	Arakan	10·81	9·53	+ 1·28	25·27	49·87	— 49
Bengal and Assam	East Bengal	1·79	4·26	— 2·47	8·02	19·45	— 59
	Assam (Surma)	2·20	8·12	— 5·92	11·65	35·24	— 67
	Do. (Brahmaputra)	3·64	3·62	+ 0·02	8·45	4·70	— 43
	Deltaic Bengal	1·15	2·18	— 1·03	7·07	10·11	— 28
	Central Bengal	1·03	2·51	— 1·48	5·91	10·01	— 41
	North Bengal	1·90	6·00	— 4·10	11·03	23·82	— 54
	Orissa	7·99	3·28	+ 4·71	13·93	8·47	+ 64
	Chota Nagpur	3·37	2·46	+ 0·91	9·06	7·87	+ 15
	Bihar (South)	0·57	2·15	— 1·58	3·48	5·76	— 40
	Do. (North)	1·39	2·49	— 1·10	5·71	8·40	— 32
North-Western Provinces and Oudh.	North-Western Provinces (East)	1·08	1·91	— 0·83	3·84	4·27	— 10
	Do. (Submontane) (*a*)	2·27	2·31	— 0·04	7·12	5·33	+ 34
	Oudh (South)	2·77	2·13	+ 0·64	4·67	4·34	+ 8
	Do. (North)	4·64	2·22	+ 2·42	8·14	4·92	+ 65
	North-Western Provinces (Central).	3·07	1·41	+ 1·66	5·30	3·31	+ 60
	North-Western Provinces (West).	2·92	1·15	+ 1·77	4·61	2·51	+ 84
	North-Western Provinces (Submontane). (*b*)	4·76	2·10	+ 2·66	8·42	4·85	+ 74
Punjab	Punjab (South)	0·78	0·53	+ 0·25	2·64	1·41	+ 87
	Do. (Central)	2·82	1·10	+ 1·72	3·59	2·28	+ 57
	Do. (Submontane)	2·32	1·18	+ 1·14	4·18	2·65	+ 58
	Do. (Hill Districts)	8·13	3·55	+ 4·58	14·85	8·11	+ 83
	Do. (North-West)	2·10	0·53	+ 1·57	3·71	1·43	+ 160
	Do. (West)	0·81	0·19	+ 0·62	1·42	0·57	+ 149
Bombay and Malabar Coast Districts (Madras).	Malabar	6·47	6·93	— 0·46	31·11	33·93	— 8
	Madras (South Central)	0·79	0·83	— 0·04	5·83	4·60	+ 27
	Coorg	5·18	6·23	— 1·05	30·18	24·92	+ 21
	Mysore	0·71	1·17	— 0·46	5·18	4·51	+ 15
	Konkan	3·21	8·92	— 5·71	23·61	27·58	— 14
	Bombay Deccan	0·83	1·09	— 0·26	5·83	4·93	+ 18
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0·20	1·11	— 0·91	4·90	4·61	+ 6
Central Provinces and Berar.	Berar	1·02	1·95	— 0·93	4·92	6·64	— 26
	Central Provinces (West)	3·50	2·18	+ 1·32	10·51	7·10	+ 48
	Ditto (Central)	5·84	3·21	+ 2·63	12·87	8·23	+ 56
	Ditto (East)	10·06	3·16	+ 6·90	16·58	8·73	+ 90
Bombay (North)	Gujarat	1·57	2·82	— 1·25	5·57	5·90	— 6
	Kathiawar	0·85	1·16	— 0·31	2·31	2·80	— 18
	Sind	0·19	0·19	0	0·38	0·29	+ 31
Rajputana and Central India.	Central India (East)	2·36	2·58	— 0·22	7·50	7·29	+ 3
	Rajputana (East), Central India (West).	0·84	1·81	— 0·97	2·67	4·10	— 35
	Rajputana (West)	0	0·53	— 0·53	0	1·75	— 100
Madras	East Coast (North)	3·24	1·42	+ 1·82	7·80	4·56	+ 71
	Ditto (ditto) (*a*)	4·62	3·81	+ 0·81	10·52	10·15	+ 4
	Hyderabad (South)	0·55	1·00	— 0·45	3·70	4·19	— 12
	Madras (Central)	0·21	0·58	— 0·37	2·17	2·46	— 12
	East Coast (Central)	0·16	0·63	— 0·47	2·69	2·64	+ 2
	Ditto (South)	0·07	0·62	— 0·55	0·75	2·05	— 63
	Madras (South)	0	0·22	— 0·22	0·71	1·04	— 32

SIMLA, *4th July 1895.*

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

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 29th June.*—Rainfall good on the West Coast, Nilgiris, and parts of the Circars; light and scattered showers elsewhere, except in the South where there was no rain. Cultivation is proceeding generally, but sowings are retarded in many districts. The standing crops are generally fair but require rain, especially in the Carnatic, Central and Southern districts. Pasture is improving, and fodder is sufficient. The condition of cattle is generally good. Prices have risen slightly, except in the Carnatic and Circars.

Bombay.—*For week ending 3rd July.*—Rain throughout the Presidency, generally slight. More rain is required in parts of three districts. The standing crops are good. Preparations for the monsoon crops are progressing in parts of eight districts. Sowing is general, but is retarded in parts of six districts for want of rain. Transplantation has commenced in parts of Thana. The fodder-supply is sufficient. Agricultural stock in good condition. Prices are normal, except in parts of Ahmednagar and Sholapur.

Bengal.—*For week ending 1st July.*—The feature of the week was the unusually heavy rain in Orissa, and generally speaking the absence of heavy rain elsewhere. More rain is much wanted, especially in parts of Bihar and North Bengal, though the crops in the ground have not as yet suffered, and the cultivation of the autumn crops and winter rice continues. In Cuttack the lands sown with rice are submerged in places, and rice is being harvested in Rangpur and Dacca. Cattle are in good condition, except in Dinajpur. The price of common rice continues steady.

North-Western Provinces and Oudh.—*For week ending 3rd July.*—Good and general rain during the week, heavy in the Meerut division and Rohilkhand. Damage by flooding is reported from the Meerut district. Agricultural operations are in rapid progress. Sugarcane is flourishing. Supplies and fodder are sufficient. Prices are rising in three districts; elsewhere prices are generally stationary.

Punjab.—*For week ending 3rd July.*—Rain has fallen in all districts, except Peshawar. The autumn sowings are in progress in Hissar, Umballa, Jullundur, and Rawal Pindi generally; sowings have also commenced in Delhi, and are in progress in two tahsils of Dera Ismail Khan, but have been finished in Mooltan, except for cotton and sesamum. More rain is wanted for sowings in Hissar. Sugarcane and cotton prospects are good in Jullundur, and the autumn prospects are average in Rawal Pindi. The condition of the autumn crops in Amritsar and Shahpur and of the standing crops in Peshawar are good, and the crops are flourishing in Sialkot. Rain has improved the extra spring crops in Dera Ismail Khan. Cattle are generally in good condition, and fodder is sufficient throughout the Province. Prices are rising in Peshawar, normal in Umballa, and low elsewhere.

Central Provinces.—*For week ending 3rd July.*—Heavy rain has fallen in Chhattisgarh; Sambalpur registers upwards of nine inches and Bilaspur over ten; Damoh and Jubbulpore received over six and seven inches respectively; about two inches have fallen in Saugor and the Satpura districts, and three inches in the Lower Nerbudda Valley, but in Nimar there has been very little. In the Nagpur country there appears to have been a break which is reported to be opportune for cotton sowings which are being pushed on. Sowings of rice are in progress, though the excessive rain has slightly retarded them in Chhattisgarh. Prices are stationary.

Burma.—*For week ending 29th June.*—In Lower Burma ploughing for the main paddy crop is in progress in all districts, except in Tharrawaddy. In Upper Burma cultivation of the wet-weather paddy crop is in progress everywhere. Transplanting has commenced in Katha, Ruby Mines, and Minbu. Slight damage has been caused by heavy rain to the early sesamum crop in Myothe and Sagaing, and by insects in Taungdwingyi and Magwe. In the Lower Chindwin cotton and sesamum have been slightly damaged by insects. In Minbu the paddy and maize plants have been partially destroyed by rust. Elsewhere crop prospects are good. The price of paddy has fallen slightly in Rangoon and Bassein, and considerably in Kyaukse, while it has risen considerably in Upper Chindwin and Pakokku, and slightly in Sagaing and Lower Chindwin; elsewhere prices are stationary.

Assam.—*For week ending 2nd July.*—Weather hot. Sowing of late rice seedlings and ploughing for the late rice continue. Prospects of tea are unfavourable in Cachar. The condition of cattle is fair. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 3rd July.*—MYSORE: Good rain in four districts; slight elsewhere. The standing crops are in good condition, and prospects are fair. Prices have slightly fallen in three districts, and risen in one.

COORG: Rainfall good. Ploughing of rice continues. Prospects of coffee and cardamom are fair. Water and fodder for cattle are sufficient. Prices are normal.

Berar and Hyderabad.—*For week ending 3rd July.*—BERAR: Weather hot and cloudy. The cotton plants have sprung up in parts of three districts and are thriving well. Sowings are in progress. The water-supply is sufficient. Fodder is insufficient in the Wun district. Prices are almost steady.

HYDERABAD: Rainfall moderate. The autumn sowings which had commenced have ceased for want of rain. The water-supply is sufficient. Prices continue normal.

Central India.—*For week ending 3rd July.*—Rain fell throughout Central India during the week, and, except in Western Malwa, the fall seems sufficient generally. Agricultural operations are in progress in all Agencies. Cattle are in indifferent condition in Gwalior and Bundelkhand. Pasture is good and sufficient in all Agencies, except in Gwalior. Prices of food-grains are high in Bhopal and Goona, rising in Baghelkhand and one district of Gwalior; normal elsewhere.

Rajputana.—*For week ending 3rd July.*—Rainfall good in Kherwara, Jhallawar, Jeypore, Dholepore, Bhurtpore, Ulwar, and Bikanir, and slight rain elsewhere, except in Sirohi, Marwar, Kotah, and Tonk where there was no rain. Ploughing and sowing are in progress. Crops, prospects, and agricultural stock are good. Pasturage or fodder is generally sufficient. Prices are rising in three States, but are steady elsewhere.

Kashmir.—*For week ending 1st July.*—KASHMIR VALLEY: Rain has fallen. The weather is now fine. The wheat crops are ripening. Reaping of barley and oilseeds is in progress. Prices continue normal.

JAMMU PROVINCE.—*For week ending 3rd July.*—Rainfall good. Autumn ploughings are in progress. Prices are normal.

Nepal.—*For week ending 29th June.*—Weather seasonable with daily showers. Lowland and upland rice is being rapidly transplanted.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT

DEPARTMENT OF REVENUE

STATIS

OF INDIA.

AND AGRICULTURE.

TICS.

IMPORTS OF COTTON, WHEAT, LINSEED, AND INDIGO.

Statement showing in maunds the imports of Cotton, Wheat, Linseed, and Indigo by rail and river into Calcutta, Bombay Town and Karachi, during the month of April 1895, and from 1st January 1895 to 30th April 1895, compared with the corresponding periods of the years 1893 and 1894.

Articles, and whence exported.	Imports in April.												Articles, and whence exported.
	Calcutta.			Bombay Town.			Karachi.			Total.			
	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	
	1	2	3	4	5	6	7	8	9	10	11	12	13	
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	
COTTON, RAW—													COTTON, RAW—
Madras	...	...	...	475	335	2,165	...	...	...	475	335	2,165	Madras.
Bombay	...	...	...	866,205	583,050	635,871	...	...	...	866,205	583,050	635,871	Bombay.
Sind	...	...	...	...	...	...	23,743	60,261	65,192	23,743	60,261	65,192	Sind.
Bengal	9,713	7,085	9,375	...	...	...	...	...	...	9,713	7,085	9,375	Bengal.
N.-W. P. & O.	18,921	38,911	82,174	20,373	11,735	28,836	...	...	...	39,294	50,646	111,010	N.-W. P. & O.
Punjab	13,156	5,224	19,749	4,150	8,215	14,393	44,632	25,602	22,163	61,938	39,041	56,275	Punjab.
Cent. Provs.	2,368	1,411	1,773	10,667	19,998	20,406	...	...	...	13,035	21,409	22,179	Cent. Provs.
Berar	1,022	...	5,547	202,323	130,374	148,544	...	...	...	203,345	136,174	154,091	Berar.
Assam	4,312	2,172	5,450	...	...	...	...	...	...	4,312	2,172	5,450	Assam.
Raj. & C. I.	3,749	6,748	6,023	131,228	115,196	187,928	...	...	...	134,977	121,944	193,951	Raj. & C. I.
Nizam's Terr.	...	...	...	3	294	360	...	...	...	3	294	360	Nizam's Terr.
Mysore	...	...	...	110	...	...	...	...	...	110	...	...	Mysore.
TOTAL	53,241	61,551	130,091	1,235,594	875,803	1,038,473	68,375	85,863	87,355	1,357,210	1,023,217	1,255,919	TOTAL.
WHEAT—													WHEAT—
Madras	...	...	...	...	4	...	...	...	...	...	4	...	Madras.
Bombay	...	...	...	687,260	226,636	209,714	...	...	...	687,260	226,636	209,714	Bombay.
Sind	...	...	...	...	...	...	82,110	147,134	67,620	82,110	147,134	67,620	Sind.
Bengal	93,261	52,900	89,236	...	...	...	...	...	...	93,261	52,900	89,236	Bengal.
N.-W. P. & O.	287,347	130,969	120,351	3,349	...	2,718	...	...	...	290,696	130,969	123,069	N.-W. P. & O.
Punjab	1,215	12,699	6,040	...	20,078	58,658	1,650	272,726	448,947	2,865	315,403	513,645	Punjab.
Cent. Provs.	15,172	378	1,054	691,108	172,105	144,680	...	...	...	706,280	172,543	145,734	Cent. Provs.
Berar	...	...	...	12,134	12,000	16,033	...	...	...	12,134	12,000	16,033	Berar.
Assam	...	...	...	...	...	...	...	...	...	...	...	...	Assam.
Raj. & C. I.	...	...	...	196,480	31,618	32,164	...	...	...	196,480	31,618	32,164	Raj. & C. I.
Nizam's Terr.	...	...	...	1,223	...	...	...	...	...	1,223	...	...	Nizam's Terr.
Mysore	...	...	...	...	...	...	...	...	...	...	...	...	Mysore.
TOTAL	396,995	196,946	216,681	1,591,554	472,401	463,967	83,760	419,860	516,567	2,072,309	1,089,207	1,197,215	TOTAL.
LINSEED—													LINSEED—
Madras	...	...	...	23,054	21,050	16,633	...	...	...	23,054	21,050	16,633	Madras.
Bombay	...	...	...	314,232	348,516	369,361	...	...	...	314,232	348,516	369,361	Bombay.
Sind	...	...	...	...	...	...	...	...	...	...	...	...	Sind.
Bengal	894,066	591,101	250,805	...	...	...	...	...	...	894,066	591,101	250,805	Bengal.
N.-W. P. & O.	393,676	335,537	90,337	109,307	131,108	15,411	...	...	...	502,983	466,645	105,748	N.-W. P. & O.
Punjab	...	...	...	82	...	...	...	...	...	82	...	...	Punjab.
Cent. Provs.	37,255	71,761	10,744	674,802	271,492	104,402	...	...	...	712,057	343,253	115,146	Cent. Provs.
Berar	...	6,150	...	283,776	156,561	95,153	...	...	...	283,776	162,711	95,153	Berar.
Assam	400	3,588	333	...	...	...	...	...	...	400	3,588	333	Assam.
Raj. & C. I.	21,169	36,311	...	326,787	466,144	46,584	...	...	...	347,956	502,455	46,584	Raj. & C. I.
Nizam's Terr.	...	...	...	82,838	90,956	75,519	...	...	...	82,838	90,956	75,519	Nizam's Terr.
Mysore	...	...	...	...	126	350	...	...	...	...	126	350	Mysore.
TOTAL	1,346,566	1,044,448	352,219	1,814,878	1,485,953	723,413	...	...	...	3,161,444	2,530,401	1,075,632	TOTAL.
INDIGO—													INDIGO—
Madras	...	...	...	28	24	...	...	...	...	28	24	...	Madras.
Bombay	...	...	...	21	18	12	...	...	...	21	18	12	Bombay.
Sind	...	...	...	...	...	...	515	534	306	515	534	306	Sind.
Bengal	29	14	75	...	...	...	...	...	...	29	14	75	Bengal.
N.-W. P. & O.	3	...	1,374	...	6	...	...	...	...	3	6	1,374	N.-W. P. & O.
Punjab	...	...	...	...	...	4	11	554	1,490	11	554	1,494	Punjab.
Cent. Provs.	5	...	...	...	7	...	...	...	...	5	7	...	Cent. Provs.
Berar	...	...	...	...	...	...	...	...	...	...	...	...	Berar.
Assam	...	...	...	...	...	...	...	...	...	...	...	...	Assam.
Raj. & C. I.	...	...	...	...	...	...	...	...	...	...	...	...	Raj. & C. I.
Nizam's Terr.	...	...	...	...	...	1	...	...	...	...	...	1	Nizam's Terr.
Mysore	...	...	...	...	...	...	...	...	...	...	...	...	Mysore.
TOTAL	37	14	1,449	49	55	17	526	1,088	1,796	612	1,157	3,262	TOTAL.

Articles, and whence exported.	Imports from January to April, inclusive.												Articles, and whence exported.
	Calcutta.			Bombay Town.			Karachi.			Total.			
	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	
	14	15	16	17	18	19	20	21	22	23	24	25	26
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	
COTTON, RAW—													COTTON, RAW—
Madras	...	...	...	475	2,544	3,534	...	...	...	475	2,544	3,534	Madras.
Bombay	...	242	...	1,871,193	1,907,487	1,493,738	...	...	...	1,871,193	1,907,729	1,493,738	Bombay.
Sind	...	...	...	...	...	...	96,146	247,192	171,391	96,146	247,192	171,391	Sind.
Bengal	49,440	27,910	28,318	19	...	...	...	...	...	49,459	27,910	28,318	Bengal.
N.-W. P. & O.	120,074	314,888	180,278	189,811	231,383	155,492	...	...	...	309,885	546,271	335,770	N.-W. P. & O.
Punjab	38,714	41,073	44,194	60,225	61,698	45,479	166,225	144,588	111,476	265,164	247,359	201,149	Punjab.
Cent. Provs.	3,887	7,784	6,258	72,338	103,887	101,136	...	...	...	76,225	111,671	107,394	Cent. Provs.
Berar	1,306	4,034	14,964	673,949	886,916	734,198	...	...	...	675,255	890,950	749,162	Berar.
Assam	25,645	19,966	9,677	...	...	...	...	...	...	25,645	19,966	9,677	Assam.
Raj. & C. I.	8,603	23,502	25,839	516,092	563,091	559,094	...	...	...	524,695	586,593	584,933	Raj. & C. I.
Nizam's Terr.	...	...	...	1,365	703	1,985	...	...	...	1,365	703	1,985	Nizam's Terr.
Mysore	...	...	...	474	40	78	...	...	...	474	40	78	Mysore.
TOTAL	247,669	439,399	309,528	3,385,941	3,757,749	3,094,734	262,371	391,780	282,867	3,895,981	4,588,928	3,687,129	TOTAL.
WHEAT—													WHEAT—
Madras	...	...	...	...	90	140	...	...	...	...	90	140	Madras.
Bombay	...	...	...	1,090,299	466,895	566,193	...	...	...	1,090,299	466,895	566,193	Bombay.
Sind	...	...	...	...	...	...	233,518	637,150	433,292	233,518	637,150	433,292	Sind.
Bengal	158,071	79,830	102,608	...	...	...	...	...	...	158,071	79,830	102,608	Bengal.
N.-W. P. & O.	680,975	459,505	620,851	117,333	1,118	6,397	...	...	...	798,308	460,623	627,248	N.-W. P. & O.
Punjab	1,215	188,123	113,190	12,250	187,097	196,164	41,925	1,606,881	1,812,690	55,390	1,982,101	2,121,044	Punjab.
Cent. Provs.	89,757	27,797	17,414	1,498,153	678,244	240,089	...	...	...	1,587,910	706,041	257,503	Cent. Provs.
Berar	...	...	64	24,994	16,332	18,596	...	...	...	24,994	16,332	18,660	Berar.
Assam	...	...	...	...	...	...	...	...	...	...	...	...	Assam.
Raj. & C. I.	1,856	...	...	428,331	246,685	75,948	...	...	...	430,187	246,685	75,948	Raj. & C. I.
Nizam's Terr.	...	...	...	1,675	...	17	...	...	...	1,675	...	17	Nizam's Terr.
Mysore	...	...	...	...	...	...	...	...	...	...	...	...	Mysore.
TOTAL	931,874	755,255	853,127	3,173,035	1,596,461	1,103,544	275,443	2,244,031	2,245,982	4,380,352	4,595,747	4,202,653	TOTAL.
LINSEED—													LINSEED—
Madras	...	...	...	48,421	89,767	66,885	...	...	...	48,421	89,767	66,885	Madras.
Bombay	...	...	...	798,208	1,239,839	1,140,735	...	...	...	798,208	1,239,839	1,140,735	Bombay.
Sind	...	...	...	...	...	...	...	550	...	...	550	...	Sind.
Bengal	...	...	...	...	...	...	...	...	...	1,297,753	1,278,126	559,290	Bengal.
N.-W. P. & O.	1,297,753	1,278,126	559,290	...	...	...	...	...	...	574,455	686,590	137,590	N.-W. P. & O.
Punjab	460,331	517,696	117,255	114,124	168,894	20,335	...	...	...	574,455	686,590	137,590	Punjab.
Cent. Provs.	...	686	...	115	...	...	12	611	82	127	1,297	82	Cent. Provs.
Berar	52,404	303,095	22,682	1,050,400	858,587	297,674	...	...	...	1,102,804	1,161,682	320,356	Berar.
Assam	...	10,680	...	627,709	1,087,848	464,084	...	...	...	627,709	1,098,528	464,084	Assam.
Raj. & C. I.	1,722	4,497	4,063	...	...	...	...	...	...	1,722	4,497	4,063	Assam.
Nizam's Terr.	40,098	96,483	4,461	415,259	719,975	84,961	...	...	...	455,357	816,458	89,422	Raj. & C. I.
Mysore	...	...	...	271,430	444,044	390,990	...	...	...	271,430	444,044	390,990	Nizam's Terr.
TOTAL	1,852,308	2,211,263	707,751	3,325,684	4,609,166	2,466,230	12	1,161	82	5,178,004	6,821,590	3,174,063	Mysore.
INDIGO—													TOTAL.
Madras	...	...	...	683	771	543	...	...	...	683	771	543	INDIGO—
Bombay	...	...	...	368	388	401	...	...	...	368	388	401	Madras.
Sind	...	...	...	21	...	...	4,815	2,244	2,583	4,836	2,244	2,583	Bombay.
Bengal	...	...	...	...	...	4	...	...	...	6,190	6,574	21,829	Sind.
N.-W. P. & O.	6,190	6,574	21,825	...	...	2	...	...	...	690	3,285	7,179	Bengal.
Punjab	549	3,144	7,177	141	141	6	1,774	1,591	3,229	1,777	1,840	5,177	N.-W. P. & O.
Cent. Provs.	...	248	1,942	3	1	...	...	...	...	7	10	...	Punjab.
Berar	5	...	...	2	10	...	...	...	...	...	...	...	Cent. Provs.
Assam	...	...	...	...	...	...	...	...	...	...	...	...	Berar.
Raj. & C. I.	...	...	...	...	...	...	...	...	...	...	...	...	Assam.
Nizam's Terr.	...	...	24	571	620	555	...	...	...	571	620	379	Raj. & C. I.
Mysore	...	...	...	...	...	4	...	...	...	...	...	4	Nizam's Terr.
TOTAL	6,744	9,966	30,968	1,789	1,931	1,315	6,589	3,835	5,812	15,122	15,732	38,095	Mysore.
													TOTAL.

Simla, the 5th July 1895.

J. E. O'CONOR,
Director General of Statistics.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

C

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

ACCOUNT.
RAILWAY.

Grants for construction expenditure on Railway and Irrigation Works during 1895-96.

No. 303-A. R., dated Simla, the 26th June, 1895.

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

Read again the following papers:

Financial Statement for 1895-96, published in the *Gazette of India* of 21st March 1895.

Telegram from the Secretary of State, dated 19th March 1895.

READ also—

Telegram from the Secretary of State, dated 1st May 1895.

RESOLUTION.—In the Financial Statement for 1895-96, the following grants were recited as having been provided—

	Rs.
"48—State Railways Construction"	3,70,00,000
"49—Irrigation Construction"	70,00,000
Total	4,40,00,000

2. Subsequent to the issue of the financial statement and in accordance with the Secretary of State's telegram, dated 19th March 1895, an additional grant of Rs. 50,00,000 was made.

3. The grants referred to above, provided a sum of Rs. 50,00,000 only, for Capital Expenditure on the Assam-Bengal Railway during 1895-96. The requirements for this line for the current official year are estimated to amount to Rs. 2,09,58,000. The funds available to meet this anticipated expenditure are:

	Rs.
Estimated balance of Company's Capital, £30,000 =	5,50,000
Debentures to be raised by Company, £500,000 =	91,67,000
Grant allotted for 1895-96	50,00,000
Total	1,47,17,000

thus leaving a balance of Rs. 62,41,000 still to be provided, and in accordance with the Secretary of State's telegram of 1st May 1895, a further grant to this extent is now allotted, so far as it may be required for the Company's operations.

4. In the forecast of Capital Expenditure on State Railways and Irrigation works, approved by the Secretary of State, a sum of Rs. 75,00,000 was appropriated for outlay on irrigation projects during 1895-96, but, owing to the restriction of the grant placed at the disposal of the Public Works Department, a reduction of the allotment to Rs. 70,00,000 was rendered necessary.

In view, however, of the additional grant of Rs. 50,00,000 sanctioned in Secretary of State's telegram of the 19th March 1895, it has been found possible to restore the Rs. 5,00,000 temporarily withdrawn. The grant for "49—Irrigation Construction" therefore now stands at Rs. 75,00,000.

5. The total grants under "48" and "49" for 1895-96 are therefore as under—

	Rs.
"48—State Railways Construction"	4,77,41,000
"49—Irrigation Construction"	75,00,000
Total	5,52,41,000

and are at present distributed as follows:

	Amount.	Total.
	Rs.	Rs.
EXPENDITURE BY STATE AGENCY.		
Open lines—		
North-Western	23,34,000	
Oudh and Rohilkhand, including Lucknow-Rai Bareli and Bareilly-Rampur-Moradabad	15,00,000	
Stores transactions	1,07,000	
Eastern Bengal	12,00,000	
Burma	*—89,000*	
Warora Colliery	1,84,000	
Umaria Colliery	52,000	
TOTAL	52,88,000	
Lines under construction—		
East Coast, including Bezvada extension	60,00,000	
Mu Valley	12,00,000	
North-Western Railway, Gradient Improvements	*—2,61,000*	
Mari-Attock	26,00,000	
Mushkaf-Bolan	26,00,000	
Kotri-Rohri	60,00,000	
Wazirabad-Lyallpur	17,00,000	
Cawnpore-Lucknow-Gogra (linking up scheme)	14,00,000	
TOTAL	2,12,39,000	
TOTAL STATE AGENCY	...	2,65,27,000
Carried over	...	2,65,27,000

	Amount.	Total.
	Rs.	Rs.
Brought forward .	...	2,65,27,000
EXPENDITURE BY AGENCY OF COMPANIES.		
Open lines—		
East Indian	31,00,000	
Rajputana-Malwa system	7,00,000	
Tirhoot	7,00,000	
Bhopal	75,000	
Wardha Coal	1,05,000	
Dhond and Manmad	2,86,000	
South Indian	8,50,000	
Guntakul-Mysore Frontier	50,000	
TOTAL .	58,66,000	
Lines under construction—		
Godhra-Rutlam	3,50,000	
Assam-Bengal (Land)	19,50,000	
Assam-Bengal (Construction)	92,91,000*	
Rutlam-Ujjain	24,00,000	
Bezvada-Madras (Madras-Ennur Section) . . .	3,00,000	
TOTAL .	1,42,91,000	
TOTAL COMPANIES AGENCY .	...	2,01,57,000
TOTAL SPECIFICALLY ALLOTTED .	...	4,66,84,000
Indents thrown forward	...	13,50,000
TOTAL .	...	4,80,34,000
Deduct—Over allotments	...	*—2,93,000*
TOTAL GRANT AGAINST "48" .	...	4,77,41,000
"49—Irrigation Construction"	...	75,00,000
GRAND TOTAL "48" AND "49" .	...	5,52,41,000

* Not available for transfer to any other railway.

The Governments of Madras and Bombay (Railway).
The Chief Commissioners of the Central Provinces and Burma.
The Accountant General, Public Works Department.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.

ORDER.—Ordered, that the foregoing be forwarded to the Local Governments and Administrations noted on the margin for information.

Ordered also, that a copy of the resolution be forwarded to the Finance Department and the papers be published in *Gazette of India*.

R. G. MACDONALD,
Depy. Secy. to the Govt. of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 23RD JUNE 1894, AND FROM 1ST JANUARY TO 22ND JUNE 1895.

N.B.—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st-half of 1894.	Week ending 23rd June 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 22nd June 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st January to 23rd June 1894.	Earnings from 1st January to 22nd June 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	655	1,683	9,92,664	590	1,709	10,64,127	623	2,77,52,417	2,78,34,328	82,211	...
Bengal-Nagpur	189	862	80,305	93	862	80,298	104	41,30,108	41,18,235	1,88,037	...
Indian Midland (*a*)	162	752	1,09,846	140	752	91,202	121	31,30,802	26,14,392	...	5,25,410
Bezwada extension	168	21	2,396	114	21	3,133	149	58,441	75,332	16,891	...
Metre gauge—											
Rajputana-Malwa (*b*)	324	1,719	4,39,130	255	1,790	5,38,220	301	1,38,50,609	1,38,83,420	32,811	...
Pálanpur-Deesa	47	17	491	29	17	900	53	19,772	22,781	3,009	...
South Indian	143	1,042	1,68,197	161	1,042	1,82,581	175	36,32,272	41,97,564	5,65,292	...
Máyavaram-Mutupet	61	54	4,605	85	54	5,662	105	(*c*)43,555	1,06,103	62,608	...
Southern Mahratta (*d*)	115	1,165	1,40,849	121	1,165	1,40,612	121	33,73,855	34,03,379	1,69,524	...
Bengal and North-Western (*e*)	102	756	1,20,712	160	756	1,12,980	149	30,79,580	31,52,784	73,204	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	13,492	67	200	13,252	66	4,88,298	4,77,833	...	10,465
TOTAL	286	8,271	20,72,687	251	8,368	22,42,027	268	5,05,18,499	5,01,70,211	6,57,713	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	255	2,507	6,37,032	254	2,511	8,79,296	350	1,59,45,404	1,82,53,135	23,07,941	...
Oudh and Rohilkhand (state)	287	797	2,26,859	285	797	2,35,698	296	53,54,157	57,47,418	3,93,261	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	281	813	2,11,337	260	813	2,10,000	258	56,76,799	60,20,562	3,43,763	...
Bengal Central (*g*)	126	125	16,625	133	125	14,870	119	3,94,726	4,15,727	21,001	...
East Coast (state)	107	206	21,959	83	397	30,896	78	6,72,139	9,26,847	2,54,708	...
Metre gauge—											
Burma (state)	199	730	1,08,182	148	746	1,09,344	147	36,55,558	38,09,296	1,53,738	...
Special gauges—											
Jorhát (state provincial)	44	25	1,532	61	25	2,171	87	29,348	35,505	6,157	...
Cherra-Companyganj (state provincial)	60	8	491	61	8	291	36	11,946	12,088	142	...
TOTAL	244	5,271	12,24,017	232	5,422	14,82,536	273	3,17,40,167	3,52,20,878	34,80,711	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*h*)	566	1,490	5,85,622	303	1,490	4,94,281	332	2,24,10,977	1,89,52,550	...	34,67,427
Bombay, Baroda and Central India	801	461	2,65,646	576	461	3,72,000	807	62,08,800	1,01,40,000	11,31,200	...
Madras	237	840	2,12,812	253	840	2,12,797	253	40,63,113	53,75,791	4,82,682	...
TOTAL	522	2,791	10,64,080	381	2,791	10,79,078	387	3,66,41,890	3,47,68,350	...	18,83,545
TOTAL (GUARANTEED AND STATE)	343	16,333	43,60,784	267	16,581	48,03,641	290	12,79,00,561	13,01,57,439	22,54,878	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	167	161	22,460	140	161	28,342	176	6,80,658	7,26,987	40,329	...
Tarkessur	308	22	6,434	292	22	5,626	256	1,74,364	1,64,762	...	2,602
Metre gauge—											
Rohilkund and Kumaon (Company's section)	149	67	9,180	137	66	10,216	155	2,40,194	1,98,129	...	42,065
Bengal Dooars	80	36	4,153	115	36	4,600	128	56,073	79,051	22,978	...
Dibru-Sadiya	133	78	6,590	84	78	11,376	146	2,58,593	2,87,684	29,121	...
Special gauge—											
Darjeeling-Himalayan	232	51	10,476	205	51	22,089	433	2,90,021	3,66,135	76,114	...
TOTAL	166	415	59,293	143	414	82,249	199	17,03,873	18,27,748	1,23,875	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	185	333	67,932	204	333	60,481	182	15,21,086	16,79,690	1,58,604	...
The Gaekwar's Petlád	112	13	1,750	135	13	1,010	78	37,524	37,834	310	...
Rájpura-Bhátinda	192	108	29,585	274	108	39,384	365	4,77,931	7,59,834	2,81,903	...
Kolar Gold-fields	306	10	3,058	306	10	3,498	350	(*i*)9,850	64,822	54,972	...
Metre gauge—											
Southern Mahratta (Mysore section) (*j*)	88	362	36,660	101	362	40,817	113	7,90,623	8,34,775	44,152	...
The Gaekwar's Mehsána	98	93	6,922	74	93	6,040	65	2,28,395	1,05,951	...	32,444
Kolhápur	92	29	2,025	70	29	2,176	75	67,033	61,748	...	5,285
Special gauge—											
The Gaekwar's Dabhoi	81	72	3,143	44	72	3,520	49	1,48,438	1,35,633	...	12,805
Cooch Behar	30	22	892	41	22	700	32	16,664	27,410	10,746	...
TOTAL	130	1,042	1,51,967	146	1,042	1,57,626	151	32,97,564	37,97,717	5,00,153	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	131	334	22,036	66	334	30,025	90	11,05,776	11,80,223	74,447	...
Jetalsar-Rájkot	68	46	3,100	67	46	2,817	61	80,215	93,622	13,407	...
Jodhpur-Bickaneer	75	364	24,415	67	364	20,430	56	6,87,351	5,68,310	...	1,19,041
Special gauge—											
Morvi	75	94	4,588	49	94	7,449	79	1,76,034	1,94,900	18,866	...
TOTAL	97	838	54,139	65	838	60,721	72	20,49,376	20,37,055	...	12,321
GRAND TOTAL	290	18,628	46,26,183	248	18,875	51,04,237	270	13,49,51,374	13,78,17,959	28,66,585	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 23rd June 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*i*) Total earnings from 1st to 23rd June 1894.
(*j*) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 4th July 1895.*

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XI OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	Week ending 23rd June 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 22nd June 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st April to 23rd June 1894.	Earnings from 1st April to 22nd June 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	599	1,683	9,92,664	590	1,709	10,64,127	623	1,31,98,859	1,34,97,604	2,98,745	...
Bengal-Nágpur	152	862	80,305	93	862	89,298	104	17,72,901	18,41,808	68,907	...
Indian Midland (*a*)	144	752	1,09,846	146	752	91,262	121	15,85,653	11,83,966	...	4,01,687
Bezwada Extension	170	21	2,396	114	21	3,133	149	32,032	34,518	2,466	...
Metre gauge—											
Rajputana-Malwa (*b*)	279	1,719	4,39,130	255	1,790	5,38,220	301	69,66,903	67,91,485	...	1,75,418
Pálanpur-Deesa	44	17	491	29	17	900	53	9,632	11,579	1,947	...
South Indian	154	1,042	1,68,197	161	1,042	1,82,581	175	18,90,303	21,50,564	2,60,261	...
Máyavaram-Mutupet	75	54	4,605	85	54	5,662	105	(*c*) 43,555	58,564	15,009	...
Southern Mahratta (*d*)	105	1,105	1,40,849	121	1,165	1,40,612	121	17,78,174	18,18,092	39,918	...
Bengal and North-Western (*e*)	146	756	1,20,712	160	756	1,12,980	149	16,28,231	15,35,385	...	92,896
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	13,492	67	200	13,252	66	2,25,312	2,05,825	...	19,487
TOTAL	259	8,271	20,72,687	251	8,368	22,42,027	268	2,91,31,625	2,91,29,390	...	2,235
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	252	2,507	6,37,032	254	2,511	8,79,296	350	76,18,366	93,47,583	17,29,217	...
Oudh and Rohilkhand (state)	270	797	2,26,859	285	797	2,35,698	296	27,28,786	25,89,083	...	1,39,703
Eastern Bengal (state) (including metre and 2' 6" gauges)	339	813	2,11,337	260	813	2,10,000	258	24,86,086	25,18,653	32,567	...
Bengal Central (*g*)	130	125	16,625	133	125	14,870	119	1,93,889	1,92,989	...	900
East Coast (state)	99	206	21,959	83	397	30,896	78	3,48,474	4,80,901	1,32,427	...
Metre gauge—											
Burma (state)	164	730	1,08,182	148	746	1,09,344	147	14,39,654	16,06,809	1,67,155	...
Special gauges—											
Jorhát (state provincial)	55	25	1,532	61	25	2,171	87	14,956	19,240	4,284	...
Cherra-Companyganj (state provincial)	64	8	491	61	8	291	36	5,975	4,127	...	1,848
TOTAL	243	5,271	12,24,017	232	5,422	14,82,536	273	1,48,36,189	1,67,59,385	19,23,199	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*h*)	442	1,490	5,85,622	393	1,490	4,94,281	332	1,01,68,654	87,12,958	...	14,55,696
Bombay, Baroda and Central India	678	461	2,65,646	576	461	3,72,000	807	50,46,808	58,77,783	8,30,975	...
Madras	243	840	2,12,812	253	840	2,12,797	253	23,94,487	25,70,757	1,76,270	...
TOTAL	421	2,791	10,64,080	381	2,791	10,79,078	387	1,76,09,949	1,71,61,498	...	4,48,451
TOTAL (GUARANTEED AND STATE)	281	16,333	43,60,784	267	16,581	48,03,641	290	6,15,77,760	6,30,50,273	14,72,513	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	165	161	22,460	140	161	28,342	176	3,62,542	3,55,474	...	7,068
Tarkessur	269	22	6,434	292	22	5,626	256	87,394	83,307	...	4,027
Metre gauge—											
Rohilkund and Kumaon (Company's section)	121	67	9,180	137	66	10,216	155	1,15,693	1,18,800	3,107	...
Bengal Dooars	161	36	4,153	115	36	4,600	128	27,372	38,709	11,337	...
Dibru-Sadiya	136	78	6,590	84	78	11,376	146	1,20,097	1,29,749	9,652	...
Special gauge—											
Darjeeling-Himalayan	249	51	10,476	205	51	22,089	433	1,57,979	2,09,787	51,808	...
TOTAL	164	415	59,293	143	414	82,249	199	8,71,077	9,35,886	64,809	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	187	333	67,932	204	333	60,481	182	7,93,580	7,82,882	...	10,698
The Gaekwar's Petlád	105	13	1,750	135	13	1,010	78	21,002	20,260	...	742
Rájpura-Bhátinda	271	108	29,585	274	108	39,384	365	2,63,536	2,82,264	18,728	...
Kolar Gold-fields	260	10	3,058	306	10	3,498	350	(*i*) 9,850	32,619	22,769	...
Metre gauge—											
Southern Mahratta (Mysore section (*j*)	89	362	36,660	101	362	40,817	113	3,99,318	4,17,946	18,628	...
The Gaekwar's Mehsána	74	93	6,922	74	93	6,040	65	1,08,816	96,694	...	12,122
Kolhápur	81	29	2,025	70	29	2,176	75	36,534	32,298	...	4,236
Special gauges—											
The Gaekwar's Dabhoi	59	72	3,143	44	72	3,520	49	75,715	83,445	7,730	...
Cooch Behar	45	22	892	41	22	700	32	10,003	10,050	47	...
TOTAL	136	1,042	1,51,967	146	1,042	1,57,626	151	17,18,354	17,58,458	40,104	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	103	334	22,036	66	334	30,025	90	5,51,461	6,69,262	1,17,801	...
Jetalsar-Rájkot	68	46	3,100	67	46	2,817	61	41,666	48,514	6,848	...
Jodhpur-Bickaneer	58	364	24,415	67	364	20,430	56	3,31,518	2,67,098	...	64,420
Special gauge—											
Morvi	65	94	4,588	49	94	7,449	79	90,615	1,10,092	19,477	...
TOTAL	78	838	54,139	65	838	60,721	72	10,15,260	10,94,966	79,706	...
GRAND TOTAL	261	18,628	46,26,183	248	18,875	51,04,237	270	6,51,82,451	6,68,39,583	16,57,132	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 23rd June 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*i*) Total earnings from 1st to 23rd June 1894.
(*j*) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 4th July 1895.*

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

SUPPLEMENT TO

The Gazette of India.

No. 28.} CALCUTTA, SATURDAY, JULY 13, 1895.

OFFICIAL PAPERS.

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

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

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

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Total Gross and Net Indian Sea and Land Customs Revenue (excluding Salt Revenue).

[In thousands of Rupees.]

	In the two months, April and May, of									
IMPORTS (GROSS REVENUE).	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Arms, Ammunition, and Military Stores	28	42	34	37	42	57	51	45	50	48
Liquors:										
Spirit	6,60	8,25	8,41	8,39	9,08	8,68	9,33	8,59	9,17	10,36
Other liquors	1,02	1,25	1,14	1,17	1,12	1,29	1,09	1,18	1,01	1,20
Apparel, drapery, etc.	—	—	—	—	—	—	—	—	1,09	1,11
Chemical products and preparations	—	—	—	—	—	—	—	—	53	44
Cotton manufactures:										
Twist and yarn	—	—	—	—	—	—	—	—	—	2,63
Piece goods, grey	—	—	—	—	—	—	—	—	—	9,61
„ white	—	—	—	—	—	—	—	—	—	3,59
„ coloured	—	—	—	—	—	—	—	—	—	3,09
Other goods	—	—	—	—	—	—	—	—	—	43
Drugs, medicines, and narcotics	—	—	—	—	—	—	—	—	60	55
Dyeing and tanning materials	—	—	—	—	—	—	—	—	41	62
Glass and glassware	—	—	—	—	—	—	—	—	60	65
Hardware and cutlery	—	—	—	—	—	—	—	—	1,24	1,26
Metals:										
Copper	—	—	—	—	—	—	—	—	66	1,46
Iron and steel	—	—	—	—	—	—	—	—	51	78
Silver	—	—	—	—	—	—	—	—	4,41	4,71
Tin	—	—	—	—	—	—	—	—	20	23
Other metals	—	—	—	—	—	—	—	—	97	63
Oils: Petroleum	—	—	2,02	2,68	2,84	3,38	3,34	3,57	2,90	8,02
Paints and colours	—	—	—	—	—	—	—	—	31	29
Paper	—	—	—	—	—	—	—	—	38	44
Provisions	—	—	—	—	—	—	—	—	68	1,43
Silk, raw and manufactured	—	—	—	—	—	—	—	—	1,75	1,91
Spices	—	—	—	—	—	—	—	—	75	52
Stationery	—	—	—	—	—	—	—	—	24	24
Sugar	—	—	—	—	—	—	—	—	2,40	3,56
Tea	—	—	—	—	—	—	—	—	29	27
Umbrellas	—	—	—	—	—	—	—	—	58	40
Wood and timber	—	—	—	—	—	—	—	—	16	23
Woollen goods	—	—	—	—	—	—	—	—	63	58
Imports by post	...	...	...	...	...	...	...	...	22	21
All other articles	1	...	1	1	1	...	...	1	3,52	4,08
TOTAL	7,91	9,92	11,92	12,62	13,47	13,92	14,27	13,80	36,71	66,01
EXPORTS (GROSS REVENUE).										
Rice nad rice-flour	14,59	15,51	11,64	15,84	17,43	16,20	11,34	15,06	17,92	17,20
TOTAL GROSS REVENUE	22,50	25,43	23,56	28,46	30,90	30,12	25,61	28,86	54,63	83,21
TOTAL NET REVENUE	22,12	24,80	22,93	27,85	30,16	29,18	24,91	28,00	53,49	81,50
Provincial distribution of Net Customs Revenue.										
Bengal Import	2,23	2,03	3,03	3,42	3,27	3,88	4,47	3,57	9,15	19,76
Bengal Export	2,00	2,19	2,97	2,24	2,79	2,36	2,24	2,81	2,28	3,55
Bombay Import	2,12	2,83	3,83	3,92	4,76	4,66	4,64	5,23	17,73	27,39
Bombay Export	35	42	45	53	45	31	41	49	50	68
Sindh Import	75	1,00	1,08	1,28	1,27	1,34	95	1,28	2,64	3,99
Sindh Export	25	19	16	20	25	19	20	13	16	17
Madras Import	1,15	1,50	1,81	1,68	2,23	2,04	1,92	1,76	3,75	7,56
Madras Export	86	86	75	1,02	76	61	65	73	1,19	97
Burma Import	1,62	2,27	1,94	2,02	1,64	1,60	1,93	1,58	2,72	5,90
Burma Export	10,79	11,51	6,91	11,54	12,74	12,19	7,50	10,42	13,37	11,53

FINANCE AND COMMERCE DEPARTMENT
(Statistical Branch)
Calcutta, 10th July 1895.

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, July 6th, 1895.

During the past week the weather has undergone a sudden and striking change. At the close of last week a deepish cyclonic storm was proceeding from the Bay north-westward into Upper India. It was occasioning steep gradients and a strong monsoon throughout the greater part of the country, and the rainfall over a large part of India was general and fairly heavy. This storm reached the west of the North-Western Provinces on Wednesday, July 1st, and there it broke up, giving very heavy rain to the Meerut and Roorkee divisions and to the Kumaon Himalayas. Immediately on the disappearance of this storm a large change occurred. The barometer rose generally—rapidly over parts of Northern India,—gradients decreased, the wind shifted to north-west on the West Coast, and rain ceased almost everywhere. On the 3rd a few showers were reported from the West Coast, Lower Burma, and Northern India, while a very large proportion of the country had received no rain whatever. As the week progressed the rainfall became more general over the Peninsula, as well as over Burma, Assam, and Bengal, but over a large part of India the break in the rains continued. As one result of this change of weather there occurred a marked rise of temperature during the week. The greatest change was between the 2nd and 3rd, when the general temperature of the whole country rose suddenly nearly 2°, and when, as mentioned above, the rainfall suddenly ceased over the greater part of the country.

Daily Summary.—*Sunday.*—The cyclonic storm which at the close of the previous week had been central near Chaibassa had advanced north-westward, and the centre lay between Allahabad and Benares. Pressure had consequently decreased rapidly in the east of the North-Western Provinces, while it had increased even more rapidly over Orissa and South-West Bengal. A strong monsoon was blowing over the greater part of the country, but in Upper India calms and variable breezes prevailed. Rain had fallen fairly generally over North-Eastern India, the Gangetic plain, and along the foot of the Himalayas, but in the Peninsula the fall had been confined to the West Coast and in Central and North-Western India (away from the hills) to a few scattered showers.

Monday.—The cyclonic storm had continued to progress north-westward, and was central between Lucknow and Cawnpore. Pressure had increased very rapidly over the east of the North-Western Provinces, while elsewhere the changes were generally moderate. The cyclonic storm was filling up quickly. The winds were irregularly cyclonic around the depression, but blew from the normal monsoon directions elsewhere. There had been a good deal of rain over the Gangetic plain—heaviest on the north-western quadrant of the depression,—but the fall in Bengal had ceased, and elsewhere the amount and distribution of rain was much the same as on the 30th June.

Tuesday.—The cyclonic storm had broken up, apparently among the Kumaon Himalayas, and pressure had risen rapidly over the west of the North-Western Provinces, Rajputana, and Gujarat, and slightly over nearly the whole of India. Readings were highest in the extreme south, and lowest over the Punjab, but the

relative distribution was irregular, owing to the large excess of pressure which was developing over the north of the Bombay Presidency. South-easterly winds prevailed over a considerable part of the Punjab, but they had disappeared from other parts of Northern India, and abnormal westerly and north-westerly winds prevailed over a large part of the country. There had been a good deal of rain over the North-Western Provinces, particularly in the west, but elsewhere any rainfall was light and scattered, and over a large part of the country none whatever was recorded.

Wednesday.—Pressure had decreased briskly over Bengal, but elsewhere the baric changes were slight. The changes were, however, all directed to intensifying the abnormal conditions noticed on the preceding day, and pressure exhibited a still greater excess over the north of Bombay than on the 2nd. The wind had shifted to north-north-west along the west coast of the Peninsula, and abnormal westerly and west-north-westerly winds were reported elsewhere. The rainfall had been moderate and general over Lower Burma, but in all other parts of the country only scattered showers generally of small amount were received.

Thursday.—Pressure had increased in Burma; decreased elsewhere. The changes were nowhere very important, and the abnormal conditions of considerable excess over the north of the Bombay Presidency continued. Winds were westerly to north-westerly over the Peninsula and the central parts of the country. Elsewhere the directions were very variable, and calms prevailed over the Gangetic plain. Light moderately general rain was reported from Burma and Bengal, and scattered showers from the Peninsula and the Central Provinces, but elsewhere the weather was dry.

Friday.—Pressure had decreased in the west and increased in the east, but the changes were small, and the distribution was practically unchanged. Readings were highest in Ceylon, and lowest in the West Punjab, but pressure was abnormally high over Central India. Winds were again more northerly than usual over the Peninsula, and were south-westerly and westerly instead of south-easterly and easterly over the Gangetic plain, but the abnormal features of the wind direction were less pronounced than on the 4th. Rain had again been fairly general over Lower Burma and Bengal; light scattered showers were reported from the Peninsula and the Central Provinces, while elsewhere there was practically no rain.

Saturday.—Pressure had increased briskly around the head of the Bay, but had not changed much elsewhere. The general distribution was unchanged, but a small centre of depression had appeared over Central Bengal. The wind had backed over the Peninsula, and the general directions were westerly and south-westerly over the Peninsula, Central India, and South-West Bengal, southerly and south-south-easterly over Burma and East Bengal, easterly in North Bengal, westerly in the Gangetic plain, and southerly in the Punjab. Rain continued to fall fairly generally over Lower Burma, Assam, and Bengal, and as scattered showers over the Peninsula, the Central Provinces, and along the line of the Himalayas.

Temperature.—The changes of temperature have as usual agreed closely with the changes in the rainfall. During the passage of the cyclonic storm northwestward up the Gangetic plain, the heaviest rainfall was shown close to the central area of depression, and the temperature chart exhibited an area of abnormally low temperature at Sutna on June 30th, at Jhansi on July 1st, at Meerut on July 2nd, and at Roorkee on July 3rd. While the rainfall which

accompanied the passage of this cyclonic storm continued, the general temperature of India was in defect of the normal as is shown by the following table, which gives the variations of the mean temperature from the normal in the different provinces of India for each day of the week:

Province.	June 1895.	July 1895.						Mean variation of week.
	30th	1st	2nd	3rd	4th	5th	6th	
	°	°	°	°	°	°	°	°
Burma	+1·0	+1·0	+2·2	+2·0	+0·2	+2·2	+3·0	+1·7
Bengal and Assam	—1·4	—0·4	+1·2	+2·4	+2·4	—0·2	—0·4	+0·5
North-Western Provinces and Oudh	—4·2	—7·9	—7·2	—2·2	+2·2	+2·7	+2·9	—2·0
Punjab	—9·6	—6·5	—3·7	+0·6	+3·3	+4·3	+3·9	—1·1
Bombay	+2·0	+1·8	+1·5	+2·8	+2·4	+2·1	+1·0	+1·9
Central Provinces and Berar	—0·3	—1·5	+2·8	+4·5	+4·1	+3·5	+3·3	+2·3
Central India and Gujarat	—1·6	—0·4	—0·6	+1·4	+2·2	+2·0	+2·0	+0·7
Sind and Rajputana	—0·1	+0·1	+1·3	+2·0	+2·4	+2·2	+2·7	+1·5
Madras	+1·6	+2·5	+3·7	+4·3	+4·5	+1·6	—0·7	+2·5
Mean for whole of India	—1·4	—1·3	+0·1	+2·0	+2·6	+2·3	+2·0	+0·9

The above shows that on the first two days the mean temperature was low. On July 2nd it was normal and on July 3rd it rose above the normal, and so continued until the close of the week. The provincial variations show that in the Punjab and North-Western Provinces, where the rainfall, as the cyclonic storm was advancing, was heavy, the mean temperature of the whole week was low, but these were the only instances, the temperature in all the other provinces being excessive. The variations of temperature were very large in Upper India during the week; thus the mean temperature of the Punjab on the 30th June was 9·6° below, and on the 5th July 4·3° above, the normal. During the whole of the latter part of the week the maxima or day temperatures were very excessive over Central and North-Western India.

Rainfall.—The concluding table of the summary shows the rainfall received during the week, etc. In one division, *viz.*, Rajputana (West), there was no rainfall during the week, and in four more, *viz.*, the Punjab (West), Kathiawar, Sind, and Madras (South), the average actual rainfall of each division was less than 0·10 inch, so that in these divisions also the rainfall for the week was practically *nil*, but in all other parts of the country effective rainfall was received. The amount of this effective rainfall varied from 11·87 inches in Tenasserim and 10·95 inches in Malabar to 0·13 inch in the Punjab (North-West) and Berar. Hence the general distribution of the rainfall was fairly normal and regular, the amount decreasing from a maximum in the south-west of the Peninsula and in the south of the Burmese Peninsula to a minimum in the extreme north-west of India, though the lightness in Berar was abnormal. The normal distribution of rainfall for the week, given in the second column, exhibits a decrease in the amount of rain from 11 inches in Tenasserim, Arakan, and the Konkan to 0·33 inch in the west of the Punjab and to 0·19 inch in South Madras, so that, though the general features of the actual and normal fall are similar, it is evident that considerable local variations exist. These variations are shown in the third

column of the table. In the first place, the figures show a general lightness of the rainfall, for whereas there are only eleven divisions which exhibit an excess of rain for the week, there are no less than forty which exhibit a defect. The divisions which have received more than the normal fall are Tenasserim, East Bengal, Chota Nagpur, Oudh (South), the North-Western Provinces (West), Madras (South-Central), the East Coast (North), and the East Coast (South) with an excess of less than 1 inch, the North-Western Provinces (Central and Submontane) with an excess of over 2 inches, and Malabar with an excess of over 3 inches. The cases of large defect are Arakan, Assam (Surma), North Bengal, Coorg, the Konkan, Berar, the Central Provinces, and Gujarat, but, relatively to the normal, some of the divisions with smaller rainfall exhibited much larger deficiencies,—for instance, the deficiency in Arakan was as much as 5·06 inches, and that in the Konkan was 7·44 inches, yet the former division had more than half its proper fall, and the latter nearly one-third, while Kathiawar received only 0·09 inch instead of its normal 1·98 inches, and hence had only one-twenty-second of the average amount. One of the most marked regions of deficient rainfall was that comprising the Central Provinces, the west of Central India, Gujarat, and Kathiawar, which it will be remembered was the region occupied by the area of abnormally excessive pressure during the greater part of the week.

The returns of the sudder stations show that in Burma, Assam, and Bengal rain fell almost daily; in the North-Western Provinces the rainfall more or less ceased after the 2nd; in the Punjab, except on the hills, where showers occurred almost daily, there was a little rain on June 30th and July 1st, and none thereafter; in Malabar, Coorg, and along the West Coast generally rain fell on most days; over the central parts of the Peninsula and the central parts of India there were light showers throughout the week, but no general rainfall, though, on the whole, June 30th and July 1st were the days of most general rain; in the east of the Peninsula there were scattered light showers, but no general rain.

The three concluding columns of the table exhibit the state of the seasonal rainfall. From the 2nd of June to date the monsoon rains have been in excess over Orissa, the North West Provinces (Central, West, and Submontane), the Punjab (South, Submontane, and Hill districts, North-West, and West), Madras (South-Central), and the Central Provinces (East); they have been normal over Tenasserim, Lower and Central Burma, Chota Nagpur, the North-Western Provinces (East), Oudh (North and South), the Punjab (Central), Malabar, Coorg, Mysore, the Deccan, Khandesh, the Central Provinces (West and Central), Central India (East), the East Coast (North), Madras (Central), and the East Coast (Central), and they have been in defect elsewhere. Briefly, the principal deficiency has been over Bengal and Assam, over Bombay (North), and over Rajputana.

The following are the principal large total falls during the week ending July 6th: Moulmein 12·43 inches, Rathedaung (Akyab) 9·25 inches, Cox's Bazar (Chittagong) 9·27 inches, Cherrapunji 18·07 inches, Kurseong 11·13 inches, Motihari 10·92 inches, Nakur (Saharanpur) 12·94 inches, Jagadhri (Umballa) 5·83 inches, Pantval (Mangalore) 24·02 inches, Bhatkal (Karwar) 9·53 inches, Bawda (Kolhapur) 9·22 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending July 6th, 1895.			Rainfall data from June 2nd to July 6th, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, June 2nd to July 6th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	11·87	11·21	+ 0·66	50·82	48·94	+ 4
	Lower Burma	3·83	4·92	— 1·09	23·15	22·89	+ 1
	Central Burma	2·20	2·57	— 0·37	10·67	12·61	— 15
	Upper Burma	0·65	?	?	6·93	?	?
	Arakan	6·05	11·11	— 5·06	31·32	60·98	— 49
Bengal and Assam	East Bengal	4·17	4·11	+ 0·06	12·18	23·56	— 48
	Assam (Surma)	6·42	9·61	— 3·19	18·07	44·85	— 60
	Do. (Brahmaputra)	3·39	4·26	— 0·87	11·84	18·96	— 38
	Deltaic Bengal	2·43	2·55	— 0·12	9·50	12·66	— 25
	Central Bengal	1·91	2·98	— 1·07	7·84	12·99	— 40
	North Bengal	3·89	6·40	— 2·51	14·92	30·22	— 51
	Orissa	0·98	2·41	— 1·43	14·91	10·88	+ 37
	Chota Nagpur	3·24	2·58	+ 0·66	12·30	10·46	+ 18
	Bihar (South)	2·12	2·86	— 0·74	5·72	8·62	— 34
	Do. (North)	3·13	3·70	— 0·57	8·83	12·10	— 27
North-Western Provinces and Oudh.	North-Western Provinces (East)	1·91	2·17	— 0·26	6·12	6·43	— 5
	Do. (Submontane) (*a*)	1·57	2·84	— 1·27	8·69	8·16	+ 6
	Oudh (South)	2·73	2·36	+ 0·37	7·40	6·70	+ 10
	Do. (North)	1·70	3·16	— 1·46	8·93	8·07	+ 11
	North-Western Provinces (Central).	4·36	2·12	+ 2·24	9·66	5·43	+ 78
	North-Western Provinces (West).	2·73	1·87	+ 0·86	7·34	4·38	+ 68
	North-Western Provinces (Submontane). (*b*)	5·76	3·21	+ 2·55	14·18	8·06	+ 76
Punjab	Punjab (South)	0·27	0·85	— 0·58	2·91	2·26	+ 29
	Do. (Central)	0·66	1·66	— 1·00	4·25	3·94	+ 8
	Do. (Submontane)	0·23	1·93	— 1·10	6·02	4·58	+ 31
	Do. (Hill Districts)	3·21	5·00	— 1·79	18·06	13·11	+ 38
	Do. (North-West)	0·13	0·84	— 0·71	3·84	2·27	+ 69
	Do. (West)	0·02	0·33	— 0·31	1·44	0·90	+ 60
Bombay and Malabar Coast Districts (Madras).	Malabar	10·95	7·46	+ 3·49	42·06	41·39	+ 2
	Madras (South Central)	1·21	1·17	+ 0·04	7·04	5·77	+ 22
	Coorg	7·52	9·59	— 2·07	37·70	34·51	+ 9
	Mysore	0·70	1·48	— 0·78	5·89	5·99	— 2
	Konkan	3·65	11·09	— 7·44	27·26	38·67	— 30
	Bombay Deccan	0·50	1·66	— 1·16	6·33	6·59	— 4
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0·15	1·30	— 1·15	5·06	5·92	— 15
Central Provinces and Berar.	Berar	0·13	2·38	— 2·25	5·05	9·02	— 44
	Central Provinces (West)	0·29	2·34	— 2·05	10·81	9·44	+ 15
	Ditto (Central)	0·73	3·38	— 2·65	13·60	11·61	+ 17
	Ditto (East)	2·44	3·49	— 1·05	19·02	12·22	+ 56
Bombay (North)	Gujarat	1·09	4·03	— 2·94	6·66	9·93	— 33
	Kathiawar	0·09	1·98	— 1·89	2·40	4·77	— 50
	Sind	0·04	0·36	— 0·32	0·42	0·65	— 35
Rajputana and Central India.	Central India (East)	1·05	2·59	— 1·54	8·54	9·88	— 14
	Rajputana (East), Central India (West).	0·34	2·03	— 1·69	3·01	6·13	— 51
	Rajputana (West)	0	1·16	— 1·16	0	2·91	— 100
Madras	East Coast (North)	0·62	1·61	— 0·99	5·99	5·99	0
	Ditto (ditto) (*a*)	3·25	2·48	+ 0·77	13·77	12·63	+ 9
	Hyderabad (South)	0·25	1·22	— 0·97	3·95	5·41	— 27
	Madras (Central)	0·42	0·71	— 0·29	2·58	3·16	— 18
	East Coast (Central)	0·37	0·88	— 0·51	3·06	3·52	— 13
	Ditto (South)	1·00	0·65	+ 0·35	1·75	2·69	— 35
	Madras (South)	0·05	0·19	— 0·14	0·76	1·23	— 38

SIMLA, *11th July 1895.*

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

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 6th July.*—Rainfall very heavy on the West Coast and Nilgiris, and generally good or moderate elsewhere, except in the extreme south where only scattered showers have fallen. Irrigation supplies in the large rivers are adequate. Cultivation is proceeding generally, though retarded by want of rain, especially in the extreme south. The standing crops are generally fair, but need rain, especially in the Carnatic, Central and Southern districts. Pasture is improving, and fodder is sufficient. The condition of cattle is generally good. Prices have risen slightly in a few districts, but are generally steady. The recent rainfall will improve prospects.

Bombay.—*For week ending 10th July.*—Rain throughout the Presidency, but generally slight. More rain is required in parts of Gujarat, the Deccan, and Kathiawar, and urgently in Ahmednagar and Sholapur. The standing crops are good. Preparations for the monsoon crops are progressing in parts of seven districts. Sowings continue in parts of seventeen districts, but are retarded in parts of seven for want of rain. Transplantation has commenced in parts of Kolaba and Ratnagiri, but is retarded in parts of Thana for want of rain. The fodder supply is sufficient, but water is deficient in parts of Shikarpur and the Upper Sind frontier. Agricultural stock are in good condition. Prices are normal, except in parts of Ahmednagar and Sholapur.

Bengal.—*For week ending 8th July.*—There was rain in all districts during the week, but more rain is wanted in parts. The condition of the standing crops is reported good. The transplanting of the winter rice seedlings has commenced in several districts, and in the Patna division the sowing of the autumn crops is in progress. The jute crop is beginning to be cut in the north of the Rajshahi division, but unless heavy rain falls soon there will not be water enough for steeping. In Cuttack the floods are said to have done some damage on low lands. The price of common rice is almost stationary.

North-Western Provinces and Oudh.—*For week ending 10th July.*—Moderate rain has been general during the week, except in three districts where the fall has been slight. Crops on low lying lands in Meerut have been damaged by flooding. More rain is needed in Benares, Cawnpore, and Agra. The autumn crops are germinating well, and weeding has commenced in places. Sugarcane and indigo are doing well. Markets are well supplied, and fodder is sufficient. Prices are fluctuating with a tendency to rise in five districts.

Punjab.—*For week ending 10th July.*—Slight rain has fallen in seven districts. The autumn sowings have commenced in Delhi, in progress in Umballa, Jullundur, Sialkot, Lahore, and Rawal Pindi, and have been finished in Multan, except millet and cotton. The autumn ploughing has commenced in Ferozepore. Rain is wanted in Lahore and Shahpur. Sugarcane and cotton prospects are good in Jullundur. The condition of the autumn crops in Amritsar, Rawal Pindi, and Shahpur, of the extra spring crops in Dera Ismail Khan, and of the standing crops in Peshawar are good. The existing crops are promising in Sialkot, but the young autumn crops are withering in Hissar for want of rain. Cattle are generally in good condition, and fodder is sufficient throughout the Province. Prices are rising in Umballa, below normal in Sialkot, and continue low elsewhere, except that of wheat in Shahpur.

Central Provinces.—*For week ending 10th July.*—The weather has been cloudy and warm. Rain has fallen irregularly: Nagpur received about 2½ inches, and Seoni a little below 2 inches, but the fall was very light in the Narbudda Valley, and there was no rain in Hoshangabad and Saugor. In the Chhattisgarh division Sambalpur had nearly 3 inches, but Raipur and Bilaspur had but little. Autumn sowings continue. Prices are almost stationary.

Burma.—*For week ending 6th July.*—In Lower Burma ploughing and sowing for the main paddy crop is now in progress in all districts. Ploughing on high lands in Akyab is being retarded for want of rain. In Amherst the nursery plants are slightly damaged by insects. In Upper Burma cultivation of early wet-weather paddy and ploughing for wet-weather paddy are in progress in all districts. In the Ava township of the Sagaing district the standing crops are withering for want of rain. In the Salingyi township of Lower Chindwin cotton and sesamum have been damaged by insects. The sesamum plants have also been slightly damaged by heavy rain in one township in Minbu, and in Magwe by insects. In parts of Yamethin the standing crops are very poor. In the Myingyan sub-division the cotton and sesamum plants are withering for want of rain. Elsewhere the crop prospects are good. The price of paddy has risen considerably in Mandalay and Kyaukse, fallen considerably in Thongwa, Amherst, and Upper Chindwin, and slightly in Rangoon, Bassein, and Sagaing; elsewhere prices are stationary.

Assam.—*For week ending 9th July.*—Weather rainy. Sowing of late rice seedlings and ploughing for the late rice continue. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 10th July.*—MYSORE: Good rain in parts of all districts, excepting Mysore and Chitaldroog; slight rain elsewhere. The standing crops and prospects are good. Prices have fallen in two districts, and risen in two others.

COORG: Rainfall moderate. Ploughing of rice and weeding of *ragi* (*Eleusine coracana*) fields continue. Prospects of coffee and cardamom are fair. Water and fodder for cattle are sufficient. Prices are normal.

Berar and Hyderabad.—*For week ending 10th July.*—BERAR: Weather warm with moderate rainfall during the week. The cotton plants are in poor condition through want of rain. The land is still being prepared for the rain crop. Sowings are retarded on account of the scanty rainfall. Fodder is reported insufficient in the Wun district. The water-supply is adequate. Prices are almost stationary.

HYDERABAD:—Rainfall moderate. Sowings of the autumn crops have been suspended in many taluks owing to want of rain. The water-supply is sufficient, except in Gulburga. Prices are normal.

Central India.—*For week ending 10th July.*—Slight rain fell in four Agencies during the week. More rain is wanted in Gwalior and Goona. Agricultural operations are in progress everywhere. Cattle are still in indifferent condition in Gwalior, but are in good condition in the other Agencies. Pasturage is generally good and sufficient. Prices of food-grains are high in Bhopal and Goona, rising in three districts of Gwalior and in Baghelkhand, but normal elsewhere.

Rajputana.—*For week ending 10th July.*—Rainfall fair in Haraoti, Dholepur, and Bikaneer, slight in Abu, Kotah, Ajmere, Kerowli, Bhurtpore, and Ulwar; no rain elsewhere. More rain is needed throughout Rajputana. Agricultural operations are generally satisfactory. The crops have failed to germinate over a considerable area in Ajmere for want of rain. Agricultural stock is generally in good condition. Pasturage or fodder is generally sufficient. Prices have risen in six States, and fallen in one, but are steady elsewhere.

Kashmir.—*For week ending 9th July.*—KASHMIR VALLEY: Rainfall moderate. Weather now fine. Water is ample for irrigation. Prices are normal.

JAMMU PROVINCE.—*For week ending 10th July.*—Rainfall general. Sowings for the autumn crop are in progress. Fodder is sufficient. Cattle are in good condition. Prices are stationary.

Nepal.—*For week ending 6th July.*—More rain is badly needed. Transplanting of rice is still in progress.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 30TH JUNE 1894, AND FROM 1ST JANUARY TO 30TH JUNE 1895.

N.B.—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st-half of 1894.	Week ending 30th June 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Last 8 days of June 1895. Mean mileage worked.	Earnings. Total.	Per mile open.	Earnings from 1st January to 30th June 1894.	Earnings from 1st January to 30th June 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	655	1,683	10,28,153	611	1,709	11,49,989	673	2,83,04,304	2,80,64,944	6,60,550	...
Bengal-Nagpur	189	862	1,05,895	123	862	1,00,898	117	44,37,728	44,42,331	1,04,003	...
Indian Midland (*a*)	162	752	24,521	33	752	53,999	72	31,72,780	26,85,221	...	4,87,535
Bezwada Extension	108	21	1,035	49	21	2,814	134	60,403	79,103	18,700	...
Metre gauge—											
Rajputana-Malwa (*b*)	324	1,719	4,39,967	256	1,790	4,93,020	275	1,44,08,751	1,43,39,895	...	68,856
Pálanpur-Deesa	47	17	1,010	59	17	900	53	20,950	23,694	2,738	...
South Indian	143	1,042	2,35,032	226	1,042	(*c*) 2,02,936	195	38,67,304	(*d*) 44,00,550	5,33,246	...
Máyavaram-Mutupet	61	54	4,996	93	54	(*e*) 4,955	92	(*e*) 48,551	(*d*) 1,11,118	62,567	...
Southern Mahratta (*f*)	115	1,105	1,32,717	114	1,105	1,57,555	135	34,81,107	36,50,931	1,69,764	...
Bengal and North-Western (*g*)	162	756	1,07,989	143	756	1,28,800	170	31,87,569	32,80,785	93,216	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	24,388	122	200	21,442	107	5,12,810	4,95,459	...	17,351
TOTAL	286	8,271	21,05,703	255	8,368	23,17,308	277	6,13,02,389	6,24,64,041	11,61,652	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*h*)	255	2,507	7,26,694	290	2,511	9,60,119	382	1,66,58,747	1,93,10,809	26,52,562	...
Oudh and Rohilkhand (state)	287	797	2,27,342	285	797	2,54,616	319	55,81,411	59,93,074	4,11,663	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	281	813	2,66,384	328	813	2,58,090	317	50,43,183	62,78,652	3,35,469	...
Bengal Central (*i*)	126	125	14,265	114	125	15,790	126	4,08,091	4,31,517	22,526	...
East Coast (state)	107	266	72,012	271	397	60,612	153	7,37,892	9,82,870	2,44,978	...
Metre gauge—											
Burma (state)	199	730	1,26,493	173	746	1,09,258	146	37,82,681	39,18,554	1,36,473	...
Special gauges—											
Jorhát (state provincial)	44	25	1,665	67	25	1,953	78	31,025	37,177	6,452	...
Cherra-Companyganj (state provincial)	60	8	563	70	8	362	45	12,509	12,450	...	59
TOTAL	244	5,271	14,35,418	272	5,422	16,60,800	306	3,31,55,339	3,63,65,403	38,10,094	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*j*)	596	1,490	6,18,222	415	1,490	5,40,669	363	2,30,75,501	1,95,19,552	...	35,56,939
Bombay, Baroda and Central India	801	461	2,97,307	645	461	3,07,000	799	95,05,287	1,07,80,013	11,90,726	...
Madras	237	840	2,50,821	299	840	(*e*) 2,55,760	303	51,73,033	(*d*) 56,[illegible]	4,56,027	...
TOTAL	522	2,791	11,66,350	418	2,791	11,62,435	417	3,78,44,811	3,59,36,[illegible]	...	10,08,686
TOTAL (GUARANTEED AND STATE)	313	16,333	47,07,471	288	16,581	51,40,543	310	13,23,02,539	13,53,65,[illegible]	30,03,030	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	167	161	26,923	167	161	27,520	171	7,00,881	7,58,582	57,701	...
Tarkessur	308	22	5,473	249	22	6,273	285	1,77,944	1,75,778	...	2,165
Metre gauge—											
Rohilkund and Kumaon (Company's section)	149	67	19,494	291	66	16,780	254	2,59,722	2,15,283	...	44,439
Bengal Dooars	80	36	10,535	293	36	7,850	218	65,677	80,901	21,224	...
Dibru-Sadiya	133	78	10,170	130	78	12,446	160	2,68,733	2,99,959	31,226	...
Special gauge—											
Darjeeling-Himalayan	232	51	17,082	335	51	17,125	336	3,07,103	3,83,260	76,157	...
TOTAL	166	415	89,677	216	414	87,994	212	17,80,060	19,19,763	1,39,703	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	185	333	68,105	205	333	69,120	208	16,04,707	17,47,942	1,43,235	...
The Gaekwar's Petlád	112	13	1,319	101	13	1,260	97	38,844	40,193	1,385	...
Rájpura-Bhátinda	192	108	29,585	274	108	46,619	432	5,38,751	8,00,453	2,67,702	...
Kolar Gold-fields	306	10	3,369	337	10	(*c*) 2,509	251	(*k*) 13,210	(*d*) 67,331	54,112	...
Metre gauge—											
Southern Mahratta (Mysore section) (*l*)	88	362	33,679	93	362	47,706	132	8,28,053	8,82,481	54,428	...
The Gaekwar's Mehsána	98	93	5,702	61	93	6,260	67	2,35,021	2,02,028	...	32,993
Kolhápur	92	29	2,331	80	29	2,436	84	69,717	64,204	...	5,513
Special gauge—											
The Gaekwar's Dabhoi	81	72	2,803	40	72	3,320	46	1,51,824	1,40,980	...	10,844
Cooch Behar	30	22	798	36	22	700	32	17,463	28,110	10,647	...
TOTAL	130	1,042	1,47,781	142	1,042	1,79,930	173	34,98,190	39,80,328	4,82,129	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	131	334	30,768	92	334	36,390	109	11,36,544	12,17,995	81,451	...
Jetalsar-Rájkot	68	46	1,571	34	46	4,004	89	81,786	97,811	16,025	...
Jodhpur-Bickaneer	75	364	26,308	72	364	18,680	51	7,11,098	5,87,370	...	1,23,728
Special gauge—											
Morvi	75	94	6,878	73	94	8,191	87	1,83,160	2,03,226	20,066	...
TOTAL	97	838	65,525	78	838	67,355	80	21,12,588	21,06,402	...	6,186
GRAND TOTAL	290	18,628	50,10,454	269	18,875	54,75,822	290	13,96,93,386	14,33,72,062	36,78,676	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Earnings for seven days ending 29th June 1895.
(*d*) Total earnings from 1st January to 29th June 1895.
(*e*) Total earnings from 2nd April to 30th June 1894.
(*f*) Includes the Guntakal-Mysore frontier section.
(*g*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*h*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*i*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*j*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*k*) Total earnings from 1st to 30th June 1894.
(*l*) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 11th July 1895.*

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XII OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	Week ending 30th June 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Last 8 days of June 1895. Mean mileage worked.	Earnings. Total.	Per mile open.	Earnings from 1st April to 30th June 1894.	Earnings from 1st April to 30th June 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	599	1,683	10,28,153	611	1,709	11,49,989	673	1,37,51,136	1,46,28,220	8,77,084	...
Bengal-Nágpur	152	862	1,05,895	123	862	1,00,898	117	18,80,431	19,55,904	75,473	...
Indian Midland (*a*)	144	752	24,521	33	752	53,999	72	16,18,607	12,54,795	...	3,63,812
Bezwada Extension	170	21	1,035	49	21	2,814	134	34,014	38,349	4,335	...
Metre gauge—											
Rajputana-Malwa (*b*)	279	1,719	4,39,967	256	1,790	4,93,020	275	75,25,045	72,47,960	...	2,77,085
Pálanpur-Deesa	44	17	1,010	59	17	900	53	10,816	12,492	1,676	...
South Indian	154	1,042	2,35,032	226	1,042	(*c*) 2,02,936	195	21,25,335	(*d*) 23,53,500	2,28,165	...
Máyavaram-Mutupet	75	54	4,996	93	54	(*c*) 4,955	92	(*e*) 48,551	(*d*) 63,519	14,968	...
Southern Mahratta (*f*)	105	1,105	1,32,717	114	1,165	1,57,555	135	19,35,486	19,75,644	40,158	...
Bengal and North-Western (*g*)	146	756	1,07,989	143	756	1,28,800	170	17,30,270	16,63,386	...	72,884
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	24,388	122	200	21,442	107	2,49,824	2,23,451	...	26,373
TOTAL	259	8,271	21,05,703	255	8,368	23,17,308	277	3,09,15,515	3,14,17,220	5,01,705	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*h*)	252	2,507	7,26,694	290	2,511	9,60,119	382	83,45,060	1,04,04,957	20,59,897	...
Oudh and Rohilkhand (state)	270	797	2,27,342	285	797	2,54,616	319	29,56,040	28,34,739	...	1,21,301
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	339	813	2,66,384	328	813	2,58,090	317	27,52,470	27,76,743	24,273	...
Bengal Central (*i*)	130	125	14,265	114	125	15,790	126	2,08,154	2,08,779	625	...
East Coast (state)	99	266	72,012	271	397	60,612	153	4,14,227	5,36,924	1,22,697	...
Metre gauge—											
Burma (state)	164	730	1,26,493	173	746	1,09,258	146	15,66,177	17,16,067	1,49,890	...
Special gauges—											
Jorhát (state provincial)	55	25	1,665	67	25	1,953	78	16,633	21,212	4,579	...
Cherra-Companyganj (state provincial)	64	8	563	70	8	362	45	6,538	4,489	...	2,049
TOTAL	243	5,271	14,35,418	272	5,422	16,60,800	306	1,62,65,299	1,85,03,910	22,38,611	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*j*)	442	1,490	6,18,222	415	1,490	5,40,669	363	1,08,24,268	92,79,960	...	15,44,308
Bombay, Baroda and Central India	678	461	2,97,307	645	461	3,07,000	796	53,43,289	62,33,790	8,90,501	...
Madras	243	840	2,50,821	299	840	(*c*) 2,54,760	303	26,45,308	(*d*) 28,25,523	1,80,215	...
TOTAL	421	2,791	11,66,350	418	2,791	11,62,435	417	1,88,12,865	1,83,39,273	...	4,73,598
TOTAL (GUARANTEED AND STATE)	281	16,333	47,07,471	288	16,581	51,40,543	310	6,59,93,679	6,82,60,403	22,66,724	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	165	161	26,923	167	161	27,520	171	3,76,765	3,87,069	10,304	...
Tarkessur	269	22	5,473	249	22	6,273	285	92,974	89,383	...	3,591
Metre gauge—											
Rohilkund and Kumaon (Company's section)	121	67	19,494	291	66	16,780	254	1,35,221	1,35,954	733	...
Bengal Dooars	161	36	10,535	293	36	7,850	218	36,977	46,559	9,582	...
Dibru-Sadiya	136	78	10,170	130	78	12,446	160	1,30,267	1,42,024	11,757	...
Special gauge—											
Darjeeling-Himalayan	249	51	17,082	335	51	17,125	336	1,75,061	2,26,912	51,851	...
TOTAL	164	415	89,677	216	414	87,994	212	9,47,265	10,27,901	80,636	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	187	333	68,105	205	333	69,120	208	8,77,201	8,51,134	...	26,067
The Gaekwar's Petlád	105	13	1,319	101	13	1,260	97	22,322	22,625	303	...
Rájpura-Bhátinda	271	108	29,585	274	108	46,619	432	2,93,121	3,28,883	35,762	...
Kolar Gold-fields	260	10	3,369	337	10	(*c*) 2,509	251	(*k*) 13,219	(*d*) 35,128	21,909	...
Metre gauge—											
Southern Mahratta (Mysore section (*l*)	89	362	33,679	93	362	47,706	132	4,36,748	4,65,652	28,904	...
The Gaekwar's Mehsána	74	93	5,702	61	93	6,260	67	1,16,042	1,03,371	...	12,671
Kolhápur	81	29	2,331	80	29	2,436	84	39,198	34,734	...	4,464
Special gauges—											
The Gaekwar's Dabhoi	59	72	2,893	40	72	3,320	46	79,101	88,792	9,691	...
Cooch Behar	45	22	798	36	22	700	32	10,801	10,750	...	51
TOTAL	136	1,042	1,47,781	142	1,042	1,79,930	173	18,87,753	19,41,069	53,316	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	103	334	30,768	92	334	36,390	109	5,82,229	7,07,034	1,24,805	...
Jetalsar-Rájkot	68	46	1,571	34	46	4,004	89	43,237	52,703	9,466	...
Jodhpur-Bickaneer	58	364	26,308	72	364	18,680	51	3,55,265	2,86,158	...	69,107
Special gauge—											
Morvi	65	94	6,878	73	94	8,191	87	97,741	1,18,418	20,677	...
TOTAL	78	838	65,525	78	838	67,355	80	10,78,472	11,64,313	85,841	...
GRAND TOTAL	261	18,628	50,10,454	269	18,875	54,75,822	290	6,99,07,169	7,23,93,686	24,86,517	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Earnings for seven days ending 29th June 1895.
(*d*) Total earnings from 1st April to 29th June 1895.
(*e*) Total earnings from 2nd April to 30th June 1894.
(*f*) Includes the Guntakal-Mysore frontier section.
(*g*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*h*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*i*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*j*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*k*) Total earnings from 1st to 30th June 1894.
(*l*) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 11th July 1895.*

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

SUPPLEMENT TO

The Gazette of India.

No. 29.} SIMLA, SATURDAY, JULY 20, 1895.

OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, July 13th, 1895.

The most marked characteristic of the weather changes during the past week has been the steady decrease in the amount of the barometric gradient between Southern and Northern India. The pressure difference between Ceylon and the Punjab at the middle of the monsoon period is ordinarily 0·40 inch to 0·45 inch, and the strength and extent of the monsoon currents vary directly as this difference increases or diminishes. In the present week the barometric difference was less than the normal throughout. On the 7th it amounted to 0·38 inch, on the 10th to 0·27 inch, and on the 13th to 0·18 inch only, so that not only was the difference low at the commencement, but the amount of the difference steadily diminished as the week progressed, and at the close was less than half the normal. Accompanying this decrease there has been a steady falling off in the monsoon current and the resulting rainfall, so that by the close of the week there was nothing more than moderate rainfall anywhere, and over a large part of North-Western and Central India no rain at all. In addition to the above mentioned change, an interesting feature in the weather has been the appearance of a slight cyclonic storm over the Arabian Sea off the Bombay, Kathiawar, and Sind Coasts on the 12th and 13th. The development of this storm, which commenced apparently on the 10th, occasioned a backing of the wind to south-south-east and south along the West Coast. This backing was accompanied with heavy rain all along the west coast of India, but with the wind at south there could be no considerable extension of rainfall inland, and the returns show that heavy rain was confined wholly to the coast districts. Although the rainfall has been generally so light—more especially over Upper and Central India—

the occurrence of rain has never wholly ceased, scattered showers having fallen over the regions where the rain was most deficient. These showers have had a marked effect upon the temperature, which, though of course abnormally high, has yet been less excessive than might have been expected.

Daily Summary.—*Sunday.*—The chart showed that pressure was increasing slightly to briskly over North-Eastern India and the north of the Punjab, but was decreasing elsewhere. The general distribution was fairly normal, though the pressure difference between Ceylon and the Punjab was less than usual. Calms and variable breezes prevailed in the Gangetic plain, and winds of the normal direction elsewhere. The mean temperature was in general excess. General rain had fallen over Burma, Assam, and Bengal, as well as along the coasts of the Peninsula and the line of the Himalayas.

Monday.—The barometric increase noticed in the north of the Punjab on the 7th had continued briskly and extended to Oudh, but elsewhere the pressure changes were generally slight. Readings were highest in Tenasserim and lowest in the West Punjab, but pressure was largely above the normal over Northern India, and gradients were slighter than usual. Southerly breezes had suddenly appeared on the North Konkan Coast, and an east-north-east wind at Diamond Island, while variable breezes continued over the Gangetic plain. Elsewhere the winds blew from the normal monsoon directions. The mean temperature exceeded the normal, except in Bengal and Madras. Rain was more general than on the 7th, but the extension had taken place principally in the south; Upper and Central India having still no general rain. The amounts were heavyish in parts of Bengal, Assam, and the West Coast.

Tuesday.—Pressure had again risen slightly to briskly over the Punjab and Upper Sind, but elsewhere the movement was generally downward. Readings were highest in Ceylon; lowest within a narrow band stretching from Sind across the south of the Punjab into the Gangetic plain. Abnormal northerly breezes had appeared over parts of Kashmir and of the Punjab. Elsewhere the wind directions were the same as on the preceding day. Temperature varied very largely from the normal in different parts of the country. There was a large excess over the central divisions and Burma, and a considerable defect in Northern India and Madras. Rain had been general in Lower Burma, Bengal, and Assam, and moderately general in parts of Upper India. Elsewhere scattered rainfall only was reported.

Wednesday.—Pressure had changed irregularly, but had generally risen in Northern and fallen in Southern India. Readings were highest in Malabar and lowest in Sind; but pressure was largely above the normal average in Northern India, and gradients were much less than usual. Winds were westerly over the centre and east of the Peninsula, between south and east over Burma and Bengal, and variable elsewhere. On the Konkan Coast southerly winds had appeared. Mean temperature was largely below the normal average over the Punjab, but was normal or excessive elsewhere. Heavy rain had fallen over North Bengal and along the west coast of India, and there had been a good deal of scattered rainfall in other parts of the country except Madras.

Thursday.—Pressure had increased slightly to briskly over the extreme north-west of India and over the Gangetic plain, but had changed by small amounts elsewhere. Readings were highest in Ceylon; lowest in Sind. Moderate gradients prevailed over the Peninsula, but all over Northern and Central India pressure was very uniform. The winds were unaltered. The most noticeable features were the light variable winds over Northern and Central India, and the southerly and south-south-easterly winds on the Konkan Coast. The mean temperature remained excessive over the central parts of the country and in Burma. Heavy rain had continued along the West Coast, but elsewhere nothing more than showery weather was reported.

Friday.—Pressure had decreased at some western stations and increased elsewhere, the rise having been brisk in parts of North-Western India. A slight depression had appeared over Kathiawar and the north-east of the Arabian Sea, but there was no other important change in the distribution. The winds

varied very much, and the force was unusually light. The mean temperature was excessive, except in the Punjab and Bombay. Rain had again been heavy along the West Coast, but elsewhere at most only showery weather had been experienced, and over considerable tracts of country no rain whatever had fallen.

Saturday.—Pressure had risen briskly to rapidly over the western half of the Peninsula, but had changed by small amounts elsewhere. The depression off the Kathiawar Coast was still shown. Pressure was highest in Ceylon and lowest in Kathiawar, but all over Northern and Central India readings were very uniform. The mean temperature was excessive almost everywhere. Scattered showers had occurred over a large part of the country, but in the centre and north-west hardly any rainfall had occurred.

Temperature.—The scattered nature of the rainfall produced large and sudden changes of temperature. This is particularly noticeable in North-Western India and Madras. Thus in the Punjab the mean temperature was 2·9° in excess of the average on the 7th, and 6·5° in defect on the 11th; in Rajputana it was 0·7° in defect on the 11th, and 3·5° in excess on the 13th; and in Madras it was 1·0° in excess on the 7th, and 3·1° in defect on the 8th. The following table gives the variations of the mean temperature from the normal in the different provinces of India for each day of the week:

Province.	July 1895.							Mean variation of week.
	7th	8th	9th	10th	11th	12th	13th	
	°	°	°	°	°	°	°	°
Burma	+3·0	+2·9	+3·0	+2·3	+2·4	+2·8	+2·1	+2·6
Bengal and Assam	—0·6	—1·1	—1·0	—0·6	—0·2	+0·6	+1·4	—0·2
North-Western Provinces and Oudh	+1·8	+2·6	+2·6	+3·2	+0·8	+1·1	+0·7	+1·8
Punjab	+2·9	+1·5	—2·9	—5·4	—6·5	—3·2	—0·7	—2·0
Bombay	+1·3	+0·3	—0·8	—0·2	—0·7	—1·1	—0·1	—0·2
Central Provinces and Berar	+3·9	+4·7	+4·6	+3·9	+3·0	+3·2	+3·9	+3·9
Central India and Gujarat	+2·2	+2·7	+3·0	+4·0	+3·3	+1·2	+3·7	+2·6
Sind and Rajputana	+2·0	+2·2	+2·8	+1·2	—0·7	+1·9	+3·5	+1·8
Madras	+1·0	—3·1	—1·6	+1·0	—1·2	—0·3	—0·2	—0·6
Mean for whole of India	+1·9	+1·4	+1·1	+1·0	0	+0·7	+1·6	+1·1

The above shows that the mean temperature of the whole country was exactly normal on the 11th, and was slightly above the normal on all the remaining days. The variations of temperature in different parts of India on the same day were as large as were the variations in the same part of India on different days; hence the variations from the normal in some instances give but a poor idea of the temperature experienced. In Burma and the central parts of India the temperature was steadily excessive, but in other parts of the area the temperature was unsteady, and the mean for the week generally lower than usual.

Rainfall.—The general conditions of the week's rainfall have been described in the earlier portions of the summary. The concluding table shows the actual results of the week and the general state of the seasonal rainfall.

During the week under review two divisions, *viz.*, Rajputana (West) and Madras (South) received absolutely no rain throughout, while a third division, *viz.*, Sind received a total fall of 0·03 inch only. In all other parts of India effective rainfall was received, the average actual rainfall per division ranging from 17·99 inches in Assam (Surma) and 17·92 inches in North Bengal to 0·29 inch in the North-Western Provinces (West) and to 0·46 inch in the East Coast (South). The second column of the table, which shows the average normal distribution of rainfall for the week under review, shows that, under ordinary conditions, the

rainfall varies from 11·41 inches in Tenasserim, 11·14 inches in the Konkan, and 10·88 inches in Arakan to 0·40 inch in Sind and 0·23 inch in Madras (South). This comparison of the actual with the normal distribution of the average rainfall shows that the fall for the week has been very irregular, the excessive rainfall in Assam and North Bengal being very exceptional, as also is the lightness of the rainfall in Burma and the Konkan.

The third column of the table shows that the principal characteristic of the past week's rainfall has been its almost general lightness. Only seven divisions, *viz.*, Assam (Surma and Brahmaputra), Bengal (Central and North), Bihar (North), Khandesh and the East Coast (Central) have received excessive rainfall, while all the remaining forty-four divisions have had less than the average amount. Assam had nearly three, North Bengal nearly four times, and North Bihar over twice the normal fall for the week, but in the case of the remaining three divisions the abnormal excess was small. The largest absolute deficiency is reported from Burma, where Tenasserim has had nearly 10 inches and Arakan nearly 9 inches less than the average, but in parts of the Peninsula and of the central parts of India the absolute deficiency is also large, amounting to 5½ inches in Coorg to over 3 inches in the East Coast (North), the Central Provinces (East), and Lower Burma, and to over 2 inches in the North-Western Provinces (East and Submontane), the Konkan, Berar, and the Central Provinces (Central).

The three columns which exhibit the state of the seasonal rainfall show that in general and up to date the monsoon rainfall has been deficient. The exceptions are found in the following divisions: Orissa, the North-Western Provinces (Central, West, and Submontane), the Punjab (North-West and West), the Central Provinces (East), and the East Coast (North). In the case of the East Coast (North), Orissa, and the Central Provinces (East) the excess in the seasonal rainfall is attributable to heavy cyclonic rainfall which occurred during the progress of two cyclonic storms, the paths of which lay over these divisions, while in the case of the excess over the North-Western Provinces and of the Punjab the rainfall is in part due to the heavy rain which accompanied the breaking up of these two storms and in part to the early setting in of the rains over Upper India.

The final column of the table shows that the rainfall has been about normal in the following divisions: Burma (Tenasserim, Lower Burma, Central Burma), Assam (Brahmaputra), North Bengal, Chota Nagpur, North Bihar, Oudh (South and North), Punjab (South, Central, Submontane, Hill districts), Malabar, Madras (South-Central), Coorg, Mysore, the Deccan, Khandesh, the Central Provinces (West and Central), Madras (Central), and the East Coast (Central).

In all the remaining divisions the rainfall has been more or less in defect.

The returns of the sudder stations show that over North-Eastern India and the south-west of the Peninsula the rainfall was spread over the whole week, while in all other parts of the country the fall occurred in scattered and occasional showers.

The returns of heavy total falls of rain during the week, July 7th to 13th, show that almost all the considerable amounts were received in the north-east. The sudder station of Magok received 12·47 inches, Netrokona (Mymensingh) 8·83 inches, Sunamgunj (Sylhet) 26·38 inches, Cherrapunji (Khasia Hills) 55·78 inches, Dhubri 26·84 inches, Cooch Behar 35·45 inches, Julpaiguri 40·65 inches, Kishengunj (Purnea) 15·96 inches, Hosdrug (Mangalore) 17·26 inches, Karwar 20·68 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending July 13th, 1895.			Rainfall data from June 2nd to July 13th, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, June 2nd to July 13th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	1·49	11·41	— 9·92	52·31	60·35	— 13
	Lower Burma	2·23	5·30	— 3·07	25·38	28·18	— 10
	Central Burma	1·86	2·30	— 0·44	12·53	14·91	— 16
	Upper Burma	1·39	?	?	8·32	?	?
	Arakan	1·89	10·88	— 8·99	33·21	71·86	— 54
Bengal and Assam	East Bengal	2·57	3·89	— 1·32	14·76	27·45	— 46
	Assam (Surma)	17·99	6·46	+ 11·53	36·05	51·31	— 30
	Do. (Brahmaputra)	10·31	3·36	+ 6·95	22·15	22·33	— 1
	Deltaic Bengal	1·03	2·52	— 1·49	10·53	15·18	— 31
	Central Bengal	2·69	2·46	+ 0·23	10·85	15·46	— 30
	North Bengal	17·92	4·76	+ 13·16	32·84	34·98	— 6
	Orissa	1·72	2·98	— 1·26	23·12	14·02	+ 65
	Chota Nagpur	2·79	2·86	— 0·07	15·09	13·31	+ 13
	Bihar (South)	1·14	2·27	— 1·13	6·87	10·89	— 37
	Do. (North)	5·08	2·48	+ 2·60	13·04	14·58	— 11
North-Western Provinces and Oudh.	North-Western Provinces (East)	0·63	2·77	— 2·14	6·75	9·20	— 27
	Do. (Submontane) (*a*)	2·12	3·01	— 0·89	10·81	11·18	— 3
	Oudh (South)	0·69	2·60	— 1·91	8·09	9·30	— 13
	Do. (North)	2·92	2·99	— 0·07	11·83	11·07	+ 7
	North-Western Provinces (Central).	0·92	2·41	— 1·49	10·58	7·83	+ 35
	North-Western Provinces (West).	0·29	1·94	— 1·65	7·63	6·32	+ 21
	North-Western Provinces (Submontane). (*b*)	0·74	3·32	— 2·58	14·92	11·38	+ 31
Punjab	Punjab (South)	0·50	0·95	— 0·45	3·41	3·21	+ 6
	Do. (Central)	0·92	1·78	— 0·86	6·23	6·71	— 7
	Do. (Submontane)	0·39	1·90	— 1·51	6·42	6·48	— 1
	Do. (Hill Districts)	3·12	4·79	— 1·67	21·18	17·89	+ 18
	Do. (North-West)	0·99	1·15	— 0·16	4·83	3·42	+ 41
	Do. (West)	0·37	0·49	— 0·12	1·81	1·39	+ 30
Bombay and Malabar Coast Districts (Madras).	Malabar	7·71	8·03	— 0·32	49·77	49·42	+ 1
	Madras (South Central)	0·58	1·79	— 1·21	7·62	7·56	+ 1
	Coorg	3·96	9·59	— 5·63	41·66	44·10	— 6
	Mysore	0·74	2·03	— 1·29	6·63	8·02	— 17
	Konkan	9·06	11·14	— 2·08	36·31	49·81	— 27
	Bombay Deccan	1·33	1·96	— 0·63	7·67	8·55	— 10
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	2·32	1·34	+ 0·98	7·37	7·25	+ 2
Central Provinces and Berar.	Berar	1·32	3·44	— 2·12	6·37	12·46	— 48
	Central Provinces (West)	1·37	3·27	— 1·90	12·17	12·71	— 4
	Ditto (Central)	1·15	4·07	— 2·92	14·77	15·68	— 6
	Ditto (East)	1·80	2·95	— 1·15	20·82	15·18	+ 37
Bombay (North)	Gujarat	1·16	4·90	— 3·74	7·82	14·84	— 47
	Kathiawar	1·63	2·50	— 0·87	4·03	7·27	— 45
	Sind	0·03	0·40	— 0·37	0·14	0·89	— 84
Rajputana and Central India.	Central India (East)	1·22	3·10	— 1·88	9·77	12·98	— 25
	Rajputana (East), Central India (West).	0·84	2·34	— 1·50	3·74	8·47	— 56
	Rajputana (West)	0	1·16	— 1·16	0	4·07	— 100
Madras	East Coast (North)	1·39	1·64	— 0·25	9·60	7·79	+ 23
	Ditto (ditto) (*a*)	0·55	3·68	— 3·13	14·32	16·31	— 12
	Hyderabad (South)	0·54	1·33	— 0·79	4·49	6·74	— 33
	Madras (Central)	1·09	1·20	— 0·11	3·67	4·36	— 16
	East Coast (Central)	1·50	1·28	+ 0·22	4·56	4·80	— 5
	Ditto (South)	0·46	0·58	— 0·12	2·21	3·28	— 33
	Madras (South)	0	0·23	— 0·23	0·76	1·46	— 48

SIMLA, *18th July 1895.*

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

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 13th July.*—Rainfall heavy on the West Coast, good in the Circars and parts of the Deccan and Carnatic; light to moderate elsewhere. Cultivation is proceeding generally, though somewhat retarded by want of rain in parts of the Central and Southern districts. The standing crops are generally fair, but require more rain in parts. Pasture is improving, and fodder is sufficient. The condition of cattle is generally good. Prices are slightly easier in parts of the Deccan and Central districts, but are getting dearer in the Southern districts.

Bombay.—*For week ending 17th July.*—Rain throughout the Presidency, moderate in the Konkan and parts of Gujarat, Deccan, and Karnatak; slight elsewhere. More rain is required in all districts of the Deccan and in parts of Gujarat, Thana, Belgaum, and Dharwar. Agricultural operations are progressing generally, but sowing in parts of four, and transplantation in parts of two, districts are retarded for want of moisture. The river is low in Sind and water is deficient in parts. Fodder is sufficient, and agricultural stock in good condition. Prices are normal, except in parts of Ahmednagar and Sholapur.

Bengal.—*For week ending 15th July.*—The week was characterised generally by fine weather and an absence of rain, but in North Bengal and in Champaran the rainfall was abundant, and in other districts of Bihar and in Bhagalpur and Purneah there were fairly heavy showers. In Rangpur the very heavy downpour is reported to have caused floods in places. Early rice and jute are generally reported good, but the cultivation of winter rice is retarded in many districts for want of rain. In the Patna division the sowing of the autumn crops and paddy is in progress, and millet is being transplanted. The price of common rice continues almost stationary.

North-Western Provinces and Oudh.—*For week ending 17th July.*—Light rain has been general during the week in all districts, but more rain is urgently needed in most districts. Weeding continues, and prospects are generally favourable, provided good rain falls soon. The condition of sugarcane and indigo is good. Supplies and fodder are sufficient, but prices show a rising tendency.

Punjab.—*For week ending 17th July.*—Rain has fallen in all districts, except Umballa and Peshawar. More rain is wanted in Hissar, Lahore, and Sialkot. Autumn sowings are in progress in Delhi and Rawal Pindi, and also sowings and ploughings in Lahore. Rain is wanted, especially for the rice crops in Umballa, and also for cotton, sugarcane, and maize sowings in Jullundur. Land is being prepared for the autumn sowings in Dera Ismail Khan. The condition of the autumn crops is good in Amritsar, Multan, Shahpur, Dera Ismail Khan, and Peshawar, but the crops are withering in Hissar. Cattle are generally in good condition, and fodder is sufficient in all districts, except in parts of Lahore. Prices are rising in Umballa, normal in Hissar, and low elsewhere.

Central Provinces.—*For week ending 17th July.*—The weather continues cloudy and warm, and the rainfall has been irregular. As in last week, Nagpur received upwards of 4 inches, and the fall ranges from 2 to 4 inches in the north, but is wanting in the Lower Nerbudda Valley and Satpura districts. In the Chhattishgarh division also there was no rain. In Sambalpur the autumn sowings are in progress, but rice planting is somewhat retarded for want of rain. In Seoni and Hoshangabad too the crops are suffering owing to insufficient rain. Prices continue stationary.

Burma.—*For week ending 13th July.*—In Lower Burma cultivation of the main paddy crop is progressing. Ploughing on high lands in Akyab and

Tounghoo is retarded for want of rain, and transplanting in Thongwa, Amherst, and Tavoy from the same cause. In Amherst the standing crops have been partially destroyed by insects. In Upper Burma more rain is wanted for wet-weather paddy cultivation in Shwebo, Minbu, and the Southern Shan States. The standing crops in the Ava subdivision of Sagaing are withering for want of rain, and in Meiktila the paddy nurseries have withered from drought, and the sesamum plants in parts, but the damage hitherto is slight. The cotton and sesamum plants are withering in Myingyan. Elsewhere crop prospects are good or fair. The price of paddy has risen considerably in Upper Chindwin and Myingyan, slightly in Bassein, Sagaing, and Lower Chindwin, and fallen slightly in Rangoon, Thongwa, and Pakokku.

Assam.—*For week ending 16th July.*—Weather rainy. Sowing of late rice seedlings and ploughing for late rice are progressing. Tea is doing well. The condition of cattle is fair. Fodder is scarce in Kamrup, but is sufficient elsewhere. Water is sufficient.

Mysore and Coorg.—*For week ending 17th July.*—MYSORE: Good rain in parts of Bangalore, Tumkur, Kolar, and Kadur, and slight rain elsewhere. The standing crops and prospects are good. Sowing operations are in progress in parts. Prices have fallen in Hassan and Shimoga, and risen slightly in Chitaldroog.

COORG: Rainfall good. Ploughing of rice fields continues. Prospects of the *ragi* (*Eleusine coracana*), coffee, and cardamom crops are fair. Water and fodder for cattle are abundant. Prices are normal.

Berar and Hyderabad.—*For week ending 17th July.*—BERAR: Weather warm and cloudy with favourable rainfall during the week. The cotton plants are thriving well in most parts of the Province. Ploughing of fields continues. Sowings are in progress, and weeding has commenced. Fodder is insufficient in the Wun district. The water-supply is adequate. Prices are nearly stationary.

HYDERABAD:—Rainfall moderate. The water-supply is sufficient everywhere, except in the Gulburga division. Sowing of the autumn crops has just begun, but more rain is badly wanted. Prices are normal.

Central India.—*For week ending 17th July.*—Rain fell in all Agencies during the week, except in Baghelkhand. More rain is very badly wanted for the standing crops in Gwalior and Bhopawar. Agricultural operations are in progress everywhere. The condition of agricultural stock and pasturage is good in all Agencies. Prices of food-grains are high in Bhopal and Goona, rising in parts of Gwalior and in Bhopawar; normal elsewhere.

Rajputana.—*For week ending 17th July.*—Rainfall good in eight stations, but slight in Kherwara, Pertabgarh, Kerowli, Bhurtpore, Ulwar, Bikanir, and Tonk. No rain in Marwar. More rain is still wanted. Agricultural operations are satisfactory. Agricultural stock generally in good condition. The crops have germinated in parts, and prospects are good. Pasturage or fodder is generally sufficient. Prices are rising in seven States, stationary in one, have fallen in one, but are steady elsewhere.

Kashmir.—*For week ending 16th July.*—KASHMIR VALLEY: Rainfall moderate. The weather is now fine. Reaping of the wheat crop is nearly completed. Prices continue normal.

JAMMU PROVINCE.—*For week ending 17th July.*—Rainfall slight. Autumn sowings are in progress. Cattle in good condition. Prices are stationary.

Nepal.—*For week ending 13th July.*—Weather rainy but seasonable. Transplanting of rice is nearly finished.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

ACCOUNT.
RAILWAY.

GUARANTEED RAILWAYS.

Synopsis of transactions for, and to the end of, the year 1894.

No. 328-A. R., dated Simla, the 10th July, 1895.

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

Read again—

Public Works Department Resolution No. 501 A. R., dated 21st August 1894.

Read also the following—

Note by R. G. Macdonald, Esq., Accountant General, Public Works Department, No. 439 R., dated 18th June 1895.

I beg to lay before the Government of India the usual synopsis of transactions of the three Railway Companies still designated as Guaranteed Railways for, and to end of, the year 1894.

2. The subscribed Capital on 31st December 1894 of these Railway Companies bears interest as shown below:

Railway.	Capital bearing interest at							Premium on stock.	Discount on stock.	Total Capital raised
	3%	3½%	3¾%	4%	4½%	4¾%	5%			
	£	£	£	£	£	£	£	£	£	£
Madras	337,800	462,200	...	...	500,000	999,950	8,757,694	12,014	...	11,069,644
Bombay, Baroda and Central India	300,000	1,238,500	...	...	...	...	7,550,300	18,419	...	9,107,219
Great Indian Peninsula ...	300,000	1,866,100	804,800	2,701,450	...	...	21,000,000	250,074	225,891	25,730,533
(1) Total to end of 1894 ...	937,800	3,566,800	804,800	2,701,450	500,000	999,950	36,307,970	320,507	225,891	45,913,396
(2) Ditto ditto 1893 ...	637,800	3,566,800	804,800	2,701,450	500,000	999,950	36,307,970	320,507	225,891	45,613,396
(3) Ditto ditto 1892 ...	238,200	3,566,800	944,800	2,701,450	500,000	999,950	36,307,970	320,507	225,891	45,353,796
(4) Ditto ditto 1891 ...	...	3,565,800	1,083,000	2,701,450	500,000	999,950	36,307,970	320,507	225,891	45,253,796
(5) Ditto ditto 1890 ...	...	1,250,000	1,871,500	2,701,450	500,000	999,950	36,307,970	334,507	230,891	44,725,496
(1) Compared with (2) Increase	300,000	...	...	...	...	...	...	...	...	300,000
(1) Compared with (2) Decrease	...	...	...	...	...	...	...	...	...	...

3. The following table shows the growth of the Capital account of the Guaranteed Railways during the last five years, the net increase to the aggregate subscribed Capital during that period being £1,259,600.

Total Capital Subscribed. Year.	Amount.	Increase.	Decrease.	Remarks.
	£	£	£	
To end of 1890	44,725,496	71,700	...	
,, 1891	45,253,796	528,300	...	
,, 1892	45,353,796	100,000	...	
,, 1893	45,613,396	259,600	...	
,, 1894	45,913,396	300,000	...	
		1,259,600	...	
Net increase ...	...	1,259,600		

Capital outlay.

4. The aggregate outlay charged off to "Construction" stood at the end of each of the last five years as follows:

	£	Increase. £
To end of 1890	43,715,546	242,938
,, 1891	44,015,818	300,272
,, 1892	44,188,000	172,182
,, 1893	44,394,765	206,765
,, 1894	44,605,625	210,860
Increase in five years		1,133,017

5. The expenditure charged to "Construction" during and to end of the year, gives the following as the cost of open lines per mile:

Railway.	Construction Expenditure per open mile.		Remarks.
	During 1894.	To end of 1894.	
	Rs.	Rs.	
Madras	304·30	1,40,298·54	
Bombay, Baroda and Central India	2,842·28	2,16,717·61	
Great Indian Peninsula	619·90	2,12,734·28	
Average outlay per mile open	896·82	1,89,715·44	

The cost expressed in rupees is, as regards payments in England, at the contract rates of exchange, which for many years have been higher than the actual rates, and consequently the cost is understated by the difference between the contract rate of exchange and the actual rate prevailing.

Capital locked up in stores.

6. The subjoined table shows the fluctuations in the value of stores in stock during the past five years. The figures in antique type represent increases of stock:

Railway.	Reduction in Stock.					Total reduction in five years.
	1890.	1891.	1892.	1893.	1894.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	9,68,360	56,105	60,783	94,080	3,881	7,53,511
Bombay, Baroda and Central India	18,918	3,25,769	3,73,517	2,39,793	8,35,484	5,84,727
Great Indian Peninsula ...	10,85,351	16,41,878	11,25,422	7,46,049	10,44,501	13,83,497
Total ...	20,72,629	20,23,752	15,59,722	10,79,922	18,76,054	12,14,713

7. The increase in the stores balances on the Bombay, Baroda and Central India Railway is stated to be due to permanent-way materials received during the year under review for doubling the line, to heavy purchases of coal and to large shipments of bridgework, boilers and roofing which were in transit on 31st December 1894. The increase on the Great Indian Peninsula Railway is attributed principally to large purchases of coal to replenish depleted stock and partly to importation of vacuum brake gear, ironwork for open highsided wagons and gas apparatus which remained unissued at the close of the year.

8. On 31st December 1894 the value of the stores in stock on Guaranteed Railways compared with the limits provisionally assigned for Capital to be locked up in stores was as follows:

Railway.	Limit assigned.	Stock in hand.	Difference.
	Rs. Lakhs.	Rs. Lakhs.	Rs. Lakhs.
Madras	22½	28½	5¾
Bombay, Baroda and Central India	21½	28¾	7¼
Great Indian Peninsula	63	55½	—7½
TOTAL ...	107	112½	5½

Revenue Account.

9. The gross earnings, working expenses and net earnings of the three Guaranteed Railways during the last five years have been as under:

Year.	Gross earnings.	Working expenses.	Net earnings.
	Rs.	Rs.	Rs.
1890	6,05,91,746	2,94,21,830	3,11,69,916
1891	6,87,37,790	3,31,02,310	3,56,35,480
1892	6,45,34,775	3,11,40,766	3,33,94,009
1893	6,44,14,823	3,06,56,630	3,37,58,193
1894	6,25,43,792	3,04,89,810	3,20,53,982

10. For the year 1894 the net earnings amounted to ... Rs. 3,20,53,982

Deduct—

	Rs.	Rs.
Interest on overdrawn capital	42,097	
Moiety of surplus profits to shareholders ...	57,76,044	
Contributions to provident fund	2,28,084	
Amount payable by the Great Indian Peninsula Railway Company on account of rent of leased lines ...	5,50,478	
Irrecoverable outstanding earnings written off ...	13,797	
		66,10,500
Net receipts by Government		2,54,43,482

11. The results of the working of the Guaranteed Railways for the year 1894, based on the contract rates of exchange, is shown in the following table, as also the percentage of interest and net profits on the Capital received. The figures in antique represent gain:

Railway.	Net receipts after deducting from net earnings payments on account of moiety of Surplus Profits and contribution to the Provident Fund and interest on overdrawn Capital, etc.	Guaranteed interest at contract rates.	Loss to State. Amount.	Loss to State. Per open mile.	Loss to State. Per cent. of guaranteed interest.	Per cent. of interest paid on total Capital received.	Per cent. of Net Earnings realised during 1894 on Capital received.
	Rs.	Rs.	Rs.	Rs.			
Madras	49,47,863	58,14,950	8,67,087	1,033·21	*Loss.* 14·91	4·81	4·10
Bombay, Baroda and Central India	72,93,164	45,57,450	27,35,714	6,234·82	*Gain.* 60·02	4·59	7·34
Great Indian Peninsula ...	1,32,02,455	1,31,54,992	47,463	36·88	·36	4·68	4·70
Total 1894 ...	2,54,43,482	2,35,27,392	19,16,090	747·03	8·14	4·70	5·08
1893 ...	2,75,54,175	2,35,29,464	40,24,711	1,569·23	17·10	4·73	5·54
1892 ...	2,70,15,863	2,34,38,575	35,77,288	1,394·77	15·26	4·74	5·46
1891 ...	2,80,40,977	2,31,23,122	49,17,855	1,916·31	21·27	4·63	5·68
1890 ...	2,63,90,419	2,33,52,427	30,37,992	1,183·79	13·01	4·79	5·41

12. The actual loss to the State during the last five years due to its connection with the Guaranteed Railways, converting the payments in England on account of guaranteed interest at the average rates of exchange for the different years, is shown in the following statements:

Year.	Net earnings—*vide* para. 11.	Guaranteed interest at contract rates.	Loss to State based on preceding column.	Guaranteed interest at the average rate of the year.	Loss to State based on preceding column.	Loss involved in fall in exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1890	2,63,90,419	2,33,52,427	30,37,992	2,78,75,456	14,85,037	45,23,029
1891	2,80,40,977	2,31,23,122	49,17,855	2,56,65,419	16,24,442	65,42,297
1892	2,70,15,863	2,34,38,575	35,77,288	3,37,22,563	67,06,700	1,02,83,988
1893	2,75,54,175	2,35,29,464	40,24,711	3,42,91,058	67,36,883	1,07,61,593
1894	2,54,43,482	2,35,27,392	19,16,090	3,90,56,094	1,36,12,612	1,55,28,702

The details for each year are as follows :

1890.

Railway.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 6·427d., the actual rate of the year.	Loss to State based on column 4.	Loss by exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	45,20,609	57,67,615	12,47,006	68,85,958	23,65,349	11,18,343
Bombay, Baroda and Central India ...	60,01,074	45,78,954	14,22,120	54,66,227	5,34,847	8,87,273
Great Indian Peninsula	1,58,68,736	1,30,05,858	28,62,878	1,55,23,271	3,45,465	25,17,413
TOTAL ...	2,63,90,419	2,33,52,427	30,37,992	2,78,75,456	14,85,037	45,83,029

1891.

Railway.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 5·144d., the actual rate of the year.	Loss to State based on column 4.	Loss by exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	38,97,877	57,53,786	18,55,909	73,83,533	34,85,656	16,29,747
Bombay, Baroda and Central India ...	62,20,509	44,14,561	18,06,348	56,64,133	5,56,776	12,49,572
Great Indian Peninsula	1,79,22,191	1,29,54,775	49,67,416	1,66,17,753	13,04,438	36,62,978
TOTAL ...	2,80,40,977	2,31,23,122	49,17,855	2,96,65,419	16,24,442	65,42,297

1892.

Railway.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 3·286d., the actual rate of the year.	Loss to State based on column 4.	Loss by exchange being difference between columns 4 and 2.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	42,90,068	58,08,890	15,18,822	83,60,304	40,70,236	25,51,414
Bombay, Baroda and Central India ...	63,44,305	45,57,450	17,86,755	65,57,945	2,13,740	20,00,495
Great Indian Peninsula	1,63,81,590	1,30,72,235	33,09,355	1,88,04,314	24,32,724	57,32,079
TOTAL ...	2,70,15,863	2,34,38,575	35,77,288	3,37,22,563	67,06,700	1,02,83,988

1893.

Railway.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 3·091d., the actual rate of the year.	Loss to State based on column 4.	Loss by exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	54,21,742	58,18,768	3,97,026	84,82,732	30,60,990	26,63,964
Bombay, Baroda and Central India ...	70,66,987	45,57,450	25,09,537	66,42,708	4,24,279	20,85,258
Great Indian Peninsula	1,50,65,446	1,31,53,246	19,12,200	1,91,65,618	41,00,172	60,12,372
TOTAL ...	2,75,54,175	2,35,29,464	40,24,711	3,42,91,058	67,36,883	1,07,61,594

1894.

Railway.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 1·248d., the actual rate of the year.	Loss to State based on column 4.	Loss by exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	49,47,863	58,14,950	8,67,087	96,56,469	47,08,606	38,41,519
Bombay, Baroda and Central India ...	72,93,164	45,57,450	27,35,714	75,66,974	2,73,810	30,09,524
Great Indian Peninsula	1,32,02,455	1,31,54,992	47,463	2,18,32,651	86,30,196	86,77,659
TOTAL ...	2,54,43,482	2,35,27,392	19,16,090	3,90,56,094	1,36,12,612	1,55,28,702

ORDER—Ordered, that the note by the Accountant General, Public Works Department, and enclosure, be forwarded to the Governments of Madras and Bombay, Public Works Department, Railway Branch, and to the Department of Finance and the Accountant General, Public Works Department, for information.

R. G. MACDONALD,
Depy. Secy. to the Govt. of India.

Accompaniment to note by Accountant General, Public Works Department, No. 439 R., dated 18th June 1895.

SYNOPSIS OF TRANSACTIONS OF THE GUARANTEED RAILWAY COMPANIES FROM THE COMMENCEMENT OF OPERATIONS TO END OF THE YEAR 1894.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39
Mileage.				CAPITAL SUBSCRIBED						CAPITAL WITHDRAWN							CAPITAL OUTLAY.						REVENUE ACCOUNT, 1894.						GUARANTEED INTEREST PAID FOR 1894.			GUARANTEED INTEREST FROM COMMENCEMENT TO END OF 1894.							
				During 1894.			To end of 1894.			During 1894.			To end of 1894.				On Construction Account.		On Stores.																			
Open for traffic.	Mean length open during 1894.	Under construction on 31st December 1894.	RAILWAY.	In England.	In India.	Total.	In England.	In India.	Total.	In England.	In India.	Total.	In England.	In India.	Total.	Balance of Capital in the Government Treasury to meet further expenditure.	During 1894.	To end of 1894.	During 1894.	To end of 1894.	On suspense (Capital Advance Account).	Total.	Gross earnings.	Working expenses.	Net earnings.	Contribution to Provident Fund.	Interest charged on Capital overdrawn.	Surplus profits.	In England.	In India.	Total.	In England.	In India.	Total.	Net earnings from commencement to end of 1894.	Contribution to Provident Fund from commencement to end of 1894.	Interest charged in accounts on Capital overdrawn from commencement to end of 1894.	Railway Company's moiety of surplus profits from commencement to end of 1894.
				Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
(a) 839·22	839·22	...	Madras	...	...	...	12,07,59,753	...	12,07,59,753	5,04,513	−3,68,697	1,35,816	7,57,19,653	4,47,95,662	12,05,25,315	2,11,138	2,55,378	11,77,11,334	−3,884	28,27,431	−43,451	12,05,25,315	1,03,21,012	53,73,149	49,47,863	...	...	...	58,14,950	...	58,14,950	18,62,90,521	...	18,62,90,521	9,60,76,358	...	25,437	...
(b) 438·78	438·78	...	Bombay, Baroda and Central India.	32,72,727	...	32,72,727	9,91,15,050	2,36,425	9,93,51,475	15,56,926	−1,08,853	14,88,053	7,27,74,448	2,49,71,407	9,77,45,855	16,05,620	12,47,136	9,57,91,354	3,35,434	28,82,427	−2,27,026	9,77,45,855	1,59,48,484	57,75,783	1,01,72,701	1,01,727	42,097	54,71,427	45,55,551	1,899	45,57,450	13,67,51,234	2,33,174	13,69,85,108	14,53,06,659	10,10,632	7,73,040	(c) 2,17,24,543
(c) 1,286·93	1,286·93	...	Great Indian Peninsula	...	...	...	27,45,24,075	62,33,099	28,07,63,174	33,77,351	−15,62,099	18,15,252	20,72,82,270	7,18,26,842	27,91,09,112	16,53,062	7,07,772	27,37,74,124	10,41,501	53,52,661	−2,17,673	27,91,09,112	3,62,74,296	1,93,40,898	1,69,33,418 (d)	1,26,357	...	60,80,662	1,31,35,470	19,522	1,31,54,992	30,12,70,030	48,31,603	30,61,01,633	41,50,32,978	17,62,170	4,17,815	(f) 5,40,65,007
2,564·93			TOTAL ...	32,72,727	...	32,72,727	49,43,98,873	64,74,524	50,08,73,402	54,38,790	−20,39,649	34,39,121	35,57,86,371	14,15,93,911	49,73,80,282	31,93,120	23,00,286	48,66,06,812	13,76,034	1,12,82,532	−4,89,080	49,73,80,282	6,25,43,792	3,04,89,810	3,20,53,982	2,28,084	42,097	1,15,82,089	2,35,05,971	21,421	2,35,27,392	71,43,12,435	50,64,777	71,93,77,262	65,64,15,995	27,72,802	12,17,193	7,57,89,550
				£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
			Madras	...	...	...	11,06,9,644	...	11,069,644	46,247	−33,797	12,450	6,941,885	4,106,269	11,048,154	21,190	23,410	10,792,956	−356	259,181	−3,983	11,048,154	946,093	492,539	453,554	...	...	...	533,037	...	533,037	17,076,631	...	17,076,631	8,806,999	...	2,332	...
			Bombay, Baroda and Central India	300,000	...	300,000	9,685,547	21,672	9,107,219	146,383	−9,978	136,405	8,670,991	2,289,046	8,960,037	147,182	114,321	8,716,708	30,743	264,222	−29,893	8,960,037	1,461,914	529,447	932,497	9,325	3,859	501,547	417,592	174	417,766	12,535,594	21,374	12,556,968	13,319,777	93,641	70,944	1,991,417
			Great Indian Peninsula ...	...	...	...	25,164,707	571,826	25,736,533	309,591	−143,193	166,398	19,000,875	6,584,187	25,585,062	151,531	73,139	25,095,961	95,746	538,924	−19,953	25,585,062	3,325,144	1,772,914	1,552,230	11,582	...	557,394	1,204,085	1,789	1,205,874	35,866,419	442,897	36,309,316	38,044,690	161,532	38,300	4,955,959
			TOTAL ...	300,000	...	300,000	45,319,898	593,498	45,913,396	502,221	−186,968	315,253	32,613,751	12,979,442	45,593,193	320,203	210,870	44,635,625	126,138	1,032,397	−44,829	45,593,193	5,733,181	2,794,900	2,938,281	20,907	3,859	1,058,941	2,154,714	1,963	2,156,677	65,478,644	464,271	65,942,915	60,171,466	254,173	111,576	6,917,376

(a) Works in addition 10·00 miles of the Kolar Gold-fields railways.
(b) Works in addition 222·63 miles of the Pátri Branch, the Gaekwar's Dabhoi and the Gaekwar's Petlád Railways and the Godhra-Rutlam Railway.
(c) Works in addition 203·31 miles of the Dhond-Manmád, Khámgaon and Amráoti and Wardha Coal Railways.

(d) Includes Rs. 5,50,478 on account of rent of leased lines payable by the Company.
Ditto 13,797 representing irrecoverable outstanding earnings written off.

Print

Accompaniment to note by Accountant General, Public Works Department, No. 439 R., dated 18th June 1895.

SYNOPSIS OF TRANSACTIONS OF THE GUARANTEED RAILWAY COMPANIES FROM THE COMMENCEMENT OF OPERATIONS TO END OF THE YEAR 1894.

	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
	CAPITAL WITHDRAWN							CAPITAL OUTLAY.						REVENUE ACCOUNT, 1894.						GUARANTEED INTEREST PAID FOR 1894.			GUARANTEED INTEREST FROM COMMENCEMENT TO END OF 1894.							LOSS TO STATE.		CONTROL.		LAND.					
	During 1894.			To end of 1894.				On Construction Account.		On Stores.																													
	In England.	In India.	Total.	In England.	In India.	Total.	Balance of Capital in the Government Treasury to meet further expenditure.	During 1894.	To end of 1894.	During 1894.	To end of 1894.	On suspense (Capital Advance Account).	Total.	Gross earnings.	Working expenses.	Net earnings.	Contribution to Provident Fund.	Interest charged on Capital overdrawn.	Surplus profits.	In England.	In India.	Total.	In England.	In India.	Total.	Net earnings from commencement to end of 1894.	Contribution to Provident Fund from commencement to end of 1894.	Interest charged in accounts on Capital overdrawn from commencement to end of 1894.	Railway Company's moiety of surplus profits from commencement to end of 1894.	During 1894.	From commencement to end of 1894.	State charge for control for 1894.	State charge for control from commencement to end of 1894.	Value of land made over during 1894.	Value of land made over from commencement to end of 1894.	Value of land restored to Government during 1894.	Value of land restored to Government from commencement to end of 1894.	Loss of land revenue on land made over during 1894, capitalised.	Loss of land revenue on land made over from commencement to end of 1894, capitalised.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	9,753	5,01,513	−3,63,697	1,35,816	7,57,29,653	4,47,95,662	12,05,25,315	2,34,438	2,55,378	11,77,41,334	−3,881	23,27,432	−43,451	12,05,25,315	1,03,21,012	53,73,149	49,47,863	...	...	...	58,14,950	...	58,14,950	18,62,90,521	...	18,62,90,521	9,60,76,358	...	25,437	...	8,67,087	9,02,30,599	1,15,151	32,94,050	20,362	13,67,816	195	3,53,022	3,147	8,64,809
	1,475	15,06,906	−1,08,853	14,88,053	7,27,74,448	2,49,71,407	9,77,45,855	16,05,620	12,47,136	9,39,91,354	3,35,434	28,82,427	−2,27,926	9,77,45,855	1,59,48,484	57,75,783	1,01,72,701	1,01,727	43,497	54,71,427	45,55,551	1,899	45,57,450	13,67,51,934	2,33,174	13,69,85,108	14,53,06,659	10,10,632	7,73,940	(e) 2,17,24,543	−27,35,714	1,51,87,564	2,33,058	53,34,001	3,975	60,19,637	726	96,553	5,270	4,87,930
	9,174	33,77,351	−15,62,099	18,15,252	30,72,82,270	7,18,26,842	37,91,09,112	16,53,062	7,07,772	27,37,74,124	10,44,501	55,52,661	−2,17,673	37,91,09,112	3,03,74,396	1,93,40,878	(d) 1,69,33,418	1,26,357	...	60,80,661	1,31,35,470	19,522	1,31,54,992	39,12,70,030	48,31,633	39,61,01,633	41,50,32,978	17,82,170	4,17,815	(f) 5,40,65,007	−47,463	3,73,13,647			5,272	57,00,845	56	19,76,169	1,945	4,21,730
	3,402	54,78,779	−20,39,649	34,39,121	35,57,86,371	14,15,93,911	49,73,80,282	31,93,120	23,00,286	48,66,66,812	13,76,654	1,12,62,520	−4,89,050	49,73,80,282	6,25,43,792	3,04,89,810	3,20,53,982	2,28,084	42,497	1,15,52,089	2,35,05,971	21,421	2,35,27,392	71,43,13,485	52,64,777	71,95,77,262	65,64,15,995	27,72,802	12,17,192	7,57,89,550	−19,16,090	14,27,40,810	3,48,229	86,28,051	39,809	1,31,78,193	577	24,25,744	10,362	17,74,469
		£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
	644	46,247	−33,797	12,450	6,941,885	4,106,269	11,048,154	21,190	23,410	10,792,956	−356	259,181	−3,983	11,048,154	946,093	492,539	453,554	...	...	...	533,037	...	533,037	17,076,631	...	17,076,631	8,806,999	...	2,332	...	79,483	8,271,963								
	219	146,383	−9,978	136,405	6,670,991	2,289,046	8,960,037	147,182	114,321	8,716,708	30,748	264,222	−20,893	8,960,037	1,461,914	529,447	932,497	9,315	3,859	501,547	417,592	174	417,766	13,538,594	21,374	13,559,968	13,319,777	92,641	70,944	1,991,417	−250,773	1,392,193							
	533	309,591	−143,193	166,398	19,000,875	6,584,127	25,585,002	151,531	73,129	25,095,961	95,746	538,994	−19,953	25,585,002	3,325,144	1,772,914	1,552,230	11,582	...	357,394	1,204,085	1,789	1,205,874	35,866,419	442,897	36,309,316	38,044,890	261,532	38,300	4,955,959	−4,351	3,420,418							
	96	502,221	−156,968	345,253	32,613,751	12,079,442	45,593,193	320,203	210,860	44,625,625	126,133	1,032,397	−44,829	45,593,193	5,733,181	2,794,900	2,938,281	20,907	3,859	1,058,941	2,154,714	1,963	2,156,677	65,478,644	464,271	65,942,915	60,171,466	254,173	111,596	6,917,376	−175,641	13,084,564							

(a) Works in addition 10·00 miles of the Kolar Gold-fields railways.
(b) Works in addition 222·63 miles of the Pátri Branch, the Gaekwar's Dabhoi and the Gaekwar's Petlád Railways and the Godhra-Ratlam Railway.
(c) Works in addition 293·31 miles of the Dhond-Manmád, Khámgaon and Amráoti and Wardha Coal Railways.

(d) Includes Rs. 5,50,478 on account of rent of leased lines payable by the Company.
Ditto 13,797 representing irrecoverable outstanding earnings written off.

(e) Excludes Rs. 1,277 payable to the Company on account of its share of profits.

(f) Excludes Rs. 814 payable to the Company on account of its share of profits.

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OFFICIAL PAPERS.

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF JUNE 1895.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	12 0	12 0	12 14	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	14 6	14 6
Tavoy	...	...	...	...	13 0	13 0	14 9	14 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	17 15	17 15
Moulmein and Amherst	7 0	7 0	...	...	14 0	14 0	17 7	17 7	...	...	...	...	...	...	...	...	11 6	11 6	†	11 3	7 12	7 12	140 0	140 0	14 0	14 0
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	20 8	20 8	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	6 0	6 0	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	9 8	9 8	11 10	11 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 3	14 3
Bassein	...	...	...	...	11 3	11 6	11 5	12 5	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (Inland)—																										
Shwegyin	...	...	...	...	9 1	9 1	9 9	9 9	...	...	...	...	...	...	...	...	...	...	...	...	7 0	7 0	200 0	200 0	14 2	14 2
Tharrawaddy	...	...	...	...	12 5	12 5	14 12	14 12	...	...	...	...	...	...	...	...	9 8	9 8	...	†	...	8 12	440 0	440 0	14 3	14 3
Henzada	...	...	...	...	9 5	11 12	11 12	11 12	...	...	...	...	...	...	...	...	9 8	9 8	...	...	...	5 12	188 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	10 12	10 12	13 4	13 4	...	...	...	...	...	...	...	...	14 14	14 14	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	12 2	12 2	13 8	13 8	...	...	...	...	...	...	...	...	13 10	13 10	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	13 6	12 3	...	...	11 10	11 10	13 12	13 12	19 9	†	...	...	...	...	...	...	18 5	17 1	28 3	†	8 10	8 10	196 0	196 0	11 9	11 9
Upper Burma—																										
Mandalay	13 5	13 9	...	...	11 13	12 5	12 13	13 7	16 12	16 2	...	...	...	...	...	...	13 9	13 9	24 12	24 0	9 13	9 13	85 0	85 0	14 6	14 6
Bamo	...	...	...	...	8 1	8 6	11 3	11 6	...	...	...	...	...	...	...	...	10 6	10 6	...	...	7 3	7 3	220 0	220 0	9 10	9 10
Pakôkku	...	...	...	...	9 2	9 2	10 10	10 10	46 0	49 0	...	...	...	...	...	...	20 0	20 0	...	...	5 9	5 9	113 0	113 0	14 3	14 3
Meiktila	...	...	...	...	17 1	13 6	19 11	14 4	...	...	...	...	...	...	...	...	13 8	17 11	34 4	51 6	5 12	7 2	222 8	222 8	16 1	16 1
Arakan—																										
Sandoway	...	...	...	...	15 7	16 0	18 12	19 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	24 0	28 0
Kyaukpyu	...	...	...	...	11 4	11 6	12 0	12 3	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	25 0	25 0
Akyab	...	...	...	...	10 8	11 0	12 12	13 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	160 0	160 0	16 0	16 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	14 14	14 14	15 12	15 12	...	...	...	...	...	...	...	...	13 15	13 5	...	...	...	...	...	...	10 0	10 0
Cachar	8 0	7 12	...	...	9 0	9 8	16 0	15 4	...	...	...	...	...	...	...	...	11 6½	10 10½	...	...	...	...	80 0	80 0	10 0	10 0
Khási and Jaintia Hills	7 0	7 0	...	...	4 9	4 9	8 0	8 0	...	...	...	...	...	...	...	...	8 0	8 0	16 0	16 0	...	...	70 0	70 0	7 8	7 8
Garo Hills	...	...	...	...	4 0	4 0	16 0	16 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	7 0	7 0
Brahmaputra—																										
Goálpára	16 0	16 0	...	...	7 0	7 8	14 8	14 8	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 4	13 4	130 0	130 0	10 8	10 8
Kámrúp	9 0	9 0	...	...	13 0	11 8	16 8	16 0	...	...	...	...	...	...	...	...	12 0	13 0	...	...	...	...	160 0	160 0	10 0	10 0
Darrang	8 0	10 0	...	...	6 8	10 0	13 0	13 0	...	...	...	...	...	...	...	...	12 0	13 0	...	...	...	...	...	...	10 0	10 0
Nowgong	...	...	...	...	8 0	8 0	11 8	11 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	8 0	8 0	10 8	10 8	...	...	...	...	...	...	...	...	10 8	10 8	...	...	...	...	120 0	120 0	9 0	8 0
Lakhimpur	8 0	8 0	...	...	6 12	6 8	13 0	12 0	...	...	...	...	...	...	...	...	11 0	10 0	10 0	10 0	...	...	140 0	140 0	8 0	8 0
Manipur	...	...	...	...	22 0	22 0	30 0	30 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	85 0	85 0	2 11	2 11
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hill Tipperas (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	...	...	...	...	6 8	6 8	...	...	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	5 0
Eastern—																										
Backergunge	...	...	...	...	16 0	15 0	16 0 and 19 0	16 0	...	...	...	...	...	...	...	...	13 0	12 8	...	...	...	...	60 0	60 0	10 6	10 6
Noakhali	...	...	...	...	14 0 to 16 0	12 0 to 15 0	18 0	18 0	...	...	...	...	...	...	...	...	11 8	12 0	...	...	...	...	...	...	9 8	9 8
Chittagong	10 0	10 8	...	...	12 8	13 0	15 0	15 6	...	...	...	...	...	...	...	...	12 8	12 0	...	...	...	...	85 0	85 0	10 8	10 8
Tippera	10 0	10 0	...	...	11 6	11 6	18 5	18 14	...	...	...	...	...	...	...	...	13 5	13 5	...	...	8 0	8 0	60 0	...	9 12	10 0
Dacca	13 0	12 12	16 8	16 12	13 0	13 0	18 0	17 0	...	...	...	...	...	...	...	...	16 0	12 12	...	...	13 0	12 0	120 0	120 0	10 10	10 10
Mymensingh	9 8	9 8	...	...	13 0	13 0	15 0	15 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	110 0	110 0	8 0	8 0
Deltaic—																										
Khulna	...	...	...	...	16 0	16 0	20 0	20 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	11 0	11 0	160 0	160 0	9 12	9 12
24-Parganas	...	...	...	...	9 0	9 4	14 0	14 4	...	...	...	...	...	...	...	...	12 4	12 4	...	...	12 4	12 4	95 0	100 0	11 4	11 4
Midnapore	18 0	18 0	...	...	14 0	15 8	18 8	19 6	...	...	...	...	...	...	...	...	18 0	18 0	...	...	17 0	17 0	200 0	200 0	10 8	10 8
Howrah	...	...	...	...	12 0	12 0	16 0	16 0	...	...	...	...	...	...	...	...	...	...	...	...	11 0	11 0	105 0	105 0	11 0	11 0
Calcutta	13 5	13 5	16 10	16 0	9 6	9 6	12 12	12 12	16 13	16 13	15 3	14 8	...	...	10 10	10 0	16 0	16 0	16 0	16 0	16 0	16 0	80 0	80 0	11 13	11 13
Hooghly	13 0	13 0	20 0	20 0	5 8	5 8	15 0	15 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	160 0	160 0	11 0	11 0
Nadia (Krishnagar)	16 4	16 4	24 10	24 10	6 12	7 8	16 0	15 8	...	...	...	...	...	...	...	...	22 1	22 1	...	...	16 4	16 0	128 0	128 0	11 6	11 4
Jessore	12 8	12 8	...	...	13 5	12 12	20 0	18 4	...	...	...	...	...	...	...	...	16 0	16 0	...	...	20 0	20 0	120 0	120 0	10 0	10 0
Faridpur	16 0	16 0	22 0	22 0	8 0	8 0	19 0	18 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	15 0	15 0	120 0	120 0	10 8	10 10
Central—																										
Bankura	15 8	16 4	...	...	16 0	16 0	21 4	21 4	...	...	...	...	...	...	...	...	16 0	16 0	...	...	12 0	13 0	320 0	320 0	11 2	11 2
Burdwan	18 0	17 0	...	...	15 0	16 5	18 12	18 6	...	...	...	...	...	...	...	...	18 4	18 0	...	...	18 0	18 0	120 0	120 0	11 0	11 7
Birbhum	15 12	15 12	...	...	13 8 and 14 4	13 8	17 4	18 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	12 0	12 0	160 0	160 0	10 8	10 8
Murshidabad	17 0	17 0	...	...	10 8	10 8	16 0	16 0	...	...	...	...	...	...	...	...	21 0	21 0	...	...	18 0	18 0	190 0	190 0	11 0	11 0
Sonthal Parganas	13 8	13 8	...	...	13 8	13 8	18 0	19 0	...	...	...	...	...	...	...	...	16 0	16 0	22 0	23 0	19 0	19 0	130 0	130 0	10 8	10 8
Pabna	16 0	16 0	22 8	22 8	6 12	6 12	17 4	17 4	...	...	...	...	...	...	...	...	12 0	12 0	...	...	20 4	20 4	200 0	200 0	9 12	9 12
Bogra	15 0	13 8	...	...	12 0	12 0	16 8	18 0	...	...	...	...	...	...	...	...	12 12	15 0	...	...	...	...	90 0	90 0	9 12	9 12
Rajshahi	18 0	18 12	30 0	30 0	13 8	13 8	15 6	15 0	...	...	...	...	...	...	...	...	19 8	19 8	...	...	19 14	19 12	240 0	240 0	9 9	9 9
Malda	18 0	19 0	...	18 0	14 0	14 0	10 0	16 8	...	...	16 0	18 0	...	...	13 0	13 0	18 0	19 0	...	32 0	12 0	11 0	160 0	160 0	9 8	9 8
Northern—																										
Rangpur	...	13 0	...	...	10 0	9 0	13 8	13 8	...	...	...	...	...	...	...	...	17 0	16 0	...	...	9 0	9 0	80 0	100 0	10 0	10 0
Dinajpur	13 10	13 10	16 0	19 0	11 13	11 13	15 9	15 9	...	...	...	...	...	...	...	...	16 0	16 0	...	...	...	...	100 0	100 0	10 4	10 0
Jalpaiguri	12 0	14 0	...	...	10 0	10 0	15 0	15 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	10 0	11 0	120 0	120 0	10 0	10 0
Darjeeling	8 0	8 0	9 0	9 0	5 0	5 8	12 0	13 0	...	...	12 0	13 0	...	...	...	...	11 8	12 0	16 0	20 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	10 8	10 8	...	...	13 2	13 2	23 10	23 10	...	...	...	...	...	...	...	...	14 0	14 0	...	...	14 8	14 8	80 0	80 0	11 8	11 8
Cuttack	13 2	13 2	...	...	11 13	11 13	20 0	20 0	...	...	...	...	...	...	...	...	10 7*	17 1*	...	...	13 2	13 2	80 0	80 0	9 4	10 8
Balasore	16 0	16 0	10 0	9 0	16 0 to 15 0	14 0 to 21 0	20 0 to 21 0	15 0	...	...	...	...	...	...	...	...	14 0	13 8	...	...	10 8	10 8	120 0	120 0	10 8	11 0
Chota-Nagpur—																										
Singhbhum	12 0	12 0	...	...	12 0	12 0	15 0	15 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	12 0	12 0	100 0	100 0	8 0	8 0
Manbhum	14 0	13 8	24 0	26 0	19 0 to 20 0	19 8 to 20 8	21 0 to 23 0	21 0 to 23 0	15 0	...	...	...	...	...	...	...	16 0 to 17 0	16 8	...	...	16 0 to 17 0	17 0	...	...	10 10	10 10
Lohardaga	8 0 to 12 8	8 0 to 12 8	16 0	16 0	14 0	14 0	18 0	18 0	...	...	26 0	26 0	...	...	...	...	12 0 to 12 8	12 4	16 0	16 0	10 0 and 12 8	10 0 and 13 0	160 0	160 0	9 0	9 0
Palámau	15 3	15 3	23 10	23 10	11 4	11 4	12 15	12 15	...	...	20 4	20 4	...	...	...	...	16 14	17 7	18 0	18 9	21 15	23 10	...	...	7 14	8 7
Hazáribágh	12 0	12 0	20 0	16 0	8 0	8 0	16 0	17 4	...	...	22 0	23 8	...	...	...	...	14 0	15 8	18 0	20 0	14 0	15 0	240 0	240 0	8 0	9 0

* Kalai. † Not sold. (a) Not stated.

RETAIL PRICES FOR THE 1st HALF OF JUNE 1895—*continued*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued*.																										
Bihár, south—																										
Monghyr	15 0 to 16 5	16 0 to 17 0	25 0 to 26 0	25 0 to 26 0	10 0 to 11 0	10 0 to 10 8	15 8 to 16 8	14 0 to 15 0	12 0	12 0	...	...	...	...	12 0 to 13 0	13 0 to 14 0	21 0 to 22 0	21 0 to 22 0	...	16 0 to 17 0	17 0 to 18 0	18 0 to 19 0	120 0 to 160 0	140 0 to 160 0	10 0	10 8
Gaya	13 8	13 8	22 8	22 8	10 8	10 4	17 0	17 0	16 4	16 0	...	...	...	...	12 8	12 8	19 0	20 0	...	...	20 8	20 8	120 0	120 0	10 8	10 8
Patna	15 8 and 17 0	15 8 and 16 6	23 0	23 0	12 0	12 0	17 8	17 10	17 0	17 0	...	...	...	...	14 0	14 0	21 0	22 0	22 0	22 0	22 0	22 0	130 0	130 0	11 0	11 0
Shahabad	13 0	14 0	20 0	20 0	8 0	8 0	17 0	16 0	...	...	...	...	...	...	...	...	20 0	20 0	20 0	20 0	20 0	20 0	120 0	140 0	10 8	10 8
Bihár, north—																										
Purnea	16 0	16 0	...	...	14 0	14 0	19 0	20 0	..	...	...	...	...	...	...	...	16 0	16 0	22 0	...	20 0	14 0	320 0	320 0	10 0	10 0
Bhágalpur	16 6	17 10	25 4	25 4	13 14	14 8	17 10	18 4	...	...	...	...	...	...	...	...	20 13	21 7	20 3	21 7	18 15	18 15	151 0	151 8	10 0	10 0
Darbhanga	16 0	16 0	24 0	25 0	10 8	10 8	15 0	16 0	...	...	...	...	22 8	22 0	...	...	17 0	17 0	21 0	21 0	21 0	21 8	160 0	160 0	10 0	10 0
Muzaffarpur	15 8	15 8	23 8	24 0	8 0	8 0	14 8	14 8	...	...	...	...	...	...	...	...	19 8	19 0	23 0	23 0	23 8	24 0	160 0	160 0	11 0	11 0
Saran	14 12	13 8	20 0	20 0	11 0	11 0	15 0	15 0	...	...	...	...	20 0	20 0	13 0	14 0	19 4	20 0	20 0	20 0	21 8	21 0	120 0	140 0	10 8	10 8
Champaran	16 0	17 0	25 4	28 8	7 12	8 0	15 6	15 8	...	...	...	...	...	...	...	...	20 8	21 8	25 4	25 0	26 0	26 4	180 0	180 0	10 8	10 8
N.-W. Provinces—																										
Western—																										
Mirzapur	13 0	13 0	16 8	18 0	6 0	6 0	13 0	13 0	17 0	17 0	...	...	...	...	10 0	10 0	17 0	17 0	17 0	17 0	12 0	18 0	100 0	100 0	9 0	9 0
Benares	14 4½	14 4½	18 4½	18 4½	8 14	8 14	12 8	12 8	19 4½	19 4½	15 14	15 14	...	†	14 8	14 8	18 10½	18 10½	20 4	20 4	13 4½	13 4½	110 0	110 0	9 4	9 4½
Ghazipur	12 12	12 12	16 12	16 0	8 0	7 12	15 0	14 8	14 0	14 0	15 0	15 0	...	...	11 0	11 0	18 8	19 0	19 0	19 0	18 8	18 0	160 0	160 0	9 8	9 8
Jaunpur	14 8	14 8	19 8	19 8	7 0	7 0	10 8	11 0	...	...	...	...	...	...	...	...	21 0	20 0	...	...	14 0	14 0	160 0	170 0	9 8	9 8
Allahabad	12 8	13 0	17 0	18 0	9 8	10 0	12 0	12 0	18 0	18 0	17 0	17 0	...	...	16 0	16 0	18 8	20 4	...	...	18 12	19 8	80 0	85 0	10 8	10 8
Central—																										
Bánda	14 8	14 8	23 0	24 0	7 8	8 0	11 0	11 8	...	...	...	...	...	...	...	...	24 0	26 0	...	...	18 0	15 0	170 0	180 0	10 0	10 0
Fatehpur	13 12	14 8	19 0	21 0	8 0	8 0	11 4	11 4	...	...	...	...	...	...	...	...	19 0	20 12	...	...	15 8	16 0	160 0	160 0	10 0	10 0
Hamírpur	17 12	18 0	20 8	24 0	8 0	8 0	11 0	11 4	22 0	22 0	...	...	...	...	...	...	22 6	24 8	...	...	16 0	18 0	140 0	140 0	10 4	10 4
Jalaun	15 0	16 0	24 0	24 0	9 0	9 0	10 0	10 0	20 0	20 0	16 0	16 0	18 0	18 0	12 0	12 0	24 08	26 0	18 0	18 0	19 0	19 0	160 0	160 0	11 0	11 0
Cawnpore	17 0	17 0	21 8	22 8	7 8	7 8	12 0	12 8	...	18 0	21 8	22 0	...	...	16 0	18 0	22 0	22 0	21 8	22 0	22 8	23 0	140 0	140 0	11 12	11 12
Etáwah	16 8	17 4	22 9	23 6	5 0	5 0	12 0	12 0	19 8	19 8	16 8	17 4	18 0	18 0	12 0	12 0	23 0	23 8	22 8	22 8	18 0	18 0	140 0	160 0	10 0	10 0
Farukhabad	15 8	16 0	19 12	21 8	6 8	6 8	11 0	12 4	13 0	...	17 0	17 0	...	...	...	...	20 4	21 0	...	...	17 0	17 0	120 0	140 0	11 0	11 0
Mainpuri	17 8	18 4	22 8	23 8	4 8	4 8	10 0	11 0	17 8	18 0	12 8	13 0	...	...	...	...	21 8	21 12	16 8	17 12	17 8	18 8	160 0	160 0	10 12	10 12
Etah	18 8	19 4	25 8	26 8	6 0	6 0	10 8	10 8	...	...	17 8	17 8	19 8	19 8	10 8	10 8	23 8	23 8	...	...	17 8	18 8	120 0	120 0	11 4	11 4
Western—																										
Jhánsi	14 13	12 0	25 0	27 9	11 8	7 8	12 4	11 4	18 0	22 10	16 0	19 14	...	...	...	...	24 13	25 5	...	...	23 0	21 8	160 0	160 0	11 0	11 0
Agra	15 8	16 0	23 8	23 8	5 0	5 0	11 0	9 0	21 0	21 0	20 0	20 0	...	...	10 0	10 0	24 0	24 8	22 0	22 0	15 0	15 0	95 0	95 0	11 8	11 8
Muttra	18 0	19 0	26 0	27 0	7 0	7 0	11 8	11 0	20 0	24 0	18 0	18 0	...	...	10 0	12 0	27 0	30 0	...	...	28 0	29 0	120 0	120 0	11 8	11 8
Aligarh	16 12	17 12	24 4	25 8	5 4	5 4	10 0	10 0	16 8	21 0	17 0	18 0	...	...	14 0	14 0	25 0	26 0	21 0	...	16 8	17 0	140 0	140 0	11 8	11 8
Bulandshahr	18 4	18 8	25 8	25 0	6 0	6 0	9 11	10 0	20 0	20 0	16 5	18 0	...	...	12 0	12 0	24 0	24 10	20 0	21 0	18 0	18 0	120 0	120 0	11 4	11 4
Sub-montane—																										
Ballia	13 0	13 0	19 0	19 0	9 0	9 0	14 0	14 0	19 0	19 0	14 0	14 0	...	...	...	...	19 0	19 0	19 0	19 0	18 0	18 0	115 0	155 0	11 0	11 0
Azamgarh	13 8	14 4	16 8	17 4	7 8	7 8	12 0	12 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	13 0	13 8	177 8	177 0	9 13	9 13
Gorakhpur	12 2	11 11	17 9	17 9	9 0	8 9	13 1	13 1	...	...	...	...	...	...	12 10	12 10	15 12	16 10	16 3	16 3	13 10	14 0	160 0	160 0	9 0	9 10
Basti	13 12	13 12	19 12	20 8	9 4	9 4	13 8	13 8	16 0	16 0	...	...	13 0	13 0	8 8	8 8	17 12	17 4	19 0	20 0	13 0	13 2	200 0	200 0	11 8	12 0
Sháhjahánpur	15 12	16 8	21 12	22 8	7 4	7 0	13 0	13 0	...	...	...	...	9 0	8 0	9 0	8 0	21 4	22 0	...	...	14 8	15 0	120 0	120 0	10 12	10 12
Budaun	16 0	16 8	21 8	21 8	6 0	6 0	12 0	12 0	20 0	20 0	16 0	16 0	...	...	15 0	15 0	21 8	21 8	20 0	20 0	17 8	17 0	144 0	144 0	10 8	10 8
Pilibhit	14 0	14 0	26 0	26 0	5 0	12 0	12 8	13 0	...	...	...	...	...	...	...	...	21 0	21 0	...	...	15 4	15 4	120 0	120 0	10 8	10 8
Bareli	14 1	15 4	22 4	22 12	6 9	6 12	11 12	12 12	15 4	18 12	12 12	14 1	...	...	10 0	15 0	19 15	21 2	14 1	18 12	18 12	14 11	125 0	125 0	10 0	10 0
Moradabad	16 13	17 6	24 8	25 8	5 0	5 0	11 4	11 4	20 0	20 0	16 0	15 15	...	...	8 0	8 0	23 8	24 0	24 0	24 0	17 0	16 12	140 0	140 0	11 0	11 0
Naini Tal	12 0	13 0	17 0	17 0	5 0	5 0	10 0	10 0	20 0	20 0	12 8	12 8	...	...	10 0	10 0	14 8	14 8	20 0	20 0	8 0	8 0	160 0	160 0	7 0	7 0
Almora	11 4	11 0	16 0	18 0	8 0	8 0	9 4	9 0	...	...	...	...	12 0	13 0	13 0	14 0	13 4	14 8	...	...	19 0§	10 0§	160 0	160 0	7 8	7 8
Bijnor	18 9	19 2	28 2	29 13	10 2	10 11	12 6	12 6	...	...	...	...	...	...	...	...	23 10	24 12	...	...	22 8	24 12	90 0	90 0	11 0	11 0
Muzaffarnagar	17 12	19 0	24 8	28 9	5 0	5 8	10 0	11 0	15 0	19 14	15 0	17 9	...	...	...	...	23 3	25 13	...	...	11 0	11 0	160 0	132 0	10 0	11 0
Meerut	17 8	17 8	26 0	26 0	5 0	5 0	13 0	13 0	18 0	18 0	17 0	17 0	...	...	10 0	10 0	24 0	26 0	19 0	19 0	15 0	15 0	100 0	100 0	11 4	11 4
Saháranpur	17 0	18 0	24 0	24 0	5 0	5 0	10 0	10 0	15 0	18 0	15 0	16 0	21 0	22 0	15 0	16 0	24 0	23 0	15 0	23 0	12 0	12 0	100 0	100 0	10 0	10 0
Dehra Dún	17 8	18 4	27 0	27 0	10 0	8 0	11 0	10 0	...	...	16 0	16 0	18 0	18 0	...	...	20 8	23 10	16 0	18 0	12 0	12 0	160 0	160 0	10 0	10 0
Garhwál	12 0	12 0	18 0	20 0	4 0	4 0	5 0	6 0	...	...	...	...	16 0	16 0	16 0	16 0	10 0	10 0	...	...	6 0	6 0	160 0	160 0	6 0	6 0
Oudh—																										
Southern—																										
Partabgarh	12 13	13 8	16 12	17 8	8 0	8 0	11 13	12 0	...	...	...	...	...	...	...	...	16 13	18 0	...	...	12 8	13 0	146 10	140 0	10 8	10 0
Sultanpur	13 8	14 0	18 0	18 8	9 0	9 0	12 8	13 0	17 0	17 0	14 0	14 0	16 8	16 8	16 8	16 8	18 8	19 8	18 0	17 0	18 8	19 0	160 0	160 0	10 0	10 0
Rae-Bareli	14 12	14 8	17 0	17 0	7 8	8 0	12 8	12 8	16 0	17 0	13 0	13 0	18 0	18 0	12 0	12 0	20 0	20 12	16 0	16 0	13 0	13 0	200 0	200 0	10 0	10 0
Unao	16 0	17 0	20 0	20 0	8 0	8 0	13 0	13 0	18 0	20 0	14 0	16 0	...	...	16 0	16 0	20 0	22 0	18 0	18 0	16 0	16 0	160 0	160 0	11 0	11 0
Lucknow	14 8	15 6	20 0	21 8	6 0	6 0	12 0	12 0	19 8	21 0	16 8	18 8	20 8	22 4	14 8	15 0	19 12	21 4	19 8	20 8	19 8	19 12	120 0	120 0	10 10	10 10
Hardoi	17 8	18 0	24 0	24 0	7 0	7 0	14 0	14 0	...	...	...	...	...	...	...	...	23 0	25 0	...	...	14 0	14 0	120 0	160 0	10 0	10 0
Northern—																										
Fyzabad	15 0	15 2½	20 0	21 8	10 8	10 8	12 12	12 12	17 4	17 0	16 8	16 8	...	...	9 4	9 4	20 8	21 0	18 3	18 13	14 12	14 9	155 0	155 0	10 8	10 8
Barabanki	14 5	15 0	21 0	21 0	8 0	8 0	12 8	12 8	20 0	20 0	16 0	16 0	24 0	24 0	16 0	16 0	20 0	20 5	22 0	20 0	14 0	14 0	140 0	140 0	11 0	11 0
Gonda	14 15	15 9	19 2	21 0	11 8	11 8	12 8	12 15	13 8	...	12 12	13 0	...	...	6 0	6 0	18 14	19 8	17 0	19 0	22 8	22 0	200 0	200 0	10 4	10 6
Bahraich	15 1	16 0	22 8	23 4	10 8	10 9	12 10	12 8	18 8	20 0	14 0	14 0	28 0	28 8	10 0	10 0	19 0	19 0	20 0	21 0	22 12	22 8	160 0	160 0	10 8	10 0
Sítapur	16 0	16 0	22 0	25 0	10 0	10 0	11 0	12 0	...	...	...	...	...	...	...	...	20 0	22 0	...	...	15 8	15 0	120 0	120 0	10 0	10 0
Kheri	15 0	15 0	22 0	22 8	8 0	8 0	12 8	12 8	...	...	...	...	...	...	...	...	21 0	21 0	...	...	18 0	18 0	160 0	160 0	10 0	10 0
Rajputana—																										
Eastern—																										
Partábgarh	15 10	15 10	23 12	22 8	8 3	8 12	12 8	12 8	18 12	18 12	15 0	15 0	...	...	...	...	23 12	25 0	21 4	25 0	25 0	26 4	...	...	15 3	15 5
Bánswara	21 4	21 4	25 0	25 0	7 8	7 8	15 0	15 0	...	...	...	...	...	...	...	...	37 8	37 8	37 8	37 8	18 12	20 0	...	...	9 11	9 15
Meywar (Oodeypore)	15 3½	14 13½	22 10½	23 13½	10 2½	10 2½	10 8½	10 15	23 7	25 0	8 3½	8 3½	*Nil*	*Nil*	15 3½	14 1	19 14½	21 1½	23 7	25 0	9 3½	10 2½	160 0	160 0	10 5½	10 5½
Sirohee	14 0	14 0	30 0	30 0	6 0	6 0	7 0	7 0	...	...	18 0	18 0	...	...	...	...	20 0	20 0	24 0	24 0	...	...	160 0	160 0	11 8	11 8
Erinpura	14 13	14 9	27 10	27 10	7 12	7 12	10 0	10 0	22 12	22 12	21 0	21 0	...	...	...	...	25 14	25 14	...	...	...	...	200 0	200 0	12 8	12 8
Ajmere	14 8	15 0	23 8	24 8	5 0	5 0	8 0	8 0	23 0	24 8	17 0	17 13	...	...	15 0	15 0	24 8	25 2	23 8	24 8	...	...	90 0	90 0	12 8	12 8
Abu	14 4	14 4	19 8	21 0	5 12	5 12	7 4	7 4	18 8	...	12 12	13 8	...	...	...	...	18 5	19 4	...	...	...	...	160 0	160 0	11 0	11 12
Kishengarh	14 0	14 4	26 4	26 0	8 8	8 0	9 8	9 8	26 4	26 8	18 4	19 8	†	†	†	†	24 12	25 8	17 4	17 4	†	†	*	*	13 0	13 0
Boondee	19 0	18 0	32 0	30 0	8 0	8 0	8 0	8 8	32 0	36 4	...	...	...	...	...	...	36 4	36 4	35 0	36 4	...	...	160 0	160 0	10 10	10 8
Kotah	15 0	16 0	24 0	25 0	8 8	9 0	9 0	9 8	23 0	32 8	16 0	16 0	...	...	...	...	32 0	32 0	25 0	25 0	25 0	25 0	240 0	240 0	10 0	10 0
Jhallawar	13 10	14 2	20 13	21 0	7 6	7 14	11 0	11 0	20 12	20 12	18 11½	19 10	...	...	7 12	7 12	24 12	26 4	24 8	24 8	11 0	11 0	175 0	175 0	9 7½	9 7½
Tonk	14 0	14 8	21 12	22 0	4 0	4 0	8 0	7 0	24 8	25 0	...	...	...	...	...	...	26 0	27 8	...	...	...	...	120 0	120 0	11 12	11 0
Jeypore	14 8	15 0	25 0	26 0	5 0	5 0	7 8	7 8	22 8	24 8	18 8	20 0	†	†	21 0	21 0	19-8 & 23 8	21-0 & 26 0	22 8	24 8	29 0	30 0	95 0	95 0	12 0	12 0
Kerowlee	16 14	16 4	22 8	22 8	10 0	10 0	11 4	11 4	21 4	22 8	17 8	17 8	...	...	17 8	17 0	23 12	23 12	...	...	36 4	35 0	200 0	200 0	10 15	10 15
Dholpur	16 11½	17 2¾	24 15½	26 8	8 2½	8 2	10 2	10 2	18 1	19 2	17 3	18 0	...	...	15 2	15 12	24 13¾	26 5½	...	...	30 10½	30 9	90 0	90 0	11 5½	11 4
Bhurtpore	18 8	18 13	24 14	25 2	5 2½	5 2½	5 5½	5 5½	25 4	25 4	14 15	15 14	...	...	11 12	11 12	27 8	27 15	20 0	22 0	28 0	30 0	120 0	120 0	11 8	11 8
Ulwur	18 4	18 15	24 1	23 14	6 10	6 10	9 2¾	9 2¾	28 0	28 0	23 0	23 0	...	...	14 0	14 0	27 2	25 7	26 0	33 0	31 8	31 8	140 0	140 0	12 8	12 8
Deoli Cantonment	15 1½	16 7	25 4	30 14	5 0	5 0	8 0	8 0	21 0	31 3½	28 0	28 0	...	...	...	...	25 13	33 12	...	...	...	...	190 0	190 0	11 13	12 0
Nusseerabad Cantonment	15 0	14 8	...	...	6 8	6 8	7 0	7 0	26 0	26 0	17 0	17 0	†	†	...	...	26 0	26 0	...	...	†	†	120 0	120 0	13 0	13 0
Hilly Tracts of Meywar	16 0	17 0	31 0	32 0	...	...	15 0	15 0	...	...	...	...	...	...	...	...	28 0	28 0	28 0	30 0	...	...	‡	‡	11 8	11 8
Bálmer	13 8	13 8	...	...	5 3	5 3	7 8	7 8	...	...	22 12	22 12	...	...	...	...	16 4	16 4	...	...	...	...	260 0	260 0	12 8	12 8
Anádra	15 10	15 14	23 0	23 0	6 7½	6 8	9 0	9 0	...	...	15 0	15 0	...	...	...	...	22 2	23 0	...	...	...	...	400 0	400 0	12 0	12 0
Shahpoora	15 0	15 8	26 0	25 0	8 4	8 4	14 4	14 0	24 0	24 0	22 0	...	...	...	...	...	...	24 0	24 0	24 0	...	...	160 0	160 0	11 6	11 6
Western—																										
Jodhpore	13 12	14 11	20 10	23 2	6 4	6 4	7 8	7 8	18 12	20 0	16 4	16 4	...	...	...	...	23 4	24 6	18 12	20 0	10 0	10 0	...	...	13 7	13 7
Jeysulmere	11 4	11 0	...	...	6 10	7 0	11 0	10 12	18 0	18 0	14 0	13 12	...	...	...	...	16 0	16 0	...	...	...	...	240 0	240 0	21 0	21 0
Bickaneer	12 0	12 5	...	...	3 0	3 0	6 0	6 0	...	...	14 13	15 4	...	...	...	...	18 0	18 10	...	...	8 12	10 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	13 8	14 0	20 0	20 0	8 0	8 0	9 0	9 0	20 0	20 0	21 0	21 0	...	...	...	...	19 0	19 0	17 0	18 0	19 0	19 0	120 0	120 0	10 8	10 8
Nimach Cantonment	14 0	14 0	...	...	8 0	8 0	12 0	12 0	21 0	22 0	17 0	19 0	†	†	...	...	23 8	24 8	...	...	25 0	25 0	140 0	160 0	12 0	12 0
Goona	12 0	11 8	20 0	21 0	8 0	8 0	9 0	9 0	21 0	20 0	...	...	...	...	...	...	20 12	26 12	...	...	...	...	200 0	200 0	9 8	10 0
Gwalior	15 1¼	15 10½	24 7	26 8	5 4	5 5	8 12¼	8 8	21 4	21 4	19 2	19 2	...	...	14 14	14 14	17 4	18 1	19 2	19 2	17 4	18 1	170 0	191 4	11 6¾	11 6¾

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

RETAIL PRICES FOR THE 1st HALF OF JUNE 1895—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadian pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Panjab—																										
Southern—																										
Hissar	19 0	21 0	30 0	34 0	...	...	12 0	12 0	23 0	25 0	23 0	23 0	†	†	†		33 0	34 0	†	†	†	†	100 0	100 0	10 8	10 8
Ferozepore	20 0	20 0	32 0	31 0	...	...	9 0	8 0	19 0	24 0	19 0	†	‡	‡	15 0	16 0	31 0	31 0	21 0	24 0	11 0	11 0	100 0	100 0	11 12	12 12
Montgomery	18 0	18 0	25 0	25 0	...	...	10 0	10 0	21 0	21 0	†	†	‡	‡	‡	‡	25 0	24 0	21 0	21 0	10 0	10 0	170 0	170 0	12 0	12 0
Central—																										
Gurgáon	21 0	23 0	29 0	30 0	...	...	9 0	9 0	20 0	22 0	20 0	23 0	†	†	†	†	29 0	30 0	18 0	20 0	26 0	27 0	120 0	120 0	10 0	10 0
Delhi	18 0	18 0	27 0	27 0	...	...	12 0	12 0	22 0	25 0	20 0	20 0	†	†	11 0	12 0	27 0	27 0	21 0	24 0	26 0	26 0	80 0	80 0	11 0	11 0
Rohtak	19 0	20 0	32 0	32 0	...	...	12 0	12 0	24 0	24 0	19 0	19 0	†	†	12 0	12 0	32 0	31 0	20 0	20 0	18 0	18 0	120 0	120 0	11 0	11 0
Karnál	19 0	19 0	28 0	30 0	...	...	12 0	12 0	20 0	20 0	15 0	15 0	16 0	16 0	12 0	12 0	30 0	32 0	20 0	25 0	15 0	15 0	120 0	120 0	10 8	10 0
Lahore	19 0	19 0	32 0	32 0	...	...	11 0	12 0	20 0	21 0	19 0	21 0	‡	‡	18 0	17 0	28 0	28 0	24 0	24 0	11 0	10 0	88 0	80 0	13 0	12 12
Sub-montane—																										
Ambala	22 0	22 0	29 0	30 0	...	...	11 0	11 0	20 0	24 0	20 0	20 0	‡	‡	8 0	8 0	28 0	29 0	27 0	30 0	++	++	120 0	120 0	12 8	12 8
Ludhiána	25 0	21 0	34 0	34 0	...	...	13 0	13 0	22 0	23 0	20 0	21 0	‡	‡	17 0	17 0	30 0	29 0	24 0	23 0	13 0	13 0	110 0	100 0	13 0	13 0
Jullundur	23 0	23 0	30 0	31 0	...	...	10 0	10 0	23 0	24 0	16 0	18 0	‡	‡	20 0	20 0	28 0	27 0	28 0	31 0	††	++	100 0	100 0	13 0	13 0
Hoshiárpur	21 0	20 0	28 0	29 0	...	...	10 0	10 0	20 0	21 0	20 0	20 0	16 0	16 0	16 0	16 0	25 0	25 0	25 0	25 0	10 0	10 0	120 0	120 0	11 8	12 8
Gurdáspur	22 0	21 0	32 0	32 0	...	...	14 0	14 0	20 0	20 0	26 0	26 0	26 0	26 0	12 0	12 0	26 0	25 0	20 0	20 0	‡‡	‡‡	120 0	120 0	12 0	12 0
Amritsar	20 0	20 0	33 0	33 0	...	...	10 0	10 0	19 0	20 0	23 0	23 0	†	†	23 0	18 0	29 0	28 0	31 0	31 0	‡	‡	100 0	100 0	12 0	12 0
Hills—																										
Simla	13 0	14 0	16 0	20 0	...	...	8 0	8 0	14 0	15 0	8 0	8 0	15 0	15 0	9 0	9 0	15 0	16 0	16 0	18 0	8 0	8 0	90 0	90 0	8 0	8 0
Kángra	16 0	17 0	24 0	24 0	...	...	13 0	12 0	16 0	16 0	14 0	14 0	21 0	21 0	6 0	6 0	16 0	19 0	18 0	20 0	10 0	8 0	120 0	120 0	10 0	10 0
North-western—																										
Siálkot	19 0	19 0	30 0	31 0	...	...	13 0	13 0	++	++	++	++	‡	‡	++	++	24 0	24 0	‡	‡	‡‡	‡‡	130 0	130 0	13 8	13 8
Gujránwála	22 0	21 0	35 0	35 0	...	...	14 0	14 0	16 0	17 0	20 0	21 0	‡	‡	20 0	21 0	28 0	28 0	24 0	25 0	‡‡	‡‡	110 0	110 0	13 0	13 0
Gujrát	23 0	24 0	34 0	36 0	...	...	14 0	14 0	25 0	26 0	25 0	25 0	‡	‡	10 0	10 0	25 0	26 0	25 0	26 0	‡‡	‡‡	110 0	110 0	13 0	13 0
Jhelum	24 0	24 0	30 0	28 0	...	...	13 0	10 0	31 0	31 0	31 0	31 0	‡	‡	*	*	27 0	20 0	28 0	28 0	‡‡	10 0	120 0	120 0	14 0	14 0
Ráwalpindi	21 0	22 0	28 0	33 0	...	...	8 0	8 0	25 0	25 0	30 0	31 0	*	*	18 0	‡‡	25 0	25 0	29 0	31 0	*	*	68 0	64 0	13 10	13 4
Hazára	22 0	21 0	29 0	31 0	...	...	13 0	13 0	‡‡	‡‡	‡‡	‡‡	‡	‡	‡‡	‡‡	20 0	18 0	28 0	28 0	†	†	90 0	90 0	11 0	11 0
Pesháwar	21 0	20 0	31 0	36 0	...	...	10 0	10 0	21 0	23 0	23 0	23 0	‡	‡	20 0	18 0	20 0	21 0	31 0	35 0	17 0	18 0	84 0	82 0	33 0	35 0
Kohát	24 0	24 0	34 0	46 0	...	...	14 0	15 0	‡	‡	32 0	34 0	‡	‡	‡	‡	22 0	25 0	34 0	36 0	†	†	102 0	102 0	51 0	51 0
Western—																										
Sháhpur	23 0	23 0	32 0	32 0	...	...	10 0	10 0	28 0	28 0	24 0	24 0	22 0	22 0	24 0	24 0	27 0	27 0	20 0	20 0	†	†	160 0	160 0	13 0	13 0
Jhang	19 0	17 0	23 0	22 0	...	...	10 0	10 0	20 0	20 0	20 0	16 0	18 0	16 0	18 0	16 0	22 0	22 0	20 0	20 0	10 0	10 0	160 0	160 0	12 0	11 8
Multan	17 0	16 0	22 0	23 0	...	...	16 0	14 0	23 0	22 0	23 0	22 0	‡	‡	19 0	†	24 0	23 0	24 0	24 0	†	†	100 0	100 0	12 4	12 4
Bannu	28 0	30 0	55 0	52 0	...	...	14 0	13 0	32 0	35 0	37 0	38 0	9 0	9 0	9 0	9 0	31 0	29 0	52 0	50 0	18 0	18 0	90 0	90 0	59 0	59 0
D. I. Khan	22 0	22 0	29 0	28 0	...	...	8 0	8 0	33 0	32 0	29 0	28 0	‡	‡	4 0	4 0	26 0	26 0	28 0	30 0	11 0	11 0	118 0	118 0	27 0	27 0
Muzaffargarh	19 0	19 0	26 0	29 0	...	...	17 0	17 0	23 0	23 0	20 0	20 0	‡	‡	‡	‡	22 0	21 0	‡	‡	8 0	8 0	140 0	130 0	11 0	11 0
D. G. Khan	18 0	18 0	24 0	25 0	...	...	8 0	8 0	29 0	28 0	25 0	25 0	20 0	20 0	18 0	18 0	20 0	19 0	15 0	15 0	‡	‡	125 0	125 0	16 4	16 4
Sind and Baluchistan—																										
Karáchi	13 0	13 0	...	...	8 0	8 0	10 0	10 0	20 0	20 0	15 0	15 0	‡	‡	...	...	18 0	18 0	...	...	9 0 and 10 0	9 0 and 10 0	80 0	80 0	14 8	14 8
Hyderabad	14 0	14 0	...	...	8 0	8 0	10 0	10 0	19 0	19 0	16 0	16 0	‡‡	‡‡	...	...	17 8	17 8	...	...	...	...	116 6	116 6	12 8	12 8
Thar and Párkar (Umarkot)	12 0	12 0	...	...	11 0	11 0	13 0	13 0	12 0	12 0	16 0	16 0	‡‡	‡‡	...	...	8 4	8 4	...	...	10 0	10 0	213 0	213 0	12 0	12 0
Sukkur (Shikárpur)	15 8	16 0	...	...	9 0	10 0	12 0	12 0	24 0	25 0	20 0	20 0	‡‡	‡‡	...	...	24 0	24 0	...	...	...	...	142 0	142 0	11 8	11 8
Upper Sind Frontier	15 0	15 0	...	...	10 0	10 0	13 0	13 0	28 0	28 0	23 0	23 0	‡‡	‡‡	...	...	24 0	24 0	...	...	...	...	100 0	100 0	11 0	11 0
Quetta	17 0	18 0	23 0	23 0	5 0	5 0	7 0	7 0	24 0	24 0	14 0	14 0	‡	‡	6 0	6 0	18 0	18 4	24 0	25 12	9 0	9 0	80 0	80 0	9 0	8 4

Bombay—																										
Konkan—																										
Karwar (Kánara)	10 3	10 3	...	...	10 2	10 2	11 2	11 2	16 2	16 2	15 0	15 0	18 3	18 3	...	...	13 7	13 7	...	...	...	...	312 0	312 0	10 10	10 10
Ratnágiri	10 13	10 13	...	...	10 14	10 14	11 6	11 6	15 12	15 12	15 4	15 4	16 7	16 7	...	...	13 14	13 14	...	...	*	*	134 6	134 6	13 0	13 0
Alibág (Colába)	10 3	10 3	...	...	11 11	10 13	13 8	11 11	11 9	11 9	12 12	12 12	*	*	...	...	13 10	13 10	...	...	*	*	89 10	89 10	12 12	13 10
Bombay	13 0	13 0	...	...	8 5	8 5	10 6	11 6	14 11	14 11	13 15	13 15	13 8	13 8	...	...	13 12	13 12	...	...	13 4	13 4	97 1	97 1	11 9	11 9
Tanna	12 12	12 12	...	...	10 3	10 3	11 2	11 2	*	*	14 6	16 3	*	*	...	...	16 0	16 0	...	...	*	*	112 0	112 0	12 4	12 4
Deccan—																										
Dharwar	20 3	20 3	...	...	11 0	11 0	11 8	11 8	22 10	24 1	22 6	22 6	...	...	...	...	12 5	12 5	...	...	12 0	12 0	100 0	100 0	11 12	11 12
Belgaum	17 11	18 12	...	...	10 3	10 3	10 8	11 0	22 13	22 13	21 7	21 7	26 0	27 0	...	...	14 0	14 0	...	...	13 8	13 8	80 8	80 8	10 3	10 10
Satara	14 8	14 8	...	...	8 14	8 14	10 2	10 2	16 9	16 9	16 0	16 0	*	...	...	...	13 7	13 2	...	...	*	...	114 0	114 0	13 6	12 11
Sholapur	16 12	16 12	...	...	7 10	7 10	11 11	11 11	25 0	25 15	20 9	21 7	*	*	...	...	16 3	15 5	...	...	*	*	85 5	85 5	11 10	11 10
Bijápur	19 8	19 8	...	...	8 13	8 13	11 6	11 6	25 3	27 0	*	22 15	*	*	...	...	15 3	15 3	...	...	*	*	80 0	80 0	11 6	11 6
Poona	13 15	13 15	...	...	9 11	9 11	10 13	10 13	20 0	20 0	14 15	16 2	14 13	14 13	...	...	16 2	16 6	...	...	17 2	17 2	81 1	81 1	11 13	11 13
Khandesh—																										
Ahmadnagar	17 6	18 2	...	...	8 14	8 14	9 13	9 13	22 11	23 6	19 4	19 4	*	*	...	...	16 10	17 5	...	...	17 11	18 7	85 5	91 0	12 6	12 6
Násik	17 4	18 0	...	...	8 14	8 14	11 11	11 11	*	*	17 10	19 1	20 11	20 11	...	...	17 2	17 2	...	...	*	*	128 0	128 0	13 6	13 6
Dhulia (Khandesh)	16 10	16 10	...	...	7 7	7 7	9 7	9 7	22 7	22 7	18 6	18 6	*	*	...	...	14 14	14 14	...	...	*	*	80 0	80 0	10 9	11 6
Guzerat—																										
Surat	14 5	14 5	...	...	7 6	7 6	8 5	8 5	14 13	15 4	13 7	13 7	*	*	...	...	14 13	15 12	...	...	14 13	15 4	84 9	84 7	12 0	12 0
Broach	15 8	15 8	...	...	8 8	7 6	11 8	11 8	17 4	17 4	13 0	13 0	*	*	...	...	20 0	20 0	...	...	18 0	18 0	101 0	101 0	13 0	13 0
Kaira	14 8	16 0	...	...	*	*	13 0	14 0	16 9	17 8	14 9	14 8	20 0	21 0	...	...	20 0	21 0	...	...	*	*	106 11	106 11	12 0	12 0
Baroda (Camp)	12 8	12 0	...	...	8 0	8 0	10 0	10 0	16 0	16 0	13 0	13 0	18 0	18 0	...	...	18 0	18 0	...	...	*	*	91 7	91 7	11 8	11 8
Ahmadabad	12 8	13 8	...	...	11 0	11 8	13 0	13 0	15 8	16 0	14 *	14 8	...	...	...	...	22 0	23 0	...	...	19 0	19 0	80 0	80 0	13 10	13 10
Godhra (Panch Máhals)	13 0	13 0	...	...	11 0	11 0	13 0	13 0	...	...	16 0	16 0	24 0	24 0	...	...	25 0	25 0	...	...	20 0	20 0	182 0	182 0	12 8	12 8
Deesa Cantonment	12 8	13 0	...	...	8 0	8 8	10 0	10 8	17 0	17 0	15 0	15 8	*	*	...	...	20 0	20 0	...	...	*	*	240 0	240 0	11 0	11 0
Kattywar—																										
Rájkot	14 7	14 7	...	...	5 8	5 8	7 0	7 0	16 5	17 6	13 1	13 10	*	*	...	...	15 9	16 5	...	...	*	*	80 0	80 0	60 0	60 0
Central Provinces—																										
Western—																										
Nimar	14 3	15 1	...	...	6 12	6 12	12 7	13 1	20 10	22 9	...	...	...	...	...	...	17 4	18 9	...	...	12 13	12 13	100 0	100 0	11 6	10 13
Khandwa-Asirgarh Cant.	13 4	13 8	...	...	9 0	9 0	12 0	12 8	20 0	21 0	20 0	21 0	...	...	...	...	16 0	16 0	...	...	*	...	160 0	160 0	10 0	13 0
Hoshangabad	14 4	14 4	...	...	8 1	8 1	11 4	11 4	...	16 13	...	...	...	...	...	...	16 10	16 10	...	...	12 11	12 11	200 0	160 0	9 8	9 8
Betúl	16 0	16 0	...	...	...	...	8 13	8 13	20 9	20 9	...	...	...	...	...	...	16 0	16 0	...	...	11 6	11 6	240 0	240 0	8 0	8 0
Chhindwára	13 13	15 3	...	...	7 4	7 4	10 0	10 0	16 0	16 0	...	...	...	...	...	...	19 0	19 0	...	...	11 1	12 0	150 0	160 0	8 0	9 2
Nágpur	15 0	15 5	...	...	10 0	10 0	11 4	11 9	18 2	18 12	...	...	...	...	...	...	16 14	16 14	...	...	11 4	10 15	125 0	125 0	10 4	10 4
Wardha	16 0	16 0	...	...	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	16 0	16 0	...	...	13 5	13 5	120 0	120 0	10 10	10 15
Central—																										
Narsinghpur	13 1	13 1	...	...	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 0	18 0	200 0	200 0	9 4	9 4
Saugor	11 12	11 12	...	...	10 3	10 3	11 1	11 1	...	15 0	...	...	...	...	...	...	17 10	18 12	...	...	15 12	15 12	130 0	130 0	9 2	9 2
Damoh	11 4	12 8	...	...	10 0	11 0	11 4	12 8	...	...	...	...	...	...	...	...	15 0	17 12	...	...	10 0	9 12	160 0	100 0	8 12	9 4
Jubbulpore	13 0	14 0	...	...	10 0	10 8	15 0	15 0	...	...	...	...	...	...	...	...	17 0	18 4	...	...	12 8	12 12	140 0	140 0	9 0	9 4
Baghalkhand (Sohna)	13 12	14 15	21 0	20 4	7 2	7 8	15 0	14 0	12 0	15 0	*	13 0	*	*	8 8	8 10	20 0	20 4	*	*	22 2	23 0	160 0	160 0	10 4	10 4
Mandla	17 0	17 0	...	...	9 0	10 0	12 0	12 0	...	...	...	...	...	...	...	...	25 0	25 0	...	...	13 0	13 0	200 0	200 0	8 8	9 8
Seoni	16 0	16 9	...	...	9 12	9 12	12 13	12 13	...	...	...	...	...	...	...	...	16 9	18 10	...	...	11 8	11 8	190 0	190 0	9 10	9 10
Bálághát	12 8	12 8	...	...	9 0	9 0	12 8	12 8	...	...	...	...	...	...	...	...	13 0	13 0	...	...	9 0	9 0	150 0	160 0	8 0	8 0
Bhandára	16 0	17 8	...	...	...	...	12 8	12 8	...	...	...	...	...	...	...	...	15 0	15 0	...	...	10 0	10 0	280 0	280 0	9 0	9 0
Chánda	14 12	14 13	...	...	...	...	15 8	15 0	15 2	18 0	...	...	...	...	...	...	11 13	14 0	...	...	10 10	12 0	320 0	320 0	...	10 14
Eastern—																										
Biláspur	17 12	15 12	...	...	11 3	11 3	18 0	18 0	...	...	...	...	...	...	...	...	13 10	14 10	...	...	...	...	110 0	110 0	8 0	8 0
Raipur	16 2	17 8	...	...	10 4	10 15	15 13	15 13	...	...	...	...	...	...	...	...	17 0	17 0	...	...	10 15	10 15	100 0	100 0	9 0	9 0
Sambalpur	14 0	15 12	...	...	12 4	12 4	19 4	18 0	...	...	...	...	...	...	...	...	14 14	15 12	...	...	9 0	9 0	120 0	120 0	8 12	8 12
Berar—																										
Buldána	18 0	19 0	...	...	7 0	7 0	10 0	10 0	25 0	27 0	20 0	21 0	...	...	...	...	20 0	20 0	...	...	14 0	14 0	182 0	182 0	10 0	10 0
Basim	19 0	19 0	...	...	7 0	7 0	11 0	11 0	23 0	24 0	...	...	...	...	...	...	15 0	16 8	...	...	10 0	12 0	75 0	75 0	9 0	9 0
Akola	10 8	18 0	...	...	6 0	5 8	7 8	7 8	22 8	22 8	...	...	...	...	...	...	15 8	15 8	...	...	12 8	11 8	96 0	90 0	11 0	11 12
Ellichpur	15 0	15 0	...	...	6 0	6 0	8 0	8 0	21 0	21 0	15 0	15 0	...	...	...	...	13 0	13 0	...	...	14 0	14 0	120 0	120 0	10 0	10 0
Amraoti	15 0	16 0	10 0	10 8	7 0	7 8	10 0	10 8	19 0	20 0	14 0	16 0	...	...	...	...	15 0	15 0	...	...	13 0	13 8	100 0	100 0	11 0	11 0
Wún	16 0	16 0	...	...	6 0	6 0	8 0	8 0	20 8	20 8	15 0	15 0	...	...	...	...	14 8	14 8	...	...	20 0	20 0	200 0	200 0	9 8	9 8
Nizam's Territories—																										
Secunderabad	13 3	11 4	*	*	7 2	6 3	10 3	10 8	17 12	14 7	17 12	17 12	27 0	22 3	*	*	12 11	12 3	*	*	16 12	16 12	95 0	95 0	8 14	8 12
Bolaram	12 13	14 1	*	*	7 0	7 1	10 10	10 8	20 7	21 0	*	*	*	*	*	*	12 13	13 2	*	*	*	*	116 14	110 14	8 13	8 12
Chadarghat	11 0	12 0	*	*	0 0	0 8	11 0	12 0	20 0	20 0	21 0	24 0	*	*	*	*	13 0	13 0	*	*	10 0	10 8	100 0	120 0	9 8	10 0

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

RETAIL PRICES FOR THE 1st HALF OF JUNE 1895—*concluded.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort. *		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Maize (*Zea Mays*).		Ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Arhar, or thúr, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
S. Canara	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
South, central—																										
Coimbatore	23 0	23 0	...	...	23 0	23 0	23 0	23 0	20 6	29 14	20 11	24 13	...	...	32 0	32 0	26 0	26 0	12 8	12 8	12 8	12 8	136 2	136 2	12 8	12 0
Nilgiris	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	121 8	121 8	11 14	11 14
Salem	25 11	24 13	...	...	22 8	23 5	22 8	23 5	21 13	27 13	22 2	23 3	...	...	32 0	37 3	36 0	40 0	13 0	14 0	13 0	14 0	133 11	133 11	10 13	11 2
Central—																										
Bellary	32 0	32 0	...	...	32 0	32 0	32 0	32 0	29 14	29 14	...	...	...	...	32 0	37 3	26 0	26 0	12 8	12 8	12 8	12 8	274 3	274 3	10 10	10 10
Anantapur	27 3	27 3	...	...	27 3	27 3	27 3	27 3	27 5	27 13	...	...	...	...	27 3	30 0	...	...	13 0	13 0	13 0	13 0	116 10	116 10	11 5	11 5
Cuddapah	22 8	23 5	...	...	22 8	23 5	22 8	23 5	22 2	23 2	23 3	23 3	...	...	24 0	24 0	14 0	14 0	12 0	12 0	13 0	13 0	97 3	97 3	10-2 & 11-10	10-2 & 11-10
Kurnool	...	...	...	...	...	...	...	...	28 2	28 2	...	...	...	...	33 0	35 0	36 0	38 0	12 0	15 0	14 0	15 0	97 3	97 3	10-2 & 11-10	10-2 & 11-10
East Coast, north—																										
Ganjam	21 10	21 10	...	...	21 10	21 10	21 10	21 10	...	...	24 13	...	...	...	24 0	24 0	...	...	12 0	12 0	13 0	14 0	86 8	86 8	10 2	10 2
Vizagapatam	25 5	25 5	...	...	25 5	25 5	25 5	25 5	...	...	...	...	...	...	35 0	35 0	14 0	14 0	12 0	12 0	14 0	15 0	92 3	97 3	12 0	12 0
Godavari	29 2	29 2	...	...	29 2	29 2	29 2	29 2	...	...	26 11	...	...	...	33 0	33 0	36 0	38 0	14 0	15 0	15 0	15 0	133 11	133 11	12 0	12 0
East Coast, central—																										
Kistna	30 13	31 5	...	...	30 13	31 5	30 13	31 5	...	...	*	*	...	...	34 0	34 0	...	...	11 0	11 0	11 0	11 0	140 14	140 14	12 0	13 3
Nellore	26 14	26 14	...	...	26 14	26 14	26 14	26 14	...	...	18 13	...	...	...	24 0	24 0	36 0	38 0	11 0	11 0	11 0	12 0	93 5	93 5	12 0	12 0
East Coast, south—																										
Madras	21 3	21 3	...	...	21 3	21 3	21 3	21 3	...	...	...	...	...	...	21 0	21 0	...	...	11 0	11 0	11 0	11 0	89 8	89 8	13 5	13 5
Chingleput	21 14	21 14	...	...	21 14	21 14	21 14	21 14	...	...	...	...	...	...	21 0	21 0	...	...	11 0	11 0	11 0	11 0	91 14	91 14	13 5	13 5
N. Arcot	27 6	27 6	...	...	27 6	27 6	27 6	27 6	...	...	22 5	23 2	...	...	27 6	27 6	...	...	11 9	11 9	11 9	11 9	160 13	160 13	12 2	12 2
S. Arcot	25 6	27 0	...	...	25 6	27 0	25 6	27 0	...	...	26 3	29 5	...	...	27 0	27 0	27 0	27 0	11 9	14 0	13 0	14 0	209 0	209 0	12 13	12 13
Tanjore	24 3	24 3	...	...	24 3	24 3	24 3	24 3	...	...	21 13	21 13	...	...	24 3	24 3	...	...	11 0	11 0	11 0	11 0	145 13	145 13	12 6 and 12 8	12 6 and 12 8
Trichinopoly	22 5	22 5	...	...	22 5	22 5	22 5	22 5	...	...	21 0	21 0	...	...	22 5	22 5	40 0	40 0	11 9	14 0	13 0	14 0	147 11	147 11	12 0	12 0
Southern—																										
Tinnevelly	*	*	...	...	*	*	*	*	*	*	*	*	...	...	*	*	...	...	...	...	...	...	58 5	58 5	13 8	13 8
Madura	21 11	42 8	...	...	21 11	42 8	21 11	42 8	22 11	17 13	16 3	17 10	...	...	21 11	42 8	40 0	40 0	11 9	14 0	13 0	14 0	97 3	97 3	12 11	12 11
Mysore—																										
Mysore	27 0	37 0	11 12	11 12	8 12	8 12	9 12	10 0	29 0	29 0	25 0	25 0	...	...	27 0	37 0	26 0	26 0	12 8	12 8	12 8	12 8	96 0	96 0	10 0	10 0
Bangalore	28 0	30 0	10 0	11 0	8 0	8 0	9 8	10 0	24 8	24 8	...	...	...	...	28 0	30 0	24 0	24 0	10 0	10 0	10 0	10 0	100 0	100 0	10 0	10 0
Kolar	24 0	24 0	11 0	11 0	10 0	9 0	10 12	10 12	21 0	21 0	18 0	18 0	...	...	24 0	24 0	12 0	12 0	10 4	12 0	10 4	12 0	150 0	150 0	10 0	10 0
Tumkur	33 0	35 0	11 0	11 0	9 0	9 0	10 4	10 4	23 0	23 0	35 0	37 0	...	...	33 0	35 0	15 0	15 0	11 0	11 0	11 0	11 0	224 0	224 0	10 0	10 0
Hassan	24 0	24 0	11 8	11 8	8 0	8 0	10 0	10 0	...	...	...	...	...	...	24 0	24 0	15 0	15 0	11 0	11 0	11 0	11 0	200 0	200 0	9 0	9 0
Kadur	33 0	33 0	11 0	12 0	8 0	8 0	10 0	10 0	...	...	...	...	...	...	33 0	33 0	15 0	15 0	11 0	11 0	11 0	11 0	240 0	240 0	9 0	9 0
Shimoga	24 0	24 0	11 0	12 0	8 0	8 0	10 0	10 0	...	...	...	...	...	...	24 0	24 0	15 0	15 0	11 9	12 10	12 0	12 0	240 0	240 0	10 8	10 8
Chitaldroog	35 0	45 0	...	13 0	9 0	9 0	10 8	12 8	27 9	27 9	37 0	37 0	...	...	35 0	45 0	15 0	15 0	12 0	12 0	12 0	12 0	320 0	320 0	9 8	9 8
Coorg—																										
Coorg	7 8	9 0	6 8	8 0	8 8	10 0	10 8	11 8	...	...	...	...	...	...	7 8	9 0	4 0	4 0	9 4	9 4	9 4	9 4	110 0	110 0	10 0	10 0
Aden	7 0	7 0	...	...	5 14	5 14	6 9	6 9	10 3	10 3	9 4	9 4	...	...	7 0	7 0	4 0	4 0	9 4	9 4	9 4	9 4	65 5	65 5	32 0	32 0

* Not sold.

FINANCE AND COMMERCE DEPARTMENT

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

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

CLASS OF ACCOMMODATION BY RAILWAY AND STEAMSHIP TO BE PROVIDED FOR GILCHRIST AND STATE SCHOLARS.

No. $\frac{10\text{-Education}}{538-54}$.

Extract from the Proceedings of the Government of India, in the Home Department (Education),—under date Simla, the 23rd July, 1895.

Read the undermentioned papers on the subject of the class of accommodation by railway and steamship to be provided for Gilchrist and State Scholars—

Home Department Circular No. $\frac{1\text{-Education}}{34-43}$, dated 2nd February 1895.

Letter from the Government of Madras, No. 377, dated 8th May 1895.

Letter from the Government of Bombay, No. 1033, dated 27th May 1895, and enclosures.

Letter from the Government of Bengal, No. 1007, dated 9th March 1895.

Letter from the Government of the North-Western Provinces and Oudh, No. 132, dated 16th March 1895.

Letter from the Government of the Punjab, No. 29, dated 2nd March 1895.

Letter from the Chief Commissioner of the Central Provinces, No. 1301, dated 28th February 1895.

Letter from the Chief Commissioner of Burma, No. 623—5-E.-2, dated 29th March 1895.

Letter from the Chief Commissioner of Assam, No. $\frac{22-P.J.}{13\text{H-G}}$, dated 13th March 1895.

Letter from the Chief Commissioner of Coorg, No. $\frac{295}{40-86}$, dated 14th February 1895.

Letter from the Resident at Hyderabad, No. 53, dated 23rd February 1895.

Read also—

Despatch from Her Majesty's Secretary of State, No. 10-Public, dated 14th February 1895.

RESOLUTION.

In Home Department Circular of the 2nd February 1895, it was observed that the practice of the Government of India had hitherto been to provide first class passages by railway as well as by steamer for persons selected to hold Gilchrist and Government scholarships tenable in England, but that the Governor General in Council inclined to the opinion that the provision of first class fares in these cases was quite unnecessary. Before making a change, however, the opinion of Local Governments and Administrations was asked in the matter.

2. It is reported that scholars returning from England have frequently asked for the grant of a second class passage and of the difference in money between the cost of first and second class fares, and the authorities consulted are unanimously in favour of the reduction proposed. It has accordingly been decided that the practice of providing first class accommodation by railway and steamship for Gilchrist and Government scholars shall be discontinued. It is, therefore, notified that in future second class accommodation only by railway in India and on the sea voyage to London will be allowed to persons selected to hold Gilchrist or Government scholarships tenable in England.

ORDER.—Ordered, that a copy of this Resolution be forwarded to all Local Governments and Administrations for information and communication to the authorities of the * and to $\frac{\text{other the}}{\text{Educational}}$ authorities in the $\frac{\text{Madras Presidency}}{\&c.}$; also to the Registrar of the Calcutta University for information.

* Madras University.
Bombay University.
Allahabad University.
Punjab University.

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

(True Extract.)

J. P. HEWETT,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, July 20th, 1895.

During the week under review there has occurred a marked change in the distribution of pressure over the Indian region and a considerable change in the general weather. At first barometric pressure, though highest in Southern and lowest in Northern India, exhibited very slight differences as compared with those normally experienced at this season, but on the 15th pressure gave way rapidly over the Punjab, Upper Sind, and Baluchistan, and the pressure difference between Ceylon and the west of the Punjab rose to nearly half an inch, which is approximately the normal difference of the monsoon period. This change to more normal conditions was emphasised on the 17th by the appearance of a small cyclonic storm off the Ganjam and Orissa Coasts. This storm subsequently travelled north-westward, and on Saturday, the 20th, when the storm lay over Chota Nagpur, both the pressure distribution and the wind circulation were fairly normal. This steady change from abnormal towards normal conditions has been accompanied with a fairly steady increase of rainfall and decrease of temperature. On the first two days of the week there was no rain whatever over a large part of North-Western India, and very little elsewhere, except on the West Coast and in Assam, while the mean temperature was 2½ in excess: on the 16th scattered showers were reported in the north-west, and rain was a little more general elsewhere, while the mean temperature had fallen ½°: on the 17th showery weather continued, and the influence of the showers was more marked, so that the mean temperature was normal, and this condition of showery weather and of normal temperature lasted until the close of the week.

Daily Summary.—*Sunday.*—Pressure had decreased generally, the fall having been rapid in parts of North-Western India. The pressure difference between Ceylon and Malabar and the Punjab amounted to 0·31 inch. The winds were unsteady and variable along the west coast of the Peninsula, and calms and variable breezes prevailed along the line of the Himalayas. Elsewhere the directions were fairly normal, but the force was unusually low. There had been little or no rain in Lower Bengal, Upper India (west of Cawnpur), North Bombay, Central India, Rajputana, and South Madras. Elsewhere the rainfall, though moderate, had been general.

Monday.—The barometer had been steady at some central and southern stations, but had continued to fall elsewhere, the change being still rapid in the north-west. In consequence the pressure difference between the north and south had increased to 0·49 inch. The winds were practically unchanged, though the force was increasing in the west. The distribution of rainfall was much the same as on the preceding day, but the amounts were heavier along the West Coast and in North Bengal and Assam. Dhubri reported 7½ inches.

Tuesday.—During the previous twenty-four hours pressure had decreased across the central parts of the country, and had increased elsewhere—briskly over the Punjab. The area of lowest pressure had in consequence been transferred southward to Upper Sind, and the pressure difference between Colombo and Jacobabad was 0·48 inch. The winds were similar to those reported on the two preceding days. They were westerly across the Peninsula and the central parts of the country, southerly in North-Eastern India, and variable in Upper India. There had occurred a slight extension of rain over North-Western India, but the fall was still scanty over Lower Bengal, North-Western India, the Central Provinces, and South Madras. Elsewhere the rainfall had been moderately general, though not heavy.

Wednesday.—Pressure had increased, except around the northern half of the Bay. The distribution was the same as on the preceding day, with this important exception that a depression was developing over the head of the Bay. The winds were assuming cyclonic directions over the north of the Bay. Elsewhere the directions were fairly normal, except over the Gangetic plain, where the wind was very variable. Rain had fallen over North-Eastern India, the west and centre of the Peninsula, North Bombay, and the Central Provinces. In other parts of the country the weather was rainless, or only slightly showery.

Thursday.—Pressure had decreased over North Bombay and over Orissa and Ganjam, and had changed slightly elsewhere. The depression over the north of the Bay had apparently not changed its position, but had increased somewhat in intensity. A feeble cyclonic circulation of the winds was shown around the depression area, and a strong monsoon was blowing across the Peninsula, while the variable breezes over the Gangetic plain had been replaced by a south-east current. In Upper India only a few showers were reported, but elsewhere there had been a general moderate rainfall.

Friday.—The barometric changes had been generally slight. The depression noticed over the Bay on the two preceding days had crossed the coast, and was advancing north-westward through Orissa. It was only a feeble disturbance. Pressure was highest in the extreme south and relatively high along the line of the Himalayas, while a broad band of low pressure stretched across northern India. The winds exhibited about the normal circulation, except near the depression, where the directions were irregularly cyclonic. The force was generally moderate. The rainfall was more extensive than of late, though there was still none reported from South Madras or the Punjab. The amounts were heavy throughout a large part of the Bombay Presidency.

Saturday.—Pressure had increased briskly around the north-west angle of the Bay and in North Bombay, but had changed slightly elsewhere. The depression from the Bay had advanced north-westward, and lay over Chota Nagpur. The wind directions were fairly normal, but the force remained only moderate. The weather was slightly showery over Upper India, the centre and east of the Peninsula, and part of Burma, while elsewhere the rainfall had continued fairly general.

Temperature.—During the past week excessive heat has characterised the weather over a large part of India, more particularly in the north-west, where, owing to the absence of rain and cloud, the day temperatures have been very high. The following table gives the variations of the mean temperature from the normal in the different provinces of India for each day of the week:

Province.	July 1895.							Mean variation of week.
	14th	15th	16th	17th	18th	19th	20th	
	°	°	°	°	°	°	°	°
Burma	+2·6	+2·7	+0·8	—0·8	+0·4	+0·1	+1·4	+1·0
Bengal and Assam	+0·8	+0·1	+0·5	+0·8	—0·2	0	—0·6	+0·2
North-Western Provinces and Oudh	+1·9	+2·0	+2·1	+1·1	+2·0	+0·1	+1·0	+1·5
Punjab	+1·5	+4·5	+2·6	—1·3	+1·1	+2·8	+4·2	+2·2
Bombay	+0·7	+0·8	+0·2	—1·7	—2·1	—2·7	—1·8	—0·9
Central Provinces and Berar	+5·5	+4·5	+3·9	+0·8	+0·9	+1·2	+0·6	+2·5
Central India and Gujarat	+4·9	+4·4	+4·7	—0·4	+0·1	—0·1	+1·3	+2·1
Sind and Rajputana	+6·4	+6·0	+5·9	+2·0	+3·3	+4·2	+3·8	+4·5
Madras	—0·8	+0·5	—0·7	—2·5	—3·9	—5·2	—2·6	—2·2
Mean for whole of India	+2·6	+2·8	+2·2	—0·2	+0·2	0	+0·8	+1·2

The mean temperature of the whole country was more than 2½° above the normal average on the 14th and 15th, and more than 2° above on the 16th, but fell to about normal on the 17th, and so remained on the two succeeding days. On the 20th the mean showed a tendency to rise again. The mean temperature of the whole week was 1·2° in excess of the average. The provincial variations showed a considerable excess of temperature over Sind and Rajputana, a moderate excess over the Punjab, the Central Provinces, Central India, and Gujarat, a slight excess in the North-Western Provinces and Burma, and a moderate defect in Madras. In Sind and Rajputana the mean temperature was steadily excessive throughout the week.

The following are the highest recorded maxima on each day of the week:

On the July	14th	the highest maximum was	109·8°	at	Jacobabad.
,,	15th	,, ,,	115·1°	,,	,,
,,	16th	,, ,,	118·0°	,,	,,
,,	17th	,, ,,	110·4°	,,	Khushab.
,,	18th	,, ,,	109·3°	,,	Jacobabad.
,,	19th	,, ,,	110·3°	,,	,,
,,	20th	,, ,,	113·2°	,,	,,

Rainfall.—In the concluding table will be found the rainfall data for the week ending on July 20th. During the week under review rain was received in all the divisions, and the average actual rainfall for the week exceeded 0·10 inch, except in two cases, *viz.*, the Punjab (Central division) and Madras (South division). Excluding these two divisions, the average rainfall ranged from 15·93 inches in the Konkan and 14·04 inches in Assam (Surma), to 0·17 inch in the Punjab (North-West). In normal years the rainfall ranges from 12·60 inches in Arakan, 10·00 inches in Tenasserim, and 9·59 inches in Coorg, to 0·20 inch in Madras (South), so that it is evident that during the week under review very considerable differences have prevailed between the actual and normal distribution of rainfall. These differences are shown in the third column of the table. In the case of only seventeen divisions has the rainfall of the week been excessive. These divisions are the two Assam divisions, North Bengal, the two Bihar divisions, Malabar, the Konkan, the Bombay Deccan, Khandesh, Gujarat, Kathiawar, Rajputana (West), Hyderabad (South), Madras (Central), and the East Coast (North, Central, and South divisions). In all the remaining divisions the rainfall has been deficient. It has been a matter of frequent remark that the rainfall of Northern India is usually in marked contrast to that of Southern India, and the returns of the present week form no exception, for while over nearly the whole of Northern and Central India the rainfall has been in defect of the normal, over the greater part of the Peninsula the fall has been in excess. In the case of the excess in Gujarat, Kathiawar, and Western Rajputana the observations show that there was, firstly, a very strong monsoon blowing from the north of the Arabian Sea into those regions, and, secondly, that at the close of the week a small depression formed over the north of the Bombay Presidency, and occasioned heavy local falls of rain over that region. The excess in Assam and North Bengal was attributable to some slight local pressure disturbance in that locality at the commencement of the week. Turning next to the instances of deficiency it would appear that the general lightness of the rainfall is attributable to the general weakness of the monsoon and to the absence of any considerable cyclonic action within the current. The deficiency is largest in Burma and Coorg, but it is also considerable in the North-Western Provinces, especially the submontane division, in the Punjab, especially in the hill districts and in the Central Provinces.

The returns of the sudder stations show that rain was of daily occurrence in Burma (except Upper Burma), Assam, and Bengal; that it occurred as scattered showers throughout the week in the North-Western Provinces and Oudh; that it occurred generally on the 20th in the Punjab; and that it fell daily over the central parts of the country and the Peninsula, except in the south of the Peninsula, where the fall took place during the first few days of the week.

The three concluding columns of the table show the state of the seasonal rainfall, and in the great majority of cases exhibit a deficiency. This deficiency is not, however, large, except in the following cases, *viz.*, Arakan; East, Deltaic and Central Bengal, South Bihar, the North-Western Provinces (East), Berar, Gujarat, Sind, Rajputana, Central India (West), and Madras (South).

The following are the most important total falls recorded: Rathedaung (Akyab) 13·55 inches, Netarkona (Mymensingh) 10·17 inches, Sunamganj (Sylhet) 25·06 inches, Cherrapoonjee (Shillong) 36·98 inches, Dhubri 15·23 inches, Dinhata (Kuch Bihar) 14·99 inches, Kishanganj (Purnea) 8·11 inches, Domariaganj (Basti) 4·55 inches, Kangra 4·62 inches, Shek-Budin (Dera Ismail Khan) 2·37 inches, Karkala (Mangalore) 18·91 inches, Tirthahalli (Shimoga) 11·49 inches, Rajapur (Ratnagiri) 23·99 inches, Bavda (Kolhapur) 25·90 inches, Murwara (Jubbulpore) 7·50 inches, Bulsar (Surat) 19·09 inches, Bhuj 5·54 inches, Biaro (Bhopal) 7·19 inches, Alawut (Godavery) 7·22 inches, Tirnour (Kistna) 6·71 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending July 20th, 1895. Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Rainfall data from June 2nd to July 20th, 1895. Average actual rainfall of season to date.	Average normal rainfall, June 2nd to July 20th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	2·00	10·00	— 8·00	54·31	70·35	— 23
	Lower Burma	3·18	5·68	— 2·50	28·56	32·80	— 16
	Central Burma	1·77	2·91	— 1·14	14·31	17·82	— 20
	Upper Burma	1·32	?	?	9·98	?	?
	Arakan	7·86	12·60	— 4·74	41·07	84·46	— 51
Bengal and Assam	East Bengal	2·40	4·08	— 1·68	17·16	31·53	— 46
	Assam (Surma)	14·04	6·18	+ 7·86	50·09	57·48	— 13
	Do. (Brahmaputra)	4·35	3·03	+ 1·32	26·50	25·36	+ 4
	Deltaic Bengal	1·25	2·45	— 1·20	11·77	17·64	— 33
	Central Bengal	1·89	2·35	— 0·46	12·73	17·81	— 29
	North Bengal	7·82	4·23	+ 3·59	40·66	39·21	+ 4
	Orissa	2·54	2·96	— 0·42	25·66	16·98	+ 51
	Chota Nagpur	1·73	2·87	— 1·14	16·82	16·18	+ 4
	Bihar (South)	2·35	2·15	+ 0·20	9·21	13·03	— 29
	Do. (North)	3·34	2·21	+ 1·13	16·58	16·79	— 1
North-Western Provinces and Oudh.	North-Western Provinces (East)	1·41	2·42	— 1·01	8·16	11·62	— 30
	Do. (Submontane) (*a*)	1·27	2·19	— 0·92	12·08	13·36	— 10
	Oudh (South)	1·50	1·71	— 0·21	9·59	11·01	— 13
	Do. (North)	0·97	1·98	— 1·01	12·82	13·06	— 2
	North-Western Provinces (Central).	0·80	2·05	— 1·25	11·37	9·89	+ 15
	North-Western Provinces (West).	0·62	1·99	— 1·37	8·25	8·31	— 1
	North-Western Provinces (Submontane). (*b*)	0·55	2·90	— 2·35	15·47	14·28	+ 8
Punjab	Punjab (South)	0·31	0·88	— 0·57	3·72	4·09	— 9
	Do. (Central)	0·04	1·42	— 1·38	5·03	6·78	— 26
	Do. (Submontane)	0·51	2·12	— 1·61	6·03	8·60	— 19
	Do. (Hill Districts)	1·09	5·01	— 3·92	22·26	22·90	— 3
	Do. (North-West)	0·21	1·25	— 1·04	5·05	4·66	+ 8
	Do. (West)	0·20	0·58	— 0·38	2·01	1·97	+ 2
Bombay and Malabar Coast Districts (Madras).	Malabar	7·10	6·85	+ 0·25	56·87	56·28	+ 1
	Madras (South Central)	1·17	1·36	— 0·19	8·79	8·92	— 1
	Coorg	4·52	9·59	— 5·07	46·18	53·69	— 14
	Mysore	1·31	1·76	— 0·45	7·94	9·77	— 19
	Konkan	15·93	9·14	+ 6·79	52·24	58·95	— 11
	Bombay Deccan	3·17	1·90	+ 1·27	10·84	10·45	+ 4
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	1·61	1·11	+ 0·50	8·98	8·36	+ 7
Central Provinces and Berar.	Berar	1·87	3·11	— 1·24	8·24	15·57	— 47
	Central Provinces (West)	1·97	3·23	— 1·26	14·14	15·94	— 11
	Ditto (Central)	2·60	4·54	— 1·94	17·37	20·22	— 14
	Ditto (East)	1·93	4·04	— 2·11	22·75	19·22	+ 18
Bombay (North)	Gujarat	6·04	4·77	+ 1·27	13·86	19·61	— 29
	Kathiawar	5·19	2·00	+ 3·19	9·22	9·27	— 1
	Sind	0·29	0·42	— 0·13	0·72	1·90	— 62
Rajputana and Central India.	Central India (East)	2·44	2·80	— 0·36	12·21	15·79	— 23
	Rajputana (East), Central India (West).	1·10	2·18	— 1·08	4·84	10·65	— 55
	Rajputana (West)	0·80	0·69	+ 0·11	0·80	4·76	— 83
Madras	East Coast (North)	2·93	1·36	+ 1·57	12·54	9·15	+ 37
	Ditto (ditto) (*a*)	3·05	5·14	— 2·09	17·37	21·45	— 19
	Hyderabad (South)	1·23	0·95	+ 0·28	5·72	7·68	— 26
	Madras (Central)	1·26	0·64	+ 0·62	4·93	5·07	— 3
	East Coast (Central)	1·51	0·78	+ 0·73	6·06	5·58	+ 9
	Ditto (South)	0·65	0·47	+ 0·18	2·86	3·75	— 24
	Madras (South)	0·03	0·20	— 0·17	0·79	1·65	— 52

SIMLA, *25th July 1895.*

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

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 20th July.*—Rainfall heavy on the West Coast, good in the Circars, Madras, and Nilgiris; fair rain elsewhere, but light in the Southern and parts of the Central districts, where more rain is wanted. Agricultural operations are progressing. Pasture is improving, and fodder is sufficient. The condition of cattle is generally good. Prices are slightly easier in the Circars and Deccan, but are rising in parts of the Carnatic and Southern districts.

Bombay.—*For week ending 24th July.*—Rain throughout the Presidency, slight in Sind, but good elsewhere. More rain is required in Sind and in parts of the Deccan, Broach, and Belgaum. The river is low in Sind and agricultural operations are generally suspended, and the crops in parts are suffering owing to deficiency of water. Agricultural operations are progressing in the Presidency Proper, but sowing is retarded in parts of Poona for want of moisture, and in parts of Ahmednagar owing to excessive moisture. Preparations for the late crops are progressing in parts of Bijapur and Sholapur. Fodder is sufficient, except in parts of the Upper Sind frontier. Agricultural stock in good condition. Prices are normal, except in parts of Ahmednagar and Sholapur.

Bengal.—*For week ending 22nd July.*—There was good general rain all over the Province, except in the Burdwan and Presidency divisions, where the falls were scanty. In almost all districts of these two divisions the cultivation of the winter rice crop is much retarded, and in parts of Bihar and Orissa too more rain is required for transplanting operations. Prospects of all autumn crops, including early rice and jute, and of sugarcane are generally favourable. In Pubna and Dacca the crops on low lands are reported to have been somewhat damaged by floods. Cattle are in good condition, except in Dinajpur. The price of common rice continues almost stationary.

North-Western Provinces and Oudh.—*For week ending 24th July.*—Light rain has been general during the week, but more rain is required. The crops are suffering from drought on the high lands in Jhansi; otherwise prospects are fair. The sugarcane and indigo crops are doing well. Markets are well supplied. Fodder is ample. Prices are rising generally.

Punjab.—*For week ending 24th July.*—Rain has fallen in all districts, except Delhi, Umballa, and Peshawar. The autumn sowings are retarded for want of rain in Sialkot, but the sowings of the autumn and reaping of the extra spring crops are in progress in Lahore. Rain is wanted for the autumn crops in Hissar, Delhi, Umballa, Jullundur, Lahore, and Shahpur. Rain has benefited the young crops in Hissar, but the crops were being injured for want of rain in Jullundur. The condition of the autumn crops in Amritsar and Multan, of cotton and *jowar* (*Sorghum vulgare*) in Dera Ismail Khan, and of the standing crops in Peshawar are good. The condition of cotton and *jowar* is fair in Jullundur. Cattle are generally in good condition, and fodder is sufficient throughout the Province. Prices are rising in Umballa, approaching normal in Sialkot, and continue low elsewhere, except the price of wheat in Shahpur.

Central Provinces.—*For week ending 24th July.*—The weather was cloudy, and the rainfall general; light in Nagpur, but heavier in the Nerbudda Valley and Satpura districts. In the Chhattisgarh division Raipur and Sambalpur received upwards of 3 and 5 inches respectively. The autumn sowings are approaching completion, and prospects seem favourable. Prices remain stationary.

Burma.—*For week ending 20th July.*—In Lower Burma heavy rain has fallen in Akyab, and ploughing on high lands has been resumed, but is still retarded on high lands in Tounghoo. Cultivation is retarded in one township of Amherst for want of rain, and more rain is also required in Prome and parts of Tharrawaddy. Elsewhere ploughing, sowing, and transplanting are progressing. In Upper Burma reaping of the early wet-weather paddy has commenced in parts of Mandalay and Kyaukse. Ploughing for paddy is retarded in Taungdwingyi in Magwe for want of rain. Nurseries in Mandalay and Magwe are dying from the same cause. Elsewhere ploughing, sowing, and transplanting of paddy is progressing. The early wet-weather paddy crops are somewhat damaged by floods in part of Mandalay. More rain is badly wanted in the Ava township of Sagaing, Thayetmyo, Pakokku, and Meiktila, where the standing crops are withering. Elsewhere crop prospects are good or fair. The price of paddy has risen slightly in Sagaing and Upper Chindwin, fallen slightly in Thongwa, and considerably in Tounghoo; elsewhere prices are stationary.

Assam.—*For week ending 23rd July.*—The weather is seasonable. Sowing of late rice seedlings and ploughing for late rice continue. Prospects of tea are fair. Fodder is abundant, except in Kamrup. Water is sufficient.

Mysore and Coorg.—*For week ending 24th July.*—MYSORE: Good rain in parts of all districts, excepting Mysore. The standing crop and prospects are fair. Sowing operations continue in parts. Prices have fallen in Mysore, and risen in Bangalore, Kolar, Hassan, and Kadur.

COORG: Rainfall moderate. Transplanting of rice has begun. Prospects of *ragi* (*Eleusine coracana*), coffee, and cardamom are fair. Water and fodder for cattle are abundant. Prices are normal.

Berar and Hyderabad.—*For week ending 24th July.*—BERAR: Weather hot with moderate rainfall. The crops are thriving satisfactorily, except in parts of the Akola district, where more rain is much needed. Sowings are well advanced, and weeding operations continue. Fodder and water are ample. Prices are fluctuating in Wun, but are otherwise steady.

HYDERABAD:—Rainfall good. Sowing of the autumn crops is progressing in two districts, and completed in one. The crops are withering in one district for want of rain. Prices are normal.

Central India.—*For week ending 24th July.*—Rain fell in all Agencies during the week, but more rain is still wanted in Bundelkhand, Baghelkhand, and Bhopawar, and in some districts of Gwalior. Agricultural operations are in progress everywhere. The crops have been slightly damaged for want of rain in Gwalior, and by insects in parts of Bhopawar. Cattle are in fairly good condition in all Agencies, except Bhopal. The condition of pasturage is good and sufficient everywhere. Prices of food-grains are high in Bhopal and Goona, rising in two districts of Gwalior, falling in Neemuch, but normal elsewhere.

Rajputana.—*For week ending 24th July.*—Rainfall good in thirteen States; scarcely any rain in Jeypore, Shahpurah, Kerowli, Dholepore, and Ulwar where it is urgently wanted. Agricultural operations are progressing satisfactorily, except in Jeypore. Agricultural stock and pasturage or fodder are generally good, but fodder is scarce in Jeypore and Ulwar. Crop prospects are fair. Prices are rising in four States, but are steady elsewhere.

Kashmir.—*For week ending 23rd July.*—KASHMIR VALLEY: Rainfall slight. The weather is now fine. Prices continue normal.

JAMMU PROVINCE.—*For week ending 24th July.*—No rain. The weather is abnormally hot, and the crops are suffering. Cattle are in good condition. Prices are stationary.

Nepal.—*For week ending 20th July.*—Weather showery and seasonable. Transplanting of rice is finished.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

No. 3508-S. R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Simla, the 23rd July, 1895.

Read—

Customs Circular No. XVI.

Letter from the Finance and Commerce Department, No. 3276, dated the 10th July 1895.

Ordered, that the Circular be published for general information in the Supplement to the *Gazette of India*.

J. F. FINLAY,

Secretary to the Government of India.

Customs Circular No. XVI.

From—The Government of India, Finance and Commerce Department, No. 3276-S. R., dated the 10th July 1895,

To—The Chief Secretary to the Government of Bombay.

I am directed to acknowledge the receipt of your letter No. 1756, dated the 2nd March 1895, referring for consideration and orders the following questions which have arisen in connection with the working of the Indian Tariff Act as amended by Act XVI of 1894:

(1) Whether materials for foot-bridges and over-bridges, which are not part of the permanent way of a railway, are included in the exemption of "railway material for permanent way" under No. 93 of Schedule IV;

(2) Whether, in the same number, the words "component parts thereof" refer to all the articles mentioned before those words, or only to engines, tenders, carriages, waggons, trollies and trucks; and whether signal wire comes within the exemption as a component part of a signal;

(3) Whether the component parts of articles specified as "railway material" are to be charged with duty on the analogy of component parts of machinery, though capable of being used for other purposes;

(4) Whether parts of telegraph instruments and apparatus, such as wire, carbon blocks and plates, copper wire covered with silk or cotton, and ebonite sheets, are included in the exemption in No. 64 of Schedule IV; and if so, whether such parts and materials as are capable of being used for other purposes than those of a railway should be charged with duty;

(5) Whether imports of copper coin of the Government of India are chargeable with duty;

(6) How the words "a public place" in No. 19 of Schedule IV are to be interpreted, and whether statues and pictures intended for erection in the places marginally noted are exempted under this entry.

(a) A Roman Catholic church.
(b) An institute consisting of a library and a lecture hall.
(c) A railway station.
(d) A hospital.
(e) A municipal hall.
(f) A cemetery.

2. In reply I am to communicate the views and orders of the Government of India on the several points raised, in the order in which they are noted in the foregoing paragraph.

(1) The whole of Article 93 of Schedule IV down to the word "also" is governed by the phrase "for permanent way and rolling stock," and nothing is exempt which does not come within that limitation. Over-bridges, whether for foot-passengers or wheel traffic, cannot ordinarily be regarded as part of "permanent way."

(2) The words "component parts" refer to all the articles mentioned in the entry precedent thereto. Component parts of railway signals are therefore exempt. Whether any particular importation of wire is or is not a component part of a signal must be decided by the Collector of Customs on the facts of each case, his decision having reference to the size of a wire, its shape, and other qualities, and the circumstances of the importation.

(3) The limitation applied to component parts of machinery by the second proviso to Article No. 14 should be held by Customs officials to apply equally to component parts of railway material.

(4) Telegraphic instruments and apparatus, when imported by or under the orders of a railway company, are exempt under No. 64, and the heading of the entry shews that component parts of such instruments and apparatus are included in the exemption. Whether or not any particular articles of the kind mentioned in this question are component parts is a point which must be decided by the Collector on the facts of each case, as with machinery and railway material.

(5) Copper coin of the Government of India, which is legal tender, should not be held to be taxable.

(6) Much risk of error would attend an attempt to give a precise and exhaustive definition of the words "public place," although for the purpose of Article No. 19 of Schedule IV it will probably not be difficult to determine, on the merits of the case, whether any particular picture or statue comes within the exemption or not. The principle of the exemption lies in the distinction between works of art imported for the benefit, use, or enjoyment of private persons, and those imported for devotion to general public use. In elucidation of this principle, the following illustrations are given:—

(*a*) A place which is private property cannot be a "public place," for example, a shop, a private gallery or museum.

(*b*) A place devoted to the uses of a portion only of the community cannot be a "public place," *e.g.*, a church, or a cemetery. The public have not free access to any of these places, for it is in the power of certain private individuals or bodies to exclude them.

(*c*) A place which is the property of a public body, such as a municipality, and is by it opened to public use, is a public place. A municipality is expressly constituted to hold property and manage local affairs as trustees for the public.

(*d*) A railway station is not a public place, for the railway company have the right to exclude people from it.

(*e*) Neither is a hospital, from which, by the nature of the case, the public are excluded. At the same time it may be admitted that a statue erected in front of a hospital and in full view of the passengers on a public road is erected in a public place, just as much as any other statue which stands in the middle or on the side of a public road, from which it is fenced off by a railing.

It is believed that there will be no difficulty in disposing of individual cases in accordance with the principles here explained, but I am to say that definite rulings can be given by the Government of India only as actual cases arise in which it is necessary to come to a definite decision. Works of art, such as are exempted under Article No. 19, are not likely to be very numerous, and it will always be easy to obtain the orders of the Government of India in any case of doubt.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST TO 14TH JULY 1894, AND FROM 1ST TO 13TH JULY 1895.

N.B.—As regards the figures in column *Total Earnings from 1st July 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 2nd-half of 1894.	First 14 days of July 1894. Mean mileage worked.	First 14 days of July 1894. Earnings. Total.	First 14 days of July 1894. Earnings. Per mile open.	First 13 days of July 1895. Mean mileage worked.	First 13 days of July 1895. Earnings. Total.	First 13 days of July 1895. Earnings. Per mile open.	Earnings from 1st to 14th July 1894.	Earnings from 1st to 13th July 1895.	Increase.	Decrease.
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Standard gauge—											
East Indian	556	1,683	17,76,546	1,056	1,710	17,00,552	994	17,76,546	17,00,552	...	75,994
Bengal-Nágpur	109	862	1,46,375	170	862	1,43,000	166	1,46,375	1,43,000	...	3,375
Indian Midland (*a*)	132	752	1,72,534	229	752	1,26,053	169	1,72,534	1,26,053	...	45,581
Bezwada Extension	198	21	5,442	259	21	5,850	279	5,442	5,850	408	...
Metre gauge—											
Rajputana-Malwa (*b*)	236	1,719	8,47,486	493	1,790	7,35,140	411	8,47,486	7,35,140	...	1,12,346
Pálanpur-Deesa	37	17	879	52	17	1,350	79	879	1,350	471	...
South Indian	154	1,042	3,43,170	329	1,042	3,40,186	326	3,43,170	3,40,186	...	2,984
Máyavaram-Mutupet	82	54	9,895	183	54	11,960	221	9,895	11,960	2,065	...
Southern Mahratta (*c*)	90	1,165	2,30,137	198	1,165	2,28,351	196	2,30,137	2,28,351	...	1,786
Bengal and North-Western (*d*)	121	756	2,09,465	277	756	1,66,100	220	2,09,465	1,66,100	...	43,365
Rohilkund and Kumaon (Lucknow-Bareilly section)	87	200	24,764	124	200	22,133	111	24,764	22,133	...	2,631
TOTAL	232	8,271	37,66,693	455	8,369	34,81,575	416	37,66,693	34,81,575	...	2,85,118
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	242	2,507	12,97,803	518	2,511	14,61,611	582	12,97,803	14,61,611	1,63,808	...
Oudh and Rohilkhand (state)	238	797	3,90,178	490	797	3,38,917	425	3,90,178	3,38,917	...	51,261
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	382	813	3,51,315	432	813	3,32,350	409	3,51,315	3,32,350	...	18,965
Bengal Central (*f*)	127	125	25,930	207	125	28,720	230	25,930	28,720	2,790	...
East Coast (state)	90	266	40,912	154	397	60,188	152	40,912	60,188	19,276	...
Metre gauge—											
Burma (state)	131	730	2,71,106	371	746	1,69,191	227	2,71,106	1,69,191	...	1,01,915
Special gauges—											
Jorhát (state provincial)	61	25	3,675	147	25	2,705	108	3,675	2,705	...	970
Cherra-Companyganj (state provincial)	59	8	847	106	8	383	48	847	383	...	464
TOTAL	235	5,271	23,81,766	452	5,422	23,94,065	442	23,81,766	23,94,065	12,799	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	341	1,490	9,29,512	624	1,490	7,34,125	493	9,29,512	7,34,125	...	1,95,387
Bombay, Baroda and Central India	530	461	4,36,463	947	461	4,94,000	1,072	4,36,463	4,94,000	57,537	...
Madras	236	840	4,03,177	480	840	4,02,081	479	4,03,177	4,02,081	...	1,096
TOTAL	340	2,791	17,69,152	634	2,791	16,30,206	584	17,69,152	16,30,206	...	1,38,046
TOTAL (GUARANTEED AND STATE)	251	16,333	79,17,611	485	16,582	75,05,846	453	79,17,611	75,05,846	...	4,11,765
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	152	161	52,599	327	161	47,958	298	52,599	47,958	...	4,641
Tarkessur	222	22	11,455	521	22	12,457	566	11,455	12,457	1,002	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	116	67	15,938	238	66	15,983	242	15,938	15,983	45	...
Bengal Dooars	148	36	4,830	134	36	7,710	214	4,830	7,710	2,880	...
Dibru-Sadiya	130	78	23,517	302	78	21,246	272	23,517	21,246	...	2,271
Special gauge—											
Darjeeling-Himalayan	248	51	20,120	395	51	20,491	402	20,120	20,491	371	...
TOTAL	157	415	1,28,459	310	414	1,25,845	304	1,28,459	1,25,845	...	2,614
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	171	333	1,06,699	320	333	91,453	275	1,06,699	91,453	...	15,246
The Gaekwar's Petlád	89	13	1,955	150	13	1,900	146	1,955	1,900	...	55
Rájpura-Bhátinda	257	108	35,659	330	108	50,027	463	35,659	50,027	14,368	...
Kolar Gold-fields	241	10	5,269	527	10	6,340	634	5,269	6,340	1,071	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	87	362	58,033	160	362	70,408	194	58,033	70,408	12,375	...
The Gaekwar's Mehsána	60	93	9,757	105	93	8,290	89	9,757	8,290	...	1,467
Kolhápur	71	29	4,299	148	29	3,520	121	4,299	3,520	...	779
Special gauge—											
The Gaekwar's Dabhoi	47	72	4,825	67	72	4,990	69	4,825	4,990	165	...
Cooch Behar	40	22	1,299	59	22	1,080	49	1,299	1,080	...	219
TOTAL	126	1,042	2,27,795	219	1,042	2,38,008	228	2,27,795	2,38,008	10,213	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	81	334	36,211	108	334	36,712	110	36,211	36,712	501	...
Jetalsar-Rájkot	61	46	4,321	94	46	4,381	95	4,321	4,381	60	...
Jodhpur-Bickaneer	48	364	41,473	114	364	32,150	88	41,473	32,150	...	9,323
Special gauge—											
Morvi	56	94	8,514	91	94	9,323	99	8,514	9,323	809	...
TOTAL	63	838	90,519	108	838	82,566	99	90,519	82,566	...	7,953
GRAND TOTAL	234	18,628	83,64,384	449	18,876	79,52,265	421	83,64,384	79,52,265	...	4,12,119

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

Simla, the 25th July 1895.

F. B. HEBBERT,
Under Secretary.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XIII OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	First 14 days of July 1894. Mean mileage worked.	First 14 days of July 1894. Earnings. Total.	First 14 days of July 1894. Earnings. Per mile open.	First 13 days of July 1895. Mean mileage worked.	First 13 days of July 1895. Earnings. Total.	First 13 days of July 1895. Earnings. Per mile open.	Earnings from 1st April to 14th July 1894.	Earnings from 1st April to 13th July 1895.	Increase.	Decrease.
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Standard gauge—											
East Indian	599	1,683	17,76,546	1,056	1,710	17,00,552	994	1,55,27,682	1,63,55,844	8,28,162	...
Bengal-Nágpur	152	862	1,46,375	170	862	1,43,000	166	20,26,806	21,00,604	73,798	...
Indian Midland(*a*)	144	752	1,72,534	229	752	1,26,953	169	17,91,141	13,80,111	...	4,11,030
Bezwada Extension	170	21	5,442	259	21	5,850	279	39,456	46,577	7,121	...
Metre gauge—											
Rajputana-Malwa (*b*)	279	1,719	8,47,486	493	1,790	7,35,140	411	83,72,531	79,40,896	...	4,31,635
Pálanpur-Deesa	44	17	879	52	17	1,350	79	11,695	13,586	1,891	...
South Indian	154	1,042	3,43,170	329	1,042	3,40,186	326	24,68,503	27,24,534	2,56,029	...
Máyavaram-Mutupet	75	54	9,895	183	54	11,960	221	(*c*) 58,446	77,730	19,284	...
Southern Mahratta (*d*)	105	1,165	2,30,137	198	1,165	2,28,351	196	21,05,623	21,97,499	31,876	...
Bengal and North-Western (*e*)	146	756	2,09,465	277	756	1,66,100	220	19,45,735	18,29,486	...	1,16,249
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	24,764	124	200	22,133	111	2,74,588	2,45,015	...	29,573
TOTAL	259	8,271	37,66,693	455	8,369	34,81,575	416	3,46,82,208	3,49,11,882	2,29,674	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	252	2,507	12,97,803	518	2,511	14,61,611	582	96,58,433	1,18,97,115	22,68,682	...
Oudh and Rohilkhand (state)	270	797	3,90,178	490	797	3,38,917	425	33,46,218	31,99,338	...	1,46,880
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	339	813	3,51,315	432	813	3,32,350	409	31,03,785	30,98,751	...	5,034
Bengal Central (*g*)	130	125	25,930	207	125	28,720	230	2,34,084	2,37,247	3,163	...
East Coast (state)	99	266	40,912	154	397	60,188	152	4,55,139	5,90,668	1,35,529	...
Metre gauge—											
Burma (state)	164	730	2,71,106	371	746	1,69,191	227	18,37,283	19,06,107	68,824	...
Special gauges—											
Jorhát (state provincial)	55	25	3,675	147	25	2,705	108	20,303	23,047	2,739	...
Cherra-Companyganj (state provincial)	64	8	847	106	8	383	48	7,385	4,872	...	2,513
TOTAL	243	5,271	23,81,766	452	5,422	23,94,065	442	1,86,32,635	2,09,57,145	23,24,510	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*h*)	442	1,490	9,29,512	624	1,490	7,34,125	493	1,17,53,780	1,00,65,239	...	16,88,541
Bombay, Baroda and Central India	678	461	4,36,463	947	461	4,94,000	1,072	67,06,731	37,79,752	9,26,960	...
Madras	243	840	4,03,177	480	840	4,02,081	479	30,48,485	32,50,226	2,39,787	...
TOTAL	421	2,791	17,69,152	634	2,791	16,30,206	584	2,05,82,017	2,00,50,206	...	5,31,811
TOTAL (GUARANTEED AND STATE)	281	16,333	79,17,611	485	16,582	75,05,846	453	7,38,96,860	7,59,19,233	20,22,373	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	165	161	52,599	327	161	47,958	298	4,29,364	4,42,671	13,307	...
Tarkessur	269	22	11,455	521	22	12,457	566	1,04,429	1,01,540	...	2,889
Metre gauge—											
Rohilkund and Kumaon (Company's section)	121	67	15,938	238	66	15,983	242	1,51,159	1,50,190	...	969
Bengal Dooars	161	36	4,830	134	36	7,710	214	41,807	54,285	12,478	...
Dibru-Sadiya	136	78	23,517	302	78	21,246	272	1,53,784	1,63,033	9,249	...
Special gauge—											
Darjeeling-Himalayan	249	51	20,120	395	51	20,491	402	1,95,181	2,47,403	52,222	...
TOTAL	164	415	1,28,459	310	414	1,25,845	304	10,75,724	11,59,122	83,398	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	187	333	1,06,699	320	333	91,453	275	9,83,900	9,40,977	...	42,923
The Gaekwar's Petlád	105	13	1,955	150	13	1,900	146	24,777	24,867	590	...
Rájpura-Bhátinda	271	108	35,659	330	108	50,027	463	3,60,016	3,78,910	18,894	...
Kolar Gold-fields	250	10	5,269	527	10	6,340	634	(*i*) 18,488	43,026	24,538	...
Metre gauge—											
Southern Mahratta (Mysore section) (*j*)	89	362	58,033	160	362	70,408	194	4,94,781	5,40,418	45,637	...
The Gaekwar's Mehsána	74	93	9,757	105	93	8,290	89	1,25,799	1,11,487	...	14,312
Kolhápur	81	29	4,299	148	29	3,520	121	43,497	38,478	...	5,019
Special gauges—											
The Gaekwar's Dabhoi	59	72	4,825	67	72	4,990	69	83,926	94,493	10,567	...
Cooch Behar	45	22	1,299	59	22	1,080	49	12,100	11,826	...	274
TOTAL	136	1,042	2,27,795	219	1,042	2,38,008	228	21,46,784	21,84,482	37,698	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	103	334	36,211	108	334	36,712	110	6,18,440	7,48,075	1,29,635	...
Jetalsar-Rájkot	68	46	4,321	94	46	4,381	95	47,558	57,476	9,918	...
Jodhpur-Bickaneer	58	364	41,473	114	364	32,150	88	3,96,738	3,21,808	...	74,930
Special gauge—											
Morvi	65	94	8,514	91	94	9,323	99	1,06,255	1,30,744	24,489	...
TOTAL	78	838	90,519	108	838	82,566	99	11,68,991	12,58,103	89,112	...
GRAND TOTAL	261	18,628	83,64,384	449	18,876	79,52,265	421	7,82,88,359	8,05,20,940	22,32,581	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 14th July 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*i*) Total earnings from 1st June to 14th July 1894.
(*j*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.

Simla, the 25th July 1895.

F. B. HEBBERT,
Under Secretary.

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SUPPLEMENT TO

The Gazette of India.

No. 31.] CALCUTTA, SATURDAY, AUGUST 3, 1895.

OFFICIAL PAPERS.

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

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

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2nd HALF OF JUNE 1895.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Burma—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Tenasserim—																										
Mergui	...	...	...	...	12 0	12 0	12 14	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	14 6	14 6
Tavoy	...	...	...	...	13 0	13 0	14 9	14 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	17 15	17 15
Moulmein and Amherst	7 0	7 0	...	...	14 0	14 0	17 7	17 7	...	...	...	...	...	...	...	...	13 6	11 6	11 3	†	7 12	7 12	140 0	140 0	14 0	14 0
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	20 8	20 8	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 0	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	6 0	6 0	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	9 8	9 8	11 10	11 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 3	14 3
Bassein	...	...	...	...	11 6	11 3	12 5	11 5	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	9 1	9 1	9 9	9 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	200 0	200 0	14 2	14 2
Tharrawaddy	...	...	...	...	12 5	12 5	14 12	14 12	...	...	...	...	...	...	...	...	9 8	9 8	...	...	7 0	7 0	440 0	440 0	14 3	14 3
Henzada	...	...	...	...	9 10	9 5	9 10	11 12	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	...	183 8	188 8	16 2	16 2
Prome	10 6	10 6	...	...	10 12	10 12	13 4	13 4	...	...	...	...	...	...	...	...	14 14	14 14	...	...	5 12	...	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	12 2	12 2	13 8	13 8	...	...	...	...	...	...	...	...	13 10	13 10	...	...	9 6	9 6	326 8	326 8	14 3	14 3
Thayetmyo	11 3	13 6	...	...	11 10	11 10	13 12	13 12	†	19 9	...	...	...	...	...	...	18 5	18 5	28 3	28 3	8 10	8 10	196 0	196 0	11 9	11 9
Upper Burma—																										
Mandalay	†	13 5	...	...	11 6	11 13	12 5	12 13	†	16 12	...	...	...	...	...	...	12 15	13 9	24 12	24 12	9 13	9 13	85 0	85 0	14 6	14 6
Bamo	...	...	...	...	8 1	8 1	11 3	11 3	...	...	...	...	...	...	...	...	10 6	10 6	...	...	7 3	7 3	220 0	220 0	9 10	9 10
Pakôkku	...	...	...	...	9 2	9 2	10 10	10 10	46 0	46 0	...	...	...	...	...	...	20 ‡	20 0	...	...	5 9	5 9	113 0	113 0	14 3	14 3
Meiktila	...	...	...	...	14 4	17 1	16 5	19 11	†	...	...	...	...	...	...	...	13 8	13 8	51 6	34 4	7 2	5 12	222 8	222 8	14 4	16 1
Arakan—																										
Sandoway	...	...	...	...	14 6	15 7	17 4	18 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	28 0	24 0
Kyaukpyu	...	...	...	...	11 0	11 4	11 12	12 0	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	25 0	25 0
Akyab	...	...	...	...	10 4	10 8	12 8	12 12	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	160 0	160 0	16 0	16 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	14 14	14 14	15 12	15 12	...	...	...	...	...	...	...	...	13 15	13 15	...	...	...	...	...	...	10 0	10 0
Cachar	8 15	8 0	...	...	9 9	9 0	16 13	16 0	...	...	...	...	...	...	...	...	11 6	11 0½	...	...	...	...	80 0	80 0	10 0	10 0
Khási and Jaintia Hills	7 0	7 0	...	...	4 9	4 9	8 0	8 0	...	...	...	...	...	...	...	...	8 0	8 0	16 0	16 0	...	...	70 0	70 0	7 8	7 8
Garo Hills	...	...	...	...	4 0	4 0	16 0	16 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	7 0	7 0
Brahmaputra—																										
Goálpára	16 0	16 0	...	...	7 8	7 0	14 8	14 8	...	...	...	...	...	...	...	...	13 4	12 8	...	...	+	13 4	200 0	130 0	10 8	10 8
Kámrúp	9 0	9 0	...	...	13 0	13 0	16 8	16 8	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	40 0	160 0	10 0	10 0
Darrang	9 0	8 0	...	...	6 8	6 8	13 0	13 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	10 0	10 0
Nowgong	...	...	...	...	8 0	8 0	11 8	11 8	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	8 0	8 0	10 8	10 8	...	...	...	...	...	...	...	...	10 8	10 8	...	...	...	...	120 0	120 0	8 0	8 0
Lakhimpur	8 0	8 0	...	...	6 8	6 12	13 0	13 0	...	...	...	...	...	...	...	...	11 0	11 0	11 0	10 0	...	...	140 0	140 0	8 0	8 0
Manipur	...	...	...	...	22 0	22 0	28 0	30 0	...	...	...	...	...	...	...	...	...	...	...	3 0	...	...	85 0	85 0	2 11	2 11
Bengal—																										
Eastern Hill States—																										
Chittagong Hill Tracts (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hill Tippera (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	...	...	...	...	6 8	6 8	...	...	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	16 8	16 0	20 0	16 0 and 19 0	...	...	...	...	...	...	...	...	12 0	13 0	...	...	...	...	60 0	60 0	10 0	10 6
Noakhali	...	...	...	...	14 0 to 16 0	14 0 to 16 0	19 0	18 0	...	...	...	...	...	...	...	...	12 4	11 8	...	...	...	...	...	...	9 8	9 8
Chittagong	9 12	10 0	...	...	12 0	12 8	14 8	15 0	...	...	...	...	...	...	...	...	12 0	12 8	...	...	...	...	85 0	85 0	10 12	10 8
Tippera	10 0	10 0	...	...	11 6	11 6	18 5	18 5	...	...	...	...	...	...	...	...	13 5	13 5	...	...	8 0	8 0	...	60 0	9 12	9 12
Dacca	12 8	13 0	16 8	16 8	12 12	13 0	16 0	18 0	...	...	...	...	...	...	...	...	12 8	16 0	...	...	11 12	13 0	120 0	120 0	10 10	10 10
Mymensingh	9 8	9 8	...	...	13 0	13 0	15 0	15 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	110 0	110 0	8 0	8 0
Deltaic—																										
Khulna	...	...	...	...	16 0	16 0	19 0	20 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	11 0	11 0	160 0	160 0	9 12	9 12
24-Parganas	...	...	...	...	9 4	9 0	14 0	14 0	...	...	...	...	...	...	...	...	15 0	16 0	...	...	12 0	12 4	95 0	95 0	11 4	11 4
Midnapore	17 0	18 0	...	...	14 8	14 0	19 0	18 8	...	...	...	...	...	...	...	...	17 0	18 0	...	...	17 0	17 0	200 0	200 0	10 8	10 8
Howrah	...	...	...	...	10 8	12 0	14 0	16 0	...	...	...	...	...	...	...	...	13 8	...	...	...	11 0	11 0	105 0	105 0	11 0	11 0
Calcutta	12 12	13 5	16 13	16 10	8 14	9 6	12 4	12 12	17 12	16 13	15 3	15 3	...	...	10 5	10 10	15 3	16 0	16 13	16 0	15 3	16 0	91 6	85 0	11 10	11 13
Hooghly	13 0	13 0	20 0	20 0	5 8	5 8	15 0	15 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	160 0	160 0	11 0	11 0
Nadia (Krishnagar)	16 0	16 4	24 9	24 10	7 4	6 12	16 0	16 0	...	...	...	...	...	...	...	...	22 1	22 1	...	...	16 13	16 0	128 0	128 0	11 6	11 6
Jessore	13 0	12 8	...	...	12 12	13 5	18 14	20 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	20 0	20 0	120 0	120 0	10 0	10 0
Faridpur	16 0	16 0	24 0	22 0	8 0	8 0	18 8	19 0	...	...	...	...	...	...	...	...	16 0	18 0	...	...	15 0	15 0	120 0	120 0	10 10	10 8
Central—																										
Bankura	15 8	15 8	...	...	16 0	16 0	21 0	21 4	...	...	...	...	...	...	...	...	16 0	16 0	...	...	12 0	12 0	320 0	320 0	11 2	11 2
Burdwan	16 0	18 0	...	...	17 0	15 0	18 12	18 12	...	...	...	...	...	...	...	...	18 0	18 4	...	...	18 0	18 0	140 0	120 0	11 0	11 0
Birbhum	15 12	15 12	...	...	13 8 and 14 4	13 8 and 14 4	17 4	17 4	...	...	...	...	...	...	...	...	18 0	18 0	...	...	12 0	12 0	160 0	160 0	10 8	10 8
Murshidabad	17 0	17 0	...	...	10 8	10 8	16 0	16 0	...	...	...	...	...	...	...	...	20 0	21 0	...	...	18 0	18 0	190 0	190 0	11 0	11 0
Sonthal Parganas	13 8	13 8	...	...	13 8	13 8	17 0	18 0	...	...	...	...	...	...	...	...	16 0	16 0	22 0	22 0	18 0	19 0	130 0	130 0	10 8	10 8
Pabna	16 0	16 0	22 8	22 8	6 12	6 12	18 0	17 4	...	...	...	...	...	...	...	...	12 0	12 0	...	...	20 4	20 4	200 0	200 0	9 12	9 12
Bogra	15 0	15 0	...	...	12 0	12 0	17 4	16 8	...	...	...	...	...	...	...	...	15 0	12 12	...	...	...	...	90 0	90 0	9 12	9 12
Rajshahi	16 8	18 0	30 0	30 0	15 0	13 8	16 2	15 6	...	...	...	...	...	...	...	...	19 8	19 8	...	...	20 2	19 14	240 0	240 0	9 9	9 9
Malda	18 0	18 0	...	...	14 0	14 0	16 8	16 0	...	...	18 0	16 0	...	...	13 0	13 0	19 0	18 0	...	...	12 0	12 0	160 0	160 0	9 8	9 8
Northern—																										
Rangpur	13 8	...	...	...	9 0	10 0	13 8	13 8	...	...	...	...	...	...	...	...	17 0	17 0	...	...	9 0	9 0	120 0	80 0	10 0	10 0
Dinajpur	13 4	13 10	...	16 0	11 0	11 13	15 6	15 9	...	...	...	...	...	...	...	...	15 10	16 0	...	...	...	...	120 0	100 0	10 0	10 4
Jalpaiguri	11 0	12 0	...	...	10 0	10 0	15 0	15 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	10 0	10 0	160 0	120 0	10 0	10 0
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 0	12 8	12 0	...	...	...	...	13 0	12 0	...	...	12 8	11 8	15 0	16 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	10 8	10 8	...	...	13 2	13 2	21 0	23 10	...	...	...	...	...	...	...	...	14 7	14 0	...	...	13 2	14 8	80 0	80 0	11 8	11 8
Cuttack	13 2	13 2	...	...	11 13	11 13	19 11	20 6	...	...	...	...	...	...	...	...	15 2*	16 7*	...	...	13 2	13 2	80 0	80 0	9 4	9 4
Balasore	16 0	16 0	8 0	10 0	16 0	16 0	21 0	21 0	...	15 0	...	...	...	...	...	...	14 0	14 0	...	...	10 8	10 8	120 0	120 0	10 8	10 8
Chota-Nagpur—																										
Singhbhum	12 0	12 0	...	...	12 0	12 0	15 0	15 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	12 0	12 0	100 0	100 0	8 0	8 0
Manbhum	13 0	14 0	24 0	24 0	18 0	19 0 to 20 0	20 0	21 0 to 23 0	...	...	...	...	...	...	...	...	16 0	16 0 to 17 0	...	...	16 0	16 0 to 17 0	...	...	10 10½	10 10
Lohardaga	8 0 to 11 0	8 0 to 12 8	15 0	16 0	13 0	14 0	17 0	18 0	...	...	28 0	26 0	...	...	...	...	12 0 to 12 8	12 0 to 12 8	16 0	16 0	10 0 and 12 4	10 0 and 12 8	160 0	160 0	9 0	9 0
Palámau	13 8	15 3	20 4	23 10	10 11	11 4	12 15	12 15	...	...	15 12	20 4	...	...	19 0	18 0	15 12	16 14	20 4	21 15	...	...	...	...	8 7	7 14
Hazáribágh	12 0	12 0	18 0	20 0	8 0	8 0	16 0	16 0	...	...	22 0	22 0	...	...	18 0	18 0	13 8	14 0	18 0	18 0	13 4	14 8	240 0	240 0	8 0	8 0

* Kalai. † Not sold. ‡ Not procurable. (a) Not stated.

RETAIL PRICES FOR THE 2nd HALF OF JUNE 1895—*continued*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jawar or cholum (*Sorghum vulgare*). Present fortnight.	Jawar or cholum (*Sorghum vulgare*). Past fortnight.	Bajra or cumbu (*Penicillaria spicata*). Present fortnight.	Bajra or cumbu (*Penicillaria spicata*). Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi (*Eleusine coracana*). Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Past fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued*.																										
Bihár, south—																										
Monghyr	16 0 to 17 0	15 0 to 16 5	24 0 to 25 0	25 0 to 26 0	10 0	{10 0 to 11 0	14 0 to 15 0	15 8 to 16 8	... 15 8	12 0 16 4	...	...	...	...	{13 0 to 14 0	12 0 to 13 0	20 0 to 21 0	21 0 to 22 0	16 2 to 18 0	...	{17 0 to 18 0	17 0 to 18 0	140 0 to 160 0	120 0 to 160 0	10 0	10 0
Gaya	13 0	13 8	24 0	22 8	10 8	10 8	17 0	17 0	15 8	16 4	...	...	...	...	11 12	12 8	19 8	19 0	...	...	19 0	20 8	160 0	120 0	10 8	10 8
Patna	{15 8 and 17 8	{15 8 and 17 0	24 0	23 0	12 0	12 0	17 14	17 8	...	17 0	...	...	...	...	15 0	14 0	20 0	21 0	22 0	22 0	22 0	22 0	130 0	130 0	11 0	11 0
Shahabad	13 0	13 0	20 0	20 0	8 0	8 0	17 0	17 0	...	...	...	...	...	...	...	...	20 0	20 0	20 0	20 0	20 0	20 0	120 0	120 0	10 8	10 8
Bihár, north—																										
Purnea	16 0	16 0	...	...	15 0	14 0	19 0	19 0	...	..	...	...	...	...	...	...	16 0	16 0	...	22 0	15 0	20 0	320 0	320 0	10 0	10 0
Bhágalpur	16 6	16 6	23 15	25 4	13 14	13 14	17 10	17 10	...	...	...	...	...	...	...	...	20 3	20 3	20 3	20 3	17 10	18 15	151 8	151 0	10 0	10 0
Darbhanga	16 0	16 0	25 0	24 0	10 8	10 8	16 0	15 0	...	...	...	...	24 0	22 8	...	...	18 8	17 0	21 0	21 0	22 0	21 0	160 0	100 0	10 0	10 0
Muzaffarpur	14 8	15 8	22 0	23 8	8 0	8 0	14 8	14 8	...	...	...	...	...	...	...	...	18 8	19 8	22 8	23 0	24 8	23 8	160 0	160 0	11 0	11 0
Saran	15 0	14 12	20 0	20 0	11 0	11 0	16 0	15 0	...	...	...	...	16 0	20 0	13 0	13 0	18 8	19 4	20 0	20 0	22 0	21 8	120 0	120 0	10 0	10 8
Champaran	17 0	16 0	26 0	25 4	7 8	7 12	16 0	15 6	...	...	...	...	25 0	...	...	...	19 8	20 8	25 0	25 4	20 0	26 0	200 0	180 0	10 8	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 0	13 0	16 8	16 8	6 0	6 0	13 0	13 0	17 0	17 0	...	...	...	...	10 0	10 0	17 0	17 0	17 0	17 0	12 0	12 0	90 0	100 0	9 0	9 0
Benares	13 15	14 4½	17 6	18 4½	8 15½	8 14	12 4½	12 8	17 3½	19 4½	14 3	15 14	...	...	14 4½	14 8	17 8½	18 10½	...	20 4	12 5	13 4½	117 8	110 0	9 1½	9 4
Ghazipur	12 12	12 12	16 8	16 12	8 0	8 0	15 0	15 0	14 0	14 0	15 0	15 0	...	...	11 0	11 0	18 0	18 8	19 0	19 0	18 8	18 8	160 0	160 0	9 8	9 8
Jaunpur	14 0	14 8	19 8	19 8	7 0	7 0	10 0	10 8	...	...	...	...	...	...	...	...	20 8	21 0	13 8	...	14 0	14 0	80 0	80 0	10 0	10 8
Allahabad	12 8	12 8	17 8	17 0	9 12	9 8	13 0	12 0	15 8	18 0	16 0	17 0	...	...	15 0	16 0	18 2	18 8	18 4	...	18 10	18 12				
Central—																										
Bánda	13 8	14 8	23 0	23 0	8 0	7 8	10 8	11 0	...	...	...	...	...	...	...	...	23 0	24 0	...	...	17 0	18 0	180 0	170 0	10 0	10 0
Futehpur	13 12	13 12	18 0	19 0	8 0	8 0	11 0	11 4	...	...	...	...	...	...	...	...	18 0	19 0	...	...	15 0	15 8	160 0	160 0	10 0	10 0
Hamirpur	14 12	17 12	19 8	20 8	8 0	8 0	11 8	11 0	21 0	22 0	...	...	...	...	...	...	20 8	22 6	...	...	14 0	16 0	140 0	140 0	10 4	10 4
Jalaun	15 0	15 0	24 0	24 0	9 0	9 0	10 0	10 0	20 0	20 0	16 0	16 0	16 0	18 0	18 0	18 0	24 0	24 0§	18 0	18 0	19 0	19 0	200 0	160 0	11 0	11 0
Cawnpore	16 0	17 0	20 8	21 8	7 8	7 8	12 0	12 0	...	...	21 0	21 8	...	...	16 0	16 0	21 8	22 0	20 8	22 8	18 8	18 0	140 0	140 0	11 12	11 12
Etáwah	16 4	16 8	22 2	22 9	5 0	5 0	12 0	12 0	18 8	19 8	16 4	16 8	18 0	18 0	12 0	12 0	21 14	23 0	22 8	22 8	18 8	18 0	140 0	140 0	10 0	10 0
Farukhabad	15 0	15 8	19 12	19 12	6 8	6 8	11 0	11 0	10 4	13 0	17 0	17 0	...	...	...	...	21 0	20 4	...	...	16 0	17 0	120 0	120 0	11 0	11 0
Mainpuri	17 0	17 8	21 2	22 8	4 8	4 8	10 0	10 0	15 8	17 8	12 8	12 8	...	...	...	...	20 8	21 8	16 8	16 8	17 8	17 8	160 0	160 0	10 12	10 12
Etah	17 8	18 8	24 8	25 8	6 0	6 0	10 8	10 8	...	...	17 8	17 8	19 8	19 8	10 8	10 8	23 8	23 8	...	...	17 8	17 8	120 0	120 0	11 4	11 4
Western—																										
Jhánsi	14 12	14 13	25 0	25 0	8 8	11 8	11 0	12 4	18 4	18 0	16 0	16 0	...	...	...	...	23 8	24 13	...	...	30 0	23 0	160 0	160 0	11 8	11 8
Agra	15 0	15 8	23 8	23 8	5 0	5 0	11 0	11 0	21 0	21 0	18 0	20 0	...	...	10 0	10 0	24 0	24 0	18 0	22 0	14 8	15 0	95 0	95 0	11 8	11 8
Mattra	17 0	18 0	25 0	26 0	7 0	7 0	11 8	11 8	20 0	20 0	14 0	18 0	...	...	10 0	10 0	27 0	27 0	...	...	28 0	28 0	120 0	120 0	11 8	11 8
Aligarh	16 12	16 12	24 12	24 4	4 4	5 4	10 0	10 0	16 8	16 8	17 0	17 0	...	...	14 0	14 0	25 0	25 0	21 0	21 0	16 12	16 8	140 0	140 0	11 4	11 4
Bulandshahr	18 0	18 4	25 0	25 8	6 0	6 0	10 0	9 11	18 0	20 0	16 0	16 5	...	...	12 0	12 0	23 12	24 0	20 0	20 0	17 8	18 0	120 0	120 0		
Sub-montane—																										
Ballia	14 0	13 0	19 0	19 0	9 0	9 0	14 0	14 0	19 0	19 0	14 0	14 0	...	...	...	...	19 0	19 0	19 0	19 0	18 0	18 0	115 0	115 0	11 0	11 0
Azamgarh	13 8	13 8	16 8	16 8	7 8	7 8	12 0	12 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	13 0	13 0	177 8	177 8	9 13	9 13
Gorakhpur	12 2	12 2	17 9	17 9	8 9	9 0	12 9	13 1	...	...	...	...	...	...	12 10	12 10	16 10	15 12	16 3	16 3	13 3	13 10	100 0	100 0	9 10	9 8
Basti	13 12	13 12	19 12	19 12	9 4	9 4	13 8	13 8	16 0	16 0	...	...	13 0	13 0	8 8	8 8	17 12	17 12	19 0	19 0	13 0	13 0	200 0	200 0	11 8	11 8
Sháhjahánpur	15 4	15 12	21 8	21 8	7 4	7 4	13 0	13 0	14 0	...	13 0	...	...	...	8 0	9 0	21 4	21 4	21 0	...	14 8	14 8	120 0	120 0	10 12	10 12
Budaun	15 8	16 0	21 8	21 8	8 0	...	12 0	12 0	18 0	20 0	15 0	16 0	...	...	13 0	15 0	20 8	21 0	17 8	20 0	17 8	17 8	144 0	144 0	10 8	10 8
Pilibhit	15 0	14 0	24 0	26 0	5 0	5 0	12 8	12 8	...	...	...	...	...	...	...	...	20 4	21 0	...	...	14 8	15 4	120 0	120 0	10 8	10 8
Bareli	13 13	14 1	19 15	22 4	6 9	6 9	11 12	11 12	15 4	15 4	12 14	12 12	...	...	10 0	10 0	19 15	19 15	14 1	14 1	18 12	18 12	125 0	125 0	10 0	10 0
Moradabad	16 12	16 13	23 0	24 8	5 8	5 8	11 4	11 4	16 10	20 0	14 6	16 0	...	...	8 0	8 0	23 2	23 8	17 6	24 0	17 0	17 0	120 0	140 0	11 0	11 0
Naini Tal	12 0	12 0	17 0	16 0	9 0	9 4	9 0	9 8	15 0	20 0	10 0	12 8	...	...	10 0	10 0	14 8	14 8	15 0	20 0	8 0	8 0	160 0	160 0	7 0	7 0
Almora	10 8	11 4	14 0	14 0	8 0	8 0	12 0	12 0	...	...	...	...	...	...	12 0	13 0	13 0	13 0	13 0	13 4	...	9 8½	160 0	160 0	7 8	7 8
Bijnor	18 7	18 9	27 10	28 2	10 2	12 6	12 6	12 6	...	...	...	...	...	...	...	...	23 7	23 10	...	...	9 0½	10 0½	160 0	160 0	11 0	11 0
Muzaffarnagar	19 8	17 12	27 0	24 8	5 8	5 0	13 0	13 0	18 0	18 0	17 0	17 0	...	...	...	...	27 8	23 3	...	...	12 1½	11 0	110 0	100 0	11 0	10 0
Meerut	17 0	17 8	26 0	26 0	5 0	5 0	10 0	10 0	15 0	15 0	15 0	15 0	21 0	21 0	15 0	15 0	23 0	24 0	19 0	19 0	15 0	15 0	100 0	100 0	11 4	11 4
Saháranpur	17 0	17 0	24 0	24 0	5 0	5 0	11 0	11 0	15 0	15 0	15 0	15 0	16 0	16 0	18 0	18 0	24 0	24 0	15 0	15 0	12 0	12 0	100 0	100 0	10 0	10 0
Dehra Dún	17 0	17 8	27 0	27 0	10 4	10 4	15 0	15 0	...	...	...	...	...	...	18 0	18 0	20 8	20 8	13 0	16 0	12 0	12 0	160 0	160 0	10 0	10 0
Garhwál	13 0	12 0	20 0	18 0	4 0	4 0	...	...	...	...	...	...	14 0	16 0	16 0	16 0	10 0	10 0	...	...	6 0	6 0	160 0	160 0	6 0	6 0
Oudh—																										
Southern—																										
Partabgarh	13 4	12 13	15 2	16 12	9 13	8 0	11 12	11 13	...	...	...	...	...	...	...	...	16 13	16 13	...	...	12 8	12 8	140 0	146 10	9 10	10 8
Sultanpur	13 0	13 8	17 8*	18 0	9 0	9 0	12 0	12 8	14 0	17 0	14 0	14 0	14 8	16 8	18 8	18 8	18 0	18 0	18 0	18 0	12 8	12 8	160 0	160 0	10 0	10 0
Rae-Bareli	15 0	14 12	16 0	20 0	8 0	8 0	12 12	12 8	16 0	18 0	13 0	14 0	...	...	18 0	12 8	19 12	20 0	16 0	16 0	13 8	13 0	120 0	200 0	10 4	10 0
Unao	14 8	14 8	20 0	20 0	6 0	6 0	12 0	12 0	16 8	19 8	16 8	16 8	20 8	20 8	14 8	14 8	20 0	19 12	18 8	19 8	19 8	19 8	160 0	160 0	11 0	10 0
Lucknow	14 4	14 8	22 0	24 0	7 0	7 0	14 0	14 0	...	...	...	...	...	...	...	...	22 0	23 0	...	...	14 0	14 0	120 0	120 0	10 10	10 10
Hardoi	17 0	17 8	22 0	24 0	7 0	7 0	14 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10 0	10 0
Northern—																										
Fyzabad	15 0	15 0	19 8	20 0	10 10	10 8	12 12	12 12	16 2½	17 4	16 8	16 8	...	...	9 4	9 4	20 8	20 8	17 8	18 3	14 13	14 12	150 0	155 0	10 8	10 8
Baraibanki	14 0	14 5	21 0	21 0	8 0	8 0	12 8	12 8	20 0	20 0	16 0	16 0	24 0	24 0	16 0	16 0	21 0	20 5	20 0	20 0	14 0	14 0	140 0	140 0	11 0	11 0
Gonda	14 9	14 15	19 2½	19 2	11 8	12 6	12 8	14 14	13 8	18 4	12 12	...	...	...	6 0	6 0	18 10	18 14	17 2	17 0	22 8	22 8	200 0	200 0	10 4	10 4
Bahraich	15 0	15 1	22 4	22 8	9 12	10 8	12 4	12 10	15 8	18 8	14 0	14 0	28 0	28 0	10 0	10 0	18 8	19 0	19 8	20 0	22 8	22 12	160 0	160 0	10 4	10 8
Sítapur	15 0	16 0	22 0	22 0	10 0	10 0	12 0	11 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	15 0	15 0	120 0	125 0	10 0	10 0
Kheri	15 0	15 0	22 0	22 0	8 0	8 0	13 0	12 8	...	...	...	...	...	...	...	...	21 0	21 0	...	...	18 0	18 0	160 0	160 0	10 0	10 0
Rajputana—																										
Eastern—																										
Partábgarh	15 10	15 10	21 4	23 12	8 2	8 3	11 4	12 8	18 12	18 12	12 8	15 0	...	...	...	...	23 12	23 12	21 4	21 4	25 0	25 0	...	...	14 1	15 3
Bánswara	21 4	21 4	25 0	25 0	7 8	7 8	15 0	15 0	...	...	...	...	...	...	...	...	37 8	37 8	37 8	37 8	18 12	18 12	...	...	9 6	9 11
Meywar (Oodeypore)	15 3¾	15 3¾	21 14	22 10½	9 6	10 2½	10 2½	10 8¾	23 7	23 7	10 15	8 3¼	*Nil*	*Nil*	14 1	15 3¾	20 5	19 14¼	23 7	23 7	10 2½	9 3¼	160 0	160 0	10 5½	10 5½
Sirohee	14 0	14 0	30 0	30 0	5 8	6 0	7 0	7 0	...	...	18 0	18 0	...	...	...	...	20 0	20 0	24 0	24 0	...	...	160 0	200 0	11 8	11 8
Erinpura	14 9½	14 13	25 8	27 10	7 10	7 12	9 2	10 0	17 8	22 12	18 8	21 0	...	...	...	...	24 13½	25 14	...	...	...	...	200 0	200 0	12 4	12 8
Ajmere	14 10	14 8	22 6	23 8	5 0	5 0	7 0	8 0	20 0	23 0	16 8	17 0	...	...	15 0	15 0	22 6	24 8	21 0	23 8	...	...	90 0	90 0	12 8	12 8
Abu	14 4	14 4	20 8	19 8	5 12	5 12	7 4	7 4	...	18 8	13 8	12 12	...	...	...	...	20 0	18 5	...	...	...	...	160 0	160 0	11 0	11 0
Kishengarh	13 12	14 0	24 12	26 4	8 4	8 5	9 8	9 8	25 4	26 4	17 12	18 4	†	†	†	†	33 12	24 12	17 8	17 4	†	†	*	*	13 0	13 0
Boondee	18 0	19 0	30 0	32 0	8 0	8 8	8 8	8 8	32 0	32 0	23 0	...	...	...	...	...	31 0	36 4	32 0	35 0	...	...	160 0	160 0	10 4	10 10
Kotah	15 0	15 0	24 0	24 0	7 8	8 8	8 8	9 8	22 0	23 0	14 0	16 0	...	...	...	...	28 0	32 0	24 0	25 0	23 0	25 0	240 0	240 0	10 0	10 0
Jhallawar	13 4	13 10	20 4	20 8	7 2	7 6	11 0	11 0	20 12	20 12	17 3	18 11½	...	...	7 12	7 12	24 12	24 12	24 8	24 8	11 0	11 0	175 0	175 0	9 0	9 7½
Tonk	13 12	14 0	20 4	21 12	4 0	4 0	8 0	8 0	20 0	24 8	...	...	...	...	...	...	25 0	26 0	...	...	...	...	100 0	100 0	11 12	11 12
Jeypore	15 4	14 8	25 0	25 0	5 0	5 0	7 8	7 8	21 0	22 8	18 8	18 8	†	†	21 0	21 0½	19-0 & 24 0	19-8 & 23 8	22 8	22 8	28 0	29 0	95 0	95 0	12 0	12 0
Kerowlee	16 5	16 14	22 8	22 8	10 0	10 0	11 4	11 4	21 4	21 4	16 4	17 8	...	...	17 8	17 8	22 8	23 12	...	...	30 0	36 4	200 0	200 0	10 15	10 15
Dholpur	16 7¾	16 11½	24 7½	24 15½	8 2½	8 2½	10 2	10 2	15 4½	18 1	17 5	17 3	...	...	15 12	15 2	24 14¼	24 13¾	...	...	30 6½	30 10½	90 0	90 0	11 4	11 5½
Bhurtpore	17 10	18 8	24 9	24 14	5 2½	5 2½	5 5½	5 5½	21 1	25 4	24 10	14 15	...	...	11 12	11 12	26 15	27 5	23 14	25 7	31 5	33 0	140 0	140 0	12 5	12 8
Ulwur	18 4	18 4	23 2	24 1	6 10	6 10	9 2½	9 2½	21 3	27 3	20 9	23 0	...	...	14 0	14 0	26 15	27 5	...	...	...	...	190 0	190 0	11 4	11 13
Deoli Cantonment	15 9½	15 1½	25 14	25 4	5 0	5 0	7 0	8 0	25 0	26 0	16 0	17 0	†	†	...	...	26 0	25 13	...	...	...	...	110 0	120 0	12 8	13 0
Nusseerabad Cantonment	15 0	15 0	...	...	6 8	6 8	7 0	8 0	...	...	...	...	...	...	...	...	24 8	26 0	...	...	†	†	‡	‡	9 8	11 8
Hilly Tracts of Meywar	17 8	16 0	31 4	31 0	...	...	17 8	15 0	...	...	...	...	...	...	...	...	30 0	28 0	30 0	28 0	...	...	260 0	260 0	12 8	12 8
Bálmer	13 8	13 8	...	...	5 3	5 3	7 8	7 8	...	...	...	...	...	...	...	...	16 4	16 4	...	...	...	...				
Anádra	15 8	15 10	23 0	23 0	6 8	6 7½	9 0	9 0	...	...	15 0	15 0	...	...	...	...	22 8	22 2	...	...	...	...	400 0	400 0	12 0	12 0
Shahpoora	15 0	15 0	24 8	26 0	8 4	8 4	14 0	14 4	20 0	24 0	18 0	22 0	...	...	...	...	23 4	...	24 0	24 0	...	...	160 0	160 0	11 4	11 6
Western—																										
Jodhpore	13 12	13 12	19 6	20 10	6 4	6 4	7 8	7 8	17 8	18 12	15 10	16 4	...	...	...	...	21 9	23 4	17 8	18 12	10 0	10 0	...	...	13 7	13 7
Jeysulmere	11 0	11 4	...	...	6 12	6 10	11 0	11 0	17 0	18 0	13 12	14 0	...	...	...	...	16 0	16 0	...	...	...	...	240 0	240 0	21 0	21 0
Bickaneer	12 0	12 0	...	...	3 0	3 0	6 0	6 0	...	...	13 14½	14 13	...	...	...	...	18 0	18 0	...	...	8 8	8 12	80 0	80 0	12 0	12 0
Central India—																										
Indore	15 8	13 8	18 0	20 0	8 0	8 0	9 0	9 0	21 0	20 0	21 0	21 0	...	...	...	...	19 0	19 0	18	17 0	19 0	19 0	120 0	120 0	10 8	10 8
Nimach Cantonment	14 0	14 0	...	...	8 0	8 0	12 0	9 0	22 0	21 0	†	17 0	†	†	...	...	24 0	23 8	...	...	25 0	25 0	120 0	140 0	12 4	12 0
Goona	12 0	12 0	...	20 0	8 0	8 0	9 0	8 0	19 8	21 0	...	...	...	...	...	...	24 0	20 12	...	...	...	...	200 0	200 0	9 8	9 8
Gwalior	14 3½	15 1½	24 7	24 [illegible]	5 5	5 4	8 8	8 12½	21 4	21 4	19 [illegible]	19 2	...	...	14 14	14 14	17 0	17 4	19 2	19 2	16 7½	17 4	170 0	170 0	11 2½	11 6¼

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

RETAIL PRICES FOR THE 2nd HALF OF JUNE 1895—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Panjab—																										
Southern—																										
Hissar	19 0	19 0	32 0	30 0	...	...	12 0	12 0	23 0	23 0	21 0	23 0	†	†	†	†	32 0	33 0	†	†	100 0	100 0	10 8	10 8		
Ferozepore	20 0	20 0	34 0	32 0	...	...	9 0	9 0	20 0	19 0	20 0	19 0	‡	‡	16 0	15 0	28 0	31 0	21 0	21 0	11 0	11 0	100 0	100 0	12 4	11 12
Montgomery	19 0	18 0	26 0	25 0	...	...	10 0	10 0	17 0	21 0	†	†	†	‡	†	‡	26 0	25 0	19 0	21 0	8 0	10 0	180 0	170 0	12 0	12 0
Central—																										
Gurgáon	20 0	21 0	27 0	29 0	...	...	9 0	9 0	18 0	20 0	20 0	20 0	‡	‡	†	†	27 0	29 0	16 0	18 0	24 0	26 0	120 0	120 0	10 0	10 0
Delhi	18 0	18 0	25 0	27 0	...	...	12 0	12 0	18 0	22 0	18 0	20 0	‡	‡	11 0	11 0	26 0	27 0	16 0	21 0	26 0	26 0	70 0	80 0	11 0	11 0
Rohtak	18 0	19 0	30 0	32 0	...	...	12 0	12 0	24 0	24 0	19 0	19 0	‡	‡	12 0	12 0	31 0	32 0	20 0	20 0	18 0	18 0	120 0	120 0	11 0	11 0
Karnál	17 0	19 0	28 0	28 0	...	...	12 0	12 0	20 0	20 0	15 0	15 0	16 0	16 0	12 0	12 0	29 0	30 0	20 0	20 0	15 0	15 0	120 0	120 0	11 0	10 8
Lahore	20 0	19 0	33 0	32 0	...	...	11 0	11 0	18 0	20 0	19 0	19 0	‡	‡	17 0	18 0	28 0	28 0	24 0	24 0	12 0	11 0	88 0	88 0	12 12	13 0
Sub-montane—																										
Ambala	21 0	22 0	29 0	29 0	...	...	11 0	11 0	20 0	20 0	20 0	20 0	‡	‡	8 0	8 0	27 0	28 0	27 0	27 0	‡	‡	120 0	120 0	12 8	12 8
Ludhiána	21 0	25 0	33 0	34 0	...	...	13 0	13 0	28 0	22 0	20 0	20 0	‡	‡	17 0	17 0	30 0	30 0	24 0	24 0	13 0	13 0	100 0	110 0	13 0	13 0
Jullundur	23 0	23 0	30 0	30 0	...	...	10 0	10 0	22 0	23 0	16 0	16 0	‡	‡	20 0	20 0	28 0	28 0	28 0	28 0	‡	‡	100 0	100 0	13 0	13 0
Hoshiárpur	21 0	21 0	28 0	28 0	...	...	10 0	10 0	23 0	20 0	20 0	20 0	14 0	16 0	16 0	16 0	26 0	25 0	23 0	25 0	10 0	10 0	120 0	120 0	12 0	11 8
Gurdáspur	22 0	22 0	32 0	32 0	...	...	14 0	14 0	18 0	20 0	26 0	26 0	26 0	26 0	12 0	12 0	26 0	26 0	16 0	20 0	‡	‡	120 0	120 0	12 0	12 0
Amritsar	20 0	20 0	31 0	33 0	...	...	10 0	10 0	19 0	19 0	20 0	23 0	†	†	18 0	23 0	29 0	29 0	21 0	31 0	†	‡	100 0	100 0	12 0	12 0
Hills—																										
Simla	12 0	13 0	15 0	16 0	...	...	7 0	8 0	14 0	14 0	8 0	8 0	15 0	15 0	9 0	9 0	15 0	15 0	14 0	16 0	8 0	8 0	80 0	90 0	7 8	8 0
Kángra	16 0	16 0	24 0	24 0	...	...	14 0	13 0	16 0	16 0	14 0	14 0	21 0	21 0	6 0	6 0	16 0	16 0	18 0	18 0	10 0	10 0	120 0	120 0	10 0	10 0
North-western—																										
Sialkot	19 0	19 0	30 0	30 0	...	...	13 0	13 0	17 0	‡	20 0	‡	‡	‡	‡	‡	24 0	24 0	16 0	‡	‡	‡	130 0	130 0	13 8	13 8
Gujránwála	22 0	22 0	35 0	35 0	...	...	14 0	14 0	16 0	16 0	16 0	20 0	‡	‡	20 0	20 0	28 0	28 0	24 0	24 0	‡	‡	100 0	110 0	13 0	13 0
Gujrát	23 0	23 0	34 0	34 0	...	...	14 0	14 0	25 0	25 0	25 0	25 0	‡	‡	10 0	10 0	25 0	25 0	25 0	25 0	‡	‡	110 0	110 0	13 0	13 0
Jhelum	23 0	24 0	30 0	30 0	...	...	14 0	13 0	31 0	31 0	31 0	31 0	‡	‡	*	‡	25 0	27 0	28 0	28 0	‡	‡	120 0	120 0	14 0	14 0
Ráwalpindi	21 0	21 0	29 0	28 0	...	...	8 0	8 0	20 0	25 0	30 0	30 0	‡	‡	18 0	18 0	24 0	25 0	30 0	29 0	*	*	68 0	68 0	13 10	13 10
Mandra	22 0	22 0	31 0	29 0	...	...	13 0	13 0	‡	‡	‡	‡	‡	‡	‡	‡	19 0	20 0	28 0	28 0	†	†	90 0	90 0	11 0	11 0
Pesháwar	19 0	21 0	31 0	31 0	...	...	10 0	10 0	21 0	24 0	23 0	23 0	‡	‡	19 0	20 0	20 0	20 0	30 0	31 0	17 0	17 0	78 0	84 0	31 0	33 0
Kohát	22 0	24 0	36 0	34 0	...	...	13 0	14 0	*	*	33 0	32 0	†	†	†	†	22 0	22 0	31 0	34 0	†	†	127 0	102 0	51 0	51 0
Western—																										
Sháhpur	23 0	23 0	32 0	32 0	...	...	10 0	10 0	28 0	28 0	22 0	24 0	22 0	22 0	20 0	24 0	27 0	27 0	20 0	20 0	†	†	160 0	160 0	13 0	13 0
Jhang	20 0	19 0	25 0	23 0	...	...	10 0	10 0	16 0	20 0	20 0	20 0	20 0	18 0	14 0	18 0	22 0	22 0	16 0	20 0	10 0	10 0	160 0	160 0	12 0	13 0
Multán	17 0	17 0	22 0	22 0	...	...	16 0	16 0	24 0	23 0	21 0	23 0	†	†	19 0	19 0	24 0	24 0	24 0	24 0	†	†	100 0	100 0	12 4	12 4
Bannu	30 0	28 0	52 0	55 0	...	...	14 0	14 0	38 0	32 0	38 0	37 0	9 0	9 0	9 0	9 0	32 0	31 0	50 0	52 0	13 0	18 0	90 0	90 0	55 0	50 0
D. I. Khan	22 0	22 0	30 0	29 0	...	...	8 0	8 0	33 0	33 0	29 0	29 0	‡	‡	4 0	4 0	27 0	26 0	28 0	28 0	11 0	11 0	118 0	118 0	27 0	27 0
Muzaffargarh	19 0	19 0	26 0	26 0	...	...	17 0	17 0	23 0	23 0	20 0	20 0	‡	‡	‡	‡	22 0	22 0	‡	‡	8 0	8 0	140 0	140 0	11 0	11 0
D. G. Khan	18 0	18 0	25 0	24 0	...	...	8 0	8 0	30 0	29 0	25 0	25 0	20 0	20 0	18 0	18 0	21 0	20 0	15 0	15 0	‡	‡	125 0	125 0	16 4	16 4
Sind and Baluchistan—																										
Karáchi	14 0	13 0	...	...	8 0	8 0	10 0	10 0	20 0	20 0	16 0	15 0	‡	‡	...	...	18 0	18 0	...	...	9 0 and 10 0	9 0 and 10 0	80 0	80 0	14 8	14 8
Hyderabad	14 0	14 0	...	...	8 0	8 0	10 0	10 0	19 0	19 0	16 0	16 0	‡	‡	...	...	17 8	17 8	...	...	...	...	116 6	116 6	12 8	12 8
Thar and Párkar (Umarkot)	12 0	12 0	...	...	11 0	11 0	13 0	13 0	12 0	12 0	16 0	10 0	‡	‡	...	...	8 4	8 4	...	...	10 0	10 0	213 0	213 0	12 0	12 0
Sukkur (Shikárpur)	16 0	15 8	...	...	9 0	9 0	12 0	12 0	23 0	24 0	21 0	20 0	‡	‡	...	...	16 8	24 0	...	...	...	...	142 0	142 0	11 8	11 8
Upper Sind Frontier	16 0	15 0	...	...	10 0	10 0	13 0	13 0	27 0	28 0	*	23 0	‡	‡	...	...	22 0	24 0	...	...	...	...	160 0	160 0	11 0	11 0
Quetta	17 0	17 0	23 12	23 0	5 0	5 0	7 0	7 0	24 0	24 0	13 8	14 0	‡	‡	6 0	6 0	17 14	18 0	22 0	24 0	9 0	9 0	80 0	80 0	9 0	9 0

Bombay—																										
Konkan—																										
Karwar (Kánara)	10 3	10 3	...	...	10 2	10 2	11 2	11 2	16 2	16 2	15 0	15 0	18 3	18 3	...	...	13 7	13 7	...	...	...	...	312 0	312 0	10 10	10 10
Ratnágiri	10 13	10 13	...	...	10 14	10 14	11 6	11 6	15 12	15 12	15 4	15 4	15 4	16 7	...	...	13 14	13 14	...	...	...	...	134 6	134 6	13 0	13 0
Kolába	10 3	10 3	...	...	10 13	11 11	11 11	13 8	11 9	9	12 12	12 12	...	...	...	...	13 10	13 10	...	...	...	...	89 10	89 10	12 12	12 12
Bombay	13 0	13 0	...	...	8 5	8 5	11 1	10 6	14 11	14 11	13 15	13 15	14 10	13 8	...	...	15 10	13 12	...	...	13 4	13 4	97 1	97 1	11 9	11 9
Tanna	12 12	12 12	...	...	10 3	10 3	11 2	11 2			14 6	14 6			...	...	16 0	16 0	...	...			112 0	112 0	12 4	12 4
Deccan—																										
Dhárwar	20 3	20 3	...	...	10 8	11 0	11 8	11 8	22 10	22 10	23 5	22 6	...	...	...	...	12 12	12 5	...	...	12 15	12 0	100 0	100 0	11 6	11 12
Belgaum	17 11	17 11	...	...	10 12	10 3	11 0	10 8	22 13	22 13	20 15	21 7	27 0	26 0	...	...	14 0	14 0	...	...	12 15	13 8	78 0	80 8	10 10	10 3
Satara	14 8	14 8	...	...	8 14	8 14	10 2	10 2	17 4	16 9	16 10	16 0	...	...	...	...	12 8	13 7	...	...	...	...	91 3	114 0	12 10	13 6
Sholapur	16 12	16 12	...	...	7 10	7 10	11 11	11 11	25 0	25 0	20 9	20 9	...	...	...	...	16 3	16 3	...	...	...	...	85 5	85 5	11 8	11 10
Bijápur	19 15	19 8	...	...	8 13	8 13	10 15	11 6	27 0	25 3	22 15	...	...	...	...	...	15 3	15 3	...	...	...	...	80 0	80 0	11 6	11 6
Poona	13 15	13 15	...	...	9 11	9 11	10 13	10 13	20 0	20 0	14 15	14 15	15 13	14 13	...	...	16 2	16 2	...	...	17 2	17 2	81 1	81 1	11 5	11 13
Khandesh—																										
Ahmadnagar	17 6	17 6	...	...	8 14	8 14	9 13	9 13	22 11	22 11	19 4	19 4	*	*	...	...	16 10	16 10	...	...	17 11	17 11	85 5	85 5	12 6	12 6
Násik	17 4	17 4	...	...	8 14	8 14	11 11	11 11	*	*	18 6	17 10	20 11	20 11	...	...	17 2	17 2	...	...	*	*	128 0	128 0	12 1	13 6
Dhulia (Khandesh)	16 10	16 10	...	...	7 7	7 7	9 7	9 7	22 7	22 7	18 6	18 6	*	*	...	...	14 14	14 14	...	...	*	*	80 0	80 0	10 9	10 9
Gujerat—																										
Surat	14 5	14 5	...	...	7 6	7 6	8 5	8 5	14 13	14 13	13 7	13 7	*	*	...	...	14 13	14 13	...	...	14 5	14 13	78 15	84 9	12 0	12 0
Broach	16 0	15 8	...	...	8 8	8 8	11 8	11 8	17 0	17 4	14 0	13 0	*	*	...	...	20 0	20 0	...	...	18 0	18 0	107 0	101 0	13 0	13 0
Kaira	13 8	14 8	...	...	*	*	13 0	13 0	13 0	16 0	13 0	14 0	20 0	20 0	...	...	19 0	20 0	...	...	*	*	106 11	106 11	12 0	12 0
Baroda (Camp)	12 0	12 8	8 0	8 0	10 0	10 0	10 0	15 0	16 0	12 8	13 0	13 0	18 0	18 0	...	...	18 0	18 0	...	...	*	*	91 7	91 7	11 8	11 8
Ahmadabad	12 0	12 8	11 0	11 0	13 0	13 0	14 0	15 8	13 8	14 0	...	...	...	...	...	...	22 0	22 0	...	...	17 8	19 0	80 0	80 0	13 10	13 10
Godhra (Panch Máhals)	13 0	13 0	10 0	11 0	12 0	13 0	*	...	15 8	16 0	21 8	24 0	...	...	...	...	22 8	25 0	...	...	20 0	20 0	182 0	182 0	12 8	12 8
Deesa Cantonment	12 8	12 8	8 0	8 0	10 0	10 0	17 0	17 0	15 0	15 0	*	*	...	...	...	...	20 0	20 0	...	...	*	*	240 0	240 0	11 0	11 0
Kattywar—																										
Rájkot	13 14	14 7	...	...	5 8	5 8	7 0	7 0	16 5	16 5	13 1	13 1	*	*	...	...	15 9	15 9	...	...	*	*	80 0	80 0	60 0	60 0
Central Provinces—																										
Western—																										
Nimar	14 3	14 3	...	...	6 12	6 12	12 7	12 7	20 10	20 10	...	...	...	...	...	...	17 4	17 4	...	...	12 13	12 13	100 0	100 0	11 6	11 6
Khandwa-Asirgarh Cant.	13 4	13 4	...	...	9 0	9 0	12 0	12 0	20 0	20 0	20 0	20 0	...	...	...	...	16 0	16 0	...	...	*	*	160 0	160 0	10 0	10 0
Hoshangabad	13 13	14 4	8 1	8 1	11 4	11 4	...	...	...	...	...	...	...	...	...	...	16 0	16 10	...	...	12 0	12 11	180 0	200 0	9 8	9 8
Betúl	14 6	16 0	...	...	8 13	8 13	20 9	20 9	...	...	...	...	...	...	...	...	13 8	16 0	...	...	11 6	11 6	240 0	240 0	8 0	8 0
Chhindwára	13 13	13 13	7 4	7 4	10 0	10 0	16 10	16 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	12 0	11 1	150 0	150 0	8 0	8 0
Nágpur	15 0	15 0	10 0	10 0	11 9	11 4	18 2	18 2	...	...	...	...	...	...	...	...	16 14	16 14	...	...	11 4	11 4	115 0	115 0	10 4	10 4
Wardha	16 0	16 0	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 5	13 5	120 0	120 0	10 10	10 10
Central—																										
Narsinghpur	13 1	13 1	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	18 0	200 0	200 0	9 4	9 4
Saugor	11 12	11 12	10 2	10 3	11 1	11 1	...	...	...	...	...	...	...	...	...	...	17 10	17 10	...	...	15 12	15 12	130 0	130 0	9 2	9 2
Damoh	11 4	11 4	10 0	10 0	11 4	11 4	...	...	...	...	...	...	...	...	...	...	15 0	15 0	...	...	9 12	10 0	160 0	160 0	8 0	8 12
Jubbulpore	12 12	13 0	10 0	10 0	16 0	15 0	...	...	...	...	...	...	...	...	...	...	16 8	17 0	...	...	12 0	12 8	140 0	140 0	9 4	9 0
Baghalkhand (Sohag)	13 12	13 12	7 2	7 2	14 2	15 *	17 8	12 0	...	...	...	...	*	...	8 8	8 8	17 13	20 0	...	...	23 0	22 2	160 0	160 0	10 4	10 4
Mandla	16 0	17 0	9 0	9 0	12 0	12 0	...	...	...	...	...	...	...	...	...	...	20 0	25 0	...	...	13 0	13 0	200 0	200 0	8 8	8 8
Seoni	16 0	16 0	9 12	9 12	12 13	12 13	...	...	...	...	...	...	...	...	...	...	16 9	16 9	...	...	11 8	11 8	190 0	190 0	9 10	9 10
Bálághát	12 8	12 8	9 0	9 0	12 8	12 8	...	...	...	...	...	...	...	...	...	...	13 0	13 0	...	...	9 0	9 0	160 0	150 0	8 0	9 0
Bhandára	16 0	16 0	...	...	12 8	12 8	...	...	...	...	...	...	...	...	...	...	15 0	15 0	...	...	10 0	10 8	280 0	280 0	9 0	...
Chánda	14 12	14 12	...	...	15 8	15 8	15 2	15 2	...	...	...	...	...	...	...	...	11 13	11 13	...	...	10 10	10 10	320 0	320 0	...	...
Eastern—																										
Bilaspur	17 12	17 12	11 3	11 3	16 15	18 0	...	...	...	...	...	...	...	...	...	...	13 10	13 10	...	...	...	...	110 0	110 0	8 0	8 0
Raipur	17 8	16 2	10 4	10 4	15 13	15 13	...	...	...	...	...	...	...	...	...	...	17 0	17 0	...	...	10 15	10 15	100 0	100 0	9 8	9 8
Sambalpur	14 0	14 0	12 4	12 4	19 4	19 4	...	...	...	...	...	...	...	...	...	...	10 8	14 14	...	...	9 0	9 0	120 0	120 0	8 12	9 8 12
Berar—																										
Buldána	18 0	18 0	...	...	7 0	7 0	10 0	10 0	24 8	25 0	21 0	20 0	...	...	...	...	18 0	20 0	...	...	14 0	14 0	182 0	182 0	10 0	10 0
Básim	17 0	19 0	...	...	7 0	7 0	11 0	11 0	22 0	23 0	...	...	...	...	...	...	15 0	15 0	...	...	10 0	10 0	70 0	75 0	8 0	9 0
Akola	16 0	16 8	...	...	5 8	6 0	7 8	7 8	23 8	22 8	...	...	...	...	...	...	17 0	15 8	...	...	10 8	12 8	96 0	96 0	11 12	11 0
Ellichpur	15 0	15 0	...	...	6 0	6 0	8 0	8 0	21 0	21 0	15 0	15 0	...	...	...	...	13 0	13 0	...	...	14 0	14 0	120 0	120 0	10 0	10 0
Amraoti	10 0	15 0	9 0	10 0	7 0	7 0	10 0	10 0	19 0	19 0	15 0	14 0	...	...	...	...	15 0	15 0	...	...	13 0	13 0	90 0	100 0	11 0	11 0
Wún	14 8	16 0	...	...	6 0	6 0	8 0	8 0	18 0	20 8	14 *	15 0	...	...	...	...	14 0	14 8	...	...	18 0	20 0	240 0	260 0	9 0	9 8
Nizam's Territories—																										
Secunderabad	*	*	13 3	*	7 2	7 2	10 3	10 3	17 12	17 12	17 12	17 12	27 0	27 0	*	*	12 3	12 11	*	*	16 12	16 12	100 0	95 0	8 12	8 14
Bolárum	*	*	12 13	*	7 0	7 0	10 10	10 10	21 0	20 7	*	*	*	*	*	*	12 13	12 13	*	*	*	*	116 14	116 14	8 14	8 13
Chadarghat	12 8	11 0	*	*	7 8	6 0	12 0	11 0	20 0	20 0	*	21 0	*	*	*	*	14 0	13 0	*	*	10 0	10 0	100 0	100 0	8 0	9 8

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

RETAIL PRICES FOR THE 2nd HALF OF JUNE 1895—*concluded*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or karun, Italian millet (*Setaria italica*).		Gram, chenna, cholai, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	...	...	...	...	...	...	11 11	12 10	...	...	...	...	...	...	...	...	...	...	...	...	12 8	12 8	136 2	136 2	12 0	12 8
S. Canara	...	...	...	...	...	...	13 11	13 11	...	...	...	...	...	...	...	...	...	...	...	...	12 8	12 8	121 8	121 8	11 3	11 14
South, central—																										
Coimbatore	...	...	...	...	...	...	11 8	11 13	...	...	...	...	21 6	23 0	...	...	...	...	...	...	13 0	13 0	133 11	133 11	10 0	10 13
Nilgiris	...	...	...	...	...	...	9 10	9 10	...	...	...	...	25 11	...	...	...	...	...	...	...	14 0	13 0	274 3	274 3	10 10	10 10
Salem	...	...	...	...	...	...	11 13	12 3	...	...	...	...	...	25 11	...	...	...	...	...	...	...	...	116 10	116 10	10 14	11 5
Central—																										
Bellary	...	...	...	...	...	...	9 13	10 5	...	...	...	...	31 0	32 0	...	...	...	...	...	...	14 0	12 0	97 3	121 8	10-5&11-8	10-5&11-8
Anantapur	...	...	...	...	...	...	10 13	10 13	...	...	...	...	27 3	27 3	...	...	...	...	...	...	14 0	13 0	97 3	97 3	11 8	11 8
Cuddapah	...	...	...	...	...	...	11 10	11 10	...	...	...	...	24 13	22 8	...	...	...	...	...	...	14 0	13 0	137 2	136 2	11 13	11 13
Kurnool	...	...	...	...	...	...	11 6	11 6	...	...	...	...	...	...	...	...	...	...	...	...	14 0	13 0	97 3	97 3	10-2 & 11-10	10-2 & 11-10
East Coast, north—																										
Ganjam	...	...	...	...	...	...	13 3	13 3	...	...	...	...	21 10	21 10	...	...	...	...	...	...	15 0	14 0	86 8	86 8	10 2	10 2
Vizagapatam	...	...	...	...	...	...	11 5	11 5	...	...	...	...	25 5	25 5	...	...	...	...	...	...	8 0	...	97 3	97 3	12 0	12 0
Godavari	...	...	...	...	...	...	14 0	14 8	...	...	...	...	29 2	29 2	...	...	...	...	...	...	...	...	133 11	133 11	12 2	12 2
East Coast, central—																										
Kistna	...	...	...	...	...	...	12 10	12 10	...	...	...	...	29 13	29 13	...	...	...	...	...	...	...	...	140 14	140 14	13 3	13 3
Nellore	...	...	...	...	...	...	14 13	14 13	...	...	...	...	26 14	26 14	...	...	...	...	...	...	...	...	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	...	...	...	...	...	...	11 2	11 2	...	...	...	...	21 3	21 3	...	...	...	...	...	...	...	...	89 8	89 8	13 5	13 5
Chingleput	...	...	...	...	...	...	11 5	11 5	...	...	...	...	21 14	21 14	...	...	...	...	...	...	...	...	91 14	91 14	13 5	13 5
N. Arcot	...	...	...	...	...	...	10 11	12 3	...	...	...	...	25 14	27 6	...	...	...	...	...	...	...	...	100 13	100 13	12 2	12 2
S. Arcot	...	...	...	...	...	...	14 0	14 0	...	...	...	...	25 6	25 6	...	...	...	...	...	...	...	...	209 0	209 0	12 13	12 6
Tanjore	...	...	...	...	...	...	12 8	12 14	...	...	...	...	24 3	24 3	...	...	...	...	...	...	...	...	145 13	145 13	12 8 and 12 0	12 8 and 12 0
Trichinopoly	...	...	...	...	...	...	10 5	10 14	...	...	...	...	22 5	22 5	...	...	...	...	...	...	...	...	147 11	147 11	13 13	13 13
Southern—																										
Tinnevelly	...	...	...	...	...	...	10 13	10 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	58 5	58 5	12 11	12 11
Madura	...	...	...	...	...	...	11 0	11 0	...	...	...	...	21 11	21 11	...	...	...	...	...	...	...	...	97 3	97 3	...	...
Mysore—																										
Mysore	12 8	12 8	...	11 12	8 12	8 12	9 12	9 12	25 0	29 0	24 0	25 0	26 0	27 0	40 0	26 0	12 0	12 8	...	...	12 8	12 8	96 0	96 0	10 0	10 0
Bangalore	13 8	13 8	12 0	10 0	8 0	8 0	9 8	9 8	26 8	21 8	18 0	30 8	30 8	30 8	...	...	11 8	11 8	...	...	13 0	13 0	90 0	90 0	10 0	10 0
Kolar	11 8	10 12	10 0	10 0	10 0	10 0	10 12	10 12	21 0	21 0	18 0	33 0	34 0	34 0	14 0	14 0	10 0	10 0	12 0	12 0	13 0	13 0	150 0	150 0	9 12	10 0
Tumkur	13 0	12 0	11 0	11 0	9 0	9 0	10 0	10 0	25 0	27 0	36 0	34 0	34 0	34 0	15 0	15 0	12 0	11 0	13 0	12 0	14 0	14 0	224 0	224 0	10 8	10 0
Hassan	...	...	11 0	11 0	8 0	9 0	10 0	10 0	...	...	...	...	24 0	30 0	15 0	15 0	11 0	11 0	13 0	12 0	15 0	15 0	200 0	200 0	9 0	9 0
Kadur	10 0	10 0	11 0	11 0	8 0	9 0	10 0	10 0	25 8	25 8	...	...	32 7	32 7	15 0	15 0	11 0	11 0	13 0	12 0	15 0	15 0	240 0	240 0	9 0	9 0
Shimoga	12 10	13 10	...	13 0	8 6	9 0	11 5	11 9	25 12	25 8	...	...	35 7	32 5	15 0	15 0	11 0	11 0	13 0	12 0	15 0	15 0	240 0	240 0	10 8	10 8
Chitaldroog	15 0	15 0	13 0	13 0	9 0	9 8	11 0	10 8	30 0	30 0	20 0	40 0	40 0	40 0	15 0	15 0	11 0	11 0	13 0	12 0	15 0	15 0	320 0	320 0	9 8	9 8
Coorg—																										
Coorg	9 0	7 8	9 0	6 8	8 8	8 8	10 8	10 8	...	...	...	...	26 8	27 8	...	...	20 8	20 8	...	...	14 0	14 0	110 0	110 0	10 0	9 8
Aden	7 0	7 0	...	...	5 14	5 14	6 9	6 9	10 3	10 3	9 4	...	6 5	27 8	...	...	9 4	9 4	...	...	...	...	65 5	65 5	32 0	32 0

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

* Not sold.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

REPORT UPON THE OPERATIONS OF THE CURRENCY DEPARTMENT FOR THE YEAR 1894-95.

No. 118, dated Calcutta, the 24th July, 1895.

From—The Head Commissioner of Paper Currency, Calcutta,

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

I have the honour to submit the report upon the operations of the Currency Department for the year 1894-95.

Arrangement of Subjects.

PARAS.

2. OFFICERS IN CHARGE.
3. ACCOUNTS AND AUDIT.
4. CIRCULATION.
21. ANALYSIS OF CIRCULATION.
22. THE RESERVE.
24. The Investment.
25. Profits of Circulation.

TRANSACTIONS WITH THE PUBLIC—

26. Issue and Receipt of Notes.
33. Encashment of Foreign Notes.
38. Issue and Receipt of Coin.
42. State of the Coinage.
48. Exchange of small Coin.
49. Transactions at Agencies.
51. CLAIMS ON LOST NOTES.
53. FRAUD AND FORGERY.
62. REMITTANCES OF SILVER.

PARAS.

64. TREASURY STATISTICS.
68. RECEIPTS AND EXPENDITURE.

Prescribed Statements.

No. I.—Statistics of Circulation during 1894-95.
„ II.—Statement of Notes issued, received and cancelled during 1894-95.
„ III.—Statement of Receipts and Expenditure.
„ IV.—Classification of Treasuries according to encashment of Notes.
„ V.—Statistics of Treasury and other Balances on 31st December 1894.

Other Statements.

No. VI.—Issues and Receipts of Home Notes.
„ VII.—Issues and Receipts of Coin.
„ VIII.—Value of Notes in circulation from 1863-64.
„ IX.—Details of ditto ditto 1883.

OFFICERS IN CHARGE.

2. Mr. A. F. Cox officiated as Head Commissioner during the whole year except from the 27th September to the 3rd October 1894, when Mr. G. E. Manisty held temporary charge.

The other Circle offices were in charge of the officers mentioned below:—

Bombay.—Mr. O. T. Barrow was Commissioner throughout the year, except for the period from 22nd April to 10th June 1894, when Mr. J. C. E. Branson held temporary charge.

Madras.—Mr. T. W. Rawlins was Commissioner throughout the year, except from 6th September to 6th October 1894, when Mr. R. Morris officiated.

Rangoon.—Mr. T. Hesketh Biggs was Commissioner during the whole year.

ACCOUNTS AND AUDIT.

3. The monthly audit of the accounts has been duly reported for each Office to the Comptroller General, and special audits have also been made of the Calcutta and Bombay Offices.

CIRCULATION.

4. The following figures show the gross and net circulation* at the beginning and end of the year :—

	Gross circulation.	Retired by other offices.	Net circulation.
	₹	₹	₹
1st April 1894 . . .	30,93,16,170	51,99,860	30,41,16,310
31st March 1895 . . .	31,27,02,390	57,02,285	30,70,00,105

The net circulation at the end of the year exceeded that at the commencement by ₹28,83,795 or a little less than one per cent. The highest figure in the year, which is also the highest point yet touched by the circulation, was reached in November 1894. The circulation was then upwards of 32,35 lakhs of rupees.

5. The average net circulation at the end of each month of the last six years was as follows :—

	₹
1889-90	16,15,14,963
1890-91	22,88,92,275
1891-92	25,43,62,371
1892-93	27,09,95,630
1893-94	28,29,15,237
1894-95	31,11,11,406

The average net circulation in 1894-95 is nearly double that of 1889-90—a very large increase in five years.

6. These figures, however, do not afford any satisfactory indication of the extent of the real circulation in the hands of the public; inasmuch as they are largely affected by the varying amounts of notes held (1) in Government Treasuries, and especially in the Reserve Treasuries of the Presidency Towns, and (2) in the Head Offices of the Presidency Banks. The Reserve Treasury Balances are held almost entirely in notes, and these notes may be issued and again withdrawn without ever passing into effective circulation. So also the Presidency Banks hold the bulk of their balances in notes of large value, which may be issued to them and again returned almost immediately to the Currency Department without passing into any other hands. The notes mentioned above cannot be said to be in active circulation, and a much truer idea of the real circulation can be gained by excluding them, as is done in the following table, which, for the last three years, brings out first the balances, excluding the notes held in Government Treasuries, and then the balances excluding also those held in the Head Offices of Presidency Banks.

* A note is in "Gross Circulation" when it is not yet returned to the original office of issue; but if it has meantime been paid off by another office of issue, and is held by it pending return to the original office of issue, then it has ceased to be in "net circulation," though it is still part of the "Gross circulation."

Last day of month.	Circulation in lakhs on last day of month.			Balance being notes in circulation with the public.			Total held in Treasuries.			Amounts held in Reserve Treasuries.			Amounts held in other Treasuries.			Notes held by Presidency Banks at Head Offices.			Balance.		
	1892-93.	1893-94.	1894-95.	1892-93.	1893-94.	1894-95.	1892-93.	1893-94.	1894-95.	1892-93.	1893-94.	1894-95.	1892-93.	1893-94.	1894-95.	1892-93.	1893-94.	1894-95.	1892-93.	1893-94.	1894-95.
April . . .	23,96	24,22	30,64	19,47	20,39	18,34	4,49	3,83	12,30	2,71	1,89	10,50	1,78	1,08	1,80	2,52	1,49	1,50	16,95	18,90	16,84
May . . .	25,28	24,99	31,13	20,15	20,22	19,98	5,13	4,77	11,15	3,42	3,22	9,44	1,71	1,55	1,71	2,39	1,78	2,69	17,76	18,44	17,29
June . . .	26,77	26,49	31,40	21,94	21,68	19,84	4,83	4,81	11,56	3,44	3,36	9,70	1,89	1,45	1,86	3,37	3,64	2,61	18,57	18,04	17,23
July . . .	28,46	27,05	31,20	23,90	22,65	21,15	4,56	4,40	10,05	3,36	3,29	8,51	1,20	1,11	1,54	4,52	4,56	3,59	19,38	18,09	17,56
August . . .	29,06	28,30	31,57	24,92	22,53	21,91	4,14	5,77	9,66	3,01	4,69	8,32	1,13	1,08	1,34	5,57	4,66	3,76	19,35	17,87	18,15
September . . .	28,97	28,98	31,23	25,88	21,79	23,42	3,09	7,19	7,81	1,91	5,97	6,59	1,18	1,22	1,22	5,40	3,93	5,09	20,48	17,86	18,33
October . . .	28,04	26,59	31,81	26,51	20,96	24,77	2,43	7,63	7,04	1,18	6,76	5,84	1,25	87	1,20	5,65	3,00	5,85	20,86	17,96	18,92
November . . .	28,83	29,62	32,35	26,30	22,70	26,13	2,53	6,92	6,22	1,35	5,79	4,87	1,18	1,13	1,35	5,19	5,00	6,83	21,11	17,70	19,30
December. . .	26,05	30,13	31,45	23,79	21,37	25,66	2,26	8,76	5,79	74	7,36	4,17	1,52	1,40	1,62	2,90	3,11	5,46	20,89	18,26	20,20
January . . .	26,61	30,52	29,50	22,99	18,91	22,34	3,62	11,61	7,16	1,85	10,00	4,72	1,27	1,61	2,44	3,01	1,32	2,63	19,98	17,59	19,71
February . . .	25,86	30,20	30,35	22,26	17,95	21,68	3,60	12,25	8,67	1,84	10,67	6,46	1,26	1,58	2,21	2,69	1,29	2,24	19,57	16,66	19,44
March . . .	26,40	30,41	30,70	21,80	18,84	21,67	4,60	11,57	9,03	2,41	9,98	6,78	2,19	1,65	2,25	2,32	2,00	2,61	19,48	16,84	19,06
Average . . .	27,10	28,29	31,11	23,33	20,83	22,24	3,77	7,46	8,87	2,27	6,08	7,16	1,50	1,58	1,71	3,80	2,98	3,74	19,53	17,85	18,50

7. It will be observed that while the total circulation has, during the three years, varied from a minimum of 23,96 lakhs to a maximum of 32,35, or by 8,39 lakhs, the active circulation as brought out in the last three columns of the preceding table has varied from 16,84 lakhs to 21,11 lakhs, or by 4,27 lakhs only. Also while the total circulation has risen steadily, and especially since the Mints were closed in June 1893, the real circulation (whether we include in that term all the notes held elsewhere than in Government Treasuries, or only such of those notes as are not held in the Head Offices of the Presidency Banks) was higher in 1892-93 than in either of the two succeeding years, though in the year under report there has been some recovery from the falling-off in 1893-94.

8. It was explained in last year's report that the closing of the Mints and the inability of the Secretary of State, for a great portion of the year, to sell his bills had led to an accumulation of money in the Government Treasuries, and consequently to a contraction of the currency in actual circulation; and it was shown that the Paper Currency had shared in this contraction. During the year 1894-95 the current has turned in the opposite direction; the Secretary of State has sold his bills freely and at such low rates that their amount in rupees far exceeds the total of any previous year; considerable amounts have also been expended on Public Works, and the Government balances, though still high, have been reduced during the year by 3,04 lakhs. The Paper Currency in active circulation has accordingly increased again, and though the average circulation is considerably below that of 1892-93, yet the circulation of the last four months of the year has approximated closely to that of the closing months of the earlier year.

9. The contraction of the Paper Currency circulation owing to the closing of the Mints has, therefore, been merely temporary. Allowing for the special circumstances of last year, the active circulation seems to be extending, and, accordingly, we may say to be steadily growing in favour; the effects of the temporary check sustained last year are passing away, and we may soon expect to see the active circulation rising again as largely as it has done in the past.

10. For the reasons given in previous reports it is of no use to attempt to explain in any detail the variations in individual Circles; but it is usual to give the figures for each Circle, and the net circulation is accordingly distributed over the various Circles in the following table:—

Last day of	Calcutta.	Allahabad.	Lahore.	Bombay.	Karachi.	Madras.	Calicut.	Rangoon.	Total.
	(Thousands of Rupees.)								
March 1894 . .	12,80,80	1,14,54	1,21,40	10,36,24	71,65	3,64,80	12,20	39,53	30,41,16
April „ . .	13,04,27	1,15,63	1,34,84	10,04,72	78,19	3,71,44	12,91	42,28	30,64,28
May „ . .	13,12,03	1,19,71	1,44,65	10,24,77	72,30	3,73,58	11,47	54,79	31,13,30
June „ . .	13,43,41	1,35,21	1,69,59	10,23,22	67,75	3,54,02	13,02	33,64	31,39,86
July „ . . .	13,61,78	1,33,41	1,67,04	10,02,72	66,29	3,40,26	14,34	33,82	31,19,66
August „ . .	13,75,25	1,34,93	1,73,77	10,24,03	68,51	3,26,85	14,55	39,15	31,57,04
September „ . .	13,08,95	1,39,23	1,70,70	10,64,22	69,64	3,22,71	14,16	33,41	31,23,02
October „ . .	13,33,16	1,47,84	1,84,19	10,62,95	62,79	3,27,58	12,83	49,50	31,80,84
November „ . .	13,24,19	1,55,60	1,84,70	10,93,18	67,28	3,36,75	11,70	62,14	32,35,54
December „ .	12,86,82	1,06,20	1,79,14	10,42,33	71,23	3,33,35	11,40	54,38	31,44,85
January 1895 . .	11,96,81	1,20,32	1,75,83	9,68,27	67,04	3,46,94	10,94	63,85	29,50,00
February „ . .	13,14,04	1,06,97	1,65,75	9,14,79	65,57	3,95,23	11,94	60,68	30,34,97
March „ . .	13,48,39	1,06,09	1,55,64	9,27,79	60,10	4,01,80	13,93	56,26	30,70,00
Average of last twelve figures.	13,17,43	1,31,76	1,67,15	10,12,75	68,06	3,52,54	12,76	48,66	31,11,11
Average of 1893-94 .	11,55,00	1,26,79	1,46,94	9,98,02	68,76	2,63,56	15,51	54,57	28,29,15
„ 1892-93 .	10,42,49	1,28,28	1,56,39	9,09,50	82,27	2,83,90	11,61	95,52	27,09,96

11. It is not possible to bring out for each Circle the active circulation in the method employed above in respect of the total circulation, because both Treasuries and Presidency Banks hold notes of Circles other than their own. The Reserve Treasuries, however, hold practically the whole of their balances in notes of their own Circles; and in the following table the circulation of the three larger Circles is accordingly reduced by the note balances of the Reserve Treasury, and is compared with the corresponding results for the preceding two years:—

Last day of	Calcutta.			Bombay.			Madras.			Other Circles.			Total.		
	1892-93.	1893-94	1894-95.	1892-93.	1893-94.	1894-95.	1892-93.	1893-94.	1894-95.	1892-93.	1893-94.	1894-95.	1892-93.	1893-94.	1894-95.
	(In lakhs of Rupees.)														
April 1894 .	8,30	9,16	7,94	6,59	6,63	5,90	2,49	2,53	2,46	3,87	4,01	3,84	21,25	22,33	20,14
May „ .	8,12	8,94	8,18	7,08	6,75	6,98	2,62	2,16	2,49	4,04	3,92	4,03	21,86	21,77	21,68
June „ .	8,73	9,03	7,88	7,82	7,78	7,14	2,49	2,38	2,49	4,29	3,94	4,19	23,33	23,13	21,75
July „ .	9,07	9,08	8,16	8,56	8,30	7,57	2,55	2,20	2,81	4,92	4,18	4,15	25,10	23,76	22,69
August „ .	9,36	7,99	7,94	9,09	9,28	7,96	2,65	2,03	3,04	4,95	4,31	4,31	26,05	23,61	23,20
September „ .	9,45	8,07	8,31	9,67	8,45	9,02	2,81	2,20	3,04	5,13	4,29	4,27	27,06	23,01	24,64
October „ .	9,52	8,28	8,76	9,88	7,27	9,49	2,83	2,14	3,15	5,53	4,14	4,57	27,76	21,83	25,97
November „ .	9,43	8,93	9,46	9,78	8,36	10,02	2,69	2,22	3,19	5,58	4,32	4,81	27,48	23,83	27,48
December „ .	9,16	7,82	9,83	8,27	7,87	9,48	2,84	2,30	3,15	5,04	4,78	4,82	25,31	22,77	27,28
January 1895 .	9,78	8,05	9,61	7,74	5,99	7,63	2,75	2,19	3,16	4,49	4,28	4,38	24,76	20,51	24,78
February „ .	9,78	7,66	10,03	7,13	5,72	6,58	2,75	2,40	3,17	4,37	3,74	4,11	24,03	19,52	23,89
March „ .	9,82	7,85	10,18	6,90	6,33	6,68	2,57	2,72	3,14	4,70	3,59	3,92	23,99	20,49	23,92
Average . .	9,21	8,40	8,86	8,21	7,40	7,87	2,67	2,29	2,94	4,74	4,12	4,28	24,83	22,21	23,95

12. This table furnishes a nearer approximation to the active circulation than that in paragraph 10. It will be observed that the results for each Circle do not differ materially from those arrived at for the whole of India. In each sub-division of the table the average circulation of 1894-95 shows some recovery from the falling-off which occurred in 1893-94. The recovery has been greatest in Madras, where the circulation of 1894-95 exceeds even that of 1892-93.

13. The course of the circulation from month to month returned to the normal standard, from which, owing to special circumstances, it had been materially deflected in 1893-94.

In ordinary course the circulation is at its minimum at the end of April; it then rises gradually, reaching its maximum in October and November; and then drops gradually again till the minimum is reached. The figures tabulated in paragraph 6 show that this general description applies pretty closely to the course of the circulation in 1894-95.

14. The details of the net circulation of 31st March 1895 for each denomination of notes are as follows:—

	Number of Notes for Rupees								Total	
	5.	10.	20.	50.	100.	500.	1,000.	10,000.	Pieces.	Value.
Calcutta .	81,428	2,807,327	75,018	56,308	210,558	22,146	27,924	4,199	3,284,908	13,48,38,970
Allahabad .	14,953	50,097	25,449	20,233	28,019	3,830	3,096	70	145,747	1,06,09,265
Lahore . .	26,481	69,591	48,089	26,557	34,567	5,887	3,396	265	214,833	1,55,64,145
Bombay .	353,844	1,073,160	137,869	89,317	110,174	8,392	21,672	3,617	1,798,045	9,27,79,450
Karachi .	3,614	90,752	17,491	10,187	11,284	923	1,495	114	135,860	60,09,660
Madras .	60,421	181,616	44,409	26,870	196,224	5,639	2,688	1,070	518,937	4,01,79,845
Calicut . .	14,745	13,151	5,360	3,310	6,951	132	44	11	43,694	13,92,835
Rangoon .	7,529	42,664	11,225	7,493	19,415	916	853	131	90,226	56,25,935
	563,015	4,328,358	364,900	240,275	617,192	47,865	61,168	9,477	6,232,250	30,70,00,105
Total for 31st March 1894	499,652	3,744,839	332,023	219,828	519,248	42,390	53,818	11,960	5,423,758	30,41,16,310
Total for 31st March 1893	495,456	3,917,336	330,083	232,482	568,068	50,648	67,981	5,403	5,667,457	26,40,18,200

15. There has been a considerable increase in notes of all denominations except those of ₹10,000, the reduction in which is fully accounted for by the diminution in the balances of the Reserve Treasuries and Presidency Banks. In most cases the circulation also exceeds that of 1892-93, the only exceptions being the notes of the value of ₹500 and ₹1,000.

16. The percentage of increase or decrease in each denomination as compared with 1893-94 is given below:—

	Increase (+) Decrease (—)
Five Rupee	+ 12·7
Ten „	+ 15·6
Twenty „	+ 9·9
Fifty „	+ 9·3
One hundred Rupee	+ 18·9
Five „ „	+ 12·9
One thousand „	+ 13·7
Ten „ „	— 20·4

17. Dividing the net circulation between notes of ₹500 and upwards and notes below ₹500, the values at the end of each of the last three years are—

(Thousands of Rupees.)

	Notes of ₹100 and under, value.	Percentage of total.	Notes of ₹500 and upward, value.	Percentage of total.	Total.
	₹		₹		₹
1892-93 . .	11,66,83	44	14,73,35	56	26,40,18
1893-94 . .	10,95,03	36	19,46,13	64	30,41,16
1894-95 . .	12,71,30	41	17,98,70	59	30,70,00

The excess in the case of the larger values is due to the continued high proportion of notes of ₹10,000. The proportion is, however, less than last year.

18. The varying proportions in which notes of each denomination have circulated in the whole of India and in the principal Circles during the last two years, are exhibited below:—

Years.		Calcutta.		Allahabad.		Lahore.		Bombay.		Madras.		Total of all Circles.	
		1893-94.	1894-95.	1893-94.	1894-95.	1893-94.	1894-95.	1893-94.	1894-95.	1893-94.	1894-95.	1893-94.	1894-95.
Rupees	5 .	2·9	2·5	10·8	10·25	13·0	12·3	18·9	19·7	11·5	11·6	9·2	9·0
„	10 .	85·2	85·5	34·5	34·3	31·6	32·4	59·4	59·7	35·0	35·0	69·05	69·5
„	20 .	2·4	2·3	17·9	17·5	21·8	22·4	7·9	7·6	8·6	8·6	6·1	5·9
„	50 .	1·8	1·7	14·0	13·9	13·35	12·4	5·2	5·0	6·0	5·2	4·05	3·9
„	100 .	6·1	6·4	18·0	19·2	16·1	16·1	6·4	6·1	36·9	37·8	9·6	9·9
„	500 .	·6	·7	2·2	2·7	2·6	2·7	·6	·5	1·2	1·1	·8	·7
„	1,000 .	·8	·8	2·4	2·1	1·5	1·6	1·3	1·2	·6	·5	1·0	1·0
„	10,000 .	·2	·1	·2	·05	·05	·1	·3	·2	·2	·2	·2	·1
	Total .	100·	100·	100·	100·	100·	100·	100·	100·	100·	100·	100·	100·

19. The ten-rupee notes form 69½ per cent. of the total circulation, and in the Calcutta Circle they mount up to 85½ per cent. Their circulation and that of 100-Rupee notes (which come next, though after a long interval) have about doubled in the last ten years. Five-rupee notes, on the other hand, show hardly any increase over the number in circulation ten years ago. This is owing to a successful forgery of these notes some years ago in the Calcutta Circle, which reduced their circulation from 316,193 on 31st March 1885 to 88,304 on 31st March 1890 and to 81,428 on 31st March 1895. They are used to a large extent in the Bombay Circle. In Madras, as has been noticed in previous reports, 100-rupee notes enjoy a special popularity; the only explanation suggested by the Acting Commissioner being that possibly they are more used for remittance purposes there than in other Circles. It may be noted that while the proportion of notes of this denomination is highest in Madras, the actual number in circulation is largest in Calcutta.

20. It has been usual to give the average value of each note in circulation in each Circle on the last day of the year, compared with the corresponding figures for previous years, but fluctuations in the circulation of 10,000-rupee notes so materially affect these figures that I have thought it best to exclude them, and the figures now given accordingly show the average values for notes of ₹1,000 and less:—

	1894-95.	1893-94.	1892-93.	1891-92.
	₹	₹	₹	₹
Calcutta Circle . . .	28	26	29	30
Allahabad „ . . .	68	68	79	79
Lahore „ . . .	60	59	69	66
Bombay „ . . .	31	34	37	34
Karachi „ . . .	35	38	36	38
Madras „ . . .	56	57	58	58
Calicut „ . . .	29	27	31	28
Rangoon „ . . .	47	45	59	54
All India . . .	34	34	37	36

It will be noticed that the tendency is generally towards a diminution in the value.

ANALYSIS OF CIRCULATION.

21. There is nothing new to report on the subject of the analysis of circulation. As stated last year, all differences have been ascertained, even where they have not been reconciled, and current work can now, therefore, be proved, allowing for the known differences.

RESERVE.

22. The Currency Reserve upon 31st March 1895 stood as follows :—

	₹ a. p.	₹ a. p.
Silver Coin—		
At Calcutta . .	4,48,91,402 0 0	
„ Allahabad . .	4,04,39,880 0 0	
„ Lahore . . .	2,99,10,110 0 0	
„ Bombay . .	5,95,35,473 0 0	
„ Karachi . .	37,68,555 0 0	
„ Madras . . .	3,51,41,260 0 0	
„ Calicut . . .	18,24,175 0 0	
„ Rangoon . .	1,14,89,250 0 0	
		22,70,00,105 0 0
Invested in Government securities . .	8,00,00,000 0 0	
		8,00,00,000 0 0
Total agreeing with net circulation (*vide* paragraph 4).		30,70,00,105 0 0

The proportion of the Currency Reserve held in coin remains, as last year, at nearly 74 per cent. of the total net circulation. It is largely in excess of the amount really required for an adequate Reserve. The minimum circulation in the hands of the public during the last three years exceeds double the amount invested in Government securities, the amount so to be invested having been fixed by legislation when the maximum gross circulation was barely 18 crores.

23. The half-yearly verifications of the Currency balances on 30th September 1894 and 31st March 1895 were held for all Circles and Sub-Circles, the balances being verified in accordance with the orders issued on the subject by a gazetted officer unconnected with the Currency Department.

INVESTMENTS.

24. No change was made during the year in the amount of the investments as the full amount allowed under Act XV of 1890 has been invested. But the whole of the investment has been converted under the general conversion proceedings of last year from the 4 per cent. loan of 1842-43 to the guaranteed 3½ per cent. loan bearing the same title. The nominal value of the investment is ₹8,15,95,000 which is held at a book-value of ₹8,00,00,000. The average rate at which the whole investment is held on the books is thus a little over ₹98 against a present market-rate of over ₹107.

PROFITS OF CIRCULATION.

25. The interest realised and credited under the head "Profits on Note circulation" during the year is ₹34,52,284. This is in excess of the interest on the nominal amount of the investment, even at 4 per cent., as it includes the anticipation interest up to 1st August 1895 paid in connection with the conversion mentioned above.

ISSUE AND RECEIPT OF NOTES.

26. The following are the gross issues and receipts of the year, the detail by Circles being shown in Statement VI :—

	₹	₹
Gross circulation, 1st April 1894		30,93,16,170
ISSUES—		
Over the counter	83,52,44,020	
At Agencies	1,70,02,900	
In remittance transactions { Between Head Offices and Agencies	6,78,68,225	
In remittance transactions { Between Circles	8,56,08,000	
		1,00,57,23,145
		1,31,50,39,315
RECEIPTS—		
Over the counter	75,06,03,490	
At Agencies	91,52,590	
From other Currency Circles	10,58,94,845	
In remittance transactions { Between Head Offices and Agencies	5,60,56,000	
In remittance transactions { Between Circles	8,06,30,000	
		1,00,23,36,925
Balance, being gross circulation, March 31st, 1895 (*vide* paragraph 4)		31,27,02,390

27. The Agencies deal exclusively with Treasuries and the bulk of the transactions are in the Punjab. The receipts from other Currency Circles represent the receipts in each Circle of its own notes cashed in other Circles; the amounts so received fell off this year by 183 lakhs, but these transactions were specially large in 1893-94.

The remittances are for the most part payments and receipts of one Currency Office, in consideration of receipts or payments at another. The amounts issued and received in Remittance transactions in notes and coin taken together must of course agree, and this agreement is brought out in the note at foot of Statement VII.

The total remittances do not differ materially from those of last year.

28. The total issues and receipts for the last three years are as follows :—

	Issues. ₹	Receipts. ₹
1892-93	1,14,81,21,500	1,12,33,59,880
1893-94	1,03,97,64,180	99,92,60,205
1894-95	1,00,57,23,145	1,00,23,36,925

29. The issues have decreased by about 340 lakhs, while the receipts

have increased by about 31 lakhs as compared with the previous year, the difference being made up as follows:—

	Issues.	Receipts.
Over the counter	−3,10	+4,00
Remittance transactions	−19	−96
From other Currency Circles	...	−1,83
Other heads	−11	−90
	−3,40	+31

The decrease in the issues over the counter occurs mainly in the Bombay Circle, and the increase in the similar receipts occurs chiefly in the Calcutta Circle. In both cases the greatest variation occurs in the case of notes of R10,000 and is due to the fact, already set out, that the Reserve Treasury and Presidency Bank balances have been gradually decreasing throughout the year.

30. It is noticeable that the issues and receipts in the various Circles bear no fixed proportion to the circulation. This is brought out in the following table which gives for each of the larger Circles, the value of the gross circulation, the mean value of the receipts and issues, and the percentage of the former on the latter:—

Name of Circle.	In lakhs of Rupees.		Percentage of amount in column 2 on that in column 3.
	Average circulation on last day of month.	Mean value of Receipts and Issues.	
1	2	3	4
Calcutta	13,17	44,83	29
Allahabad	1,32	3,57	37
Lahore	1,67	7,22	23
Bombay	10,13	21,62	47
Madras	3,53	14,91	24
Rangoon	49	6,33	8

These percentages seem to indicate some difference of practice in the various Currency Offices. The matter is being enquired into and will be reported upon next year. The case of Rangoon is altogether peculiar; the circulation is never large, but during the rice season a very considerable business is done, the trade being financed by the Currency Office through the agency of the Bank of Bengal. Notes of high value are issued in payment of the Currency transfers, but are returned almost immediately to the Currency Office for encashment; thus both issues and receipts are largely swelled while the circulation is not materially raised.

31. The aggregate gross issues and receipts of the several denominations of notes at both Offices of Issue and Agencies during the year were as follows:—

	Number of notes for Rupees.								Total.	
	5	10	20	50	100	500	1,000	10,000	Number.	Value.
Issues	920,265	5,459,886	646,943	449,664	1,361,379	173,014	286,326	40,213	9,337,690	1,00,57,23,145
Receipts	857,349	4,860,560	605,821	426,426	1,262,794	167,344	278,825	42,723	8,501,842	1,00,23,36,465
More Issues	62,916	599,326	41,122	23,238	98,585	5,670	7,501	...	835,848	33,86,680
,, Receipts.	...	...	...	...	...	...	...	2,510	...	...

The issues exceeded the receipts in every case except in that of notes of R10,000, the decrease in the circulation of which has already been explained.

32. The average number of notes that passed over the counters at each Head Office on each working day during the past three years, and the daily average of cancellations are given in the following table:—

	Notes cashed.			Notes issued.			Notes cancelled.		
	1892-93.	1893-94.	1894-95.	1892-93.	1893-94.	1894-95.	1892-93.	1893-94.	1894-95.
At Calcutta	13,328	14,421	12,880	15,076	14,494	15,437	10,827	10,505	10,053
,, Bombay	8,102	7,938	7,720	9,037	8,282	8,878	5,785	5,397	5,032
,, Madras	3,014	2,981	3,275	3,115	3,009	3,527	2,799	3,019	3,161
,, Rangoon	888	924	1,050	982	975	1,184	793	857	1,007

The proportion of cancellations continues high; but it shows a tendency to decrease in both Calcutta and Bombay. It must, however, be remembered, as stated last year, that the prompt cancellation of soiled notes is considered here, as also by the Bank of England, to afford a special safeguard against forgery.

ENCASHMENT OF FOREIGN NOTES.

33. The following is the Foreign Note account of the Circles in aggregate:—

	₹	₹
Balance held on 1st April 1894		51,99,860
Received over the counter	10,46,40,690	
Otherwise than in exchange	1,60,000	
From other Circles	12,32,055	
Received at Agencies (net)	15,96,580	
		10,76,29,325
Total		11,28,29,185
Remitted to Circles concerned		10,71,26,900
Balance on 31st March 1895		57,02 285
Total		11,28,29,185

34. The details by Circles of the amount received over the counter in the above statement are as follows:—

Statement of Foreign Circle Notes cashed.

Circle.	Cashed by								Total.			
	Calcutta.	Allahabad.	Lahore.	Bombay.	Karachi.	Madras.	Calicut.	Rangoon.	1894-95.	1893-94.	1892-93.	1891-92.
	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹
Calcutta	...	63,76,460	86,77,320	58,69,580	5,41,580	8,03,265	1,23,575	14,410	2,24,06,190	2,36,07,140	2,38,27,290	1,92,14,920
Allahabad	(c) 2,08,22,855	...	16,26,290	21,40,970	1,51,830	53,455	2,139	590	2,47,98,125	3,26,42,550	80,01,545	1,31,90,230
Lahore	(c) 1,38,24,310	9,49,260	...	30,80,580	9,08,230	46,515	3,295	470	1,88,12,600	2,78,47,930	1,80,75,110	1,29,87,890
Bombay	1,31,52,360	7,62,715	7,55,130	...	5,93,770	56,26,250	5,34,400	7,530	2,14,32,155	1,70,75,445	3,02,85,560	2,18,86,905
Akola	...	...	10	...	...	...	...	...	10	110	25	125
Nagpur	300	105	55	...	...	105	...	...	565	770	25	795
Karachi	1,36,365	38,695	7,73,780	(c) 26,98,150	...	17,795	9,335	50	36,74,110	28,84,360	29,98,185	16,29,330
Madras	12,49,305	5,00,570	7,53,330	78,45,665	1,93,520	...	10,67,730	5,055	1,16,15,175	1,40,80,280	90,43,415	1,07,73,730
Calicut	12,050	4,165	5,845	2,04,310	1,200	(c) 11,71,790	...	270	14,04,630	29,52,460	11,56,580	13,09,340
Coconada	...	...	...	85	...	...	...	...	85	220	30	110
Rangoon	2,41,745	5,470	13,210	1,52,900	2,300	78,265	3,155	...	4,97,045	17,94,000	8,24,615	3,33,580
Total 1894-95	4,94,44,290	86,37,380	1,26,04,910	2,19,92,240	23,92,430	77,97,440	17,43,625	28,375	10,46,40,690	...	...	...
,, 1893-94	6,55,72,530	1,39,03,360	84,75,250	2,40,70,785	20,79,400	63,39,225	23,81,005	13,710	...	12,28,35,265	...	...
,, 1892-93	4,89,05,865	2,07,26,530	59,23,620	1,42,01,465	14,78,480	19,79,850	7,76,780	19,790	...	...	9,40,12,380	...
,, 1891-92	4,12,97,670	1,60,84,065	40,22,880	1,50,82,435	16,08,185	24,74,010	7,47,990	9,630	...	...	...	8,13,26,865

The letter (c) indicates the value of Foreign Notes which were legally encashable, *i.e.*, the amount of Sub-Circle notes encashed by their respective head circles.

35. The total for 1894-95 shows a considerable decrease in the Foreign Circle note encashments, the main variations being decreases of 161 lakhs and 53 lakhs in the payments at Calcutta and Allahabad, and an increase of 41 lakhs in the payments at Lahore. The difference at Calcutta is mainly in the encashment of Allahabad and Lahore notes, and at Allahabad and Lahore

in the encashment of Calcutta notes. Bombay has cashed 21 lakhs less of foreign notes (chiefly Madras) and Madras 14 lakhs more than last year, mostly made up of an increase of 24 lakhs of Bombay notes, diminished by a reduction of 11 lakhs in Calicut notes.

36. The encashment of Foreign Circle notes represents the transfer of funds by the public from one Circle to another, and the following statement compares, in lakhs of rupees, the net transfers thus made between each of the Cicles during the last two years. The plus figures indicate that transfers *to* the Circle exceeded those *from* it, and the minus figures represent an opposite movement:—

	1893-94.	1894-95.	Difference.
Calcutta	+420	+270	−150
Allahabad	−187	−161	+26
Lahore	−194	−62	+132
Bombay	+70	+6	−64
Karachi	−8	−13	−5
Madras	−77	−38	+39
Calicut	−6	+3	+9
Rangoon	−18	−5	+13

The most important transfers are those from Allahabad, Lahore and Bombay to Calcutta and from Bombay to Madras. The main difference in Calcutta occurs in respect of Lahore notes, the smaller net encashment of which at Calcutta accounts for 120 out of the decrease of 150 lakhs shown against Calcutta in the preceding table.

37. It is noticeable that the closing of the Mints has caused a very considerable difference in the encashment of Bombay notes by other Circles. Before the Mints were closed the transfers from that Circle always exceeded the transfers to it, but since that event the transfers to it have been in excess. The net figures for Bombay for the last five years are:—

1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
−168	−68	−161	+70	+6

The difference occurs largely in the encashment of Bombay notes at Calcutta, the amounts so encashed having been in the last five years 266, 184, 258, 112 and 132 lakhs respectively. When the Mints were open, silver was chiefly imported at Bombay and tendered to the Currency Department, and the notes received in payment were to a large extent remitted to Calcutta and paid in as revenue; but this has ceased with the closing of the Mints.

ISSUE AND RECEIPT OF COIN.

38. The transactions in coin are as follows (for details by Circles see Statement VII):—

	Coin. ₹	a.	p.
Balance, 1st April 1894	22,41,16,310	0	0
Receipts—			
Over the counter	13,97,83,515	0	0
From small coin account	40,000	0	0
At Agencies	1,68,55,000	0	0
In remittance transactions—			
Between Head Office and Agencies ₹9,31,44,695			
Between Circles ₹8,09,60,000	17,41,04,695	0	0
Total Receipts	33,07,83,210	0	0
Total Balance and Receipts	55,48,99,520	0	0

		Coin. ₹	a.	p.
ISSUES—				
Over the counter		15,98,23,675	0	0
At Agencies		97,16,270	0	0
In remittance transactions—				
Between Head Office and Agencies	₹8,22,17,470			
Between Circles	₹7,61,42,000	15,83,59,470	0	0
TOTAL ISSUES		32,78,99,415	0	0
BALANCE, 31st MARCH 1895 (see paragraph 22)		22,70,00,105	0	0

39. The receipts and issues for the past three years are given below :—

	Receipts. ₹	a.	p.	Issues. ₹	a.	p.
1892-93	42,52,47,054	9	6	39,28,49,705	3	6
1893-94	38,56,14,881	2	1	33,68,84,315	2	5
1894-95	33,07,83,210	0	0	32,78,99,415	0	0

40. The net result was an increase in the coin reserve of 29 lakhs. As no fresh investment was made during the year, and as no portion of the Currency Reserve is now held in bullion, this increase exactly corresponds with the increase in the net circulation as shown in paragraph 4.

41. The receipts fell short of those of the previous year by 548 lakhs and the issues by 90 lakhs, the differences being made up as follows :—

	LAKHS OF RUPEES. Receipts.	Issues.
Over the counter	—479	—184
Remittance transactions	+99	+14
Other items	—168	+80
	—548	—90

The explanations for the receipts and issues of notes given in paragraph 29 account generally for the changes in the issues and receipts of coin.

STATE OF THE COINAGE.

42. The following table shows the withdrawal of shroff-marked coin from circulation during the year and the remittance of such coin to the Mint :—

	SHROFF-MARKED COIN. Opening balance	Receipts from the public.	TOTAL.	Remitted to Mints.	Closing balance.
	(In thousands of Rupees.)				
India	40	31	71	55(*a*)	16
Central Provinces	2	3	5	...	5
Burma	...	...	...	...	...
Assam	10	4	14	11	3
Bengal	2	4	6	2	4
North-Western Provinces	2,74	4,94(*b*)	7,68	...	7,68
Punjab	1,74	3,71(*c*)	5,45	...	5,45
Madras	12	11	23	12	11
Bombay	9	61	70	64	6
TOTAL	5,23	9,79	15,02	1,44	13,58

(*a*) Remitted to North-Western Provinces 32 and Punjab 22.
(*b*) Includes 32 received from India.
(*c*) „ 22 „ „ „

43. The total amounts withdrawn from circulation in the last six years are shown below :—

1889-90	23,44
1890-91	20,68
1891-92	20,43
1892-93	13,06
1893-94	11,87
1894-95	9,79

The steady decrease in the receipt and withdrawal of shroff-marked coin, which has been noticed in previous years, has continued during the year under report. The question whether shroff-marked coin should continue to be received as legal tender was under consideration during the past year, and it was decided not for the present to disturb the existing procedure.

44. The following statement shows the number of coins cut and broken under the Coinage Act during the calendar year 1894 :—

NAME OF PROVINCE.	Number of treasuries in which coins were cut.	Believed to have lost by reasonable wear more than 2 per cent. in weight. ₹	½₹	¼₹	⅛₹	Believed to be counterfeit. ₹	½₹	¼₹	⅛₹	Believed to have been reduced in weight otherwise than by reasonable wear. ₹	½₹	¼₹	⅛₹	Considered unfit for further circulation by reason of obliteration of device or for other causes. ₹	½₹	¼₹	⅛₹
India	8	887	1,696	...	...	1,378	26	27	9	12,187	859	474	120	...	...	...	...
Central Provinces	19	756	14	20	240	99	8	...	...	127	8	...	...	..	...	...	...
Burma	...	15	...	...	15	2,574	16	34	9	13	...	...	41	...	...	...	...
Assam	9	457	125	...	...	144	2	4	...	31	...	1	...	...	...	...	...
Bengal	43	2,546	225	...	...	1052	36	14	1	1,235	25	8	52	...	...	...	...
North-Western Provinces.	45	22,294	537	...	...	1,697	27	58	30	18,643	1,317	1,700	200	...	...	...	...
Punjab	22	83	...	...	...	1,185	1	1	3	1,649	...	...	...	...	...	...	...
Madras	25	32,581	12,754	...	...	1,475	204	178	71	184	4	...	...	...	...	...	...
Bombay	25	40,855	1,090	1	...	506	126	112	25	914	3	1	...	...	...	...	...
Hyderabad	...	1	...	...	..	2	...	...	...	6	...	...	...	...	...	...	...
	...	100,485	16,441	21	255	10,212	436	428	148	34,989	2,216	2,184	413	...	...	...	...

45. The number of counterfeit coins dealt with has increased, but the total number is not large. The withdrawal of rupees which have become light by reasonable wear has slightly decreased. Sweated rupees have again chiefly come from the North-Western Provinces, and their number has increased considerably.

46. There was no coinage of whole rupees during 1894. I append the usual statements of whole rupees coined and issued from the Indian Mints from 1835 to 1893, and of the proportion of each of those annual issues found on examination in each District Treasury of a certain number of rupees of the coin ordinarily current in each district.

Statement of whole Rupees coined and issued from the Indian Mints from 1835 to 1893.

	Coined in Calcutta.	Coined in Madras.	Coined in Bombay.	Total coined.
	R	*R*	*R*	*R*
William IV	10,90,88,070	11,78,000	5,37,12,502	16,39,78,572
Victoria, 1840—1st issue	17,99,34,670	2,18,98,181	10,98,38,073	31,16,70,924
„ 1840—2nd issue	39,85,53,660	5,50,49,201	31,29,58,076	76,65,60,937
„ 1862	26,94,27,222	2,94,81,923	40,80,03,034	70,69,12,179
„ 1874	1,50,13,834	...	2,85,08,566	4,35,22,400
„ 1875	1,16,31,951	...	1,93,59,597	3,09,91,548
„ 1876	1,20,01,264	...	2,89,49,037	4,09,50,301
„ 1877	3,92,51,692	...	9,55,54,320	13,48,06,012
„ 1878	3,26,57,837	...	6,39,27,196	9,65,85,033
„ 1879	1,59,28,325	...	7,27,99,904	8,87,28,229
„ 1880	1,83,99,894	...	5,37,85,624	7,21,85,518
„ 1881	24,35,719	...	31,61,858	55,97,577
„ 1882	1,50,90,289	...	5,63,97,278	7,14,87,567
„ 1883	51,23,372	...	1,80,22,789	2,31,46,161
„ 1884	1,16,44,757	...	3,68,46,570	4,84,88,327
„ 1885	3,41,52,203	...	6,48,78,000	9,90,30,203
„ 1886	1,08,78,075	...	4,11,46,457	5,20,24,532
„ 1887	4,02,00,148	...	4,84,00,000	8,86,00,148
„ 1888	75,68,000	...	6,32,00,000	7,07,68,000
„ 1889	93,68,310	...	6,53,00,000	7,46,68,310
„ 1890	2,47,41,865	...	9,29,00,000	11,76,41,865
„ 1891	1,46,69,903	...	4,95,00,000	6,41,69,903
„ 1892	3,24,55,120	...	7,22,00,000	10,46,55,120
„ 1893	91,40,310	...	(*a*)6,95,90,000	7,87,30,310
TOTAL	1,31,93,53,490	10,76,07,305	1,92,89,38,881	2,35,58,99,676

(*a*) Includes R5,90,000 coined in 1892 for the Bikanir State.

Proportion of the several issues of Government Rupees in actual circulation in British India in the years 1875 to 1895, as ascertained by the examination, each year, of a bag containing 2,000 in every Government Treasury.

In what year examined.	William IV.	VICTORIA.																						Portuguese.	Total.
		1840. 1st issue.	1840. 2nd issue.	1862.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.		
1875	117	227	635	962	38	21	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1876	103	251	620	941	36	41	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1877	103	219	594	892	40	65	59	28	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1878	106	180	509	760	35	54	59	227	70	...	....	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1879	78	172	489	733	32	51	61	229	140	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1880	64	151	449	720	31	52	57	208	137	91	40	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1881	65	149	430	685	29	44	53	199	131	103	111	1	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1882	62	143	414	678	28	44	52	189	129	112	115	15	19	...	...	...	...	...	...	...	...	...	...	...	2,000
1883	61	156	388	662	26	40	48	182	122	102	106	18	83	5	...	...	...	...	...	...	...	...	...	1	2,000
1884	55	141	375	610	23	36	47	164	113	114	107	17	144	26	27	...	...	...	...	...	...	...	...	1	2,000
1885	53	136	372	588	23	34	44	155	107	102	95	12	133	39	78	29	...	...	...	...	...	...	...	...	2,000
1886	44	114	317	557	20	33	40	135	90	83	90	10	120	33	80	188	46	...	...	...	...	...	...	1	2,000
1887	43	107	308	534	18	29	39	124	85	75	79	8	108	31	81	171	20	39	...	...	...	...	...	1	2,000
1888	39	103	302	510	18	29	36	118	79	70	78	10	98	28	79	157	98	102	45	...	...	...	...	1	2,000
1889	36	101	269	473	17	27	34	111	74	67	70	7	87	26	68	132	90	129	139	42	...	...	...	1	2,000
1890	33	98	251	455	18	27	32	103	69	63	66	11	80	23	60	127	71	135	125	106	46	...	...	1	2,000
1891	32	90	250	443	16	27	31	102	68	60	64	8	80	22	54	112	68	126	113	92	89	52	...	1	2,000
1892	31	92	237	428	14	24	29	94	63	57	56	8	69	20	49	101	61	111	100	88	126	120	21	1	2,000
1893	27	79	218	395	19	23	27	84	60	54	54	8	64	21	46	96	58	105	90	90	133	95	117	37	2,000
1894	28	79	220	393	15	23	28	88	58	53	55	7	62	20	44	89	53	98	80	85	126	86	131	79	2,000
1895	29	85	224	401	17	25	30	88	60	51	54	8	62	22	45	87	52	94	77	79	119	78	124	86	2,000

47. The total coinage of Rupees now current amounts to 335½ crores. There was no rupee coinage in 1894, the last rupee coined having been struck in December 1893, though small silver has been coined since then.

The rupee census of this year shows that the proportion of all the earlier coinages has risen and of the later fallen. So marked is this result that if a line be drawn down the above table to the right of the 1884 column, it will be seen that, with one single exception on each side, the proportion of each batch has increased or remained stationary in the case of the columns to the left of that line, and has decreased in the case of the columns to the right of that line.

It was remarked last year (quoting Mr. F. C. Harrison's opinion) that, though the older coinage might to a slight degree have returned to the circulation, the movement had been far less than was commonly supposed. The above return shows that the tendency to an increase in the circulation of the older coin is this year much more marked. The mere cessation of the annual additions of new coinage to the circulation would in no way account for this result, but the return to the circulation of hoarded rupees owing to the substitution of bar silver for such rupees would do so; for it is natural that the hoards should contain a larger proportion of the older rupees, both because the older coinages have been so much longer liable to be hoarded, and because the tendency to hoard is probably diminishing owing to the feeling of security which prevails and the enlarged opportunities for trading which are afforded under British rule.

The returns have been analyzed and examined by Mr. F. C. Harrison, and his note is appended to this Report. The conclusion at which he arrives is that there has been in fact an expansion of the circulation during the past year, owing to the return of hoarded and exported rupees into the circulation.

I am, on the whole, inclined to think that this view is correct; especially in consideration of the large imports of bar silver which cannot all be required for the manufacture of ornaments. But, before drawing final conclusions, it seems very desirable that local reports should be obtained as to the extent to which rupees are in fact being brought out of hoards; for though, as will be seen from the detailed returns which follow, the movement in the circulation has varied considerably in the different provinces, it will be noticed that the largest increase in the proportion of the older coins occurs, on the one hand, in Bengal and Bombay, where there have been large importations of bar silver; and, on the other hand, in Burma, where bar silver has not been imported at all and where consequently the movement must be due to other causes than that indicated above.

Proportion of the several issues of Government Rupees in actual circulation in each Province in the years 1875, 1880, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, and 1895 as ascertained by the examination, each year, of a bag containing R2,000 in every Government Treasury.

In what year examined.	Before 1835.	William IV.	VICTORIA. 1840. 1st issue.	1840. 2nd issue.	1862.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	Ulwar.	Surat, Arcot and Portuguese.	Total.
INDIA.																													
1875	...	105	196	604	1,004	74	17	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1880	...	70	161	489	831	23	51	58	125	88	90	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1885	...	60	98	342	513	19	25	34	122	88	92	106	13	137	47	170	23	...	...	...	...	...	...	...	...	...	...	...	2,000
1886	...	36	96	264	465	18	28	33	113	60	71	81	13	132	23	141	403	19	...	...	...	...	...	...	...	...	...	1	2,000
1887	...	40	96	251	410	13	20	36	89	61	62	75	10	153	27	141	364	136	76	...	...	...	...	...	...	...	...	2	2,000
1888	...	43	109	271	416	11	23	31	83	72	69	82	5	135	26	148	325	106	52	13	...	...	...	...	...	...	...	2	2,000
1889	...	24	51	230	413	15	28	28	91	51	76	78	8	89	35	100	180	196	151	134	18	...	...	...	...	...	...	1	2,000
1890	...	27	67	218	384	11	19	29	72	58	49	64	29	84	35	88	188	67	110	134	256	10	...	...	...	...	...	1	2,000
1891	...	24	104	202	406	14	22	26	78	62	68	66	16	104	30	66	110	84	124	124	136	118	14	...	...	...	...	2	2,000
1892	...	23	86	142	298	11	19	22	62	46	57	39	2	61	17	38	76	72	80	130	85	196	415	22	...	...	...	1	2,000
1893	...	22	66	162	338	12	18	22	70	46	62	50	6	56	18	50	112	86	90	130	118	174	184	82	26	...	...	...	2,000
1894	...	25	66	213	375	12	20	27	82	60	68	54	4	51	16	41	93	58	67	79	94	142	118	134	101	...	...	...	2,000
1895	...	27	58	232	419	33	31	37	85	62	61	62	4	54	27	52	90	55	77	75	81	96	76	108	95	...	...	...	2,000
CENTRAL PROVINCES.																													
1875	...	59	145	540	1,172	76	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1880	...	23	97	412	862	31	69	100	225	128	34	19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1885	...	16	62	363	709	26	45	72	142	99	70	114	8	127	30	64	53	...	...	...	...	...	...	...	...	...	...	...	2,000
1886	...	24	91	332	669	21	41	57	141	84	66	110	8	114	26	61	109	46	...	...	...	...	...	...	...	...	...	...	2,000
1887	...	15	56	272	605	19	36	51	110	77	62	95	7	98	25	59	138	167	105	...	...	...	...	...	...	...	...	...	2,000
1888	...	18	70	272	581	17	33	50	101	68	67	89	14	86	21	57	116	118	104	95	...	...	...	...	...	...	...	...	2,000
1889	...	10	67	193	514	18	32	42	95	59	53	81	7	78	22	59	112	117	123	256	54	...	...	...	...	...	...	...	2,000
1890	...	14	59	236	501	17	35	40	88	57	57	76	5	70	15	52	95	92	99	193	102	98	...	...	...	...	...	...	2,000
1891	...	12	52	196	466	14	28	38	86	56	44	74	4	66	16	50	88	100	99	182	98	120	112	...	...	...	...	...	2,000
1892	...	21	68	235	469	16	27	32	82	55	45	67	11	66	19	46	81	76	78	130	86	131	132	33	...	...	...	...	2,000
1893	...	10	74	175	398	13	28	31	69	61	49	71	15	52	22	41	73	71	86	129	82	125	182	152	41	...	...	...	2,000
1894	...	16	62	193	416	14	25	34	73	47	44	62	6	57	18	41	76	71	74	118	81	124	122	139	86	...	...	...	2,000
1895	...	15	68	202	413	15	25	31	77	50	45	62	6	55	20	41	75	68	76	112	80	122	119	155	85	...	...	...	2,000
BURMA.																													
1875	...	47	122	501	1,231	72	27	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1880	...	29	83	317	655	62	103	39	353	211	32	111	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1885	...	29	99	235	453	33	46	32	177	124	74	126	40	370	46	110	1	...	...	...	...	...	...	...	...	...	...	...	2,000
1886	...	25	68	230	365	20	34	26	133	83	51	75	21	264	33	107	403	57	...	...	...	...	...	...	...	...	...	...	2,000
1887	...	24	74	226	410	20	30	26	124	74	54	78	16	228	58	184	278	124	22	...	...	...	...	...	...	...	...	...	2,000
1888	...	18	70	214	388	20	34	26	110	68	36	72	16	186	44	102	222	138	214	22	...	...	...	...	...	...	...	...	2,000
1889	...	20	76	238	386	24	36	28	116	72	40	68	16	182	42	100	208	104	206	38	...	...	...	...	...	...	...	...	2,000
1890	...	20	74	213	375	28	35	26	103	66	33	65	13	167	37	81	184	92	288	34	47	21	...	...	...	...	...	...	2,000
1891	...	22	70	196	362	24	32	24	114	66	40	62	14	162	38	78	170	84	254	36	40	84	28	...	...	...	...	...	2,000
1892	...	17	67	175	300	15	27	20	92	57	36	52	15	126	32	68	137	73	218	36	71	235	123	8	...	...	...	...	2,000
1893	...	19	66	170	285	18	25	18	77	48	25	43	10	117	25	56	124	60	200	33	83	282	96	129	13	...	...	...	2,000
1894	...	16	57	156	270	17	26	18	79	49	28	46	12	108	27	56	119	60	185	33	86	264	92	172	24	...	...	...	2,000
1895	...	21	67	170	287	20	27	24	84	53	32	48	14	104	30	54	116	58	172	35	81	244	79	148	32	...	...	...	2,000
ASSAM.																													
1875	...	154	254	646	924	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1880	...	108	223	431	743	31	32	28	270	112	22	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1885	...	80	164	374	570	24	28	30	218	112	62	48	14	134	92	40	10	...	...	...	...	...	...	...	...	...	...	...	2,000
1886	...	75	137	368	576	25	31	27	202	118	60	49	18	130	79	48	56	6	...	...	...	...	...	...	...	...	...	...	2,000
1887	...	76	128	386	568	22	26	22	188	116	64	44	12	114	60	84	64	16	...	...	...	...	...	...	...	...	...	...	2,000
1888	...	61	126	368	580	28	28	28	192	102	60	48	14	104	48	58	72	18	54	8	...	...	...	...	...	...	...	...	2,000
1889	...	62	134	312	518	20	24	30	174	100	58	44	10	102	38	52	84	36	138	58	6	...	...	...	...	...	...	...	2,000
1890	...	44	133	250	454	20	26	26	144	78	50	42	6	84	30	44	104	58	238	98	64	2	...	...	...	...	...	...	2,000
1891	...	42	98	276	442	18	28	24	150	82	48	36	8	78	38	40	100	48	220	94	112	16	2	...	...	...	...	...	2,000
1892	...	46	112	264	448	18	24	24	136	84	46	38	6	72	28	44	104	48	200	84	98	50	24	2	...	...	...	...	2,000
1893	...	38	72	238	416	52	22	28	104	78	48	40	12	70	30	36	104	56	194	96	106	82	34	44	...	...	...	...	2,000
1894	...	33	84	206	339	17	19	22	130	69	43	39	8	72	28	87	95	45	181	77	100	97	44	101	55	...	...	...	2,000
1895	...	33	91	209	391	16	21	25	120	76	45	35	11	67	30	37	92	49	162	70	95	101	44	116	61	...	...	...	2,000
BENGAL.																													
1875	...	133	223	656	954	23	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1880	...	87	146	435	637	41	54	56	302	192	34	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1885	...	68	152	378	559	28	37	41	204	121	70	63	12	119	53	59	35	...	...	...	...	...	...	...	...	...	...	...	2,000
1886	...	67	133	358	540	25	31	31	181	113	64	55	9	107	46	55	118	34	...	...	...	...	...	...	...	...	...	...	2,000
1887	...	65	152	338	552	22	30	37	183	110	64	52	8	106	44	55	140	38	4	...	...	...	...	...	...	...	...	...	2,000
1888	...	58	132	316	510	20	30	32	168	94	58	58	8	96	34	54	128	62	126	16	...	...	...	...	...	...	...	...	2,000
1889	...	53	128	272	454	21	29	29	144	88	53	49	8	76	31	44	110	73	224	103	11	...	...	...	...	...	...	...	2,000
1890	...	44	92	230	424	26	28	32	136	84	50	48	24	64	30	40	112	54	210	100	136	18	...	...	...	...	...	...	2,000
1891	...	48	98	256	402	20	28	30	132	84	48	42	12	70	28	38	110	54	192	86	126	62	36	...	...	...	...	...	2,000
1892	...	43	91	253	396	16	22	26	120	72	43	38	7	59	21	34	98	52	163	78	118	156	60	34	...	...	...	...	2,000
1893	...	31	79	207	344	18	23	23	108	65	38	35	7	59	24	34	86	44	144	63	103	159	69	209	30	...	...	...	2,000
1894	...	34	81	203	344	16	21	24	100	62	39	38	6	57	26	32	78	43	128	62	91	136	62	201	116	*2	...	...	2,000
1895	...	39	91	218	362	19	23	26	101	61	42	37	10	56	23	35	81	43	118	61	82	125	61	176	107	...	...	...	2,000

* So shown in the returns, which must, however, be erroneous as no Rupees of 1894 were coined. The error was confined to a single treasury.

Proportion of the several issues of Government Rupees in actual circulation in each Province in the years 1875, 1880, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, and 1895 as ascertained by the examination, each year, of a bag containing R2,000 in every Government Treasury—continued.

In what year examined.	Before 1835.	William IV.	VICTORIA. 1840. 1st Issue.	1840. 2nd Issue.	1862.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	Ulwar.	Surat, Arcot and Portuguese.	Total.
NORTH-WESTERN PROVINCES AND OUDH.																													
1875	...	184	332	761	716	6	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	2,000
1880	...	101	222	558	628	23	37	48	172	128	78	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1885	...	91	204	455	606	20	28	41	155	114	102	57	4	55	21	26	18	...	...	...	...	...	...	...	...	...	...	...	2,000
1886	...	80	198	421	582	18	29	42	148	105	96	53	6	55	26	36	58	47	...	...	...	...	...	...	...	...	...	...	2,000
1887	...	82	188	434	576	18	28	42	150	110	92	54	4	52	20	36	74	36	4	...	...	...	...	...	...	...	...	...	2,000
1888	...	80	166	450	554	18	28	40	146	100	92	56	4	56	22	38	78	52	18	2	...	...	...	...	...	...	...	...	2,000
1889	...	80	182	397	532	17	27	35	142	104	85	56	4	60	21	41	88	50	35	33	11	...	...	...	...	...	...	...	2,000
1890	...	68	156	392	542	18	26	32	138	96	82	56	6	60	20	40	90	52	48	44	30	4	...	...	...	...	...	...	2,000
1891	...	77	146	401	524	18	27	37	130	90	83	56	5	55	21	38	88	50	50	49	29	17	6	...	...	...	...	...	2,000
1892	...	66	170	360	508	16	26	34	132	88	76	54	6	54	20	42	90	50	58	52	40	30	18	10	...	...	...	...	2,000
1893	...	67	153	352	486	18	26	33	122	87	78	54	7	52	27	42	85	46	61	54	43	43	26	33	5	...	...	...	2,000
1894	...	61	144	340	475	20	27	36	120	84	78	55	9	54	24	40	81	48	61	51	45	49	34	45	19	...	...	...	2,000
1895	...	58	154	338	467	17	28	35	118	82	78	50	7	54	22	38	81	46	62	51	48	53	35	51	27	...	...	...	2,000
PUNJAB.																													
1875	...	201	410	872	516	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1880	...	86	219	554	435	12	12	31	189	146	294	21	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	2,000
1885	...	74	178	472	468	14	18	34	166	142	284	100	2	20	6	14	8	...	...	...	...	...	...	...	...	...	...	...	2,000
1886	...	73	152	406	404	11	17	28	142	108	206	82	2	44	10	62	251	2	...	...	...	...	...	...	...	...	...	...	2,000
1887	...	68	162	404	424	14	20	30	138	104	170	80	2	48	10	62	220	44	...	...	...	...	...	...	...	...	...	...	2,000
1888	...	62	188	378	422	16	16	32	126	104	168	74	6	50	10	64	208	66	8	2	...	...	...	...	...	...	...	...	2,000
1889	...	62	194	350	428	14	20	32	130	104	164	74	2	50	10	58	202	64	18	22	2	...	...	...	...	...	...	...	2,000
1890	...	68	172	352	426	12	18	30	126	98	154	74	2	56	10	60	192	62	28	42	18	...	...	...	...	...	...	...	2,000
1891	...	62	176	346	422	12	22	34	128	96	138	78	4	54	10	52	184	58	36	52	22	10	4	...	...	...	...	...	2,000
1892	...	58	171	354	425	13	19	33	119	80	127	69	8	50	13	51	162	58	38	51	42	29	30	...	...	...	...	...	2,000
1893	...	56	156	332	422	12	20	28	114	84	130	64	6	48	12	50	158	58	40	54	50	46	50	10	...	...	...	...	2,000
1894	...	52	152	318	399	16	21	30	113	85	116	64	6	53	16	49	136	54	42	59	51	56	58	42	12	...	...	...	2,000
1895	...	58	178	307	417	14	20	28	105	78	113	62	4	48	13	46	124	51	42	49	48	58	61	54	24	...	...	...	2,000
MADRAS.																													
1875	...	52	161	627	1,140	4	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1880	...	53	144	537	927	18	46	71	87	66	36	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1885	...	37	118	471	810	20	40	53	104	75	51	80	7	64	19	50	1	...	...	...	...	...	...	...	...	...	...	...	2,000
1886	...	45	131	410	782	19	41	55	105	74	42	88	5	71	24	76	31	1	...	...	...	...	...	...	...	...	...	...	2,000
1887	...	37	123	411	783	17	39	54	95	72	46	81	5	68	21	68	56	20	1	...	...	...	...	...	...	...	...	3	2,000
1888	...	29	97	369	669	18	33	45	89	63	44	73	6	73	33	87	74	29	97	63	7	...	...	...	...	...	...	1	2,000
1889	...	26	126	277	602	16	32	43	83	58	46	64	6	65	19	73	76	35	97	147	99	9	...	...	...	...	...	1	2,000
1890	...	22	73	332	611	15	35	41	83	57	39	65	4	69	18	68	71	31	92	130	99	40	4	...	...	...	...	2	2,000
1891	...	23	83	266	605	16	31	38	78	56	45	63	12	70	20	64	75	34	91	120	108	54	36	10	...	...	...	2	2,000
1892	...	19	73	281	567	12	27	34	73	57	38	62	5	71	18	61	69	33	91	106	127	69	47	47	19	...	...	1	2,000
1893	...	18	67	270	539	14	27	36	76	53	37	61	6	63	19	60	66	33	91	106	119	82	52	81	24	...	...	...	2,000
1894	...	19	72	247	506	15	30	36	73	53	38	60	8	64	23	59	67	37	87	96	107	85	53	82	83	...	...	...	2,000
1895	...																												
BOMBAY.																													
1875	...	37	100	382	1,246	114	121	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1880	...	21	60	306	763	33	62	81	152	166	194	162	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1885	...	17	50	259	600	23	39	54	107	88	116	161	11	160	45	170	94	...	...	...	...	...	...	...	...	...	...	6	2,000
1886	...	11	91	199	579	19	36	47	93	75	94	156	8	143	32	122	185	95	...	...	...	...	...	...	...	...	...	5	2,000
1887	...	13	60	203	515	16	31	43	83	62	81	128	7	117	22	109	211	185	110	...	...	...	...	...	...	...	...	6	2,000
1888	...	13	39	172	432	16	28	37	69	55	70	113	7	107	22	105	207	154	170	11	...	...	...	...	...	...	...	3	2,000
1889	...	11	43	187	439	14	25	39	68	53	60	99	10	89	17	83	169	118	139	244	90	...	...	...	...	...	...	3	2,000
1890	...	11	39	171	435	13	27	32	71	51	64	97	10	83	20	66	133	100	112	167	142	153	...	...	...	...	...	3	2,000
1891	...	8	33	153	388	12	24	29	59	45	52	89	5	69	16	61	113	82	87	143	100	221	203	...	...	...	...	2	2,000
1892	...	8	45	169	415	11	23	29	59	45	51	82	6	65	16	53	96	68	85	127	107	178	199	57	...	...	...	5	2,000
1893	...	7	28	140	372	23	23	25	47	35	37	64	5	58	16	46	76	56	67	91	95	166	143	203	169	...	...	3	2,000
1894	...	10	36	137	348	11	19	26	50	39	42	65	4	51	15	45	76	57	71	95	86	166	148	191	212	...	...	...	2,000
1895	...	9	36	152	364	11	20	26	49	40	44	64	5	53	15	44	75	55	66	95	78	161	135	187	216	...	...	...	2,000
HYDERABAD (BERAR).																													
1875	...		4	42	182	614	21	43	51	99	78	76	147	12	138	28	92	229	145	...	...	...	...	...	...	...	...	...	2,000
1880	...		7	38	151	496	15	32	39	83	59	58	106	7	98	24	66	260	433	133	...	...	...	...	...	...	...	1	2,000
1885	...		8	29	189	500	16	32	39	90	61	55	102	18	93	17	69	250	204	227	101	...	...	...	...	...	...	...	2,000
1886	...		8	35	145	381	10	20	28	58	39	38	73	4	71	13	55	93	109	157	444	219	...	...	...	...	...	...	2,000
1887	...	2	6	35	148	406	14	28	32	68	44	44	78	6	68	14	58	96	100	120	298	168	142	...	...	...	...	...	2,000
1888	...		10	58	148	396	10	24	28	62	44	38	74	4	68	12	54	88	90	104	232	154	206	112	...	...	...	...	2,000
1889	...		8	50	142	396	10	24	28	62	44	38	74	4	68	12	48	88	78	98	190	122	200	160	32	...	...	...	2,000
1890	...		8	26	157	414	12	25	34	66	46	42	70	4	68	12	50	158	58	40	54	50	46	50	10	...	...	...	2,000
1891	...		6	28	122	324	10	22	28	54	38	36	60	4	54	14	42	72	70	76	140	96	208	170	256	70	...	...	2,000
1892	...		12	40	163	374	13	21	30	60	39	36	64	4	56	15	39	70	61	74	123	94	141	134	201	136

EXCHANGE OF SMALL COIN.

48. The receipts and issues of small change at the Currency Offices during the year were as follows :—

	Receipts.			Issues.			Net Issues.		
	R	a.	p.	R	a.	p.	R	a.	p.
Half Rupees	7,34,691	0	0	13,22,615	0	0	5,87,924	0	0
Quarter Rupees	11,69,505	4	0	18,40,643	8	0	6,71,138	4	0
One-eighth Rupees	7,42,223	8	0	11,62,176	14	0	4,19,953	6	0
Copper	4,71,732	2	9	4,49,482	1	6	—22,250	1	3
TOTAL	31,18,151	14	9	47,74,917	7	6	16,56,765	8	9
TOTAL, 1893-94	27,16,363	7	2	43,58,787	14	11	16,42,424	7	9

The transactions have been rather larger than last year, but the total net issues have varied but slightly. The receipts of copper appertain almost entirely to Calcutta (which is responsible for Rs. 4,70,548 out of the total of Rs. 4,71,732), and the issues (Rs. 3,41,449) are also much larger there than in any other office.

AGENCIES.

49. The only Province in which the Currency Agency system, properly so called, is at all thoroughly worked, is the Punjab. The issue of notes from the Agencies in that Province at Simla, Rawal Pindi, Umballa, and Peshawar, shows a slight falling-off, the total issues amounting to 1,58 lakhs against 1,64 lakhs in 1893-94 and 1,58 lakhs in 1892-93. The issues from Agencies form a very large proportion (18 per cent.) of the total issues in this Circle.

50. The other so-called Agencies are really Currency chests, established with the object of more conveniently and rapidly effecting the resource operations of Government, as explained in full detail three years ago. This system is being developed every year.

At the end of the year, the total number of Currency chests was 101 against 88 in 1893-94, and the total balance of coin deposited in them was upwards of 724 lakhs of rupees against 586 in 1893-94 distributed as follows :—

	1893-94. R	1894-95. R
Calcutta Circle	1,08,68,578	1,63,32,573
Allahabad ,,	1,42,75,000	1,83,50,000
Lahore ,,	1,40,74,317	1,55,30,276
Bombay ,,	76,90,000	1,13,61,000
Madras ,,	75,82,500	1,01,95,000
Rangoon ,,	41,16,640	6,57,670
	5,86,07,035	7,24,26,524

CLAIMS ON LOST NOTES.

51. The following is a statement of lost and mutilated notes paid during the year on bond of indemnity :—

Nature of loss.	Number of notes for Rupees.								Total.	
	5	10	20	50	100	500	1,000	10,000	Number.	Value.
Whole notes, lost or destroyed	...	...	...	2	17	2	1	...	22	3,800
Half notes { lost by post	16	90	36	47	160	6	4	...	359	27,050
Half notes { lost accidentally	21	143	46	77	284	19	7	...	597	51,205
Mutilated notes	16	78	10	7	29	3	1	...	144	6,810
1894-95	53	311	92	133	490	30	13	...	1,122	88,865
1893-94	40	260	111	105	416	34	12	...	978	80,870
1892-93	34	250	83	139	444	40	20	...	1,010	95,680

52. The total value of claims on lost and mutilated notes is, as remarked in previous reports, infinitesimally small when compared with the value of the notes in circulation. The number and value of notes has increased slightly, but the value is considerably less than in 1892-93. A very large proportion of the claims arises in Calcutta.

FRAUD AND FORGERY.

53. The forgeries which came to light during the year were as follows :—

R	Number.
5	12
10	25
20	2
100	11
500	2
1,000	1
	53

The most important forgery was that of notes of Rs. 100 of which further details are given in para. 57.

54. The number of forged 5-rupee notes presented shows no variation from last year. There were no new forgeries; 7 were of the Rangoon series $\frac{Q}{11}$, 3 of the Calcutta series $\frac{R}{74}$, 1 of the Bombay series $\frac{S}{73}$, and 1 of the $\frac{U}{40}$ series, a clumsy forgery as explained last year.

55. Of the 10-rupee notes, twenty are old forgeries, eighteen belonging to the $\frac{R}{85}$ series, an old and extensive forgery mentioned in previous reports. The re-appearance of notes of this series in large numbers is somewhat suspicious, as the forger was released on the expiration of his sentence in July last. The remaining five belong to the extensive forgery of notes of this denomination which was discovered in Jessore in 1893-94, and was described in the report for that year.

56. The two twenty-rupee notes were the product of an old forgery.

57. Of the notes of Rs. 100, ten pertained to a single forgery, the series being $\frac{T}{8}$, $\frac{T}{12}$ and $\frac{T}{28}$, which belong to the Madras Circle though the notes purported to be Bombay Circle notes. The notes are reported to be fairly good imitations, produced apparently by some photographic process; and as the forgery appeared to be an extensive one, Government offered a reward of Rs. 5,000

for information leading to the conviction of the offenders. Several of the notes were traced to a single village in the Bhaunagar State, and a Police officer was deputed to make a special enquiry and, with the hearty co-operation of the police of the State, he succeeded in tracing out the offenders.

Two men were arrested and charged before the Bhaunagar Courts with having forged and uttered the notes. They were convicted by the lower Court, but on appeal one was acquitted and the other was convicted of uttering only, and not of forging, and was sentenced to 10 years' imprisonment. Other persons have been arrested in connection with the same forgery and are still under trial.

The remaining 100-Rupee note appears to be a new and isolated forgery; it belongs to the Calcutta series $\frac{V}{41}$ and was tendered to the Post Office, Bhagalpur. No clue to the forger has been obtained.

58. Of the Rs. 500 notes, one of the $\frac{R}{94}$ series belongs to the Etawah forgeries for which Thakur Das and his accomplices were a few years ago sentenced to various terms of imprisonment. A man was detected in the Muttra District attempting to borrow money on a pledge of half of this forged note; he was placed on his trial for uttering it, and was convicted and sentenced to 10 years' imprisonment.

The other note is of the $\frac{R}{64}$ series and was presented at the Allahabad Office. It is a poor specimen and probably belongs to the same series as that just mentioned.

59. The 1,000-rupee note was received from the Sambhur Treasury. It is a new forgery ($\frac{V}{18}$ Calcutta). It was eventually traced to one Kandhai Lal in Cawnpore who could not account for his possession of the note, and was accordingly placed on his trial but was acquitted. No further clue has been obtained.

60. Besides the cases enumerated above, a prosecution for a suspected forgery was instituted at Burdwan. The Police received information, which led them to search the house of one Bissesar, where some suspicious liquids and the fragments of a note for Rs. 1,000 pasted between two pieces of glass were found. The fragments appeared, however, to belong to a genuine note; and no forged notes being found, the Magistrate held that the evidence was insufficient to show that forgery was attempted or intended, and the accused was accordingly discharged.

61. There were two or three cases of attempted fraud of the usual kind in respect of claims on half notes, etc., but none presented any features meriting special mention.

REMITTANCES OF SILVER.

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

	R
Through Circle Offices—	
Allahabad to Calcutta	1,00,00,000
Bombay to Karachi	25,90,000
Bombay to Rangoon	30,00,000
Karachi to Bombay	5,000
Through Agencies—	
Allahabad to Calcutta	1,00,00,000
Allahabad to Lahore	60,00,000

63. Owing to the utilisation of Currency Agencies for facilitating the resource operations of the general Treasury, these remittances, though made through the Currency Department, are partly due to Treasury requirements. The figures in para. 34 show that Allahabad notes to the extent of 144 lakhs net (*i.e.*, deducting Calcutta notes cashed at Allahabad) were encashed at Calcutta. The large remittance of 2 crores from Allahabad to Calcutta is a consequence partly of these remittances and partly of the large surplus of Revenue transferred to Currency chests and not required for trade purposes owing to slackness of business. Thirty lakhs were sent from Bombay to Rangoon to meet the trade demands for funds, this transfer being in reality a convenient method of moving the money from Bombay to Calcutta, where it is required by Government. Lahore is always in deficit, the transfers to the Treasury absorbing large amounts to make up a portion of which 60 lakhs of coin were remitted from the Moradabad and Meerut Agencies.

TREASURY STATISTICS.

64. The transactions in notes at the several Treasuries in India during 1892-93, 1893-94, and 1894-95 have been as follows:—

	1892-93.	1893-94.	1894-95.
	R	R	R
Receipts from the Public in payment of Government dues	14,66,58,760	13,09,88,093	14,69,48,715
Receipts from the Public in exchange for silver	3,79,30,257	2,96,51,857	3,37,97,101
Receipts from the Public for other notes	30,03,963	26,22,775	28,65,120
TOTAL RECEIPTS	18,75,92,990	16,32,62,725	18,36,10,936
Issues to the Public in payment of Government dues	4,20,91,645	5,74 51,680	6,34,63,665
Issues to the Public in exchange for silver	4,33,08,767	4,11,59,365	3,83,79,781
Issues to the Public for other notes	30,03,963	26,22,775	28,65,120
TOTAL ISSUES	8,84,04,375	10,12,33,820	10,47,08,566

The receipts show a considerable and the issues a slight increase. The issues would be larger if we could always issue notes when demanded; but the greater part of the Government Revenue being collected in silver, payments in the mofussil must to a large extent be made in silver also. We cannot send notes to surplus Treasuries, even though they be in demand.

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

	1892-93.	1893-94.	1894-95.
Government of India	514	300	361
Central Provinces	58	53	59
Burma	77	52	66
Assam	62	69	78
Bengal	606	572	562
North-Western Provinces and Oudh	346	289	278
Punjab	235	423	479
Madras	474	392	510
Bombay	381	487	482
Hyderabad	7	7	7
TOTAL	2,760	2,644	2,882

The figures show curious fluctuations from year to year which do not admit of any general explanations.

66. The following statement gives details regarding the encashment of notes by Treasuries :—

	1892-93.	1893-94.	1894-95.
Where notes were cashed throughout the year to the extent of the public demand	170	176	188
Where notes were ordinarily but not always cashed	53	51	38
Where notes were not usually cashed	20	18	18
TOTAL	243	245	244

The number of Treasuries where notes are not usually cashed remains at the figure 18 as in 1893-94.

67. Statement V shows the proportion of Treasury and Bank balances, which in each Province were held in the form of Currency Notes.

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

	1893.	1894.
Calcutta Circle	68 per cent.	64 per cent.
Bombay ,,	76 ,,	53 ,,
Madras ,,	24 ,,	27 ,,

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

	1893. Balance in		1894. Balance in		Percentage of Notes.	
	Notes.	Cash.	Notes.	Cash.	1893.	1894.
	In thousands of rupees.				Per cent.	Per cent.
Calcutta Circle	34,40	1,83,01	57,28	2,34,96	15	19
Bombay ,,	17,35	1,00,70	19,23	91,07	14	17
Madras ,,	16,86	1,18,22	23,38	1,11,11	12	17

RECEIPTS AND EXPENDITURE.

68. The figures of receipts and expenditure given in Statement III are only approximate, as the accounts for 1894-95 are not yet closed. The actual receipts in 1893-94 were less by ₹43, and the expenditure more by ₹929, than the approximate figures given in last year's report. Details of the differences are given in the foot-note to Statement III. The charges for 1894-95 were more than in the previous year by ₹47,000 due almost entirely (₹44,000) to increased charges for note forms.

No.

Statement of the value of Government Currency Notes in

Date.	Calcutta. Value of Notes in circulation.	Calcutta. Monthly increase + or decrease −.	Allahabad. Value of Notes in circulation.	Allahabad. Monthly increase + or decrease −.
	₹	₹	₹	₹
March, 1894	12,80,70,620	...	1,14,53,075	.....
April ,,	13,04,26,775	+ 23,47,155	1,15,03,225	+ 1,00,250
May ,,	13,12,02,845	+ 7,76,070	1,19,71,000	+ 4,07,775
June ,,	13,43,41,150	+ 31,38,305	1,35 21,280	+ 15,50,280
July ,,	13,01,77,670	+ 18,36,520	1,33,41,400	− 1,79,880
August ,,	13,75,24,890*	+ 13,47,220	1,34,03,590	+ 1,52,190
September ,,	13,08,95,365	− 66 29,525	1,30,22,570	+ 4,28,980
October ,,	13,33,10,550	+ 24,21,185	1,47,83,060	+ 8,01,390
November ,,	13,24,19,085	− 8,97,465	1,55,59,855	+ 7,75,895
December ,,	12,86,82,575	− 37,36,510	1,06,20,175*	+ 10,60,320
January, 1895	11,96,81,395†	− 90,01,180	1,20,32,155	− 45,88,020
February ,,	13,14,04,245	+ 1,17,22,850	1,06,97,010	− 13,35,145
March ,,	13,48,38,970	+ 34,34,725	1,06,09,265†	− 87,745
Total	1,58,09,11,515	.....	15,81,15,485	.....
				Average for each
1862-63	2,42,30,000	.....	.....	.....
1863-64	2,40,59,000	.....	.....	.....
1864-65	2,80,55,141	.....	11,39,468	.....
1865-66	2,90,43,282	.....	25,01,730	.....
1866-67	2,83,01,438	.....	25,03,184	.....
1867-68	2,93,11,382	.....	32,48 513	.....
1868-69	3,90,45,043	.....	33,74,186	.....
1869-70	4,14 57,428	.....	30,97,881	.....
1870-71	3,50,93,392	.....	41,34,122	.....
1871-72	4,30,33,409	.....	36,00,321	.....
1872-73	4,78,94,052	.....	52,18,200	.....
1873-74	4,70,20,742	.....	73,86,809	.....
1874-75	4,84,38,619	.....	62 57,6 4	.....
1875-76	4,93,06,846	.....	69,97,057	.....
1876-77	4,99,71,204	.....	72,07,479	.....
1877-78	6,13 25,010	.....	54,05,039	.....
1878-79	6,43,65,560	.....	63,73,527	.....
1879-80	6,26 55,985	.....	47,91,777	.....
1880-81	6,54,05,717	.....	53,48,142	.....
1881-82	6,43,82,370	.....	72,19,058	.....
1882-83	7,15,64,195	.....	84,15,813	.....
1883-84	6,12,93,002	.....	69,21,029	.....
1884-85	6,57,43,221	.....	75,99,049	.....
1885-86	6,66,33,913	.....	60,15,086	.....
1886-87	5,72 39,275	.....	77,81,407	.....
1887-88	6,21,17,681	.....	88,36,324	.....
1888-89	6,60,77,552	.....	84,06,225	.....
1889-90	6,50,53,434	.....	79,26,061	.....
1890-91	8,72,18,599	.....	92,37,520	.....
1891-92	9,71,75,967	.....	1,22,56,720	.....
1892-93	10,42,48,589	.....	1,28 28,054	.....
1893-94	11,54,99,901	.....	1,26,79,402	.....
1894-95	13,17,42,626	.....	1,31,70,200	.....
Increase (+) or decrease (−) in 1894-95 as compared with 1893-94	+ 1,62,42,725	.....	+ 4,90,888	.....
Percentage on average circulation, 1893-94	+ 1·062	.....	+ 3·018	.....

Date.	Madras. Value of Notes in circulation.	Madras. Monthly increase + or decrease −.	Calicut. Value of Notes in circulation.	Calicut. Monthly increase + or decrease −.
	₹	₹	₹	₹
March, 1894	3,64,79,620	.....	12,20,420	.....
April ,,	3,71,43,720	+ 6,64,100	12,91,175	+ 70,755
May ,,	3,73,58,575	+ 2,14,855	11,46,695	− 1,44,480
June ,,	3,54,01,855	− 19,56,720	13,01,650	+ 1,54,955
July ,,	3,40,26,470	− 13,75,385	14,33,960	+ 1,32,310
August ,,	3,20 84,875	− 13,41,595	14,54,975*	+ 21,015
September ,,	3,22,71,045†	− 4,13,830	14,15,645	− 39,330
October ,,	3,27,58,275	+ 4,87,230	12,82,025	− 1,33,620
November ,,	3,36,74,700	+ 9,16,425	11,70,465	− 1,12,160
December ,,	3,33,35,100	− 3,39,600	11,40,095	− 30,370
January, 1895	3,46,94,150	+ 13,59,050	10,93,860†	− 46,235
February ,,	3,95,22,620	+ 48,28,470	11,93,965	+ 1,00,105
March ,,	4,01,70,845*	+ 6,57,225	13,92,835	+ 1,98,870
Total	42,30,51,230	.....	1,53,17,945	.....
				Average for each
1862-63	41,35,714	.....	.....	.....
1863-64	66,50,000	.....	.....	.....
1864-65	61,81,761	.....	61,755	.....
1865-66	69,07,003	.....	4,21,100	.....
1866-67	67,97,750	.....	5,54,549	.....
1867-68	62,19 398	.....	5,50,100	.....
1868-69	71,21,866	.....	8,16,466	.....
1869-70	73,46,017	.....	7,70,240	.....
1870-71	87,56,321	.....	8,03,419	.....
1871-72	1,10,63,042	.....	11,96,533	.....
1872-73	1,07,03,116	.....	18,10,467	.....
1873-74	1,22,14,342	.....	22,08,618	.....
1874-75	99,92,176	.....	21,48,859	.....
1875-76	1,28,83,331	.....	25,38,768	.....
1876-77	1,36,59,999	.....	20,86,198	.....
1877-78	1,67,54,482	.....	21,89,267	.....
1878-79	1,52,45,985	.....	17,66,917	.....
1879-80	1,29,92,638	.....	18,00,536	.....
1880-81	1,35,26,580	.....	14,78 377	.....
1881-82	1,34,77,339	.....	15,35,581	.....
1882-83	1,34,72,861	.....	13,69,536	.....
1883-84	1,39,21,985	.....	10,43,825	.....
1884-85	1,33,48,674	.....	12,59,258	.....
1885-86	1,40,74,261	.....	12,12,091	.....
1886-87	1,60,49,242	.....	13,28,140	.....
1887-88	1,80,20,491	.....	11,46,155	.....
1888-89	1,82,82,918	.....	11,23,509	.....
1889-90	1,96,74,433	.....	13,46,789	.....
1890-91	2,49,90,137	.....	20,39,467	.....
1891-92	2,76,70,245	.....	22,75,300	.....
1892-93	2,83,90,304	.....	11,60,680	.....
1893-94	2,03,55,615	.....	15,51,026	.....
1894-95	5,52,54,269	.....	12,76,495	.....
Increase (+) or decrease (−) in 1894-95 as compared with 1893-94	+ 88,98,654	.....	− 2,74,531	.....
Percentage on average circulation, 1893-94	+ 33,768	.....	− 17 699	.....

* Highest.

I.

circulation throughout India during 1894-95 and previous years.

Lahore. Value of Notes in circulation.	Lahore. Monthly increase + or decrease −.	Bombay. Value of Notes in circulation.	Bombay. Monthly increase + or decrease −.	Karachi. Value of Notes in circulation.	Karachi. Monthly increase + or decrease −.
₹	₹	₹	₹	₹	₹
1,21,39,645	.....	10,36,24,265	.....	71,65,385	.....
1,34,84,485†	+ 13,44,840	10,04,71,825	− 31,52,440	78,19,450*	+ 6,54,065
1,44,64,725	+ 9,80,240	10,24,76,885	+ 20,05,060	72,30,475	− 5,88,975
1,69,59,225	+ 24,94,500	10,23,21,970	− 1,54,915	67,74,905	− 4,55,570
1,67,03,980	− 2,55,245	10,02,72,075	− 20 49,895	66,28,955	− 1,45,950
1,73,76,650	+ 6 72 670	10,24,02,865	+ 21,30,790	68,50,900	+ 2,21,945
1,70,70,560	− 3,06,090	10,64,21,905	+ 40,19,040	69,63,715	+ 1,12,815
1,84,18,640	+ 13,48,080	10,62,95,540	− 1,26,365	62,78,690	− 6,85,025
1,84,70,260*	+ 51,620	10,93,18,250*	+ 30,22,710	67,26,735	+ 4,48,045
1,79,13,560	− 5,56,670	10,42,33,255	− 50,84,995	71,22,875	+ 3,96,140
1,75,82,500	− 3,31,060	9,68,27,425	− 74,05,830	67,03,585	− 4,19,290
1,65,74,865	− 10,07,635	9,14,78,885†	− 53,48,540	65,57,380	− 1,46,205
1,55,64,145	− 10,10,720	9,27,79,450	+ 13,00,565	60,09,660†	− 5,47,720
20,05,83,595	.....	1,21,53,00,330	.....	8,16,07,325	.....
year from 1862-63.					
.....	.....	1,58,28,571	.....	.....	
.....	.....	2,07,25,000	.....	.....	
7,81,033	.....	3,26,00,958	.....	.....	
29,51,182	.....	3,50,64,905	.....	9,08,721	
25,00,558	.....	4,80,41,935	.....	10,13,765	
24,05,652	.....	4,95,18,959	.....	15,90,835	
25,81,546	.....	4 59,48,670	.....	19,67,010	
22,52,897	.....	4,92,93,254	.....	24,73,060	
26,74,301	.....	4,43,51,094	.....	22,59,591	
52,34,625	.....	4,77,36,435	.....	22,33,014	
47,59,828	.....	5,63,13,434	.....	20,30,310	
47,77,161	.....	3,56,37,322	.....	21 97,823	
53,43,460	.....	3,27,94,374	.....	17,28,919	
66,21,276	.....	3,33,00,831	.....	17,87,612	
62,40,332	.....	3,54,10,793	.....	18,40,533	
54,70,648	.....	3,90,98 730	.....	21,98,696	
48,60,418	.....	3,67,78,984	.....	25,13,693	
65,49,450	.....	3,65,20,379	.....	26,72,268	
92,54 536	.....	3,81,54,498	.....	34,61,504	
81,32,364	.....	3,69,68,543	.....	33,30,384	
78,45,178	.....	4,59,01,757	.....	32,37,773	
76,69,764	.....	3,90,17,564	.....	29,98,733	
78,99,231	.....	4,44,12,529	.....	30,89,570	
77,28,230	.....	4,99,05,960	.....	46,00,707	
83,09,917	.....	4,20,10,249	.....	49,99,546	
91,59,344	.....	5,17,61,125	.....	47,59,004	
85,39,256	.....	5,41,97,663	.....	40,15,679	
85,13,522	.....	5,21,51,834	.....	41,25,155	
1,20,46,149	.....	8,34,53,293	.....	49,44,846	
1,34,17,439	.....	8,90,04,133	.....	67,60,748	
1,56 39,106	.....	9,00,49,803	.....	82,27,352	
1,46,94,051	.....	9,98,02,185	.....	68,76,080	
1,67,15,300	.....	10,12,75,028	.....	68,05,610	
+ 20,21,249	.....	+ 14,72,843	.....	−70,470	
+ 13·755	.....	+ 1·0475	.....	− 1·024	

Rangoon. Value of Notes in circulation.	Rangoon. Monthly increase + or decrease −.	Total. Value of Notes in circulation.	Total. Monthly increase + or decrease −.
₹	₹	₹	₹
39,53 380	.....	30 41,16,310	.....
42,27,575	+ 2,74,195	30,64,28,230	+ 23,11,920
54,78,755	+ 12,51,180	31,13,29,955	+ 49,01,725
33,63,890	− 21,14,865	31,39,85,925	+ 26,55,970
33,81,515	+ 17,625	31,19,66,025	− 20,19,900
39,15,290	+ 5,33 775	31,57,04,035	+ 37,38,010
33,41,345†	− 5,73,945	31,23,02,150	− 34,01,885
49,49,605	+ 16,08,260	31,80,83,885	+ 57,81,735
62,14 490	+ 12,64 885	32,35 53,840*	+ 54,69,955
54,37,520	− 7,76,970	31,44 85,155	− 90,68,685
63,85 065*	+ 9,47,545	29,50,00,135†	− 1,94,85,020
60,68,470	− 3,16,595	30,34,97,440	+ 84,97,305
56,25,935	− 4,42,535	30,70,00,105	+ 35,02,665
5,83,89 455	.....	3,73,33,36,880	.....
year from 1862-93.			
.....	.....	4,41,94,385	
.....	.....	5,23,25,000	
.....	.....	6,88,20,116	
.....	.....	7,72,57,983	
.....	.....	8,98,93,179	
.....	.....	9,28,50,848	
.....	.....	10,14,55,327	
.....	.....	10,66,90,777	
.....	.....	9,81,32,240	
.....	.....	11,41,57,442	
.....	.....	12,86,40,267	
.....	.....	11,14,52,907	
.....	.....	10,67,04,071	
.....	.....	11,35,26,621	
.....	.....	11,64,16,538	
.....	.....	13,25,02,472	
.....	.....	13,19,05,084	
.....	.....	12,79,83,033	
.....	.....	13,66,29,354	
.....	.....	13,50,46,242	
.....	.....	15,18,07,113	
.....	.....	13,38,69,257	
10,03,295	.....	14,54,07,275	
20,55,743	.....	14,71,02,032	
29,31,184	.....	14,20,10,950	
33,93,174	.....	16,16,23,290	
58,22,866	.....	16,43,16,288	
36,73,487	.....	16,15,14,963	
27,23,737	.....	22,88,92,275	
49,62,264	.....	25,43,62,371	
58,01,818	.....	27,09,95,630	
95,51,741	.....	28,29,15,237	
54,56,977	.....	31,11,11,406	
48,65,788	.....	+ 2,81,96,169	
−5,91,189	.....	+ 9·966	
−10·833	.....		

† Lowest.

No. II.

Statement of Notes issued, received and cancelled during 1894-95.

Circle.	Nature of Work.	5 Rupees.		10 Rupees.		20 Rupees.		50 Rupees.		100 Rupees.		500 Rupees.		1,000 Rupees.		10,000 Rupees.		Total.	
		No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.
Calcutta	Notes issued.	128,739	6,43,695	3,253,576	3,25,35,760	170,203	34,04,060	159,677	79,83,850	558,251	5,58,25,100	87,577	4,37,88,500	151,080	15,10,80,000	15,684	15,68,40,000	4,524,787	45,21,00,965
Allahabad	,,	12,852	64,260	76,514	7,65,140	38,956	7,79,120	28,498	14,24,900	55,971	55,97,100	10,712	53,56,000	9,168	91,68,000	1,173	1,17,30,000	233,844	3,48,84,520
Lahore	,,	25,764	1,28,820	96,770	9,67,700	74,021	14,80,420	43,072	21,53,600	67,502	67,50,200	14,839	74,19,500	9,871	98,71,000	4,506	4,50,60,000	336,345	7,38,31,240
Bombay	,,	582,098	29,10,490	1,458,791	1,45,87,910	178,222	35,64,440	110,540	55,27,000	178,539	1,78,53,900	13,627	68,13,500	61,715	6,17,15,000	9,745	9,74,50,000	2,593,277	21,04,22,240
Karachi	,,	3,309	16,545	118,776	11,87,760	29,979	5,99,580	18,139	9,06,950	19,099	19,09,000	2,844	14,22,000	7,729	77,29,000	264	26,40,000	200,139	1,64,11,735
Madras	,,	120,092	6,00,460	271,018	27,10,180	105,781	21,15,620	60,067	30,03,350	405,603	4,05,60,300	37,182	1,85,91,000	36,006	3,60,06,000	4,730	4 73,00,000	1,040,479	15,08,86,910
Calicut	,,	17,961	89,805	14,580	1,45,800	6,843	1,36,860	4,934	2,46,700	11,691	11,69,100	484	2,42,000	330	3,30,000	71	7,10,000	56,894	30,70,265
Rangoon	,,	29,450	1,47,250	169,861	16,98,610	42,938	8,58,760	24,737	12,36,850	64,723	64,72,300	5,749	28,74,500	10,427	1,04,27,000	4,040	4,04,00,000	351,925	6,41,15,270
Total	...	920,265	46,01,325	5,459,886	5,45,98,860	646,943	1,29,38,860	449,664	2,24,83,200	1,361,379	13,61,37,900	173,014	8,65,07,000	286,326	28,63,26,000	40,213	40,21,30,000	9,337,690	1,00,57,23,145
Percentage on Total Issues		9·85	...	58·47	...	6·93	...	4·82	...	14·58	...	1·85	...	3·07	...	·43	...	100	...
		...	·46	...	5·43	...	1·29	...	2·23	...	13·54	...	8·60	...	28·47	...	39·98	...	100
Calcutta	Notes received.	128,217	6,41,085	2,848,526	2,84,85,260	164,614	32,92,280	153,332	76,66,600	520,588	5,20,58,800	83,586	4,17,93,000	144,216	14,42,16,000	16,628	16,62,80,000	4,059,707	44,44,33,025
Allahabad	,,	11,261	56,305	69,970	6,99,700	36,043	7,20,860	25,972	12,98,600	50,406	50,40,600	9,636	48,18,000	9,162	91,62,000	1,430	1,43,00,000	213,880	3,60,96,065
Lahore	,,	24,394	1,21,970	87,996	8,79,960	67,996	13,59,920	42,499	21,24,950	64,597	64,59,700	13,970	69,85,000	9,262	92,62,000	4,345	4,34,50,000	315,059	7,06,43 500
Bombay	,,	531,781	26,58,905	1,339,371	1,33,93,710	166,614	33,32,280	104,045	52,02,250	170,770	1,70,77,000	14,523	72,61,500	61,733	6,17,33,000	11,134	11,13,40,000	2,399,971	22,19,98,645
Karachi	,,	3,343	16,715	95,891	9,58,910	21,995	4,39,900	13,241	6,62,050	16,326	16,32,600	2,521	12,60,500	8,008	80,08,000	359	35,90,000	161,684	1,65,68,675
Madras	,,	110,561	5,52,805	245,058	24,50,580	100,007	20,00,140	59,890	29,94,500	372,491	3,72,99,100	36,921	1,84,60,500	35,877	3,58,77,000	4,768	4,76,80,000	966,073	14,73,14,625
Calicut	,,	17,679	88,395	14,177	1,41,770	7,422	1,48,440	4,809	2,44,950	10,207	10,20,700	456	2,28,000	330	3,30,000	64	6,40,000	55,234	28,42,255
Rangoon	,,	30,113	1,50,565	159,576	15,95,760	41,133	8,22,660	22,549	11,27,450	56,912	56,91,200	5,731	28,65,500	10,237	1,02,37,000	3,995	3,99,50,000	330,246	6,24,40,135
Total	...	857,349	42,86,745	4,860,565	4,86,05,650	605,824	1,21,16,480	426,427	2,13,21,350	1,262,794	12,62,79,400	167,344	8,36,72,000	278,825	27,88,25,000	42,723	42,72,30,000	8,501,854	1,00,23,36,925
Percentage on Total Receipts		10·08	...	57·17	...	7·13	...	5·02	...	14·85	...	1·97	...	3·28	...	·50	...	100	...
		...	·43	...	4·85	...	1·21	...	2·13	...	12·60	...	8·35	...	27·81	...	42·62	...	100
Calcutta	Notes cancelled	105,989	5,29,945	1,933,595	1,93,35,950	118,103	23,62,060	114,573	57,28,650	459,911	4,59,91,100	77,251	3,86,25,500	132,330	13,23,30,000	3,888	3,88,80,000	2,945,640	28 37,83,205
Allahabad	,,	11,261	56,305	69,970	6,99,700	36,043	7,20,860	25,972	12,98,600	50,406	50,40,600	9,636	48,18,000	9,071	90,71,000	1,430	1,43,00,000	213,789	3,60,05,065
Lahore	,,	21,466	1,07,330	79,337	7,93,370	60,500	12,10,000	40,909	20,45,450	63,731	63,73,100	13,873	69,36,500	9,184	91,84,000	837	83,70,000	289 837	3,50,19,750
Bombay	,,	349,439	17,47,195	782,496	78,24,960	119,324	23,80,480	100,136	50,06,800	174,579	1,74,57 900	14,507	72,53,500	60,606	6,06,06,000	8,982	8 98,20,000	1.610,069	19,21,02 835
Karachi	,,	3,267	16,335	94,188	9,41 880	21,530	4,30,600	13,105	6,55,250	16,074	16,67,400	2,568	12,84,000	7,547	75,47,000	359	35,90,000	158,638	1,60,72,465
Madras	,,	110,371	5,51,855	237,887	23,78,870	99,239	19,84,780	58,407	29,20,350	349,879	3,49,87,900	36,533	1,82,66,500	35,457	3,54,57,000	4,707	4,70,70,000	932,480	14,36,17,255
Calicut	,,	17,678	88,390	14,210	1,42,100	7,442	1,48,840	4,910	2,45,500	10,228	10,22,800	486	2,43,000	339	3,39,000	64	6,40,000	55,357	28 69,630
Rangoon	,,	28,471	1,42,355	150,591	15,05,910	39,154	7,83,080	22,544	11,27,200	56,770	56,77,000	5,753	28,76,500	10,225	1,02,25,000	4.018	4,01,80,000	317,526	6,25,17,045
Total	..	647,942	32,39,710	3,362,274	3,36,22,740	501,335	1,00,26,700	380,556	1,90,27,800	1,181,578	11,81,57,800	160,607	8,03,03,500	264 759	26,47,59,000	24.285	24,28,50,000	6,523,336	77,19,87,250
Percentage on Total Cancellations		9·93	...	51·54	...	7·69	...	5·84	...	18·11	..	2·46	...	4·06	...	·37	...	100	...
		...	·42	...	4·36	...	1·30	...	2·46	...	15·30	...	10·40	...	34·30	...	31·46	...	100
Percentage of Total Cancellations of Receipts	...	75·57	...	69·17	...	82·75	...	89·24	...	93·56	...	95·97	...	94·95	...	50·84	...	76·72	...

Abstract of all Circles from 1861-62 to 1894-95.

Year.	Notes Issued.		Notes Received.		Notes Cancelled.	
	No.	Value.	No.	Value.	No.	Value.
1861-62	367,200	4,20,00,000	2,000	10,00,000	...	...
1862-63	295,015	2,52,55,500	82,820	1,49,55,500	52,520	1,10,05,500
1863-64	236,201	4,72,01,000	248,582	4,17,01,000	240,478	3,74,51,000
1864-65	508,260	4,53,00,110	253,708	3,37,69,900	214,290	3,15,66,660
1865-66	960,150	10,10,04,920	854,111	9,98,39,180	386,174	3,90,71,620
1866-67	1,968,688	26,80,12,150	1,917,381	25,36,97,220	831,631	7,50,95,040
1867-68	2,790,745	38,06,40,710	2,424,319	30,72,64,270	598,679	10,85,26,500
1868-69	3,117,050	44,00,73,020	2,936,353	44,69,90,180	1,553,433	14,25,85,600
1869-70	3,300,828	49,34,48,480	3,353,591	48,70,24,340	1,906,794	22,30,04,250
1870-71	3,855,477	50,03,62,620	3,728,082	56,66,28,810	2,005,842	24,79,56,750
1871-72	4,045,118	62,25,21,200	3,813,861	60,48,10,940	1,894,516	25,64,60,160
1872-73	4,480,446	57,39,09,525	4,194,129	59,96,88,825	2,150,039	25,00,27,590
1873-74	4,915,365	61,69,24,575	4,620,018	62,64,55,900	2,565,830	26 20,42,890
1874-75	5,145,682	68,25,78,760	4,762,530	63,66,57,570	3,094,093	28,68,65,125
1875-76	5,325,790	62,69,70,815	5,269,541	62,17,81,655	3,500,388	29 62,56,840
1876-77	5,777,514	78,77,51,185	5,702,046	77,87,26,475	3,661,384	37,89,18,425
1877-78	6,251,704	99,52,50,980	6,120,202	96,25,97,735	4,399,755	45,50,76,735
1878-79	5,853,587	86,09,06,930	6,036,955	90,75,19,920	4,115,911	42,84,16,310
1879-80	6,252,415	81,51,93,855	6,067,688	80,79,23,265	3,889,150	35,31,49,630
1880-81	6,731,153	85,23,94,400	6,625,315	84,04,84,390	4,172,534	38,61,13,350
1881-82	6,066,875	71,68,22,915	5,964,017	71,09,97,175	3,855,555	37,95,01,280
1882-83	6,417,898	73,71,65,755	6,164,317	73,16,24,485	4.344,957	43,60,02,315
1883-84	6,828,374	67,02,69,920	6,769,657	68,93,02,090	4,710,289	42,04,58,825
1884-85	6,014,915	73,99,22,015	6,692,313	72,12,80,855	5,137,324	43,21,77,545
1885-86	6,610,519	76,10.25,730	6,531,341	76,55,44,465	4,756,480	42,79,23,405
1886-87	6,737,250	74,12,56,165	6,657,354	74.47,96,640	4,856,427	42,80,60,590
1887-88	7.234,682	83,20,40,665	6,873,377	80,35,70,115	4,892.465	46,06,32,630
1888-89	7,415.524	90,39,02,285	7,365,395	91,17,66,030	5,121,223	48,37,09,595
1889-90	7,413.571	93,41,95,680	7,330,692	93 37,97,425	5,203,114	48,16,61,600
1890-91	8,103,359	1,03,24,77,850	8,360,406	93,35,27,600	5,460,509	51,83,12,975
1891-92	8,610,023	97,47,43,040	8,314,479	99,00.37,240	5,714,482	61,02,38,340
1892-93	8,886,670	1,14.81 33 500	8,427,058	1,12,33,71,880	6,646,673	75,02,22,125
1893-94	8,544,109	1,03,97 64,180	8,768,876	99,92,60,205	6,856,184	74,68,32,490
1894-95	9,337,690	1,00,57,23,145	8,501,854	1,00,23,36,925	6,523,336	77,19,87,250

No. III.

Statement of Receipts and Expenditure of the Department of Issue of Paper Currency for the year 1894-95.

	Calcutta.	Allahabad.	Lahore.	Bombay.	Karachi.	Madras.	Calicut.	Rangoon.	TOTAL.
RECEIPTS.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
1894-95.—Interest realized on Government Securities	14,86,399 0 0	1,31,763 0 0	1,67,473 0 0	11,36,134 0 0	74,638 0 0	4,00,794 0 0	13,585 0 0	41,498 0 0	34,52,284 0 0
SUNDRY CASH RECEIPTS.									
Miscellaneous	544 4 9	45 6 0	183 7 3	316 1 1	156 2 0	8 10 9	.....	.....	1,253 15 10
Value of unclaimed Currency Notes	3,247 8 0	795 0 0	569 0 0	640 0 0	110 0 0	3,235 0 0	380 0 0	80 0 0	9,947 8 0
	14,90,190 12 9	1,32,603 6 0	1,68,216 7 3	11,37,090 1 1	74,904 2 0	4,04,037 10 9	13,965 0 0	41,578 0 0	34,62,585 7 10
DISBURSEMENTS.									
Salaries (including Exchange Compensation Allowance)	25,256 14 2	.....	3,614 7 2	14,991 8 6	1,200 0 0	.....	1,200 0 0	.....	46,262 13 10
Establishment	75,276 8 7	10,331 2 8	10,225 10 0	58,544 1 9	5,904 0 0	19,813 7 6	3,087 8 3	21,776 10 6	2,04,059 1 3
Temporary Establishment	4,433 4 1	69 10 9	.....	725 13 0	.....	234 6 7	.....	360 0 0	5,823 2 5
Charges for Remittance	.....	.....	.....	16 0 0	86 8 0	7 15 0	.....	.....	110 7 0
Stationery	1,467 0 0	2 1 6	.....	769 10 4	32 15 5	507 2 4	21 2 11	.....	2,800 0 6
Printing Charges	3,526 2 2	454 5 4	328 7 11	886 9 9	41 10 11	204 8 9	.....	.....	5,531 12 10
Service Telegrams	41 5 0	9 12 0	17 14 0	98 3 0	46 4 0	90 11 0	30 7 0	140 14 0	475 6 0
Purchase of Service Stamps	1,169 11 0	360 0 0	425 1 0	751 3 9	305 0 0	349 13 0	120 0 0	109 5 0	3,590 1 9
House, Lighting, Police and Water Rates	5,850 0 0	.....	75 15 6	1,143 0 3	.....	.....	.....	.....	7,068 15 9
Cost of Note Forms	1,42,574 12 0	.....	.....	1,20,822 8 11	9,747 0 3	37,556 10 8	1,732 11 4	.....	3,12,433 11 2
One-third freight on Europe Stores	231 13 1	.....	.....	114 3 2	.....	93 2 5	.....	.....	439 2 8
Pensions and Gratuities	5,074 15 7	2,483 7 8	100 0 0	1,289 2 8	1,023 0 0	1,246 5 7	750 0 0	.....	11,976 15 6
Cost of Repairs, etc., to Currency Buildings	3,682 0 0	...	99 0 0	737 2 10	.....	119 14 5	.....	.....	4,938 1 3
Cost of Chests, Bags, and Locks	237 6 9	627 2 0	275 2 8	777 7 6	.....	.....	.....	4 13 0	1,921 15 11
Contingencies	5,478 15 4	1,212 9 11	858 13 10	3,648 7 5	166 4 3	1,021 0 3	76 15 11	840 13 7	13,304 0 6
Travelling Allowances	158 3 6	7 12 0	.....	211 4 0	34 0 0	1 8 0	.....	21 8 0	434 3 6
Dead Stock, Cost of Office Furniture	386 3 3	78 10 6	140 10 9	226 8 0	43 0 0	47 11 0	.....	144 5 0	1,067 0 6
TOTAL DISBURSEMENTS DURING 1894 95	2,74,845 2 6	15,636 10 4	16,161 2 10	2,05,752 14 10	18,629 10 10	61,384 4 6	7,018 13 5	23,398 5 1	9,22,827 0 4
PROFIT	12,15,345 10 3	1,16,966 11 8	1,52,055 4 5	9,31,337 2 3	56,274 7 2	3,42,653 6 3	6,946 2 7	18,179 10 11	28,39,758 7 6

ABSTRACTS.

	Calcutta.	Allahabad.	Lahore.	Bombay.	Karachi.	Madras.	Calicut.	Rangoon.	TOTAL.
RECEIPTS.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
1861-62	.....	.....	.....	.....	.....	.....	.....	.....	.....
1862-63	.....	.....	.....	.....	.....	.....	.....	.....	1,52,316 10 2
1863-64	1,52,316 10 2	.....	.....	.....	.....	.....	.....	.....	3,27,731 5 4
1864-65	3,27,731 5 4	.....	.....	.....	.....	.....	.....	.....	9,69,318 4 4
1865-66	9,69,318 4 4	.....	.....	5,11,746 13 6	.....	1,73,913 14 10	.....	.....	16,54,979 0 8
1866-67	6,05,285 1 8	46,281 6 0	31,484 2 0	8,19,518 4 3	4,637 7 9	1,67,917 2 10	3,268 2 0	.....	16,78,391 10 6
1867-68	6,91,286 13 6	49,784 0 0	31,517 0 0	7,43,596 2 1	23,870 0 0	1,18,395 11 4	4,400 0 0	.....	16,62,849 10 11
1868-69	5,32,863 9 9	45,617 9 4	28,944 4 9	5,92,489 15 5	20,677 12 5	1,21,084 15 9	4,137 1 3	.....	13,45,815 4 8
1869-70	5,81,265 0 9	49,442 8 3	37,827 13 5	6,73,293 8 10	28,822 15 1	1,04,357 0 5	11,963 12 11	.....	14,86,972 11 8
1870-71	6,50,288 12 3	48,310 9 8	35,133 4 11	7,69,001 5 11	38,566 11 1	1,14,559 2 3	12,011 10 11	.....	16,67,871 9 0
1871-72	5,36,277 7 6	62,787 2 7	40,616 1 1	6,73,769 3 4	34,317 10 3	1,32,986 14 7	13,113 3 5	.....	14,03,867 10 9
1872-73	5,38,378 2 9	45,512 7 6	65,687 5 3	5,93,668 4 7	27,765 4 9	1,40,676 4 1	14,877 11 0	.....	14,25,965 7 11
1873-74	8,91,423 8 3	96,879 10 9	88,368 10 6	10,45,520 1 7	37,693 12 6	1,98,729 6 9	33,612 4 0	.....	23,92,227 6 4
1874-75	10,04,194 6 0	1,56,749 4 0	1,01,370 14 0	7,56,230 12 9	46,985 0 3	2,59,187 1 3	46,866 10 3	.....	23,71,584 0 6
1875-76	11,87,241 11 6	89,036 0 0	1,10,593 7 3	6,77,999 6 4	35,660 12 0	2,19,693 3 0	49,770 0 0	.....	23,69,994 8 1
1876-77	10,92,800 4 6	1,13,676 0 0	1,28,261 10 9	6,87,503 6 6	36,340 0 0	2,53,336 8 8	55,570 0 0	.....	23,67,517 14 5
1877-78	10,74,581 8 0	1,09,322 0 0	1,34,781 10 0	7,01,684 13 8	40,050 1 6	2,69,536 3 6	39,443 0 0	.....	23,78,799 4 8
1878-79	11,80,679 7 8	1,12,726 0 0	1,11,997 10 9	6,50,869 12 10	35,533 13 0	3,10,976 0 0	37,865 0 0	.....	24,40,647 12 3
1879-80	12,35,775 6 10	85,487 2 0	94,621 11 0	6,52,369 0 4	47,607 0 0	2,51,697 8 0	27,938 0 0	.....	23,95,495 12 2
1880-81	13,93,856 3 11	99,873 6 0	1,31,198 12 3	7,72,780 3 3	54,105 0 0	3,09,420 0 8	35,562 0 0	.....	27,66,825 10 1
1881-82	12,55,051 0 0	89,304 0 0	1,69,020 0 0	6,96,539 0 0	62,088 0 0	2,20,031 0 0	22,785 0 0	.....	25,14,818 0 0
1882-83	12,65,842 12 2	85,948 4 0	1,55,632 3 6	6,64,791 11 11	60,126 0 0	2,46,642 15 5	24,016 0 0	.....	25,62,999 15 0
1883-84	12,99,622 0 0	1,11,111 10 0	1,24,487 8 6	6,82,831 3 0	54,736 0 0	2,14,922 14 10	14,854 0 0	.....	25,02,565 4 4
1884-85	12,21,167 2 7	1,11,492 4 0	1,56,363 0 0	6,93,775 7 1	50,446 12 0	2,39,524 7 10	18,828 0 0	17,260 0 0	25,08,857 1 6
1885-86	11,41,524 9 3	1,11,237 9 3	1,53,062 0 0	7,65,661 1 9	55,927 9 6	2,43,696 15 0	16,324 0 0	23,476 0 0	25,10,909 12 9
1886-87	11,13,313 12 0	1,01,087 11 0	1,45,189 8 6	7,88,374 2 7	83,818 13 4	2,35,030 5 9	15,802 0 0	21,245 0 0	25,03,861 5 2
1887-88	10,77,399 13 0	1,22,840 5 3	1,51,106 9 3	7,65,888 0 0	76,816 0 0	2,65,096 2 3	19,177 0 0	24,114 0 0	25,02,437 13 9
1888-89	10,54,140 8 1	1,05,649 3 6	1,51,760 15 0	7,57,626 6 0	71,000 7 0	3,01,655 0 0	14,628 0 0	52,623 0 0	25,10,083 7 7
1889-90	10,74,410 5 3	1,18,507 12 0	1,40,232 4 0	7,10,889 13 6	59,982 10 11	2,98,189 4 0	16,323 0 0	48,579 0 0	24,67,114 1 8
1890-91	10,59,260 6 1	1,06,683 1 6	1,38,089 5 8	7,88,909 0 3	62,953 6 8	3,00,629 7 9	17,330 0 0	33,405 0 0	25,07,259 11 11
1891-92	10,73,544 3 10	96,003 11 0	1,45,563 13 0	8,42,827 7 7	62,179 8 4	2,74,387 14 9	22,604 0 0	32,081 0 0	25,49,191 10 6
1892-93	12,11,166 12 3	1,23,652 4 0	1,55,554 4 0	9,06,031 9 9	81,932 15 4	3,33,984 1 6	11,958 0 0	34,051 0 0	28,58,330 14 10
1893-94	13,35,145 1 6	1,25,710 11 0	1,88,124 9 0	10,64,797 10 6	1,05,981 4 6	3,66,728 0 7	13,207 0 0	74,401 0 0	32,74,095 5 1
1894-95	14,22,973 0 0	1,52,559 13 0	1,73,828 9 6	10,60,692 5 0	86,990 10 0	3,16,428 14 8	15,615 0 0	48,868 8 0	32,77,356 12 2
TOTAL	14,90,190 12 9	1,32,603 6 0	1,68,216 7 3	11,37,090 1 1	74,904 2 0	4,04,037 10 9	13,965 0 0	41,578 0 0	34,62,585 7 10
	3,27,40,815 15 5	29,05,876 11 7	34,88,065 7 1	2,36,56,866 3 2	15,62,517 8 2	74,08,452 5 0	6,47,844 7 0	4,51,081 8 0	7,28,61,320 2 2
DISBURSEMENTS.									
1861-62	2,639 2 7	... ..	.....	2,494 10 0	.....	751 9 3	... ..	.....	5,885 5 10
1862-63	3,06,205 8 3	.....	.....	1,73,996 6 6	.....	50,610 10 1	.....	.....	5,30,812 8 10
1863-64	1,40,049 4 11	.....	.....	1,66,720 11 11	.....	58,638 9 6	.....	.....	3,65,408 10 4
1864-65	34,145 8 6	20,329 12 2	17,539 13 0	2,61,955 7 8	... ..	59,511 2 3	3,112 11 4	.....	3,96,594 6 11
1865-66	4,00,080 5 2	17,824 12 9	21,500 13 3	3,06,084 4 8	9,596 11 8	78,872 13 10	11,132 8 5	.....	8,45,092 5 9
1866-67	5,27,735 4 11	13,488 3 2	16,999 6 3	3,58,829 8 3	8,632 0 0	61,950 15 6	4,667 12 8	.....	9,92,303 2 9
1867-68	90,086 0 0	17,230 12 10	20,862 13 7	1,29,160 8 5	10,509 12 11	36,798 8 6	4,657 14 4	.....	3,09,306 6 7
1868-69	5,71,781 12 9	14,792 14 4	15,285 6 4	1,12,952 8 4	10,517 15 3	30,912 2 6	4,695 15 6	.....	7,60,938 11 0
1869-70	99,909 12 7	14,991 8 11	16,687 14 6	1,12,816 11 10	7,711 15 0	33,335 4 5	4,407 0 1	.....	2,89,860 3 4
1870-71	1,30,679 3 7	15,505 1 4	13,726 6 9	1,21,404 7 7	5,922 4 1	44,446 15 1	4,546 11 2	... ..	3,36,231 1 7
1871-72	1,02,321 6 2	14,457 12 6	19,870 1 1	1,02,736 7 5	6,038 0 2	34,553 0 1	5,417 14 0	.....	2,85,394 9 5
1872-73	1,27,751 14 3	20,576 5 10	11,243 6 6	99,551 13 8	7,225 11 5	39,798 3 9	7,367 15 0	.....	3,13,515 6 5
1873-74	1,65,462 14 5	51,683 12 7	14,189 4 7	1,64,282 3 4	9,157 11 10	45,101 5 3	6,098 14 0	.....	4,55,976 2 0
1874-75	1,36,395 6 10	21,920 7 4	22,072 3 8	1,50,860 9 2	6,097 0 2	43,460 9 0	9,037 5 6	.....	3,89,843 9 8
1875-76	1,26,771 7 8	44,446 5 4	13,937 10 8	1,02,627 5 0	6,670 11 3	35,306 1 0	5,568 2 3	.....	3,35,327 11 2
1876-77	1,47,884 0 11	19,322 1 0	10,443 14 9	80,264 8 2	7,635 7 6	35,215 10 6	6,891 3 11	.....	3,13,956 14 9
1877-78	1,82,693 11 4	13,346 14 3	18,445 5 1	2,23,222 6 1	7,100 7 0	33,239 12 8	6,944 7 0	.....	4,84,992 15 5
1878-79	2,38,041 12 0	16,616 9 5	14,376 5 0	1,92,573 6 9	8,534 5 8	41,871 7 1	6,894 5 5	.....	5,18,010 3 4
1879-80	1,41,473 1 5	14,744 12 3	15,044 15 6	1,00,247 4 8	7,456 6 8	39,214 6 8	5,621 13 11	.....	3,23,801 13 1
1880-81	1,21,867 0 0	14,910 0 0	14,851 0 0	82,161 0 0	5,716 0 0	33,697 0 0	4,934 0 0	.....	2,78,136 0 0
1881-82	1,48,717 0 3	21,755 1 10	17,482 14 9	78,796 0 4	7,703 4 4	42,480 1 4	7,828 4 1	... ..	3,24,762 10 11
1882-83	2,61,461 7 4	19,251 9 5	14,632 14 8	(a) 1,51,520 7 4	7,553 3 2	32,512 5 11	6,451 9 11	.....	4,93,384 9 9
1883-84	2,23,388 9 8	18,552 10 7	14,967 0 10	(a) 1,43,831 8 11	(a) 7,575 6 4	49,448 0 10	5,643 2 2	10,638 4 4	4,74,044 11 4
1884-85	1,28,143 10 8	22,857 10 11	15,118 12 5	(a) 1,13,446 12 11	(a) 7,427 12 0	29,430 11 9	5,390 5 6	14,234 8 4	3,36,050 4 6
1885-86	2,77,996 11 3	19,452 6 4	21,852 11 1	(a) 1,19,020 14 6	(a)11,112 3 3	43,142 2 4	6,357 13 4	14,906 15 1	5,13,841 13 5
1886-87	1,86,623 15 1	18,043 9 5	17,570 1 4	(a) 1,38,908 6 10	(a) 9,532 5 2	43,847 10 11	7,414 2 7	13,613 0 0	4,35,553 3 4
1887-88	2,34,563 9 3	16,721 1 7	13,811 14 1	(a) 1,21,001 9 7	(a) 8,189 11 10	37,161 13 10	7,105 13 2	16,599 4 4	4,55,132 13 8
1888-89	1,84,911 12 7	17,121 4 1	21,174 6 1	(a) 1,27,575 14 7	(a) 8,847 3 1	41,881 13 3	6,348 12 6	18,263 0 8	4,26,124 2 10
1889-90	2,16,264 4 2	15,691 7 6	15,982 13 0	(a) 1,27,866 4 4	(a) 9,500 9 6	43,079 15 11	6,308 13 2	19,841 0 4	4,54,535 3 11
1890-91	2,21,502 6 0	15,514 8 0	15,624 2 1	(a) 1,43,308 0 10	(a)11,114 13 1	49,208 11 11	5,558 3 11	20,849 14 9	4,82,680 12 7
1891-92	2,12,096 0 4	15,396 7 0	17,928 11 3	(a) 1,65,092 6 3	(a)15,633 2 11	47,899 6 3	6,536 15 5	20,353 6 6	5,00,936 7 11
1892-93	2,18,496 4 9	15,083 11 1	24,904 8 4	(a) 1,74,942 1 6	(a)14,285 3 10	45,777 5 11	6,738 14 1	23,139 0 10	5,23,367 2 4
1893-94	3,03,866 9 0	16,095 0 1	18,485 2 5	1,29,150 0 5	28,162 2 0	46,789 8 9	6,179 14 2	26,920 7 5	5,75,648 12 3
1894-95	2,71,845 2 6	15,636 10 4	16,161 2 10	2,05,752 14 10	18,629 10 10	61,384 4 6	7,018 13 5	23,398 5 1	6,22,827 0 4
TOTAL	68,86,851 1 1	5,93,361 4 2	5,22,773 15 8	49,91,105 12 10	2,89,789 3 11	14,51,330 4 4	1,92,878 3 11	2,22,757 3 8	1,51,50,907 1 7
PROFIT	2,58,53,404 14 4	23,12,515 7 5	29,65,291 7 5	1,86,05,400 6 4	12,72,728 4 3	59,57,122 0 8	4,54,966 3 10	2,28,924 4 4	5,77,16,413 0 7

(a) Includes cost of note forms not shown in the Annual Report of that year.

The following are the Circles in which the Final Receipts and Disbursements differed from approximate figures reported in 1893-94.

	Receipts.	Difference, Increase + Decrease −.	Disbursements.	Difference, Increase + Decrease −.
	R a. p.	R a. p.	R a. p.	R a. p.
Calcutta, Approximate	.....	.....	3,03,866 9 0	
„ Final	.....	.....	3,03,922 10 5	+56 1 5
Lahore, Approximate	1,521 9 6		18,485 2 5	
„ Final	1,478 3 0	−43 6 6	18,859 2 11	+374 0 6
Bombay, Approximate	.....		1,29,150 0 5	
„ Final	.....		1,29,624 12 5	+474 12 0
Madras, Approximate	.....		46,789 8 9	
„ Final	.....		46,813 9 3	+24 0 6
Final increase or decrease as compared with approximate		−43 6 6		+928 14 5

No. IV.

Classification of Treasuries according to Encashment of Notes.

A — Treasuries which were able throughout the year to cash notes at all times to the extent of the public demand on them.	B — Treasuries ordinarily able to cash notes on presentation.	C — Treasuries at which this accommodation could not usually be given.	A.	B.	C.
	India.				
Ajmere. Bhopal.	Quetta.	Sambhar.			
		Coorg. | Indore. | Nowgong (Bd).	4	0	3
	Central Provinces.				
Balaghat. Betul. Bhandara. Bilaspur. Chanda.	Chhindwara. Damoh. Hoshangabad. Mandla.	Nagpur. Narsingpur. Nimar. Raipur. Saugor. Sambulpur. Wardha.			
	Jubbulpur. | Seoni.		16	2	0
	Burma.				
Bassein. Henzadah. Kyoukphyoo. Kyoukse. Mandalay. Myaungmya.	Maubin. Mergui. Pegu. Prome.	Sandoway. Shwegyin. Tavoy. Tharrawaddy. Tounghoo.			
	Bhamo. Fort Stedman (closed 31st August 1894). Katha. Kindat. Lashio. Magwe. Meiktila.	Minbu. Mogok. Monywa. Myingyan. Pokkoku. Sagaing.	Shwebo. Taunggwi. Thayetmyo. Yemethin. Yeu.			
	Assam.				
Garo Hills. Goalpara. Kamrup.	Khasi Hills.	Nowgong.			
	Cachar.	Lakhimpur. Manipur.	Naga Hills. Sibsagar.	Darrang. | Sylhet. |	5	5	2
	Bengal.				
Backergunge. Balasur. Bankoora. Beerbhoom. Bhagalpur. Bogra. Burdwan. Chittagong. Champarun. Cuttack. Dacca. Dinagepur. Durbhunga. Furreedpur. Gya.	Hazaribagh. Hooghly. Howrah. Jessore. Julpaiguri. Khoolna. Lohardugga. Manbhoom. Malda. Midnapur. Monghyr. Mozufferpur. Murshedabad. Mymensing.	Noakhali. Nuddea. Nya Doomka. Palamow. Patna. Pubna. Puri. Purneah. Rajshahye. Rungpur. Sarun. Shahabad. Singbhoom. Tipperah. 24-Pergunnahs.			
		Darjeeling. |	44	0	1
	N.-W.P. and Oudh.				
Agra. Aligarh. Azamgarh. Ballia. Bahraich. Banda. Bara-Banki. Bareilly. Basti. Benares. Bijnor. Budaun. Bulandshahr. Cawnpore. Etah. Etawah.	Faizabad. Farukhabad. Fatihpur. Ghazipur. Gonda. Gorakhpur. Hamirpur. Hardoi. Jalaun. Jaunpur. Jhansi. Kheri. Lucknow. Mainpuri. Meerut.	Mirzapur. Moradabad. Muttra. Muzaffarnagar. Partabgarh. Pilibhit. Rae-Bareli. Rurki. Saharanpur. Shahjahanpur. Sitapur. Sultanpur. Unao.			
		Dehra Dun. | Nani Tal. |	44	0	2
	Punjab.				
Amritsar. Bannu. Dera Ghazi Khan. Dera Ismail Khan. Ferozepore. Gujranwala.	Gujrat. Gurdaspur. Gurgaon. Hazara. Hissar. Hoshiarpur. Jhang. Jhelum. Jullundur. Kurram. Kohat.	Montgomery. Multan. Muzaffargarh Peshawar. Rawalpindi. Rohtak. Shahpur. Sailkot. Simla. Umballa.			
	Kangra.	Karnal.	Ludhiana.		27	3	0
	Madras.				
Anuntapur. Chingleput. Cuddapah. Kurnool. Madura.	Nellore. North Arcot. Salem. South Arcot. Tanjore.	Tinnevelly. Travancore. Trichinopoly. Vizagapatam			
	Bellary. Coimbatore.	Ganjam. Godavari. Kistna.	Malabar. South Canara	Bangalore. | Nilgiris.	14	7	2
	Bombay.				
Aden. Ahmedabad. Ahmednagar. Belgaum. Bijapur. Broach. Dharwar.	Hyderabad. (Sind). Kaira. Karachi. Kathiawar. Khandesh.	Nasik. Poona. Ratnagiri. Satara. Sholapur. Surat. Thana.			
	Baroda Kanara.	Kolaba.	Sikarpur.	Cutch (Bhuj). | Dhulia |	19	4	2
	Hyderabad.				
		Akola. Amraoti.	Basim. Buldana.	Ellichpur. Wun.	0	0	6
				TOTAL	188	38	18
				TOTAL OF A, B, C		244	

No. V.

Statistics of Treasury and other balances on 31st December 1894.

Denominations of Notes:	Rs. 5.	Rs. 10.	Rs. 20.	Rs. 50.	Rs. 100.	Rs. 500.	Rs. 1,000.	Rs. 10,000.	Foreign Notes.	Total. Notes.	Total. Cash.	Total. Total.	Percentages of Notes. December 1894.	Percentages of Notes. December 1893.
Treasuries and Branch Banks.														
Calcutta Circle	17,820	3,82,080	1,42,400	3,19,550	13,44,400	4,97,5 0	7,92,000	3,04,80,000	21,69,255	3,61,45,005	2,36,48,041	5,97,93,046	64	68
Allahabad	22,340	58,870	85,180	1,47,550	1,99,600	2,44,500	3,30,000	6,20,000	7,68,870	24,16,910	2,16,10,949	2,40,27,859	10	14
Lahore	36,095	85,610	1,72,500	2,89,850	4,92,900	5,85,000	4,87,000	11,30,000	8,60,005	41,38,960	88,20,870	1,29,59,830	31	39
Bombay	1,38,195	10,09,780	2,26,360	3,21,450	5,86,100	2,26,000	7,38,000	7,38,000	7,08,515	1,13,34,400	99,07,455	2,12,41,855	53	76
Nagpur	9,260	30,130	14,680	52,550	1,85,300	90,500	85,000	...	1,93,005	6,60,425	42,76,406	49,36,831	13	11
Karachi	4,330	2,05,520	1,68,700	1,93,950	3,64,600	2,85,500	7,71,000	3,00,000	11,785	23,05,385	18,37,251	41,42,636	55	61
Madras	29,345	84,340	62,220	1,16,400	12,63,600	1,85,000	4,13,000	18,30,000	2,04,415	41,88,350	1,13,21,698	1,55,10,048	27	24
Calicut	6,340	7,890	9,840	23,950	1,93,900	17,500	80,000	...	1,52,300	4,91,720	20,94,285	25,86,005	19	25
Central India	2,160	18,440	10,280	16,900	36,500	35,500	30,000	...	19,190	1,68,970	11,67,463	13,36,433	12	5
Burma	8,600	44,020	37,880	55,800	1,91,600	84,500	1,98,000	18,30,000	76,180	25,26,580	69,65,159	94,91,739	26	43
	2,74,485	19,26,680	9,30,040	15,37,950	48,58,500	22,51,500	39,24,000	4,35,70,000	51,03,550	6,43,76,705	9,16,49,577	15,60,26,282	41	54
Presidency Banks, Head Office.														
Bank of Bengal	8,360	3,81,050	50,100	1,11,200	3,92,400	4,98,000	17,40,000	79,00,000	1,06,08,080	2,16,89,190	2,56,073	2,19,45,263	98	87
,, Bombay	16,795	1,27,630	65,140	47,800	1,65,300	3,17,000	12,66,000	2,75,50,000	4,89,160	2,99,44,825	78,482	3,00,23,307	99	99
,, Madras	4,240	40,860	30,220	28,750	89,800	83,000	2,31,000	24,90,000	...	29,97,870	6,30,726	36,28,596	82	58
	29,395	5,49,540	1,45,460	1,87,750	6,47,500	7,98,000	32,37,000	3,79,40,000	1,10,97,240	5,46,31,885	9,65,281	5,55,97,166	98	93

No. VI.

Issues and Receipts of Home Notes at each Circle.

	Circles.								Total.
	Calcutta.	Allahabad.	Lahore.	Bombay.	Karachi.	Madras.	Calicut.	Rangoon.	
	₹	₹	₹	₹	₹	₹	₹	₹	₹
Circulation on 1st April 1894	12,90,70,745	1,24,99,995	1,32,87,435	10,45,73,060	76,63,730	3,69,42,215	13,03,865	39,75,125	30,93,16,170
Issues.									
Over the counter	38,21,24,965	3,06,59,520	2,89,77,285	19,88,49,240	1,14,38,735	11,64,76,740	30,70,265	6,36,47,270	83,52,44,020
At Agencies	96,000	...	1,57,62,000	4,43,000	...	2,33,900	...	4,68,000	1,70,02,900
In Remittance Transactions — Between Head Offices and Agencies	1,45,95,000	40,25,000	1,39,91,955	89,30,000	...	2,63,26,270	...	...	6,78,68,225*
In Remittance Transactions — Between Circles	5,52,85,000	2,00,000	1,51,00,000	22,00,000	49,73,000	78,50,000	...	...	8,56,08,000*
Total Issues	45,21,00,965	3,48,84,520	7,38,31,240	21,04,22,240	1,64,11,735	15,08,86,910	30,70,265	6,41,15,270	1,00,57,23,145
Total of Balance and Issues	58,11,71,710	4,73,84,515	8,71,18,675	31,49,95,300	2,40,75,465	18,78,29,125	43,74,130	6,80,90,395	1,31,50,39,315
Receipts.									
Over the counter	35,19,83,475	90,78,765	1,79,92,730	17,89,39,195	1,30,05,195	11,65,17,835	11,44,810	6,19,41,485	75,06,03,490
At Agencies	1,01,000	...	2,78,000	3,67,000	...	84,06,590	...	...	91,52,590
From other Currency Circles	2,15,14,550	2,55,67,300	1,90,52,770	2,22,57,450	35,63,480	1,17,43,200	16,97,445	4,98,650	10,58,94,845
In Remittance Transactions — Between Head Offices and Agencies	80,79,000	2,50,000	3,13,20,000	74,35,000	...	89,72,000	...	...	5,60,56,000*
In Remittance Transactions — Between Circle	6,27,55,000	12,00,000	20,00,000	1,30,00,000	...	16,75,000	...	...	8,06,30,000*
Total Receipts	44,44,33,025	3,60,96,065	7,06,43,500	22,19,98,645	1,65,68,675	14,73,14,625	28,42,255	6,24,40,135	1,00,23,36,925
Balance in Circulation on 31st March 1895	13,67,38,685	1,12,88,450	1,64,75,175	9,29,96,655	75,06,790	4,05,14,500	15,31,875	56,50,260	31,27,02,390

* See foot note to Statement No. VII.

No. VII.

Issues and Receipts of Coin at each Circle.

	Circles.								Total.
	Calcutta.	Allahabad.	Lahore.	Bombay.	Karachi.	Madras.	Calicut.	Rangoon.	
	₹	₹	₹	₹	₹	₹	₹	₹	₹
Balance on 1st April 1894	3,88,38,202	3,35,21,505	2,78,24,510	6,35,31,668	59,69,445	3,46,09,795	9,37,345	1,88,83,840	22,41,16,310
Receipts.									
Over counter	4,40,19,350	1,57,43,785	75,61,465	2,82,82,465	10,56,085	47,42,315	13,90,220	3,69,87,830	13,97,83,515
From small coin account	.....	.....	.....	.....	40,000	.....	.....	.....	40,000
At Agencies	96,000	.....	1,55,93,000	4,11,000	.....	2,87,000	.....	4,68,000	1,68,55,000
In Remittance transactions — Between Head Office and Agencies	1,59,10,000	40,25,000	1,41,31,955	89,30,000	.....	3,20,83,770	.....	1,80,63,970	9,31,44,695
In Remittance transactions — Between Circles	2,01,30,000	1,81,00,000	62,00,000	71,55,000	35,90,000	.....	16,90,000	2,40,95,000	8,09,60,000
Total Receipts	8,01,55,350	3,78,68,785	4,34,86,420	14,47,78,465	46,86,085	3,71,13,085	30,80,220	7,96,14,800	33,07,83,210
Total of Balance and Receipts	11,89,93,552	7,13,90,290	7,13,10,930	10,83,10,133	1,06,55,530	7,17,22,880	40,17,565	9,84,98,640	55,48,99,520
Issues.									
Over the counter	6,33,22,150	28,00,410	91,81,820	3,03,64,660	50,54,975	1,25,80,850	12,08,390	3,53,10,420	15,98,23,675
At Agencies	1,01,000	.....	5,09,000	3,35,000	.....	87,71,270	.....	.....	97,16,270
In Remittance transactions — Between Head Office and Agencies	1,02,79,000	2,5[illegible],000	3,14,60,000	74,35,000	.....	1,47,29,500	.....	1,80,63,970	8,22,17,470
In Remittance transactions — Between Circles	4,00,000	2,79,00,000	2,50,000	1,06,40,000	18,32,000	5,00,000	9,85,000	3,36,35,000	7,61,42,000
Total Issues	7,41,02,150	3,09,50,410	4,14,00,820	4,87,74,660	68,86,975	3,65,81,620	21,93,390	8,70,09,390	32,78,99,415
Balance of Coin, 31st March 1895	4,48,91,402	4,04,39,880	2,99,10,110	5,95,35,473	37,68,555	3,51,41,260	18,24,175	1,14,89,250	22,70,00,105

	Remittance transactions with other Circles. Receipts. ₹	Remittance transactions with other Circles. Issues. ₹	Remittance transactions with Agencies. Receipts. ₹	Remittance transactions with Agencies. Issues. ₹
* Home notes (Statement VI)	8,06,30,000	8,56,08,000	5,60,56,000	6,78,68,225
Coin (Statement VII)	8,09,60,000	7,61,42,000	9,31,44,695	8,22,17,470
	16,15,90,000	16,17,50,000	14,92,00,695	15,00,85,695
Add—Foreign notes received and issued in Remittance	1,60,000	.....	22,00,000	13,15,000
	16,17,50,000	16,17,50,000	15,14,00,695	15,14 00,695

No. VIII.

Value of Currency Notes in Circulation on the last day of each month.

(In Lakhs of Rupees.)

	1863-64.	1864-65.	1865-66.	1866-67.	1867-68.	1868-69.	1869-70.	1870-71.	1871-72.	1872-73.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
April	5,13	-	7,46	7,05	7,84	8,92	9,80	9,65	10,13	13,34	11,01	9,27	10,75	10,73	11,13	13,30	11,27	12,86	14,20	13,35	12,34	13,02	13,78	14,02	14,08	15,82	17,42	25,71	23,06	24,22	30,64
May	5,01	6,04	7,41	7,87	8,19	10,04	10,38	8,68	10,49	13,49	11,21	9,96	10,96	10,70	11,55	13,09	11,17	13,01	14,67	13,09	13,24	13,54	14,17	13,90	14,08	15,77	17,65	26,18	25,28	24,90	31,13
June	5,09	5,99	8,34	8,60	8,53	10,04	10,80	8,70	10,83	13,51	11,83	10,16	11,29	11,59	12,67	13,87	11,82	13,72	14,91	13,01	13,83	13,86	13,78	13,90	14,08	16,24	17,94	26,81	26,77	26,49	31,40
July	5,11	6,31	8,58	8,67	8,72	10,06	10,53	9,12	10,72	13,47	11,95	10,73	11,18	11,54	12,85	14,07	12,24	13,91	14,04	13,54	14,56	14,50	14,26	15,48	16,49	18,05	18,10	27,04	28,46	27,05	31,20
August	5,16	6,37	8,65	8,48	9,39	10,13	10,21	9,45	11,29	13,22	12,05	10,87	11,19	11,91	12,43	14,27	12,74	13,75	14,22	13,79	14,97	14,36	14,44	15,66	17,69	16,15	20,50	26,93	29,07	28,30	31,57
September	5,26	6,48	8,81	9,28	9,53	10,41	10,18	10,07	11,32	13,35	12,09	10,66	11,77	11,75	12,39	14,06	13,33	13,55	14,06	13,40	15,01	15,55	14,30	16,28	16,94	16,14	22,97	26,24	28,97	28,97	31,23
October	5,63	7,09	7,84	10,16	9,96	10,61	10,76	10,19	11,31	13,00	12,06	10,88	12,04	11,45	13,19	13,76	13,58	13,39	14,49	14,61	13,61	15,71	14,53	17,28	16,74	16,67	25,66	25,99	28,94	28,94	31,81
November	5,16	7,13	7,83	10,10	10,21	10,41	11,33	10,27	11,09	13,30	11,73	11,02	11,62	11,93	14,74	13,46	13,75	14,56	14,47	15,76	15,64	15,64	14,68	18,61	15,50	16,67	26,54	25,88	28,83	29,62	32,35
December	5,11	7,46	7,44	9,96	10,32	10,30	11,31	10,35	10,87	12,88	10,91	11,08	11,22	11,57	15,05	12,69	13,80	13,15	16,16	13,39	15,08	15,20	15,41	17,69	15,15	15,47	27,04	24,85	26,05	30,13	31,45
January	5,15	7,39	6,91	8,68	10,11	10,20	11,42	10,76	13,08	12,16	9,98	11,10	11,77	12,44	15,64	12,64	14,23	13,39	15,37	12,11	14,95	14,53	14,16	17,08	15,28	16,26	27,66	22,62	26,61	30,52	29,50
February	5,08	7,40	6,87	8,87	9,56	10,68	10,82	10,07	12,69	11,52	9,69	11,13	11,28	12,57	14,07	12,07	13,28	13,74	14,42	12,26	14,53	14,56	14,07	16,45	14,83	16,37	26,42	22,90	25,86	30,20	30,35
March	5,35	7,43	6,98	8,09	9,07	9,96	10,47	10,44	13,17	11,14	9,25	11,24	11,00	11,62	13,57	12,57	11,42	12,36	13,91	13,45	14,71	14,17	13,88	16,42	15,74	15,77	25,69	24,08	26,40	30,41	30,70
Average	5,19	6,73	7,71	8,82	9,28	10,15	10,67	9,81	11,42	12,86	11,15	10,67	11,35	11,64	13,25	13,19	12,80	13,56	14,20	13,38	14,54	14,71	14,20	16,16	16,43	16,15	22,89	25,44	27,10	28,32	31,11
Net Imports of Silver	12,80	10,08	18,87	6,56	5,59	8,60	7,32	94	6,52	71	2,49	4,64	1,55	7,20	14,68	3,97	7,87	5,38	7,51	7,44	11,48	...	7,04	9,30	9,28	10,93	14,17	9,15	13,57	13,15	...
Net Amount borrowed in India	—34	—2	—91	60	79	—35	2,15	1,22	—1,16	—1,51	—4	3,43	2,92	—85	3,03	4,03	3,88	2,79	2,04	2,50	...	..	1,20	5,50	2,79	1,88	—1	—5	26	2,61	—1,17
Currency Investment on 31st March	2,43	3,57	3,98	3,25	3,25	3,91	3,60	3,23	5,91	5,69	5,61	5,69	5,69	6,60	5,69	6,00	6,00	6,00	6,00	6,00	6,00	6,00	5,99	5,99	5,98	6,00	8,00	8,00	8,00	8,00	8,00
Profits of Paper Currency Department	...	13	8	7	10	7	14	12	11	21	15	20	20	21	20	19	25	22	21	21	22	20	21	21	21	21	21	24	29	27	28

No. IX.

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

Last Day of	Calcutta.	Allahabad.	Lahore.	Bombay.	Karachi.	Madras.	Calicut.	Rangoon.	Total.
1883.									
January	7,48,75	1,03,89	65,41	4,42,89	35,76	1,32,41	7,69	...	15,36,80
February	7,01,01	99,95	64,35	3,99,34	32,77	1,36,83	7,78	...	14,42,03
March	7,51,09	81,72	73,12	3,53,53	31,24	1,51,26	8,68	...	14,50,64
April	6,35,97	65,81	74,27	3,61,85	30,83	1,54,04	12,10	...	13,34,87
May	6,08,27	61,05	77,21	3,54,04	28,23	1,69,01	10,54	...	13,09,33
June	6,19,73	81,71	73,53	3,18,93	34,20	1,60,96	11,98	...	13,01,04
July	6,36,59	90,79	72,37	3,50,14	36,86	1,54,40	12,52	...	13,53,67
August	6,25,41	81,44	72,63	3,97,78	34,71	1,47,48	11,38	7,99	13,78,82
September	6,28,30	78,16	75,47	4,59,24	32,97	1,37,90	10,97	16,79	14,39,80
October	6,29,08	67,78	78,73	4,92,43	28,97	1,23,37	10,60	17,61	14,48,57
November	6,38,47	61,71	84,35	4,97,87	27,38	1,10,46	9,63	17,62	14,47,49
December	6,00,47	60,44	82,78	4,18,79	28,65	1,18,93	8,77	19,72	13,38,55
1884.									
January	5,73,92	66,96	76,78	3,31,54	24,06	1,19,16	8,72	9,77	12,10,91
February	5,65,38	62,15	76,72	3,41,02	23,36	1,37,94	8,97	10,04	12,25,58
March	5,93,58	51,61	75,52	3,58,47	29,62	1,36,92	9,08	20,85	12,75,65
April	5,44,35	53,01	78,16	3,61,58	31,96	1,38,32	9,67	17,19	12,34,24
May	6,04,86	62,32	74,84	3,71,39	31,56	1,37,80	10,82	30,54	13,24,13
June	6,47,84	79,95	72,10	3,92,20	27,48	1,26,50	12,00	24,54	13,82,01
July	6,79,14	75,86	74,27	4,30,52	29,35	1,20,09	17,83	28,98	14,56,05
August	7,22,84	75,33	78,36	4,29,86	29,57	1,16,07	19,03	26,20	14,97,26
September	7,06,01	86,31	78,28	4,48,10	29,03	1,20,63	18,67	19,52	15,06,55
October	7,27,55	78,38	81,69	4,85,67	29,72	1,26,26	15,97	15,95	15,61,19
November	7,23,68	72,45	83,56	4,99,70	27,73	1,34,34	12,99	21,82	15,76,27
December	6,65,60	83,00	80,33	4,92,31	26,66	1,29,00	9,35	22,17	15,08,42
1885.									
January	6,21,30	1,07,29	82,78	4,84,29	31,11	1,46,10	8,81	15,30	14,96,98
February	5,93,74	81,79	80,89	4,79,62	34,67	1,63,30	8,16	11,20	14,53,37
March	6,52,26	62,15	82,64	4,54,24	41,90	1,43,43	7,79	13,28	14,57,69
April	5,68,06	50,98	75,89	3,97,84	46,74	1,34,75	7,92	19,60	13,01,78
May	5,62,02	52,50	75,46	4,53,85	42,00	1,44,29	8,56	15,11	13,53,79
June	5,72,22	63,86	77,26	5,05,36	43,50	1,37,78	12,48	13,83	14,86,29
July	6,08,14	60,06	78,97	4,99,05	43,04	1,31,85	15,89	14,75	[illegible]
August	6,03,43	51,92	73,07	4,97,78	46,20	1,23,38	15,09	25,49	[illegible]
September	6,40,94	58,07	74,60	5,03,05	49,09	1,18,13	17,76	33,16	[illegible]
October	6,43,13	59,32	74,33	5,45,61	48,89	1,30,42	14,73	54,91	15,71,34
November	6,57,90	56,80	80,03	5,34,51	43,95	1,18,53	14,07	57,95	15,63,74
December	6,05,12	60,70	79,54	5,24,76	46,94	1,38,45	9,88	54,29	15,19,68
1886.									
January	6,31,99	68,87	80,95	5,13,42	45,63	1,54,18	9,91	36,19	15,41,14
February	5,93,40	73,12	80,85	4,58,00	43,28	1,86,63	9,56	10,73	14,55,57
March	5,89,59	65,68	78,43	4,34,93	52,75	1,70,51	9,60	15,72	14,17,21
April	5,77,11	67,81	84,00	3,99,17	60,59	1,59,90	17,33	12,01	13,77,94
May	5,66,50	65,77	79,86	4,33,49	60,78	1,74,45	10,37	25,65	14,16,87
June	5,38,78	99,61	75,26	4,28,03	51,80	1,45,35	12,08	27,15	13,78,06
July	5,36,68	81,12	81,82	4,97,81	54,01	1,31,73	15,79	27,48	14,26,44
August	5,60,32	77,38	85,79	4,66,59	50,69	1,62,48	15,03	26,16	14,44,44
September	5,71,90	79,39	86,15	4,34,75	52,99	1,61,01	17,67	26,54	14,30,40
October	5,66,85	80,44	91,14	4,59,93	50,06	1,47,99	13,86	42,94	14,53,21
November	5,69,35	73,96	93,12	4,73,98	49,80	1,42,99	13,97	50,65	14,67,82
December	6,07,10	77,86	80,79	3,88,62	47,31	1,58,61	13,26	67,60	14,41,15
1887.									
January	5,87,95	89,71	80,67	3,96,66	38,15	1,68,83	10,72	37,15	14,29,84
February	5,89,76	79,55	78,80	3,88,92	39,79	1,89,08	9,55	31,99	14,07,84
March	5,96,40	61,17	79,78	3,81,26	43,98	1,83,49	9,74	31,86	13,97,68
April	5,96,37	57,17	84,00	4,19,99	37,76	1,62,70	10,59	33,07	14,01,65
May	5,77,38	56,85	88,80	4,13,89	40,68	1,64,88	12,90	34,94	13,90,32
June	5,73,82	75,73	80,88	4,04 99	39,60	1,71,61	14,70	46,39	14,07,72
July	5,72,58	1,05,15	93,34	4,69,21	42,95	1,88,23	19,53	56,59	15,47,58
August	5,67,78	96,98	1,02,37	5,07,34	47,44	1,72,20	13,49	58,22	15,65,82
September	6,05,53	95,62	1,05,30	5,58,52	51,72	1,77,89	12,60	71,10	16,78,28
October	6,26,48	1,02,47	1,03,56	6,15,23	56,85	1,76,09	10,22	87,45	17,78,05
November	6,52,19	97,19	1,00,40	6,58,53	59,92	1,74,65	9,41	1,08,54	18,61,03
December	6,92,62	92,67	87,64	5,52,91	50,04	1,90,56	8,74	94,08	17,69,26
1888.									
January	6,76,96	1,01,80	88,68	5,33,36	48,87	2,05,60	9,31	43,05	17,07,63
February	6,67,66	88,28	81,96	5,43,98	46,71	1,79,86	8,20	28,35	16,45,00
March	6,44,77	90,46	82,20	5,33,37	48,54	1,97,99	7,85	37,26	16,42,44
April	6,40 53	68,33	87,99	5,50,87	49,89	2,18,21	9,93	28,28	16,54,03
May	6,99,59	89,96	92,37	5,37,87	49,64	1,93,42	9,66	30,03	17,02,54
June	7,21,89	99,14	82,33	5,98,32	42,98	1,76,85	11,25	36,15	17,68,91
July	6,62,07	1,11,24	87,95	6,86,83	39,07	1,70,68	15,45	32,24	18,05,53
August	6,09,19	88,98	95,80	7,05,98	36,65	1,72,62	15,75	44,20	17,69,17
September	6,14,68	83,47	82,96	6,57,76	39,23	1,68,39	12,21	35,39	16,94,09
October	6,81,68	82,18	91,05	5,60,33	38,67	1,67,89	10,17	41,66	16,73,63
November	6,59,54	79,45	80,38	4,43,92	34,66	1,91,01	9,77	51,71	15,50,44
December	6,54,69	95,49	81,24	4,01,70	33,87	1,94,02	10,12	44,10	15,15,23

No. IX—contd.

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

Last Day of	Calcutta.	Allahabad.	Lahore.	Bombay.	Karachi.	Madras.	Calicut.	Rangoon.	Total.
1889.									
January	6,57,89	74,96	79,11	4,40,92	36,63	1,87,61	9,26	41,24	15,27,62
February	6,60,47	69,69	78,39	4,15,95	39,41	1,81,67	9,85	27,55	14,82,98
March	6,67,07	65,87	85,15	5,03,27	41,18	1,71,59	11,39	28,26	15,73,78
April	6,68,81	60,11	90,78	5,15,56	46,13	1,71,95	10,22	18,97	15,82,53
May	6,62,54	72,87	85,79	4,90,97	44,28	1,82,88	14,30	23,03	15,76,66
June	6,73,96	90,80	87,46	5,19,56	38,88	1,69,79	14,86	28,99	16,24,30
July	6,67,46	73,45	85,25	5,45,70	46,09	1,85,85	17,78	27,93	16,49,51
August	6,01,31	85,82	88,59	5,76,59	44,11	1,82,00	15,23	21,58	16,15,23
September	6,27,51	87,14	84,01	5,14,63	47,13	2,10,46	15,09	27,84	16,13,81
October	6,44,96	81,63	86,93	5,74,12	38,66	1,90,57	17,13	28,98	16,62,98
November	6,45,67	86,73	81,76	5,83,59	38,24	1,90,91	14,90	24,98	16,66,78
December	6,54,82	84,05	77,70	4,48,19	36,69	1,97,70	10,76	36,74	15,46,65
1890.									
January	6,56,58	74,96	80,77	5,09,37	35,59	2,30,53	10,48	30,66	16,28,94
February	6,28,77	78,99	82,48	5,33,07	39,08	2,36,48	9,85	28,51	16,37,23
March	6,74,04	74,58	90,10	4,46,88	40,13	2,11,80	11,02	28,63	15,77,18
April	7,19,05	64,33	1,09,20	5,73,06	47,76	1,83,93	15,10	29,52	17,41,95
May	7,34,21	68,07	96,61	5,76,01	45,33	1,91,62	16,40	36,44	17,64,69
June	7,59,43	87,91	99,46	5,66,14	41,56	1,97,29	20,21	21,59	17,93,59
July	7,75,50	88,61	1,05,57	6,62,43	40,64	1,99,39	18,60	27,66	19,18,50
August	7,97,00	92,71	1,15,09	7,29,66	44,70	2,04,85	19,27	46,70	20,49,98
September	8,72,64	89,23	1,24,66	8,48,56	51,47	2,33,25	23,66	53,64	22,97,11
October	9,39,61	1,00,73	1,29,74	10,11,93	51,60	2,37,95	24,62	69,41	25,65,59
November	10,38,81	1,03,09	1,20,26	10,12,28	50,88	2,22,43	33,06	83,55	26,54,36
December	9,91,86	1,03,46	1,22,98	10,48,32	48,24	2,80,42	22,80	85,99	27,04,07
1891.									
January	9,96,42	1,03,87	1,38,73	10,91,54	54,30	3,17,16	22,96	41,05	27,66,03
February	9,05,66	1,07,66	1,37,89	10,07,26	58,80	3,58,47	19,55	46,84	26,42,16
March	9,36,04	98,80	1,45,35	8,87,20	58,10	3,72,06	18,51	58,98	25,69,04
April	9,16,66	98,42	1,44,16	9,76,73	64,54	3,00,44	22,21	48,31	25,71,47
May	9,52,48	1,01,83	1,46,41	9,80,62	60,14	3,02,03	27,50	47,03	26,18,04
June	10,17,57	1,34,03	1,23,78	9,54,67	79,59	2,83,74	28,55	59,49	26,81,42
July	10,66,28	1,10,59	1,29,70	9,66,33	68,65	2,81,18	30,19	51,15	27,04,07
August	10,67,66	1,09,14	1,41,85	9,30,77	75,52	2,76,28	33,08	58,74	26,93,04
September	9,58,17	1,48,76	1,28,77	9,51,26	65,20	2,66,62	32,31	73,18	26,24,27
October	9,39,52	1,41,81	1,16,52	9,46,51	68,16	2,75,84	30,01	80,60	25,08,97
November	9,00,55	1,40,51	1,12,48	9,70,38	64,63	2,78,65	26,35	93,98	25,87,53
December	9,12,15	1,40,78	1,26,35	8,57,31	65,20	2,78,63	16,09	88,49	24,85,00
1892.									
January	8,84,17	1,41,76	1,41,14	7,83,01	62,70	2,65,95	8,91	24,78	22,62,42
February	10,15,45	1,13,63	1,54,08	6,58,95	64,87	2,42,80	8,65	31,18	22,89,61
March	10,30,46	89,55	1,44,83	7,53,94	72,10	2,68,27	9,18	39,31	24,07,64
April	9,68,85	90,01	1,49,32	7,64,75	85,61	2,74,57	9,35	53,35	23,95,61
May	10,00,19	1,14,29	1,43,87	8,46,86	80,23	2,76,82	10,55	54,73	25,27,64
June	11,04,44	1,17,26	1,43,99	8,74,99	75,91	2,69,27	13,01	78,01	26,76,88
July	11,38,11	1,24,40	1,65,73	9,53,20	76,31	2,62,38	14,22	1,11,71	28,46,06
August	11,18,17	1,22,02	1,65,09	10,16,35	76,81	2,77,30	12,29	1,18,47	29,06,50
September	10,07,04	1,24,70	1,65,00	10,95,03	81,55	2,81,22	12,54	1,29,67	28,96,75
October	10,31,49	1,24,66	1,77,38	10,18,10	93,30	2,92,03	12,66	1,44,48	28,04,10
November	10,21,52	1,31,19	1,72,02	10,14,10	92,44	2,89,84	10,20	1,51,61	28,82,92
December	9,53,28	1,40,88	1,46,81	8,56,65	87,78	2,91,77	10,85	1,17,07	26,05,09
1893.									
January	10,55,27	1,49,65	1,49,23	8,65,12	78,36	2,91,44	10,52	61,77	26,61,36
February	10,36,96	1,51,28	1,34,99	8,21,29	80,17	2,91,48	11,22	58,78	25,86,17
March	10,74,54	1,49,02	1,63,16	7,87,55	78,80	3,08,70	11,86	66,56	26,40,19
April	9,99,58	1,07,05	1,54,46	7,44,66	81,42	2,76,21	14,72	43,50	24,21,60
May	10,73,64	1,14,55	1,50,14	7,65,54	78,80	2,68,19	14,94	33,64	24,99,44
June	11,43,73	1,24,34	1,47,22	8,61,50	72,47	2,40,39	16,05	34,24	26,48,94
July	11,02,29	1,26,91	1,50,30	9,45,38	70,09	2,38,66	15,67	55,20	27,04,59
August	11,28,32	1,31,01	1,55,40	10,38,07	66 08	2,32,09	17,10	61,07	28,30,10
September	11,84,39	1,30,66	1,37,69	10,56,82	66,35	2,27,85	17,07	70,42	28,98,15
October	11,41,10	1,34,26	1,26,89	10,83,08	63,84	2,21,02	17,74	71,09	28,59,02
November	11,84,73	1,38,70	1,38,82	11,21,80	65,33	2,23,75	15,13	73,86	29,62,12
December	11,41,83	1,54,94	1,67,48	11,43,60	64,70	2,50,00	16,66	74,11	30,13,32
1894.									
January	12,42,80	1,33,11	1,63,63	11,04,26	63,24	2,76,18	16,98	51,39	30,51,59
February	12,36,79	1,11,44	1,49,79	10,74,41	61,17	3,34,52	10,97	40,70	30,19,79
March	12,80,80	1,14,54	1,21,40	10,36,24	71,65	3,64,80	12,20	39,53	30,41,16
April	13,04,27	1,15,63	1,34,84	10,04,72	78,19	3,71,44	12,91	42,28	30,64,28
May	13,12,03	1,19,71	1,44,65	10,24,77	72,30	3,73,58	11,47	54,79	31,13,30
June	13,43,41	1,35,21	1,69,59	10,26,22	67,75	3,54,02	13,02	33,64	31,39,86
July	13,61,78	1,33,41	1,67,04	10,02,72	66,29	3,40,26	14,34	33,82	31,19,66
August	13,75,25	1,34,93	1,73,77	10,24,03	68,51	3,26,85	14,55	39,15	31,57,04
September	13,08,95	1,39,23	1,70,70	10,64,22	69,64	3,22,71	14,16	33,41	31,23,02
October	13,33,16	1,47,84	1,84,19	10,62,95	62,79	3,27,58	12,83	49,50	31,80,84
November	13,24,19	1,55,60	1,84,70	10,93,18	67,28	3,36,75	11,70	62,14	32,35,54
December	12,86,82	1,66,20	1,79,14	10,42,33	71,23	3,33,35	11,40	54,38	31,44,85
1895.									
January	11,96,81	1,20,32	1,75,83	9,68,27	67,04	3,46,94	10,94	63,85	29,50,00
February	13,14,04	1,06,97	1,65,75	9,14,79	65,57	3,95,23	11,94	60,68	30,34,97
March	13,48,39	1,06,09	1,55,64	9,27,79	60,10	4,01,80	13,93	56,26	30,70,00

Note upon the Rupee Census.

I give below the same table as I gave last year showing the composition of the circulation. It is constructed, as was then explained, by weighting the provincial figures according to their importance.

The composition of the rupee circulation.

	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.
William IV.	4·82	4·55	5·02	3·57	3·14	2·99	3·01	3·02	2·83	2·57	2·31	2·35	2·13	2·02	1·81	1·84	1·69	1·44	1·47	1·54
1840—1st Issue	10·34	10·49	8·33	8·04	6·81	6·88	7·02	7·31	6·93	6·27	5·46	6·17	5·44	5·53	4·86	4·42	4·67	4·01	4·	4·4
1840—2nd Issue	29·86	27·97	24·16	23·3	21·75	20·71	21·	19·82	18·99	18·5	16·16	16·22	15·24	14·16	12·86	13·11	12·54	11·4	10·99	11·23
1862–73	49·83	45·67	38·35	36·67	34·82	34·14	34·53	32·85	31·52	29·93	27·81	27·96	25·55	24·26	23·25	22·3	22·11	20·23	19·92	19·85
1874	2·19	2·28	1·85	1·67	1·6	1·45	1·38	1·19	1·16	1·18	·99	·92	·92	·89	·95	·82	·72	·91	·75	·79
1875	2·7	*3·13*	2·79	2·58	2·6	2·24	2·08	1·92	1·85	1·79	1·64	1·67	1·44	1·4	1·39	1·38	1·21	1·19	1·12	1·19
1876	·26	4·13	3·54	3·35	3·04	2·78	2·64	2·42	2·4	2·26	1·99	1·87	1·79	1·75	1·65	1·61	1·49	1·32	1·41	1·43
1877	...	1·78	*13·07*	11·49	10·49	9·71	9·2	8·75	7·98	7·69	6·9	6·63	6·11	5·67	5·44	5·22	4·9	4·34	4·31	4·26
1878	...	...	3·89	*8·26*	7·76	6·88	6·37	6·15	5·57	5·35	4·77	4·47	4·03	3·88	3·66	3·53	3·23	2·99	2·91	2·95
1879	...	..	...	1·06	5·13	*5·78*	5·3	5·25	5·4	5·1	4·65	3·9	3·59	3·33	3·26	2·97	2·82	2·52	2·52	2·61
1880	...	...	...	...	2·85	*6·31*	5·96	5·41	5·38	4·86	4·53	3·98	3·89	3·49	3·37	3·13	2·92	2·61	2·62	2·60
1881	...	...	...	...	...	·13	·32	·39	·6	·54	·42	·34	·37	·38	·63	·37	·4	·33	·32	·39
1882	...	...	...	...	...	...	1·19	5·24	*6·15*	6·02	5·32	4·95	4·56	4·06	3·71	3·6	3·25	3·1	2·94	2·92
1883	...	...	...	...	...	..	...	·19	1·77	*1·87*	1·52	1·5	1·39	1·26	1·15	1·05	·97	1·03	1·05	1·02
1884	...	...	...	...	...	...	...	...	1·36	*4·02*	3·59	3·69	3·82	3·22	2·78	2·59	2·39	2·23	2·17	2·16
1885	...	...	...	...	...	...	...	...	...	1·88	*9·86*	7·64	7·27	6·55	6·04	5·62	5·06	4·48	4·21	4·18
1886	...	...	...	...	...	...	...	...	...	...	2·58	4·	*4·98*	3·85	3·32	3·02	2·77	2·43	2·42	2·39
1887	...	...	...	...	...	...	...	...	...	...	...	1·64	5·33	*6·99*	6·82	6·14	5·58	5·04	4·8	4·50
1888	...	...	...	...	...	...	...	...	...	...	...	...	2·8	*5·78*	5·46	4·9	4·46	3·7	3·72	3·58
1889	...	...	...	...	...	...	...	...	...	...	...	...	...	1·48	*6·11*	4·44	4·7	4·54	4·21	3·87
1890	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2·44	4·53	*6·19*	6·44	6·27	6·03
1891	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3·38	*4·49*	4·	4·06	3·87
1892	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·43	6·91	7·23	6·82
1893	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2·77	4·96	5·42
Miscellaneous	...	...	...	·01	·01	...	...	·09	·11	·07	...	·1	·05	·05	·04	·03	·08	·04	·02	...
	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100

An attempt has been made this year to ascertain the nature of the circulation of our two great cities Bombay and Calcutta, which each contain more than three-quarters of a million of inhabitants. The table that follows has been derived from an extensive examination over a considerable period of the receipts at the Municipal Offices of these cities. For the sake of comparison, I place in juxtaposition the figures showing the composition of the Bombay and Bengal circulations together with the general average for all India:—

Year of coinage.	Bengal.	Calcutta Municipality.	Bombay.	Bombay Municipality.	Mean average of the two Municipalities.	General average.
William IV	1·95	1·73	·45	·55	1·14	1·54
1840 (1st Issue)	4·55	3·73	1·8	1·92	2·82	4·4
Do. (2nd Issue)	10·9	10·91	7·6	7·5	9·2	11·23
1862	18·1	17·26	18·2	16·8	17·03	19·85

Year of coinage.	Bengal.	Calcutta Municipality.	Bombay.	Bombay Municipality.	Mean average of the two Municipalities.	General average.
1874	·95	·89	·55	·51	·72	·79
1875	1·15	1·06	1·	1·	1·03	1·19
1876	1·3	1·59	1·3	1·27	1·43	1·45
1877	5·05	3·8	2·45	2·73	3·27	4·26
1878	3·2	2·92	2·	2·01	2·46	2·95
1879	2·1	2·08	2·2	2·07	2·07	2·61
1880	1·85	1·7	3·2	3·08	2·39	2·60
1881	·5	·58	·25	·17	·38	·39
1882	2·8	2·34	2·65	2·71	2·52	2·92
1883	1·15	1·39	7·5	·73	1·06	1·02
1884	1·75	1·98	2·2	2·11	2·05	2·16
1885	4·05	3·32	3·75	3·56	3·44	4·18
1886	2·15	2·84	2·75	2·69	2·76	2·39
1887	5·9	5·65	3·3	3·73	4·69	4·50
1888	3·05	3·52	4·75	4·7	4·11	3·58
1889	4·1	5·01	3·9	3·81	4·41	3·87
1890	6·25	6·72	8·05	8·04	7·38	6·03
1891	3·05	3·85	6·75	6·69	5·27	3·87
1892	8·8	8·92	9·35	9·8	9·36	6·82
1893	5·35	6·21	10·8	11·82	9·01	5·42

As was anticipated, this investigation shows that the circulation of these cities is composed of newer coin than that generally in use either in these Presidencies or elsewhere. I do not, however, propose to raise the general average on this account, for the circulation in Central India, Rajputana, Mysore and other Native States is probably at least as large or larger than in these cities and is certainly of an older type than the average. Proceeding then upon my first table it will be noted that this year the mintages of 1892 and 1893 constituted 12·22 per cent. of the circulation. The coinage, however, for these two years was 18·33 crores. We cannot, however, argue that the above percentage is equal to this number of crores, for these mintages must have suffered some loss since their emission, and have also not yet entered completely into the circulation. Taking the former point first—from figures kindly furnished to me by Mr. O'Conor,—I find that the sea export of rupees from August 1893 to May 1895 was about 177 lakhs of rupees, whilst the import was somewhat greater. The mintages, however, of 1892 and 1893 during this period constituted about 11 per cent. of the circulation. It is, therefore, reasonable to suppose that 11* per cent. of 177 lakhs has been exported. Of this 19 lakhs, a considerable quantity must have returned in the recorded and unrecorded import. Again some of these mintages (not much, for they are scarce in the north for some years after issue) must have crossed our land borders. A few must have been melted and hoarded, though melting must be less practised than formerly, and there are indications that hoarding is less common. We shall,

* Coin is not picked for export.

therefore, I think, be making a liberal allowance, if we assume that the loss of these mintages amounted to 30 lakhs.

I now come to the deduction to be made on account of new unissued coins. Lahore holds none. Allahabad has about 19 lakhs. I hold about 15 lakhs. Bombay has about 3 crores and 28 lakhs. At my request Mr. Barrow very kindly has made an attempt to ascertain its nature by examining at random 200 bags. The result is given below:—

9	bags were of	1893 coin.
57	ditto	1892 ,,
16	ditto	1891 ,,
108	ditto	1890 ,,
4	ditto	1889 ,,
6	ditto	Earlier coin.

In the absence of more perfect information we may take it that 1 crore 9 lakhs is therefore coin minted in 1892 and 1893. Calcutta holds 228½ lakhs at the Fort and 35½ lakhs at the Currency Office which may be new coin, for in 1893 the remittances from Bombay were upwards of 350 lakhs. Now when we take into consideration (1) the facts disclosed by the Bombay Examination, (2) the date of receipt, *i.e.*, more than 18 months ago when coin of earlier years must have been a large part of the Bombay stock, (3) the fact as shown by last year's census that the 1890 and 1891 coinages were not so largely represented in the circulation as was to be expected, and (4) that much of this 228½+35½ lakhs may be old coin received from the public, we may not unreasonably hold that the quantity of 1892 and 1893 coinage in this stock is not very large. I propose to place it at 88 lakhs. In this connection, I wish very respectfully to point out that the question of the composition of the Government reserves vitally affects these calculations. Instead of making a resort to hypotheses more or less probable a necessity, Government could settle the matter by examining at random about 25 per cent. of the Calcutta and Bombay reserves. The cost of doing this would not be very great, and in view of the importance of the question and the fact that each year these calculations will become more speculative owing to the absence of fresh data, it should not stand in the way.

To return, however, to the question of deduction, we now have 30+19+15+109+88=261 lakhs. Deducting this total from 18·33 crores, we get 15·72 crores. To ascertain the circulation, our formula will be—

12 : 22 : : 100 : 15·72

and the result is 128 crores.

I now pass to a consideration of the meaning of the alterations in the percentages of this year's census. It is noticeable that the percentages of all the earlier years from 1835 to 1876 have all increased (except the 2nd issue of 1840) whilst the percentages of the later years have diminished. *Ceteris paribus*, these alterations could be due to—

(*a*) a reappearance of the old mintages coupled with a slight reappearance of the new mintages; or

(*b*) a disappearance of the old mintages coupled with a greater disappearance of the new mintages; or

(*c*) a reappearance of the old mintages coupled with constancy of the new; or

(*d*) a disappearance of the new coupled with constancy of the old; or
(*e*) a reappearance of the old coupled with disappearance of the new.

Alternatives (*a*) and (*b*) involve a considerable expansion or contraction of the circulation. An adequate cause for either state of things does not exist. The remaining three alternatives are all possible solutions. Alternative (*c*) would mean an expansion, alternative (*d*) a contraction of the currency, whilst alternative (*e*) might mean either, or a constant circulation. The question, therefore, is which of these solutions most probably represents the facts. Now reappearance of a mintage must either be from outside India or from hoards. Statistics already quoted show that the reappearance of coin from abroad cannot have been of any great moment. Moreover, such reappearance would not be of coins materially older than that mainly current. I take it, therefore, that there has been a reappearance from hoards. Old coin having been longer in existence must have suffered more from hoarding and conversely gains more when hoards return to the circulation. Assuming, then, it to be a fact that coin has returned from hoards, it may be that coin has come back from old and new mintages in quantities such that in the latter case the accession is only equal to the loss: this is alternative (*c*). Or it may be that the disappearance of the new is greater than its accession, whilst in the case of the old the two are equal: this is alternative (*d*). Or it may be as in alternative (*e*), the old coinages have gained more than they have lost whilst the new coinages have lost more than they have gained. In this case (alternative (*e*)) the circulation has contracted, expanded or remained constant according as the old coinages have gained more or less or the same as the new coinages have lost. I do not, however, think that this alternative (*e*) correctly represents the facts, for if on balance the old coinages have gained and the new coinages lost, I should have expected this movement in opposite direction to have had a greater effect upon their percentages as shown in the census. Again alternative (*d*) is not quite so probable as alternative (*e*). Melting is now less practised, hoarding for the present has not only ceased but accumulations are returning to the circulation. The causes for disappearance are therefore less operative than before. There is, therefore, some ground for the belief that the circulation has slightly expanded this year, or if it has not expanded, that it has remained nearly constant. As, however, the independent line of reasoning followed in the earlier part of this note points also to the conclusion that the circulation has expanded, we may, with some confidence, hold that there has, in fact, been a slight expansion. We may perhaps place it at about three crores.

16th July 1895.

F. C. HARRISON.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Total Gross and Net Indian Sea and Land Customs Revenue (excluding Salt Revenue).

[In thousands of Rupees.]

	In the three months, April to June, of									
	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
IMPORTS (GROSS REVENUE).										
Arms, Ammunition, and Military Stores	41	59	58	52	59	73	76	69	70	77
Liquors:										
Spirit	10,00	11,02	11,95	11,96	13,61	12,71	13,77	12,71	13,12	14,90
Other liquors	1,48	1,75	1,65	1,64	1,62	1,84	1,56	1,71	1,44	1,70
Apparel, drapery, etc.	—	—	—	—	—	—	—	—	1,52	1,57
Chemical products and preparations	—	—	—	—	—	—	—	—	69	64
Cotton manufactures:										
Twist and yarn	—	—	—	—	—	—	—	—	—	3,83
Piece goods, grey	—	—	—	—	—	—	—	—	—	15,09
„ white	—	—	—	—	—	—	—	—	—	5,55
„ coloured	—	—	—	—	—	—	—	—	—	4,80
Other goods	—	—	—	—	—	—	—	—	84	61
Drugs, medicines, and narcotics	—	—	—	—	—	—	—	—	61	79
Dyeing and tanning materials	—	—	—	—	—	—	—	—	83	91
Glass and glassware	—	—	—	—	—	—	—	—	1,76	93
Hardware and cutlery	—	—	—	—	—	—	—	—	90	1,80
Metals:										
Copper	—	—	—	—	—	—	—	—	68	2,20
Iron and steel	—	—	—	—	—	—	—	—	6,63	1,10
Silver	—	—	—	—	—	—	—	—	28	7,16
Tin	—	—	—	—	—	—	—	—	1,30	34
Other metals	—	—	2,57	3,76	3,77	4,67	4,65	4,44	3,58	80
Oils: Petroleum	—	—	—	—	—	—	—	—	42	11,31
Paints and colours	—	—	—	—	—	—	—	—	55	42
Paper	—	—	—	—	—	—	—	—	1,24	62
Provisions	—	—	—	—	—	—	—	—	2,68	1,98
Silk, raw and manufactured	—	—	—	—	—	—	—	—	1,08	2,86
Spices	—	—	—	—	—	—	—	—	34	78
Stationery	—	—	—	—	—	—	—	—	3,08	35
Sugar	—	—	—	—	—	—	—	—	42	5,33
Tea	—	—	—	—	—	—	—	—	72	34
Umbrellas	—	—	—	—	—	—	—	—	28	58
Wood and timber	—	—	—	—	—	—	—	—	93	34
Woollen goods	—	—	—	—	—	—	—	—	33	86
Imports by post	...	...	...	...	...	...	...	...	4,67	34
All other articles	1	1	1	1	1	1	1	1	51,62	5,68
TOTAL	11,90	13,37	16,76	17,89	19,60	19,96	20,75	19,56	51,62	97,34
EXPORTS (GROSS REVENUE).										
Rice and rice-flour	19,27	19,33	15,97	21,77	24,76	23,26	16,01	20,83	23,21	22,67
TOTAL GROSS REVENUE	31,17	32,70	32,73	39,66	44,36	43,22	36,76	40,39	74,83	1,20,01
TOTAL NET REVENUE	30,44	31,74	31,84	38,60	43,31	41,84	35,74	38,97	72,94	1,17,18
Provincial distribution of Net Customs Revenue.										
Bengal — Import	3,37	2,92	4,71	5,35	5,54	5,92	6,80	5,46	12,44	33,10
Bengal — Export	2,69	2,96	4,66	3,57	4,13	3,63	3,21	3,95	3,53	4,71
Bombay — Import	3,24	3,67	4,87	4,96	6,21	6,44	6,16	6,85	25,33	37,61
Bombay — Export	41	52	47	72	54	36	50	58	73	80
Sindh — Import	1,19	1,40	1,40	1,65	1,77	1,71	1,60	1,74	3,36	5,69
Sindh — Export	27	21	17	21	28	22	23	16	20	20
Madras — Import	1,50	2,24	2,68	2,43	3,30	2,81	2,68	2,66	5,34	10,25
Madras — Export	1,31	1,25	1,24	1,61	1,12	99	99	1,10	1,88	1,41
Burma — Import	2,39	2,72	2,77	2,89	2,36	2,46	2,93	2,17	3,88	8,32
Burma — Export	14,07	13,85	8,87	15,21	18,06	17,30	10,64	14,30	16,25	15,09

FINANCE AND COMMERCE DEPARTMENT
Calcutta, 1st August, 1895.

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, July 27th, 1895.

During the past week the weather has been showery throughout almost the whole country. Pressure has been highest in the extreme south and lowest in the Punjab with, on some days, a slight depression over Bengal, while the pressure differences over India have been rather larger than usual. Monsoon winds have prevailed all over the country, except perhaps over the Gangetic plain, where the normal south-easterly current from the Bay was less developed than is ordinarily the case. On the West Coast, and more particularly on the Kathiawar, Sind, and North Konkan Coasts, the monsoon has blown very strongly, and at times at the head of the Bay the force has been above the average, but elsewhere the wind has had less than its normal force. The mean temperature has been generally slightly above the average—more particularly on the last two days of the week, when, owing to the rainfall ceasing altogether over Sind, Rajputana, and the Punjab, the mean temperature became very excessive over those provinces, and raised the general average of the whole country. The day temperatures over the Central and Southern Punjab and Rajputana reported on the 27th were exceedingly high.

Daily Summary.—*Sunday.*—The barometer had risen over Southern and fallen over Northern India. In consequence gradients had suddenly increased, and the pressure difference had risen to 0·476 inch. The wind was southerly in Burma and the Indus Valley, south-west to south-east in Bengal, south-easterly to easterly in the north of the Punjab and on the hills, and south-westerly to westerly elsewhere. The directions were hence abnormally westerly over the Gangetic plain, and southerly in the Indus Valley, but were fairly normal elsewhere. The mean temperature was excessive in the extreme north-west, and about normal elsewhere. Rain had been general over North-Eastern India, Central India, and the west of the Peninsula, and showers had occurred elsewhere.

Monday.—Pressure had decreased almost everywhere—more in the north than in the south—and the pressure difference had mounted to 0·61 inch. The winds were little changed in direction, and there had been no increase of easterly winds in the Gangetic plain. The force was strong on both sides of India. The mean temperature was still excessive in the extreme north-west, and nearly normal elsewhere. Rain had extended somewhat up the Gangetic plain, and had become heavier in North Bengal, while, on the contrary, it had fallen lighter on the West Coast.

Tuesday.—The pressure changes were irregular, but on the whole downward, and the pressure difference between Southern and Northern India was 0·592 inch. A shallow low pressure area was shown over Bengal and Bihar. The winds were still abnormally westerly and south-westerly in Northern India, but blew from about the usual quarters elsewhere. The force was fresh to strong along the west coast of India. The mean temperature had fallen very generally, though it still remained excessive in Sind and Rajputana. Over North-Western India only scattered rainfall had been received, but in other parts of the country the fall had been fairly general.

Wednesday.—Pressure had increased over Western and decreased over Eastern India. In the Punjab the rise had been brisk to rapid, and as a consequence the area of lowest pressure had been transferred southward, and lay over Upper Sind instead of over the Western Punjab. In other respects conditions were little changed, and the pressure difference amounted to 0·474 inch. The winds were light and variable over the Gangetic plain and the Punjab, but blew from the normal directions elsewhere. The force was high on the coasts of the Bombay Presidency. The mean temperature had generally decreased, and was low over Northern India and Madras. General rain had fallen over North-Eastern India, and showery weather in most other parts of the country, but in Sind, Rajputana, and South Madras there had been no rain.

Thursday.—The barometer had risen, except in Lower Burma, but the general distribution was not much changed, though the pressure difference between Ceylon and Northern India had decreased to 0·453 inch. The winds remained light and irregular over the Gangetic plain and the Punjab, and were feebly cyclonic in Bengal, but elsewhere the directions were fairly normal. The mean temperature had increased slightly. Little or no rain had fallen over the Punjab, the Hills, the Bombay Deccan, Gujarat, Sind, Rajputana, and Madras. Elsewhere it has fallen generally, though lightly.

Friday.—Pressure had generally increased in the north, and decreased in the centre and south. The pressure difference between Ceylon and the Punjab had hence again decreased, and amounted to 0·447 inch. The winds were little changed generally, but some instances of south-east winds were shown over the Gangetic plain. The mean temperature was generally above the normal, except in the North-Western Provinces and Madras. In the Punjab, Sind, and Rajputana the excess was large. The rainfall had again been light, and the distribution had been rather irregular.

Saturday.—Pressure had decreased over the greater part of the Indian region, the fall in most places being brisk to rapid. The distribution of pressure was almost normal, and the winds were normal, except over the Gangetic plain, where the south-east current from the Bay was still undeveloped. The mean temperature continued excessive in nearly all places, but especially so in the north-west. The rainfall had been very heavy at Nagpur, and moderately heavy at several of the more central stations, but was again very light over a large part of North-Western and Northern India.

Temperature.—The mean temperature, though less excessive than on several days of last week, has yet been, for the whole of India, above the normal average on most days of the week. The general excess amounted to about 1° on the 21st and 22nd and to about 1½° on the 26th and 27th, while on the three intervening days the mean was nearly normal. The following table gives the variations of the mean temperature from the normal in the different provinces of India for each day of the week:

Province.	July 1895.							Mean variation of week.
	21st	22nd	23rd	24th	25th	26th	27th	
	°	°	°	°	°	°	°	°
Burma	+1·4	+0·4	—1·0	0	+0·9	+1·6	+1·7	+0·7
Bengal and Assam	—0·3	—0·9	—2·4	—1·5	—0·7	+0·4	+0·7	—0·7
North-Western Provinces and Oudh	+1·4	+0·7	—1·1	—2·4	—0·8	—1·1	+1·1	—0·3
Punjab	+3·6	+2·7	+1·3	—2·2	+1·0	+4·6	+6·8	+2·5
Bombay	—0·5	+1·1	+0·8	+0·8	+0·9	+0·2	+1·0	+0·6
Central Provinces and Berar	—0·5	+0·1	+0·4	—0·1	+0·1	+0·4	—1·0	—0·1
Central India and Gujarat	+0·2	0	+0·3	+0·2	+0·6	+0·9	+0·9	+0·4
Sind and Rajputana	+3·6	+3·6	+3·3	+2·3	+2·9	+4·6	+4·6	+3·7
Madras	—0·1	+0·1	—2·1	—2·8	—1·3	—0·8	—0·6	—1·1
Mean for whole of India	+1·0	+0·9	—0·1	—0·6	+0·4	+1·2	+1·7	+0·6

The mean temperature of the whole country for the whole week was ½° above the average. The provincial variations showed a mean excess of 3·7° for Sind and Rajputana and of 2·5° for the Punjab, but elsewhere the variations were small and unimportant. The following are the highest recorded maxima on each day of the week. They were all recorded in the extreme north-west, and were in each case largely above the average:

On July	21st	the highest maximum reported was	113·2°	at Jacobabad.
„	22nd	„ „	111·8°	„ „
„	23rd	„ „	115·1°	„ „
„	24th	„ „	109·3°	„ „
„	25th	„ „	107·1°	„ Dera Ismail Khan.
„	26th	„ „	110·3°	„ Jacobabad.
„	27th	„ „	112·2°	„ „

Rainfall.—As was shown in the previous sections, there has been no cyclonic storm to affect the rainfall during the past week, and the weather has been determined by the existence of steady normal monsoon conditions. As a consequence the reports have exhibited more or less general moderate rain without any of those heavy downpours which characterise the weather during the existence of cyclonic storms. The region of least steady rainfall was the north-west, where, except under exceptional conditions, the monsoon rainfall is normally lighter and more precarious than that of other parts of India. The table at the close of the summary shows the rainfall data. During the week ending on July 27th rain fell in all the rainfall divisions, except Sind, the average actual rainfall received ranging from 13·88 inches in Tenasserim to 0·28 inch in Madras (Central). In normal years the rainfall for the week under review ranges from 10·68 inches in Tenasserim to 0·29 inch in Madras (South), so that as regards general distribution the actual and normal rainfall agree fairly closely. As regards details, however, considerable differences in the distribution are shown. The third column of the table exhibits these differences. In the case of twenty-two divisions the actual rainfall has been in excess of the normal, while in twenty-nine it has been in defect. This is an improvement as compared with last week, when in only seventeen divisions was any excess recorded. The regions which received an excess during the week under review include the following divisions: Tenasserim; Lower Burma; Arakan; East, Central, and North Bengal; the Surma division of Assam, Chota Nagpur, and both the Bihar divisions; both the Oudh divisions; the east and submontane divisions of the North-Western Provinces; Khandesh; Berar; the north, north (*a*), central and south divisions of the East Coast; Hyderabad (South); and the south division of Madras. All other parts of the country received less rain than usual. The most marked instances of excess were 3¼ inches in Tenasserim and the North-Western Provinces (East), and over 2 inches in Bihar (North and South), Oudh (South), and the East Coast (North (*a*)), while the most marked cases of defect were 3·95 inches in Coorg, 3·05 inches in the hill districts of the Punjab, and 1·89 inches in the Konkan. The comparative absence of rainfall over the Gangetic plain and the Punjab appears to have been due to the absence of the normal south-east current from the Bay over that region, the lightness of the rainfall over the Central Provinces, Rajputana, and the North of Bombay to the existence of abnormally high pressures over that district, and the scanty rainfall over the west of the Peninsula to a somewhat feeble monsoon over the centre of the Arabian Sea.

The returns of the sudder stations show that rain fell practically on all days of the week over Tenasserim, Lower Burma, Central Burma, Arakan, Assam, Bengal, the North-Western Provinces, Malabar, Coorg, the Konkan, the Deccan, Khandesh, the central parts of the country, and Ganjam; principally on the 22nd, 23rd, and 24th in the Punjab, on the 21st, 22nd, and 23rd in Mysore; from the 21st to the 25th in Gujarat and Kathiawar; and on the 21st, 22nd, and 23rd in Madras.

The three concluding columns of the table show the state of the seasonal rainfall. In the majority of cases the actual seasonal rainfall exhibits departures of less than 20 per cent. from the average, and in these cases the rainfall may be regarded as fairly normal. Deficiencies exceeding 20 per cent. are reported from Arakan, East Bengal, Deltaic Bengal, Central Bengal, the Central Punjab, the submontane division of the Punjab, Mysore, Berar, Gujarat, Sind, Central India, Rajputana, and South Madras. The principal cases of excess are shown by Ganjam and Orissa.

The following are the more important total falls recorded during the week ending on the 27th: Amherst (Tenasserim) 13·88 inches, Maubin 11·27 inches, Akyab 16·15 inches, Chittagong 12·74 inches, Cherrapunji 26·48 inches, Thakurgaon (Dinajpur) 12·59 inches, Buxar 11·64 inches, Kandipur (Sultanpur) 16·79 inches, Jagraon (Ludhiana) 4·77 inches, Dharmsala 11·95 inches, Beltangady (Mangalore) 9·83 inches, Bavda (Satara) 14·36 inches, Marwara (Jubbulpur) 25·47 inches, Kazole (Godaveri) 7·12 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending July 27th, 1895.			Rainfall data from June 2nd to July 27th, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, June 2nd to July 27th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	13·88	10·68	+ 3·20	68·19	81·03	— 16
	Lower Burma	6·27	5·04	+ 1·23	34·83	38·90	— 10
	Central Burma	2·80	2·87	— 0·07	17·11	20·69	— 17
	Upper Burma	0·67	?	?	10·66	?	?
	Arakan	11·70	9·72	+ 1·98	52·77	94·18	— 44
Bengal and Assam	East Bengal	5·06	4·09	+ 0·97	22·22	35·61	— 38
	Assam (Surma)	6·88	6·47	+ 0·41	56·97	63·96	— 11
	Do. (Brahmaputra)	3·56	3·71	— 0·15	30·06	29·07	+ 3
	Deltaic Bengal	2·07	2·94	— 0·87	13·84	20·58	— 33
	Central Bengal	2·87	2·53	+ 0·34	15·60	20·34	— 23
	North Bengal	5·37	4·11	+ 1·26	46·03	43·32	+ 6
	Orissa	3·10	3·14	— 0·04	28·76	20·12	+ 43
	Chota Nagpur	3·40	3·31	+ 0·09	20·22	19·49	+ 4
	Bihar (South)	5·42	3·03	+ 2·39	14·64	16·06	— 9
	Do. (North)	4·79	2·64	+ 2·15	21·37	19·43	+ 10
North-Western Provinces and Oudh.	North-Western Provinces (East)	6·25	2·96	+ 3·29	14·41	14·58	— 1
	Do. (Submontane) (*a*)	4·39	3·12	+ 1·27	16·47	16·48	0
	Oudh (South)	5·33	2·66	+ 2·67	14·92	13·67	+ 9
	Do. (North)	3·75	2·68	+ 1·07	16·57	15·72	+ 5
	North-Western Provinces (Central).	2·17	2·83	— 0·66	13·55	12·71	+ 7
	North-Western Provinces (West).	1·59	2·55	— 0·96	9·84	10·86	— 9
	North-Western Provinces (Submontane). (*b*)	2·39	3·32	— 0·93	17·86	17·60	+ 1
Punjab	Punjab (South)	0·95	1·03	— 0·08	4·67	5·12	— 9
	Do. (Central)	1·07	1·73	— 0·66	6·10	8·51	— 28
	Do. (Submontane)	1·38	1·98	— 0·60	8·31	10·58	— 21
	Do. (Hill Districts)	3·07	6·12	— 3·05	25·33	29·02	— 13
	Do. (North-West)	0·40	1·40	— 1·00	5·44	6·06	— 10
	Do. (West)	0·44	0·73	— 0·29	4·04	3·21	+ 26
Bombay and Malabar Coast Districts (Madras).	Malabar	4·28	5·92	— 1·64	61·15	62·20	— 2
	Madras (South Central)	1·01	1·15	— 0·14	9·80	10·07	— 3
	Coorg	5·04	9·59	— 3·05	51·82	63·28	— 18
	Mysore	0·90	1·64	— 0·74	8·84	11·41	— 23
	Konkan	5·54	7·43	— 1·89	57·78	66·38	— 13
	Bombay Deccan	1·12	1·46	— 0·34	11·96	11·91	0
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	1·10	1·05	+ 0·05	10·08	9·41	+ 7
Central Provinces and Berar.	Berar	1·79	1·77	+ 0·02	11·67	16·56	— 30
	Central Provinces (West)	2·54	2·84	— 0·30	16·68	18·78	— 11
	Ditto (Central)	4·01	4·44	— 0·43	21·37	24·66	— 13
	Ditto (East)	3·86	4·02	— 0·16	26·01	23·24	+ 15
Bombay (North)	Gujarat	3·86	3·89	— 0·03	17·72	23·50	— 25
	Kathiawar	0·74	1·90	— 1·16	9·96	11·17	— 11
	Sind	0	0·62	— 0·62	0·72	2·52	— 71
Rajputana and Central India.	Central India (East)	1·73	2·81	— 1·08	13·45	18·51	— 27
	Rajputana (East), Central India (West).	1·97	2·00	— 0·03	7·42	13·06	— 43
	Rajputana (West)	0·52	1·41	— 0·89	1·32	6·17	— 79
Madras	East Coast (North)	1·84	1·21	+ 0·63	14·87	10·35	+ 44
	Ditto (ditto) (*a*)	5·25	2·99	+ 2·26	22·62	24·43	— 7
	Hyderabad (South)	2·27	0·99	+ 1·28	7·09	8·07	— 8
	Madras (Central)	0·28	0·99	— 0·71	5·21	5·76	— 10
	East Coast (Central)	1·00	0·73	+ 0·27	7·06	6·31	+ 12
	Ditto (South)	1·34	0·79	+ 0·55	4·19	4·54	— 8
	Madras (South)	0·33	0·29	+ 0·04	1·11	1·94	— 43

SIMLA, *1st August 1895.*

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DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 27th July.*—Rainfall good in the Circars, on the West Coast and Nilgiris, and in parts of the Carnatic and Central districts; light rain elsewhere. Agricultural operations are progressing. The standing crops are generally fair, but more rain is needed in parts of the Carnatic, Central and Southern districts. Pasture is improving, and fodder is available. The condition of cattle is generally good. Prices are slightly easier in the Circars; have risen in parts of the Central and Southern districts, but are stationary elsewhere.

Bombay.—*For week ending 31st July.*—Rain generally sufficient in the Konkan and Gujarat; moderate or slight elsewhere. More rain is wanted urgently in Sind and in parts of the Deccan and Carnatic. The river continues low in Sind, agricultural operations are generally suspended, and the crops are suffering owing to deficiency of water. Sowings of the early crops are progressing in eleven districts, but are retarded in parts of Ahmednagar owing to excessive moisture. Transplantation is progressing in four districts, but is retarded in parts of two owing to insufficient moisture. Preparations for the late crops are progressing in parts of five districts. Fodder is sufficient, and agricultural stock are in good condition, except in parts of Sind and Broach. Prices are normal, except in two districts of Sind and three of the Deccan.

Bengal.—*For week ending 29th July.*—There was sufficient rain throughout the Province during the week, except in the Burdwan and Presidency divisions, where the rainfall is still scanty, and is causing some apprehension. Except in those two divisions, the cultivation of the winter rice crop is progressing favourably, and the prospects of the early rice and jute crops and of other autumn crops and also of sugarcane are satisfactory. In parts of North and East Bengal early rice and jute are being harvested. The price of common rice continues steady.

North-Western Provinces and Oudh.—*For week ending 31st July.*—Rain has been general during the week, and in most districts the fall was heavy. The autumn crops are flourishing, and agricultural prospects have generally been improved by the rainfall. The sugarcane crop has been damaged by insects in one tahsil of Farukhabad, and the rice crop has slightly suffered from drought in Lalitpur, Jhansi district. Supplies are sufficient, and prices fairly steady, but have fallen in a few districts.

Punjab.—*For week ending 31st July.*—Rain has fallen in all districts, except in Multan and Peshawar. The autumn sowings are in progress in Delhi and Lahore, but rain is wanted in Hissar, Amritsar, Lahore, Shahpur, and Multan. The rainfall has benefited the crops in Hissar and Umballa. The condition of the standing autumn crops is good to fair in Lahore, Amritsar, Dera Ismail Khan, Peshawar, and Multan. The crop prospects are average in

Rawal Pindi. The river is very low in Dera Ismail Khan. The autumn crops are being damaged, and fodder is drying up in Jullundur for want of rain. Cattle are generally in good condition, and fodder is sufficient in all districts, except in parts of Lahore. Prices are high in Umballa, rising in Jullundur and Peshawar, approaching normal in Sialkot, and low elsewhere.

Central Provinces.—*For week ending 31st July.*—Weather cloudy and cool. Rain has been general with very heavy falls in Nagpur and Saugor; more rain is required in the rice districts of Raipur and Seoni. The breaks during the month have been suitable for weeding operations, and prospects are favourable. Prices are steady.

Burma.—*For week ending 27th July.*—In Lower Burma ploughing and sowing have been completed in Akyab; elsewhere ploughing, sowing, and transplanting are in progress. In Upper Burma reaping of the early wet-weather paddy continues in Mandalay and Kyaukse. There is a general complaint of want of rain in the districts of Mandalay, Shwebo, Sagaing, Lower Chindwin, Thayetmyo, Pakokku, Minbu, Magwe, Meiktila, Yamethin, and Myingyan. Ploughing and sowing are retarded, and nurseries where sown are withering. The standing crops of sesamum and cotton are also withering, and the want of rain is now becoming serious. In Kyaukse the nurseries at the tail of canals are withering; in other districts the crop prospects are good. The price of paddy has fallen considerably in Thayetmyo, and slightly in Upper Chindwin; elsewhere prices are stationary.

Assam.—*For week ending 30th July.*—Weather seasonable. Late rice seedlings have been damaged by floods in Kamrup and Sibsagar. Tea is doing well. The condition of cattle is fair. Fodder is abundant, except in Kamrup. Water is sufficient.

Mysore and Coorg.—*For week ending 31st July.*—MYSORE: Rainfall good in the Bangalore, Kadur, and Shimoga districts; slight rain elsewhere. The standing crops are in good condition. Sowing operations continue. Prospects of the season are generally good. Prices have fallen in Kadur and Chitáldroog.

COORG: Rainfall good. Transplanting of rice continues. Prospects of *ragi* (*Eleusine coracana*), coffee, and cardamom are fair. Water and fodder for cattle are abundant. Prices are normal.

Berar and Hyderabad.—*For week ending 31st July.*—BERAR: Weather cool and cloudy with occasional light showers. The crops are in good condition. Land is being prepared for the next winter crop. Sowings are nearing completion. Weeding operations are in progress. Fodder and water are sufficient. Prices are almost stationary.

HYDERABAD: Rainfall good during the week. Sowing of the autumn crops is progressing generally, and of the irrigated crops in Warangal only. The water-supply is sufficient. Prices are normal.

Central India.—*For week ending 31st July.*—Rainfall general, but the fall is still insufficient in Baghelkhand and in some districts of Gwalior. Agricultural operations are in progress in all Agencies. The crops are in good condition, but some damage has been done in parts of Gwalior, and to the cotton crops in Bhopawar. Cattle are in good condition, except in parts of Gwalior and Bhopal. Pasturage is fairly good in all Agencies. Prices of food-grains are rising in three districts of Gwalior and in the Baghelkhand Agency, high in Bhopal and Goona, but normal elsewhere.

Rajputana.—*For week ending 31st July.*—Rainfall good in eight States, slight in seven others, no rain in Marwar. More rain is much needed in Meywar, Marwar, Deoli, Ajmere, Tonk, and Dholepore. Agricultural operations are generally satisfactory. Pasturage and fodder are generally sufficient. Prices have risen in seven States, fallen in one, high and fluctuating in another, but steady elsewhere.

Kashmir.—*For week ending 30th July.*—KASHMIR VALLEY: Weather fine. No rain. Prices continue normal.

JAMMU PROVINCE.—*For week ending 31st July.*—Rainfall slight. Weather still cloudy. The autumn crops have been slightly injured by the early rains. Cattle in good condition. Prices are rising.

Nepal.—*For week ending 27th July.*—Heavy showers have fallen during the week. The Indian-corn crop is being gathered. The outturn is good.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT

DEPARTMENT OF REVENUE

STATIS

IMPORTS OF COTTON, WHEAT,

Statement showing in maunds the imports of Cotton, Wheat, Linseed, and Indigo by rail and river into Calcutta, compared with the corresponding

Articles, and whence exported.	Imports in May.											
	Calcutta.			Bombay Town.			Karachi.			Total.		
	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.
1	2	3	4	5	6	7	8	9	10	11	12	13
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
COTTON, RAW—												
Madras	...	...	...	19,259	7,812	16,753	...	...	...	19,259	7,812	16,753
Bombay	...	...	...	644,550	501,238	689,079	...	...	...	644,550	501,238	689,079
Sind	...	...	...	...	...	...	21,492	54,906	66,057	21,492	54,906	66,057
Bengal	12,440	11,512	14,560	...	...	...	...	...	...	12,440	11,512	14,560
N.-W. P. & O.	1,728	32,692	38,437	4,212	9,652	20,292	...	...	...	5,940	42,344	58,729
Punjab	727	11,457	16,288	...	4,419	15,264	8,358	16,765	31,933	9,085	32,041	63,425
Cent. Provs.	287	260	119	4,625	10,425	10,193	...	...	...	4,012	10,685	10,312
Berar	567	767	2,254	173,721	83,802	77,756	...	...	...	174,288	84,569	80,010
Assam	2,987	2,349	5,830	...	...	...	...	...	...	2,987	2,349	5,830
Raj. & C. I.	1,536	12,817	4,163	19,158	93,808	153,044	...	...	...	20,694	106,025	157,207
Nizam's Terr.	...	...	...	19	2,774	2,910	...	...	...	19	2,774	2,910
Mysore	...	...	...	132	...	...	...	...	...	132	...	...
TOTAL	20,272	71,854	81,651	865,676	713,930	985,231	29,850	71,671	97,990	915,798	857,455	1,164,872
WHEAT—												
Madras	...	...	...	...	32	...	...	...	...	...	32	...
Bombay	...	...	...	274,293	176,847	335,152	...	...	...	274,293	176,847	335,152
Sind	...	...	...	...	...	...	123,691	144,614	366,022	123,691	144,614	366,022
Bengal	165,515	46,582	162,121	...	...	...	...	...	...	165,515	46,582	162,121
N.-W. P. & O.	559,948	352,006	486,051	90,322	3,558	230,066	...	...	...	650,270	355,564	716,117
Punjab	9,232	15,248	9,605	13,800	40,822	104,716	53,563	366,906	1,142,996	76,595	428,976	1,257,317
Cent. Provs.	35,652	445	8,588	1,273,417	312,475	429,699	...	...	...	1,309,069	312,920	438,287
Berar	...	...	...	11,189	10,287	31,947	...	...	...	11,189	10,487	31,947
Assam	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I.	337	...	...	374,245	81,831	189,311	...	...	...	374,582	81,831	189,311
Nizam's Terr.	...	...	...	611	...	799	...	...	...	611	...	799
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	770,684	414,281	666,365	2,037,877	631,852	1,321,590	177,254	511,520	1,509,018	2,985,815	1,557,653	3,497,073
LINSEED—												
Madras	...	...	...	5,620	5,820	7,436	...	...	...	5,620	5,820	7,436
Bombay	...	...	...	127,355	236,201	221,304	...	...	...	127,355	236,201	221,304
Sind	...	...	...	...	...	...	...	...	...	...	...	...
Bengal	842,333	628,458	513,976	...	...	...	...	...	...	842,333	628,458	513,976
N.-W. P. & O.	531,167	555,009	319,688	46,087	98,279	15,196	...	...	2,328	577,254	653,288	337,212
Punjab	...	...	...	...	1,195	621	...	...	7,712	...	6,249	8,333
Cent. Provs.	49,770	25,170	13,964	348,351	201,328	78,553	...	5,054	...	398,121	226,498	92,517
Berar	...	247	...	86,985	126,441	89,260	...	...	...	86,985	126,688	89,260
Assam	400	3,740	901	...	...	...	...	...	...	400	3,740	901
Raj. & C. I.	17,172	14,229	56	328,333	568,428	84,832	...	...	...	345,505	582,657	84,888
Nizam's Terr.	...	...	...	37,417	64,266	62,968	...	...	...	37,417	64,266	62,968
Mysore	...	...	...	65	62	...	...	...	...	65	62	...
TOTAL	1,440,842	1,226,853	848,585	980,213	1,302,020	560,170	...	5,054	10,040	2,431,055	2,533,027	1,418,795
INDIGO—												
Madras	...	...	...	2	172	180	...	...	...	2	172	180
Bombay	...	...	...	19	22	26	...	...	...	19	22	26
Sind	...	...	...	...	...	...	435	517	284	435	517	284
Bengal	56	...	28	...	...	...	...	...	...	56	...	28
N.-W. P. & O.	...	60	...	...	51	...	...	...	...	...	141	...
Punjab	...	...	...	...	...	...	215	449	249	215	449	249
Cent. Provs.	...	...	...	...	8	...	...	...	...	...	8	...
Berar	...	...	...	...	...	...	...	...	...	...	...	...
Assam	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I.	...	...	...	...	11	...	...	...	...	...	11	...
Nizam's Terr.	...	...	...	...	...	10	...	...	...	...	...	10
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	56	60	28	21	264	216	650	966	533	727	1,290	777

Simla, the 2nd August 1895.

OF INDIA.

AND AGRICULTURE.

TICS.

LINSEED, AND INDIGO.

Bombay Town and Karachi, during the month of May 1895, and from 1st January 1895 to 31st May 1895, periods of the years 1893 and 1894.

Imports from January to May, inclusive.													Articles, and whence exported.
Calcutta.			Bombay Town.			Karachi.			Total.				
1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.		
14	15	16	17	18	19	20	21	22	23	24	25		26
Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.		
												COTTON, RAW—	
...	...	...	19,734	10,356	20,287	...	...	...	19,734	10,356	20,287	Madras.	
...	242	...	2,515,743	2,408,725	2,182,817	...	...	...	2,515,743	2,408,967	2,182,817	Bombay.	
...	...	...	...	...	...	117,638	302,098	237,448	117,638	302,098	237,448	Sind.	
61,880	39,422	42,878	19	...	...	...	...	...	61,899	39,422	42,878	Bengal.	
121,802	347,580	218,715	194,023	241,035	175,784	...	...	...	315,825	588,615	394,499	N.-W. P. & O.	
39,441	52,530	60,482	60,225	66,117	60,683	174,583	161,353	143,409	274,249	280,000	264,574	Punjab.	
4,174	8,044	6,377	76,963	114,312	111,329	...	...	...	81,137	122,356	117,706	Cent. Provs.	
1,873	4,801	17,218	847,670	970,718	811,954	...	...	...	849,543	975,519	829,172	Berar.	
28,632	22,315	15,507	...	...	...	...	...	...	28,632	22,315	15,507	Assam.	
10,139	36,319	30,002	535,250	656,899	712,138	...	...	...	545,189	693,218	742,140	Raj. & C. I.	
...	...	...	1,384	3,477	4,895	...	...	...	1,384	3,477	4,805	Nizam's Terr.	
...	...	...	606	40	78	...	...	...	606	40	78	Mysore.	
267,941	511,253	391,179	4,251,617	4,471,679	4,079,965	292,221	463,451	380,857	4,811,779	5,446,383	4,852,001	TOTAL.	
												WHEAT—	
...	...	...	...	122	140	...	...	...	...	122	140	Madras.	
...	...	...	1,364,592	643,742	901,345	...	...	...	1,364,592	643,742	901,345	Bombay.	
[illegible]	[illegible]	[illegible]	...	...	...	357,209	781,764	366,022	357,209	781,764	366,022	Sind.	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	...	...	...	[illegible]	[illegible]	[illegible]	Bengal.	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	...	...	...	[illegible]	[illegible]	[illegible]	N.-W. P. & O.	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	...	...	...	[illegible]	[illegible]	[illegible]	Punjab.	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	...	...	...	[illegible]	[illegible]	[illegible]	Cent. Provs.	
...	...	64	36,183	26,619	30,343	...	...	...	36,183	26,619	30,667	Berar.	
...	...	...	...	...	...	...	...	...	...	...	...	Assam.	
2,193	...	...	802,576	328,516	265,259	...	...	...	804,769	328,516	265,259	Raj. & C. I.	
...	...	...	2,286	...	816	...	...	...	2,286	...	816	Nizam's Terr.	
...	...	...	...	...	...	...	...	...	...	...	...	Mysore.	
1,702,558	1,169,536	1,519,492	5,210,912	2,228,313	2,425,234	452,697	2,755,551	1,509,100	7,366,167	6,153,400	5,453,826	TOTAL.	
												LINSEED—	
...	...	...	54,041	95,587	74,321	...	...	...	54,041	95,587	74,321	Madras.	
...	...	...	925,503	1,476,040	1,362,039	...	...	...	925,563	1,476,040	1,362,039	Bombay.	
...	...	...	...	...	...	...	550	...	...	550	...	Sind.	
2,140,086	1,906,584	1,073,266	...	...	...	...	...	...	2,140,086	1,906,584	1,073,266	Bengal.	
991,498	1,072,705	436,943	160,271	267,173	35,531	...	...	2,328	1,151,709	1,339,878	474,802	N.-W. P. & O.	
...	686	...	115	1,195	621	12	5,665	7,794	127	7,546	8,415	Punjab.	
102,174	328,265	36,646	1,398,751	1,059,915	376,227	...	...	...	1,500,925	1,388,180	412,873	Cent. Provs.	
...	10,927	...	714,694	1,214,289	553,344	...	...	...	714,694	1,225,216	553,344	Berar.	
2,122	8,237	4,964	...	...	...	...	...	...	2,122	8,237	4,964	Assam.	
57,270	110,712	4,517	743,592	1,288,403	169,793	...	...	...	800,862	1,399,115	174,310	Raj. & C. I.	
...	...	...	308,847	508,310	453,958	...	...	...	308,847	508,310	453,958	Nizam's Terr.	
...	...	...	83	274	566	...	...	...	83	274	566	Mysore.	
3,293,150	3,438,116	1,556,336	4,305,897	5,911,186	3,026,400	12	6,215	10,122	7,599,059	9,355,817	4,593,858	TOTAL.	
												INDIGO—	
...	...	...	685	943	723	...	...	...	685	943	723	Madras.	
...	...	...	387	410	427	...	...	...	387	410	427	Bombay.	
...	...	...	21	...	...	5,250	2,761	2,867	5,271	2,761	2,867	Sind.	
6,246	6,574	21,853	...	...	4	...	...	...	6,246	6,574	21,857	Bengal.	
549	3,204	7,177	141	192	2	...	...	...	690	3,396	7,179	N.-W. P. & O.	
...	248	1,942	3	1	6	1,989	2,040	3,478	1,992	2,289	5,426	Punjab.	
5	...	...	2	18	...	...	...	...	7	18	...	Cent. Provs.	
...	...	...	...	...	...	...	...	...	...	...	...	Berar.	
...	...	...	...	...	...	...	...	...	...	...	...	Assam.	
...	...	24	571	631	355	...	...	...	571	631	379	Raj. & C. I.	
...	...	...	...	...	14	...	...	...	...	...	14	Nizam's Terr.	
...	...	...	...	...	...	...	...	...	...	...	...	Mysore.	
6,800	10,026	30,996	1,810	2,195	1,531	7,239	4,801	6,345	15,849	17,022	38,872	TOTAL.	

J. E. O'CONOR,
Director General of Statistics.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

C

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST TO 21ST JULY 1894, AND FROM 1ST TO 20TH JULY 1895.

N.B.—As regards the figures in column *Total Earnings from 1st July 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 2nd-half of 1894.	Week ending 21st July 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 20th July 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st to 21st July 1894.	Earnings from 1st to 20th July 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	556	1,683	8,40,313	505	1,710	8,89,257	520	26,25,859	25,89,809	...	36,050
Bengal-Nágpur	109	862	73,307	85	862	70,000	81	2,19,682	2,13,000	...	6,682
Indian Midland (*a*)	112	752	83,640	111	752	73,590	98	2,56,174	2,00,543	...	55,631
Bezwada Extension	198	21	3,278	156	21	3,192	152	8,720	9,042	322	...
Metre gauge—											
Rajputana-Malwa (*b*)	236	1,719	3,43,508	200	1,790	3,55,320	199	11,90,994	10,90,460	...	1,00,534
Pálanpur-Deesa	37	17	450	27	17	610	36	1,335	1,960	625	...
South Indian	154	1,042	1,55,682	149	1,042	1,75,841	169	4,98,852	5,16,027	17,175	...
Máyavaram-Mutupet	82	54	3,883	72	54	5,301	99	13,778	17,321	3,543	...
Southern Mahratta (*c*)	90	1,165	93,489	80	1,165	1,31,459	113	3,23,623	3,59,810	36,187	...
Bengal and North-Western (*d*)	121	756	91,476	121	756	88,560	117	3,00,941	2,54,660	...	46,281
Rohilkund and Kumaon (Lucknow-Bareilly section)	87	200	11,722	59	200	11,036	55	36,486	33,169	...	3,317
TOTAL	237	8,271	17,09,751	207	8,369	18,04,226	216	54,76,444	52,85,801	...	1,90,643
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	242	2,507	6,67,420	266	2,511	6,62,824	264	19,65,223	21,24,435	1,59,212	...
Oudh and Rohilkhand (state)	238	797	1,73,254	217	797	1,79,988	226	5,63,432	5,18,905	...	44,527
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	382	813	1,97,849	243	813	1,75,130	215	5,49,164	5,07,480	...	41,684
Bengal Central (*f*)	127	125	13,968	112	125	13,730	110	39,898	42,450	2,552	...
East Coast (state)	90	321	20,459	64	397	28,096	71	61,371	88,284	26,913	...
Metre gauge—											
Burma (state)	131	730	1,17,857	161	746	98,058	131	3,88,963	2,67,249	...	1,21,714
Special gauges—											
Jorhát (state provincial)	61	25	1,592	64	25	1,746	70	5,267	4,451	...	816
Cherra-Companyganj (state provincial)	59	8	440	55	8	43	5	1,287	426	...	861
TOTAL	235	5,326	11,92,839	224	5,422	11,59,615	214	35,74,605	35,53,680	...	20,925
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	341	1,490	4,19,849	282	1,490	3,51,728	236	13,40,361	10,85,853	...	2,63,508
Bombay, Baroda and Central India	510	491	1,68,448	365	461	2,03,000	440	6,04,911	6,97,000	92,089	...
Madras	236	840	1,82,507	217	840	2,12,913	253	5,85,084	6,14,994	29,310	...
TOTAL	340	2,791	7,70,804	276	2,791	7,67,641	275	25,30,356	23,97,847	...	1,42,109
TOTAL (GUARANTEED AND STATE)	251	16,388	36,73,394	224	16,582	37,31,482	225	1,15,91,005	1,12,37,328	...	3,53,677
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	152	161	23,878	148	161	26,856	167	76,477	74,814	...	1,663
Tarkessur	222	22	5,631	256	22	4,740	215	17,086	17,197	111	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	116	67	7,289	109	66	7,492	114	23,227	23,475	248	...
Bengal Dooars	148	36	5,292	147	36	4,370	121	10,122	12,080	1,958	...
Dibru-Sadiya	130	78	11,175	143	78	9,809	126	34,692	31,055	...	3,637
Special gauge—											
Darjeeling-Himalayan	248	51	13,314	261	51	11,318	222	33,434	31,809	...	1,625
TOTAL	157	415	66,579	160	414	64,585	156	1,95,038	1,90,430	...	4,608
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	171	333	50,739	152	333	54,014	162	1,57,438	1,45,467	...	11,971
The Gaekwar's Petlád	89	13	1,021	79	13	710	55	2,976	2,610	...	366
Rájpura-Bhátinda	257	108	17,829	165	108	34,502	319	53,448	84,529	31,041	...
Kolar Gold-fields	241	10	3,336	334	10	4,178	418	8,605	10,518	1,913	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	87	362	26,201	72	362	31,387	87	84,234	1,01,795	17,561	...
The Gaekwar's Mehsána	60	93	4,184	45	93	4,800	52	13,941	13,090	...	851
Kolhápur	71	29	1,712	59	29	1,766	61	6,011	5,286	...	725
Special gauge—											
The Gaekwar's Dabhoi	47	72	1,809	25	72	2,710	38	6,634	7,700	1,066	...
Cooch Behar	40	22	586	27	22	190	9	1,885	1,270	...	615
TOTAL	126	1,042	1,07,417	103	1,042	1,34,257	129	3,35,212	3,72,265	37,053	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	81	334	18,573	56	334	17,380	52	54,784	54,092	...	692
Jetalsar-Rájkot	61	46	2,003	44	46	2,335	51	6,324	6,716	392	...
Jodhpur-Bickaneer	48	364	18,197	50	364	16,000	44	59,670	48,150	...	11,520
Special gauge—											
Morvi	56	94	5,011	53	94	4,196	45	13,525	13,519	...	6
TOTAL	63	838	43,784	52	838	39,911	48	1,34,303	1,22,477	...	11,826
GRAND TOTAL	234	18,683	38,91,174	208	18,876	39,70,235	210	1,22,55,558	1,19,22,500	...	3,33,058

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

F. B. HEBBERT,
Under Secretary.

Simla, the 1st August 1895.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XIV OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	Week ending 21st July 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 20th July 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st April to 21st July 1894.	Earnings from 1st April to 20th July 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	599	1,683	8,49,313	505	1,710	8,89,257	520	1,63,76,995	1,72,54,020	8,77,025	...
Bengal-Nágpur	152	862	73,307	85	862	70,000	81	21,00,113	21,74,169	74,056	...
Indian Midland (*a*)	144	752	83,640	111	752	73,590	98	18,74,781	14,59,255	...	4,15,526
Bezwada Extension	170	21	3,278	156	21	3,192	152	42,734	50,438	7,704	...
Metre gauge—											
Rajputana-Malwa (*b*)	279	1,719	3,43,508	200	1,790	3,55,320	199	87,16,039	83,44,223	...	3,71,816
Pálanpur-Deesa	44	17	456	27	17	610	36	12,151	13,998	1,847	...
South Indian	154	1,042	1,55,682	149	1,042	1,75,841	169	26,24,187	29,00,616	2,76,429	...
Máyavaram-Mutupet	75	54	3,883	72	54	5,361	99	(*c*) 62,329	83,223	20,894	...
Southern Mahratta (*d*)	105	1,165	93,486	80	1,165	1,31,459	113	22,59,109	23,28,958	69,849	...
Bengal and North-Western (*e*)	146	756	91,476	121	756	88,560	117	20,37,211	19,18,046	...	1,19,165
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	11,722	59	200	11,036	55	2,86,310	2,54,917	...	31,393
TOTAL	259	8,271	17,09,751	207	8,369	18,04,226	216	3,63,91,959	3,67,81,863	3,89,904	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	252	2,507	6,67,429	266	2,511	6,62,824	264	1,02,95,853	1,25,11,398	22,15,545	...
Oudh and Rohilkhand (state)	270	797	1,73,254	217	797	1,79,988	226	35,19,472	33,91,176	...	1,28,296
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	339	813	1,97,849	243	813	1,75,130	215	33,01,634	32,92,487	...	9,147
Bengal Central (*g*)	130	125	13,968	112	125	13,730	110	2,48,052	2,50,963	2,911	...
East Coast (state)	99	321	20,459	64	397	28,096	71	4,75,598	6,20,676	1,45,078	...
Metre gauge—											
Burma (state)	164	730	1,17,857	161	746	98,058	131	19,55,140	19,98,290	43,150	...
Special gauges—											
Jorhát (state provincial)	55	25	1,592	64	25	1,746	70	21,900	24,793	2,893	...
Cherra-Companyganj (state provincial)	64	8	440	55	8	43	5	7,825	4,914	...	2,911
TOTAL	243	5,326	11,92,839	224	5,422	11,59,615	214	1,98,25,474	2,20,94,697	22,69,223	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*h*)	442	1,490	4,19,849	282	1,490	3,51,728	236	1,21,73,629	1,04,59,192	...	17,14,437
Bombay, Baroda and Central India	678	461	1,68,448	365	461	2,03,000	440	59,43,200	69,28,099	9,79,899	...
Madras	243	840	1,82,507	217	840	2,12,913	253	32,30,992	34,98,576	2,67,584	...
TOTAL	421	2,791	7,70,804	276	2,791	7,67,641	275	2,13,52,821	2,08,85,867	...	4,66,954
TOTAL (GUARANTEED AND STATE)	281	16,388	36,73,394	224	16,582	37,31,482	225	7,75,70,254	7,97,62,427	21,92,173	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	165	161	23,878	148	161	26,856	167	4,53,242	4,70,730	17,488	...
Tarkessur	269	22	5,631	256	22	4,740	215	1,10,060	1,06,174	...	3,886
Metre gauge—											
Rohilkund and Kumaon (Company's section)	121	67	7,289	109	66	7,492	114	1,58,448	1,56,112	...	2,336
Bengal Dooars	161	36	5,292	147	36	4,370	121	47,099	59,954	12,855	...
Dibru-Sadiya	136	78	11,175	143	78	9,809	126	1,64,959	1,72,315	7,356	...
Special gauge—											
Darjeeling-Himalayan	249	51	13,314	261	51	11,318	222	2,08,495	2,58,721	50,226	...
TOTAL	164	415	66,579	160	414	64,585	156	11,42,303	12,24,006	81,703	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	187	333	50,739	152	333	54,014	162	10,31,639	9,96,269	...	38,370
The Gaekwar's Petlád	105	13	1,021	79	13	710	55	25,798	25,974	676	...
Rájpura-Bhátinda	271	108	17,829	165	108	34,502	319	3,77,845	4,13,412	35,567	...
Kolar Gold-fields	260	10	3,336	334	10	4,178	418	(*i*) 21,824	47,741	25,917	...
Metre gauge—											
Southern Mahratta (Mysore section) (*j*)	89	362	26,201	72	362	31,387	87	5,20,982	5,71,805	50,823	...
The Gaekwar's Mehsána	74	93	4,184	45	93	4,800	52	1,29,983	1,15,962	...	14,021
Kolhápur	81	29	1,712	59	29	1,766	61	43,209	40,242	...	4,967
Special gauges—											
The Gaekwar's Dabhoi	59	72	1,809	25	72	2,710	38	85,735	98,493	12,758	...
Cooch Behar	45	22	586	27	22	190	9	12,686	11,855	...	831
TOTAL	136	1,042	1,07,417	103	1,042	1,34,257	129	23,54,201	23,21,753	67,552	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	103	334	18,573	56	334	17,380	52	6,37,013	7,66,465	1,29,452	...
Jetalsar-Rájkot	68	46	2,003	44	46	2,335	51	49,561	59,516	9,955	...
Jodhpur-Bickaneer	58	364	18,197	50	364	16,000	44	4,14,935	3,38,032	...	76,903
Special gauge—											
Morvi	65	94	5,011	53	94	4,196	45	1,11,266	1,34,940	23,674	...
TOTAL	78	838	43,784	52	838	39,911	48	12,12,775	12,98,953	86,178	...
GRAND TOTAL	261	18,683	38,91,174	208	18,876	39,70,235	210	8,21,79,533	8,46,07,139	24,27,606	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 21st July 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*i*) Total earnings from 1st June to 21st July 1894.
(*j*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

Simla, the 1st August 1895.

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OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, August 3rd, 1895.

The general weather has been the same as that reported last week. Pressure has been steadily highest in the extreme south and lowest in the extreme north, while the normal monsoon trough of low pressure has existed over the Gangetic plain. This trough on the 28th July and again between the 30th of July and the 2nd of August was traversed by feeble depressions travelling from the head of the Bay into North-Western India. As these depressions passed northwestward they occasioned an increase in the amount of rain over Northern and Central India, and on these occasions the rainfall became heavy in places, but as a rule showery weather only prevailed, and on several days both in the northwest of India and in the centre and east of the Peninsula even these showers were very light and scattered, or were altogether wanting. Notwithstanding this lightness of the rainfall the temperature over a large part of the country remained steadily low, so that, though in Sind, Rajputana, and the Punjab the heat was steadily excessive, the mean temperature of the whole country for the week was very nearly normal.

General Summary.—*Sunday.*—Pressure had increased over a considerable part of the Punjab and the west of the North-Western Provinces, decreased in Sind and Kathiawar, and changed slightly elsewhere. The general distribution was fairly normal, and the winds blew from about the usual directions. A small shallow barometric depression existed near Allahabad. The rainfall was fairly general, except over the extreme north-west of India and the centre and east of the Peninsula, where there was little or none. The falls were heavy in the east of the Punjab, the west of the North-Western Provinces, and the Central

Provinces. The heat was excessive in the Punjab, Sind, and Rajputana, deficient in the North-Western and Central Provinces, and about normal elsewhere.

Monday.—Pressure had increased briskly to rapidly in the north of the Punjab, but had generally changed slightly elsewhere. The distribution was little changed, though the small depression noticed near Allahabad had disappeared. The wind directions were fairly normal, except at the head of the Bay, where a slight cyclonic circulation was apparently being initiated. Showery weather continued, except over a large part of Bengal, of North-Western India, and of the Peninsula. The rainfall amounts were less than on the preceding day. The heat continued excessive in Sind and Rajputana, in defect in the North-Western and Central Provinces, and normal elsewhere.

Tuesday.—Pressure had decreased in most parts of the country—most so in South-West Bengal. A small shallow depression had appeared over the head of the Bay and South-West Bengal, but in other respects the distribution was fairly normal. The winds continued to blow from about the usual directions. The rainfall was light generally, and there had been practically none over the extreme north-west of India and over the centre and east of the Peninsula. In the east of Rajputana the amounts were large. The mean temperature was in defect in the east of the Peninsula and the west of the North-Western Provinces, in excess in the west of the Punjab and in Bengal, and about normal elsewhere.

Wednesday.—Pressure had increased, except in part of West Bengal and of the Central Provinces. The recovery was greatest over Burma and the north of the Bay. The depression which lay over the north of the Bay on the 30th had commenced to move north-westward, and the centre was near Ranchi. In other respects the pressure distribution was fairly normal. The winds were feebly cyclonic within the depression area, but blew from monsoon directions elsewhere. The rainfall area had extended somewhat, but there was still hardly any rain over a large part of the Punjab, over Sind, Kathiawar, and the centre of the Peninsula. The mean temperature was in excess over the Punjab and Sind, in defect over Eastern Rajputana and the east of the Peninsula, and about normal elsewhere.

Thursday.—Pressure had continued to increase almost everywhere, the rise being greatest and brisk to rapid over Bengal and the north of the Bay. The depression had reached the neighbourhood of Allahabad, but this was the only change in the distribution, except that the pressure difference between Northern and Southern India had decreased. The winds were feebly cyclonic near the depression, and regular in direction elsewhere. The mean temperature was in considerable excess in the extreme north-west, in considerable defect over the central parts of the country, and nearly normal in most other places. There was little or no rain reported from Upper Burma, West Bengal, the extreme north-west of India, and the Carnatic. The amounts were moderately heavy over the Central Provinces, part of the Gangetic plain, and Southern Rajputana.

Friday.—Pressure had continued to increase—most in the north—and the depression to travel north-westward. The centre was close to Cawnpore, and the pressure difference between Southern and Northern India was less than the normal. The winds were little changed, and blew from about the usual directions. The force of the monsoon over the Bay was only moderate. The heat remained excessive in the extreme north-west, and less than usual over the central parts of the country. Rain was still very light over a large part of North-Western India, over Bengal, and over the centre and east of the Peninsula. It was, on the contrary, moderately heavy near the depression and over Eastern Rajputana.

Saturday.—Pressure had commenced to decrease very generally. The fall was greatest and brisk over Ganjam, Orissa, and the east of the Central Provinces, and a fresh slight depression was apparently developing over the north-west of the Bay. The general distribution was nearly normal, but the barometer read above the average almost everywhere—the excess being rather greater in the

north than in the south. The winds blew from the usual monsoon directions. The mean temperature was excessive over the Indus Valley; deficient over the north of the Punjab and over the central parts of the country. There was little or no rain reported from Lower Bengal, the Indus Valley, Kathiawar, the west of the Central Provinces, and the Carnatic.

Temperature.—The mean temperature of the whole of India has been very nearly normal throughout the week, and the mean variation for the whole week for the whole country was only —0·3°. The following table gives the variations of the mean temperature from the normal in the different provinces of India for each day of the week:

Province.	July 1895.				August 1895.			Mean variation of week.
	28th	29th	30th	31st	1st	2nd	3rd	
	°	°	°	°	°	°	°	°
Burma	+0·8	—0·8	—0·9	—0·2	—1·4	—1·6	+0·2	—0·6
Bengal and Assam	+0·6	+0·8	+0·6	+0·2	—1·2	—1·2	—0·4	—0·1
North-Western Provinces and Oudh	—1·6	—3·6	—1·6	—0·5	+0·1	—1·2	—1·6	—1·4
Punjab	+5·0	+0·2	+0·2	+1·3	+3·0	+2·1	—1·4	+1·5
Bombay	—0·4	—0·2	+0·4	+0·3	—0·9	—0·4	+1·0	—0·1
Central Provinces and Berar	—3·6	—1·6	—0·3	—2·2	—3·9	—4·0	—0·8	—2·3
Central India and Gujarat	+0·4	—0·7	+0·5	+1·1	—0·8	—1·8	—0·8	—0·3
Sind and Rajputana	+3·7	+2·4	+0·3	+0·7	+0·9	+0·5	—0·9	+1·1
Madras	—0·6	—0·1	—1·5	—1·2	—0·4	+0·6	+0·5	—0·4
Mean for whole of India	+0·5	—0·4	—0·3	—0·1	—0·5	—0·8	—0·5	—0·3

The most important variations were the slight excess in Sind, Rajputana, and the Punjab, and the moderate to slight deficiency in the North-Western Provinces and the Central Provinces. In the Indus Valley the heat was steadily excessive throughout the week, and the following maxima which were all recorded in that region were from 5° to 10° above the normal:

On July	28th	the highest maximum reported was	113·2°	at Jacobabad.
„	29th	„ „	110·8°	„ „
„	30th	„ „	105·9°	„ Mooltan.
„	31st	„ „	110·3°	„ Jacobabad.
On August	1st	„ „	109·9°	„ Mooltan.
„	2nd	„ „	111·8°	„ Jacobabad.
„	3rd	„ „	108·9°	„ „

Rainfall.—On the whole the rainfall of the week under review has been generally similar to that reported last week, and it has been determined largely by the existence of steady normal monsoon conditions. These conditions, unlike last week, have, however, been disturbed by the passage from the Bay up the Gangetic plain of two small and shallow cyclonic storms. In consequence of the existence of cyclonic conditions, the occurrence of rainfall has been irregular, patches of heavy rainfall being shown in different parts of the country with relatively light rainfall in neighbouring regions. The heaviest and most general rainfall of the week was associated with the very slight barometric depression, which was traversing the Gangetic plain at the commencement of the week, the second and more considerable disturbance which existed during the latter half of the week producing much less effect on the weather. The table at the close of the summary shows the rainfall data. In Sind and Madras (South) no rain whatever was received during the week. In all the other divisions effective rainfall was received, though in the case of the Punjab (West) and of Kathiawar the total amount received was very small. The first column of the table shows that the

actual average rainfall of the week was heaviest, 16·81 inches, in Arakan. This was followed by 10·65 inches in Tenasserim, by 10·04 inches in the hill districts of the Punjab, by 8·98 inches in Coorg, and by over 7 inches in Lower Burma, Assam (Surma), and the Konkan. From these areas the amount of the rainfall decreased, and the smallest falls reported were 0·11 inch in the west of the Punjab and 0·10 inch in Kathiawar, while, as stated above, no rain whatever fell in Sind and Madras (South). The column of average normal amounts shows that the rainfall is ordinarily about 9 inches in Tenasserim and Arakan, about 7 inches in Coorg and the Konkan, about 6 inches in Assam (Surma) and the hill districts of the Punjab, and about 5 inches in East Bengal, while the fall is ordinarily lightest in the south-east of the Peninsula and in the extreme north-west of India. The above comparison shows that the actual and normal distributions of rainfall for the week generally agree fairly well, but that there is considerable difference between the actual and normal amounts. The third column shows that the actual rainfall was in excess of the normal in thirty divisions, and in defect only in twenty, and exactly normal in one division. The regions of excessive rainfall included the following divisions, *viz.*, all the Burma divisions, both the Assam divisions, all the North-Western Provinces divisions (except submontane (*a*)), the central and hill divisions of the Punjab, Malabar, Coorg, Mysore, the Konkan, the Bombay Deccan, Khandesh, all the Central Provinces divisions, the Central India and Rajputana divisions, and the East Coast, North and Central Divisions. The abnormal excess was greatest, $7\frac{1}{2}$ inches, in Arakan, and was large on the hills and in the central parts of the country. The above figures show an improvement as compared with the previous week, when an excess of rainfall was reported only in twenty-two divisions, and the maximum excess was only about $3\frac{1}{4}$ inches. The comparative lightness of the rainfall over Lower Bengal, which is shown in the third column of the rainfall table, is apparently attributable to the abnormal amount of easting in the winds over that part of the country. The other region of considerably deficient rainfall is the extreme north-west of India, the divisions in the south and west of the Punjab, and in North Bombay, exhibiting abnormally light rainfall. The most remarkable case of excessive rainfall is given in the returns for Western Rajputana, which show that Jodhpur received 3·90 inches of rain on July 31st and 1·20 inches on August 1st.

The returns of the sudder stations show that rain fell daily during the week in Burma, Assam, Bengal, and the North-Western Provinces, on the first two and last two days of the week in the Punjab, daily in the west of the Peninsula and over the central parts of the country, and at irregular times over the east of the Peninsula.

The three concluding columns of the table show that the seasonal rainfall is fairly normal, *i.e.*, exhibits a departure of less than 20 per cent. from the average over a large part of the country. The principal cases of deficiency are Arakan, East Bengal, Deltaic Bengal, Central Bengal, the Punjab (Submontane and West), Gujarat, Rajputana (East), and the East Coast (South), where the deficiency ranges from 25 per cent. to 35 per cent., Madras (South), where it is 53 per cent., and Sind, where it is 77 per cent. The most marked cases of excessive rain are Orissa and Ganjam.

The following are the more important total falls recorded during the week under review: Pyantaza (Pegu) 16·90 inches, Rathedaung (Akyab) 19·90 inches, Noakhalli 14·03 inches, Nemotha (Cachar) 17·61 inches, Kunch (Orai) 10·17 inches, Sardhana (Meerut) 10·72 inches, Kangra 16·60 inches, Beltangody (Mangalore) 15·91 inches, Devala (Nilgiris) 12·32 inches, Thirthahalli (Shimoga) 17·00 inches, Roha (Colaba) 14·50 inches, Bowda (Kolhapur) 18·20 inches, Umrer (Nagpur) 10·80 inches, Murwara (Jubbulpur) 10·02 inches, Thanaghozi (Ulwar) 11·40 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending August 3rd, 1895.			Rainfall data from June 2nd to August 3rd, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, June 2nd to August 3rd.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	10·65	9·40	+ 1·25	78·84	90·43	— 13
	Lower Burma	7·16	4·87	+ 2·29	41·99	43·77	— 4
	Central Burma	4·18	3·17	+ 1·01	21·29	23·86	— 11
	Upper Burma	1·18	?	?	11·35	?	?
	Arakan	16·81	9·27	+ 7·54	69·58	103·45	— 33
Bengal and Assam	East Bengal	4·13	5·09	— 0·96	26·35	40·70	— 35
	Assam (Surma)	7·76	6·04	+ 1·72	64·73	69·99	— 8
	Do. (Brahmaputra)	3·27	2·54	+ 0·73	33·33	31·62	+ 5
	Deltaic Bengal	1·82	3·38	— 1·56	15·67	23·96	— 35
	Central Bengal	2·19	3·33	— 1·14	17·77	23·47	— 24
	North Bengal	2·24	3·88	— 1·64	48·27	47·20	+ 2
	Orissa	2·93	2·93	0	31·69	23·05	+ 37
	Chota Nagpur	2·93	4·00	— 1·07	23·15	23·49	— 1
	Bihar (South)	2·51	3·30	— 0·79	17·14	19·36	— 11
	Do. (North)	1·75	2·55	— 0·80	23·12	21·98	+ 5
North-Western Provinces and Oudh.	North-Western Provinces (East)	3·63	3·09	+ 0·54	18·04	17·67	+ 2
	Do. (Submontane) (*a*)	2·17	2·75	— 0·58	18·91	19·97	— 5
	Oudh (South)	3·32	2·79	+ 0·53	18·24	16·46	+ 11
	Do. (North)	2·51	2·17	+ 0·34	19·08	17·89	+ 7
	North-Western Provinces (Central).	4·41	3·19	+ 1·22	17·96	15·90	+ 13
	North-Western Provinces (West).	4·19	2·31	+ 1·88	14·02	13·16	+ 7
	North-Western Provinces (Submontane). (*b*)	4·82	3·33	+ 1·49	22·68	20·93	+ 8
Punjab	Punjab (South)	0·53	1·08	— 0·55	5·20	6·20	— 16
	Do. (Central)	3·22	1·47	+ 1·75	9·31	9·98	— 7
	Do. (Submontane)	1·40	2·26	— 0·86	9·71	12·83	— 24
	Do. (Hill Districts)	10·04	5·99	+ 4·05	35·37	35·01	+ 1
	Do. (North-West)	1·44	1·52	— 0·08	6·88	7·58	— 9
	Do. (West)	0·11	0·55	— 0·44	2·31	3·23	— 28
Bombay and Malabar Coast Districts (Madras).	Malabar	5·92	4·71	+ 1·21	67·08	66·91	0
	Madras (South Central)	1·07	1·40	— 0·33	10·88	11·48	— 5
	Coorg	8·98	7·47	+ 1·51	60·80	70·75	— 14
	Mysore	1·37	1·30	+ 0·07	10·21	12·71	— 20
	Konkan	7·50	7·03	+ 0·47	65·28	73·40	— 11
	Bombay Deccan	2·13	1·28	+ 0·85	14·09	13·19	+ 7
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	1·48	0·62	+ 0·86	11·56	10·02	+ 15
Central Provinces and Berar.	Berar	2·61	1·80	+ 0·81	14·28	18·35	— 22
	Central Provinces (West)	4·87	2·16	+ 2·71	21·55	20·94	+ 3
	Ditto (Central)	5·25	3·88	+ 1·37	26·63	28·55	— 7
	Ditto (East)	4·33	2·85	+ 1·48	30·94	26·09	+ 19
Bombay (North)	Gujarat	1·55	2·63	— 1·08	19·27	26·13	— 26
	Kathiawar	0·10	1·15	— 1·05	10·05	12·31	— 18
	Sind	0	0·57	— 0·57	0·72	3·09	— 77
Rajputana and Central India.	Central India (East)	4·42	2·22	+ 2·20	18·16	20·77	— 13
	Rajputana (East), Central India (West).	4·03	1·83	+ 2·20	10·35	14·35	— 28
	Rajputana (West)	5·49	1·41	+ 4·08	6·81	7·29	— 6
Madras	East Coast (North)	1·90	1·17	+ 0·73	16·77	11·52	+ 46
	Ditto (ditto) (*a*)	3·75	2·66	+ 1·09	26·37	27·09	— 3
	Hyderabad (South)	0·69	0·99	— 0·30	8·68	9·66	— 10
	Madras (Central)	0·41	0·55	— 0·14	5·62	6·24	— 10
	East Coast (Central)	1·62	0·59	+ 1·03	8·68	6·89	+ 26
	Ditto (South)	0·16	1·20	— 1·04	4·35	5·74	— 24
	Madras (South)	0	0·40	— 0·40	1·11	2·34	— 53

SIMLA, *8th August 1895.*

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

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 3rd August.*—Rainfall good in the greater portion of the Circars, on the West Coast, and in the Nilgiris; no rain in Madura and Tinnevelly; rain generally light elsewhere. Agricultural operations are progressing. The standing crops are generally fair, but more rain is needed in parts of Cuddapah and Nellore, and in the Central and Southern districts. Pasture is improving, and fodder is available. The condition of cattle is generally good. Prices are slightly dearer in parts of the Carnatic and Southern districts; elsewhere prices are practically stationary.

Bombay.—*For week ending 7th August.*—Rainfall slight in Sind and Kathiawar; generally moderate elsewhere. More rain is wanted in Sind and in parts of the Deccan, Carnatic, and Thana. The river in Sind is rising slowly, and prospects have improved in parts, but the standing crops in Karachi, Hyderabad, and Shikarpur are still suffering for want of water. Sowing of the early crops is progressing in nine districts, and transplantation is in progress in six districts, but is retarded in parts of Thana owing to insufficient rain. Preparations for the late crops are progressing in parts of three districts. Fodder is sufficient, and agricultural stock is in good condition, except in parts of Shikarpur and Broach. Prices are normal, except in parts of three districts.

Bengal.—*For week ending 5th August.*—There was rain all over the Province during the week, but in the greater part it was below the average of the time of year. More rain is needed in many districts, and in the Burdwan and Presidency divisions the transplantation and cultivation of the winter rice crop are still very backward. The reports of the early rice and jute crops are generally fair. These crops are being harvested in some districts; and new jute has begun to arrive in Calcutta. In Bihar and Chota Nagpur the prospects of the autumn crops are favourable. The price of common rice continues almost stationary.

North-Western Provinces and Oudh.—*For week ending 7th August.*—Good and general rain has fallen during the week. The autumn crops are thriving. Weeding and transplanting are in active progress. Prospects are favourable. Supplies and fodder are sufficient. Prices are rising in a few districts; elsewhere prices are generally stationary.

Punjab.—*For week ending 7th August.*—Rain has fallen in all districts, except in Umballa, Dera Ismail Khan, and Peshawar. The autumn sowings are in progress in Delhi and Lahore, but rain is wanted for the autumn crops in Hissar, Umballa, Lahore, Multan, Shahpur, and Dera Ismail Khan. Prospects are from average to good. The crops are withering for want of rain in Hissar and Jullundur. Cattle are generally in good condition, and fodder is sufficient in all districts, except in parts of Lahore and Multan. Prices are rising in Umballa, Jullundur, and Peshawar, below normal in Sialkot, and continue low elsewhere.

Central Provinces.—*For week ending 7th August.*—The weather continues cloudy and cool. Rainfall general, as during last week, with heavy falls in the North and East of the Provinces. Rice sowings are in full swing in Raipur, but in Seoni more rain is wanted for rice transplantation. Weeding operations are in progress. Prospects continue favourable. Prices are almost stationary.

Burma.—*For week ending 3rd August.*—In Lower Burma good rain has fallen in all districts during the week. Agricultural operations are in active progress, and prospects are everywhere favourable. In Upper Burma little or no rain has fallen during the week in Mandalay, Shwebo, Sagaing, and Lower Chindwin, and prospects in these districts are very poor, though there is still hope if rain falls within the next ten days. Thayetmyo, Pakokku, Minbu, Meiktilla, and Yamethin have received amounts, varying from a quarter to half an inch, and prospects are slightly more favourable than last week, though rain is still badly wanted. The price of paddy has decreased considerably in Tharrawaddy, and slightly in Prome, Henzada, and Shwebo; elsewhere prices are stationary.

Assam.—*For week ending 6th August.*—Weather seasonable. Prospects of the crops are indifferent in parts of Lower Assam owing to floods. The condition of cattle is fair. Fodder is abundant, except in Kamrup and Nowgong. Water is sufficient.

Mysore and Coorg.—*For week ending 7th August.*—MYSORE: Good rain in parts of Mysore, Hassan, Kadur, and Shimoga; slight elsewhere. The standing crops and prospects are fair. Sowing and ploughing operations are in progress in parts. Prices are almost stationary.

COORG: Rainfall good. Transplanting of rice is in progress. *Ragi* (*Eleusine coracana*) is coming into ear. Coffee and cardamom are fair. Water and fodder for cattle are abundant. Prices are normal.

Berar and Hyderabad.—*For week ending 7th August.*—BERAR: Weather warm and cloudy with sufficient rainfall during the week. The crops generally are in good condition. Cotton and *jowar* (*Sorghum vulgare*) are thriving well. The land is being prepared for the winter crop. Sowing and weeding operations continue. Fodder and water are sufficient. Prices are nearly stationary.

HYDERABAD: Rainfall good. Sowing of the autumn crops is progressing generally. The water-supply is sufficient. Prices continue normal.

Central India.—*For week ending 7th August.*—Rainfall general, but more rain is still wanted in Neemuch. Agricultural operations are in progress in all Agencies, except in Goona where operations have been stopped by excessive rain. Prospects are fairly good in all Agencies, except in Goona. Cattle are in fairly good condition, except in Bhopal and part of Bhopawar. Pasturage is good and sufficient everywhere, except in three districts of Gwalior. Prices of food-grains are high in Bhopal and Goona, rising in two districts of Gwalior, but are normal elsewhere.

Rajputana.—*For week ending 7th August.*—Good rain almost throughout; but more rain is needed in Meywar and Bikanir. Agricultural operations are generally satisfactory. The standing crops are fair. Agricultural stock is generally in good condition. Pasturage and fodder are generally sufficient. Prices have fallen in five States, but are steady elsewhere.

Kashmir.—*For week ending 6th August.*—KASHMIR VALLEY: The prospects of the autumn crops are good. Rain is wanted for dry-land crops. Irrigation is ample for rice. Prices show a tendency to rise.

JAMMU PROVINCE.—*For week ending 7th August.*—Report not received.

Nepal.—*For week ending 3rd August.*—Rainfall seasonable. Indian-corn is still being harvested. Prospects of the rice crop are good.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST TO 28TH JULY 1894, AND FROM 1ST TO 27TH JULY 1895.

N.B.—As regards the figures in column *Total Earnings from 1st July 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 2nd-half of 1894.	Week ending 28th July 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 27th July 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st to 28th July 1894.	Earnings from 1st to 27th July 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	556	1,683	8,66,813	515	1,710	8,02,458	469	34,02,672	33,02,267	...	1,00,405
Bengal-Nágpur	109	862	62,221	72	862	63,000	73	2,81,003	2,76,000	...	5,963
Indian Midland (*a*)	152	752	88,960	118	752	71,393	95	3,45,134	2,71,846	...	73,288
Bezwada Extension	168	21	3,219	153	21	3,162	151	11,939	12,204	265	...
Metre gauge—											
Rajputana-Malwa (*b*)	236	1,719	2,60,886	152	1,790	3,02,920	169	14,51,880	13,93,380	...	58,500
Pálanpur-Deesa	37	17	306	18	17	1,110	65	1,041	3,070	1,429	...
South Indian	154	1,042	1,50,628	145	1,042	1,57,825	151	6,49,480	6,73,852	24,372	...
Máyavaram-Mutupet	82	54	3,523	65	54	5,050	93	17,301	22,371	5,070	...
Southern Mahratta (*c*)	90	1,165	1,10,576	95	1,165	1,19,862	103	4,34,199	4,70,672	45,473	...
Bengal and North-Western (*d*)	121	756	94,751	125	756	78,850	104	3,95,692	3,33,510	...	62,182
Rohilkund and Kumaon (Lucknow-Bareilly section)	87	200	9,740	49	200	10,620	53	46,226	43,789	...	2,437
TOTAL	237	8,271	16,51,623	208	8,369	16,16,160	193	71,28,067	69,01,961	...	2,26,106
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	242	2,507	4,54,003	181	2,511	5,86,322	234	24,19,226	27,10,757	2,91,531	...
Oudh and Rohilkhand (state)	238	797	1,80,035	226	797	1,93,645	243	7,43,467	7,12,550	...	30,917
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	382	813	2,17,092	267	813	1,89,410	233	7,66,236	6,96,870	...	69,366
Bengal Central (*f*)	127	125	13,704	110	125	14,150	113	53,602	50,600	2,998	...
East Coast (state)	90	328	33,526	104	397	45,331	114	94,897	1,33,615	38,718	...
Metre gauge—											
Burma (state)	131	730	1,03,365	142	746	97,795	131	4,92,328	3,65,044	...	1,27,284
Special gauges—											
Jorhát (state provincial)	61	25	1,876	75	25	1,988	80	7,143	6,439	...	704
Cherra-Companyganj (state provincial)	59	8	416	52	8	415	52	1,703	841	...	862
TOTAL	235	5,326	10,04,017	189	5,422	11,29,056	208	45,28,692	46,82,736	1,04,114	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	341	1,490	3,37,666	227	1,490	3,36,625	226	16,87,027	14,22,478	...	2,64,549
Bombay, Baroda and Central India	510	461	1,13,215	246	461	1,66,000	360	7,18,126	8,63,000	1,44,874	...
Madras	236	840	2,05,654	245	840	2,08,809	249	7,01,338	8,33,803	32,465	...
TOTAL	340	2,791	6,56,535	235	2,791	7,11,434	255	31,06,491	31,00,281	...	87,210
TOTAL (GUARANTEED AND STATE)	251	10,388	33,12,175	202	16,582	34,56,650	208	1,49,03,180	1,49,03,078	...	2,09,202
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	152	161	20,746	129	161	24,606	153	97,223	90,420	2,197	...
Tarkessur	222	22	3,957	180	22	4,241	193	21,043	21,438	395	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	116	67	6,042	90	66	6,580	100	29,269	30,055	786	...
Bengal Dooars	148	36	3,985	111	36	5,260	146	14,107	17,340	3,233	...
Dibru-Sadiya	130	78	11,012	141	78	11,188	143	45,704	42,243	...	3,461
Special gauge—											
Darjeeling-Himalayan	248	51	12,363	242	51	12,509	245	45,797	44,318	...	1,479
TOTAL	157	415	58,105	140	414	64,384	156	2,53,143	2,54,814	1,671	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	171	333	61,360	184	333	46,588	140	2,18,798	1,92,055	...	26,743
The Gaekwar's Petlád	89	13	708	54	13	810	62	3,684	3,420	...	264
Rájpura-Bhátinda	257	108	17,829	165	108	28,532	264	71,317	1,13,061	41,744	...
Kolar Gold-fields	241	10	3,000	300	10	3,175	318	11,605	13,693	2,088	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	87	362	31,927	88	362	36,218	100	1,16,161	1,38,013	21,852	...
The Gaekwar's Mehsána	60	93	2,104	23	93	4,000	43	16,045	17,090	1,045	...
Kolhápur	71	29	1,945	67	29	1,420	49	7,956	6,706	...	1,250
Special gauge—											
The Gaekwar's Dabhoi	47	72	1,018	14	72	2,020	28	7,662	9,720	2,068	...
Cooch Behar	40	22	604	27	22	480	22	2,489	1,750	...	739
TOTAL	126	1,042	1,20,495	116	1,042	1,23,243	118	4,55,707	4,95,508	39,801	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	81	334	13,171	39	334	17,378	52	67,953	71,470	3,515	...
Jetalsar-Rájkot	61	46	2,331	51	46	2,476	54	8,655	9,192	537	...
Jodhpur-Bickaneer	48	364	16,469	45	364	14,100	39	76,139	62,250	...	13,889
Special gauge—											
Morvi	56	94	1,492	16	94	5,514	59	15,017	19,033	4,016	...
TOTAL	63	838	33,463	40	838	39,468	47	1,67,766	1,61,945	...	5,821
GRAND TOTAL	234	18,683	35,24,238	189	18,876	36,83,745	195	1,57,79,796	1,56,06,245	...	1,73,551

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

F. B. HEBBERT,
Under Secretary.

SIMLA *the 8th August 1895.*

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XV OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	Week ending 28th July 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 27th July 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st April to 28th July 1894.	Earnings from 1st April to 27th July 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	599	1,683	8,66,813	515	1,710	8,02,458	469	1,72,43,808	1,78,97,358	6,53,550	...
Bengal-Nágpur	152	862	62,221	72	862	63,000	73	21,62,334	22,17,498	55,164	...
Indian Midland (*a*)	144	752	88,960	118	752	71,393	95	19,63,741	15,26,939	...	4,36,802
Bezwada Extension	170	21	3,219	153	21	3,162	151	45,953	53,402	7,449	...
Metre gauge—											
Rajputana-Malwa (*b*)	279	1,719	2,60,886	152	1,790	3,02,920	169	89,76,925	86,72,469	...	3,04,456
Pálanpur-Deesa	44	17	306	18	17	1,110	65	12,457	15,068	2,611	...
South Indian	154	1,042	1,50,628	145	1,042	1,57,825	151	27,74,815	30,58,441	2,83,626	...
Máyavaram-Mutupet	75	54	3,523	65	54	5,050	93	(*c*) 65,852	88,273	22,421	...
Southern Mahratta (*d*)	105	1,165	1,10,576	95	1,165	1,19,862	103	23,69,685	24,24,444	54,759	...
Bengal and North-Western (*e*)	146	756	94,751	125	756	78,850	104	21,31,962	19,82,045	...	1,49,917
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	9,740	49	200	10,620	53	2,96,050	2,65,871	...	30,179
TOTAL	259	8,271	16,51,623	200	8,369	16,16,160	193	3,80,43,582	3,82,01,803	1,58,226	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	252	2,507	4,54,003	181	2,511	5,86,322	234	1,07,49,856	1,31,22,156	23,72,300	...
Oudh and Rohilkhand (state)	270	797	1,80,035	226	797	1,93,645	243	36,99,507	35,84,821	...	1,14,686
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	339	813	2,17,092	267	813	1,89,410	233	35,18,726	34,92,829	...	25,897
Bengal Central (*g*)	130	125	13,704	110	125	14,150	113	2,61,756	2,64,201	2,445	...
East Coast (state)	99	321	33,526	104	397	45,331	114	5,09,124	6,66,576	1,57,452	...
Metre gauge—											
Burma (state)	164	730	1,03,365	142	746	97,795	131	20,58,505	20,87,758	29,253	...
Special gauges—											
Jorhát (state provincial)	55	25	1,876	75	25	1,988	80	23,776	26,610	2,834	...
Cherra-Companyganj (state provincial)	64	8	416	52	8	415	52	8,241	5,268	...	2,973
TOTAL	243	5,326	10,04,017	189	5,422	11,29,056	208	2,08,29,491	2,32,50,219	24,20,728	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*h*)	442	1,490	3,37,666	227	1,490	3,36,625	226	1,25,11,295	1,07,95,817	...	17,15,478
Bombay, Baroda and Central India	678	461	1,13,215	246	461	1,66,000	360	60,61,415	70,79,031	10,17,616	...
Madras	243	840	2,05,654	245	840	2,08,809	249	34,36,646	36,91,833	2,55,187	...
TOTAL	421	2,791	6,56,535	235	2,791	7,11,434	255	2,20,09,356	2,15,66,681	...	4,42,675
TOTAL (GUARANTEED AND STATE)	281	16,388	33,12,175	202	16,582	34,56,650	208	8,08,82,429	8,30,18,708	21,36,279	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	165	161	20,746	129	161	24,606	153	4,73,988	4,96,037	22,049	...
Tarkessur	269	22	3,957	180	22	4,241	193	1,14,017	1,10,053	...	3,964
Metre gauge—											
Rohilkund and Kumaon (Company's section)	121	67	6,042	90	66	6,580	100	1,64,490	1,67,866	3,376	...
Bengal Dooars	161	36	3,985	111	36	5,260	146	51,084	64,350	13,266	...
Dibru-Sadiya	136	78	11,012	141	78	11,188	143	1,75,971	1,83,302	7,331	...
Special gauge—											
Darjeeling-Himalayan	249	51	12,363	242	51	12,509	245	2,20,858	2,71,230	50,372	...
TOTAL	164	415	58,105	140	414	64,384	156	12,00,408	12,92,838	92,430	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	187	333	61,360	184	333	46,588	140	10,95,999	10,44,256	...	51,743
The Gaekwar's Petlád	105	13	708	54	13	810	62	26,006	27,048	1,042	...
Rájpura-Bhátinda	271	108	17,829	165	108	28,532	264	3,95,674	4,41,944	46,270	...
Kolar Gold-fields	260	10	3,000	300	10	3,175	318	(*i*) 24,824	50,318	25,494	...
Metre gauge—											
Southern Mahratta (Mysore section) (*j*)	89	362	31,927	88	362	36,218	100	5,52,909	5,90,476	37,567	...
The Gaekwar's Mehsána	74	93	2,104	23	93	4,000	43	1,32,087	1,20,357	...	11,730
Kolhápur	81	29	1,945	67	29	1,420	49	47,154	42,228	...	4,926
Special gauges—											
The Gaekwar's Dabhoi	59	72	1,018	14	72	2,020	28	86,753	1,00,792	14,039	...
Cooch Behar	45	22	604	27	22	480	22	13,290	12,354	...	936
TOTAL	136	1,042	1,20,495	116	1,042	1,23,243	118	23,74,696	24,29,773	55,077	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	103	334	13,171	39	334	17,378	52	6,50,184	7,85,053	1,34,869	...
Jetalsar-Rájkot	68	46	2,331	51	46	2,476	54	51,892	62,165	10,273	...
Jodhpur-Bickaneer	58	364	16,469	45	364	14,100	39	4,31,404	3,52,280	...	79,124
Special gauge—											
Morvi	65	94	1,492	16	94	5,514	59	1,12,758	1,41,751	28,993	...
TOTAL	78	838	33,463	40	838	39,468	47	12,46,238	13,41,249	95,011	...
GRAND TOTAL	261	18,683	35,24,238	189	18,876	36,83,745	195	8,57,03,771	8,80,82,568	23,78,797	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 28th July 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*i*) Total earnings from 1st June to 28th July 1894.
(*j*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary

SIMLA, *the 8th August 1895.*

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OFFICIAL PAPERS.

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Irrigation.

REVIEW OF THE REVENUE AND EXPENDITURE RECORDED UNDER THE HEAD "IRRIGATION WORKS" IN THE ACCOUNTS OF THE GOVERNMENT OF INDIA FOR 1893-94.

No. 194-I., dated Simla, the 6th August 1895.

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

READ—

Note by R. G. MACDONALD, Esq., Accountant General, Public Works Department, upon the Accounts of Revenue and Expenditure of Irrigation Works in India for 1893-94.

RESOLUTION.—The Irrigation Works in India are divided into Major Works and Minor Works.

Major Works are sub-divided into—

(*a*) **Productive Works, the Capital of which has been provided from borrowed money.**

(*b*) Protective Works, the Capital of which has been provided from the General Revenues of India.

Minor Works, for the purpose of the Accountant General's note, are sub-divided into—

(*a*) Works for which Capital and Revenue Accounts are kept.

(*b*) Works for which Capital Accounts are not kept.

2. Capital and Revenue Accounts are kept for all the 44 projects which are classified as Major Irrigation Works. Of these, 36 were sanctioned as Productive Public Works and the remaining 8 as Protective Works.

Under the head of Minor Works, there are 75 projects for which Capital and Revenue Accounts are kept, and for the remaining works under this category one

account only is kept in which are entered the receipts and charges for each work or group of works.

3. The following statement shows the return derived from the Irrigation systems, for which Capital and Revenue Accounts are kept. Purely navigation systems are excluded:—

Class of work.	Number of works.	Direct and Indirect Capital outlay to end of 1893-94.	Gross Revenue.	Working expenses, including indirect charges.	Net revenue.	Irrigated area.	Percentage of net revenue on Capital outlay.
		Rx.	Rx.	Rx.	Rx.	Acres.	
Irrigation.							
I.—Major Works—							
(*a*) Productive	35*	28,855,437	2,079,378	840,195	1,239,183	6,781,777	4·29
Add—On account of old irrigation—							
In Madras	...	...	289,700	37,775	251,925	...	...
In Sind	...	...	3,705	910	2,795	...	...
Total Productive	35*	28,855,437	2,372,783	878,880	1,493,903	6,781,777	5·18
(*b*) Protective	8	1,913,920†	44,974	29,775†	15,199	167,604	0·78
II.—Minor Works—							
Works for which Capital and Revenue Accounts are kept	69‡	2,996,984	§36,372§	198,608	437.764	2,116,964	14·61
Grand Total	112	33,796,341	3,054,129	1,107,263	1,946,866	9,066,345	5·76

* Excludes the Hijili Tidal Canal (Bengal).
† Includes outlay on Gokak Canal, 1st Section, which is now classed as a Minor Work and combined with Gokak Storage Works.
‡ Excluding two navigation canals in Bengal (the "Calcutta and Eastern," and the "Orissa Coast" Canals), and four navigation canals in Madras (the Chilka Lake, Buckingham, Vedaranniyam, Ganjam-Gopalpur Canals).
§ Includes share due to old irrigation in Madras and in Sind.

4. The net revenue derived from the Major Works as a whole was Rx. 132,709 less than that of the previous year. The decrease occurred principally in the Punjab and in Bengal. In the Punjab it was due to the rainfall which enabled crops to be brought to maturity without the aid of canal water, and in Bengal the net revenue is not fairly comparable with that of the previous year which was abnormally swollen by the recovery of arrears of water-rates due from former years.

The net revenue derived from Minor Irrigation Works is shown in the accounts as being Rx. 25,054 better than that of 1892-93. The accounts for 1892-93, however, included a sum of Rx. 78,047 on account of irrigation revenue for 1891-92 from certain works in Madras which was reported by the Board of Revenue too late to be included in the accounts of that year. Excluding this special item from the accounts of 1892-93, the net revenue realised during the year under review was Rx. 103,101 better than that of the previous year.

The increase occurred in Rajputana, Lower Burma, Punjab, Madras and Bombay, and is due to the larger area irrigated during the year, to enhancement of rates in the Lahore District in the Punjab and to the recovery of certain arrears in Baluchistan.

The Capital expenditure on the Periyar Project, a productive work in Madras, is included in the figures on which the net revenue percentage is calculated. This work has not yet begun to earn revenue, and the Chenab Canal, the Sirsa Branch of the Western Jumna Canal, the Rushikulya Project and other canals which have been recently opened for irrigation are not yet earning a revenue at all approaching that which may ultimately be expected. The financial results of the canals in full operation are therefore more satisfactory than is indicated by the figures in paragraph 3.

The total net profit on all Major Works up to the end of 1893-94 amounted to nearly 3·1 millions of Rx.

5. The following statement shows the area irrigated by, and the gross revenue derived from, the Major and Minor Irrigation Works during the last five years:—

Year.	Major Works.		Minor Works.		Total.	
	Area irrigated.	Gross revenue realized.	Area irrigated.	Gross revenue realized.	Area irrigated.	Gross revenue.
	Acres.	Rx.	Acres.	Rx.	Acres.	Rx.
1889-90	7,047,553	2,137,441	1,829,312	377,972	8,876,865	2,515,413
1890-91	7,172,468	2,312,787	2,101,586	483,127	9,274,054	2,795,914
1891-92	7,560,484	2,395,372	2,123,659	*431,279	9,684,143	2,826,651
1892-93	7,043,286	2,552,415	2,272,091	†607,549	‡9,315,377	3,159,964
1893-94	6,949,381	2,417,757	2,116,964	636,372	‡9,066,345	3,054,129

* Exclusive of figures for certain works in Madras, which were not given in the Revenue Report for 1891-92.

† The increase was due to the inclusion in the accounts for 1892-93 of irrigation revenue of certain works in Madras pertaining to the year 1891-92—*vide* note * above.

‡ Exclusive of the area irrigated in Native States in the Punjab.

The area irrigated and the gross revenue realized are both less than during the previous year. The former is slightly below and the latter is higher than the average of the preceding five years.

The area irrigated in Native States in the Punjab from the portions of the canals constructed from funds contributed by these States amounted to 153,163 acres in 1893-94.

6. The estimated value of the crops irrigated from the Major and Minor Works during 1893-94 amounted to Rx. 24,958,361, being an average of Rx. 2·75 per acre.

7. The average rate of revenue assessed per acre irrigated during 1893-94 was Rx. 0·35 and Rx. 0·24 for Major and Minor Works, respectively.

The corresponding figures for the previous year were Rx. 0·32 and Rx. 0·21.

For Major Works, the rate varies from Rx. 0·61 in Bombay (exclusive of Sind) to Rx. 0·18 in Bengal and Sind, and for Minor Works from Rx. 0·78 in Baluchistan to Rx. 0·14 in the Punjab.

8. The areas of the principal crops irrigated by the works for which Capital and Revenue Accounts are kept in the various Provinces during 1893-94 are given in the following statement :—

Province.	Rice.	Wheat.	Jowar and chari (*Sorghum vulgare*).	Bajra (*Panicillaria spicata*).	Sugar cane.	Cotton.	Barley.	Indigo.	Maize.	Ragi (*Eleusine coracana*).
	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.
Bombay (excluding Sind)	5,217	10,856	12,020	4,378	13,063	123	645	....	2,031	...
Sind	443,398	128,737	226,089	222,138	...	69,351	1,958	...	...	...
Punjab	156,282	962,074	138,509	29,556	60,346	246,452	40,709	79,594	132,183	...
Bengal	452,702	14,548	...	...	55,326	...	12,001	...	...	...
Madras . . .	2,615,393	...	...	...	...	...	...	...	...	56,339
North-Western Provinces	138,875	558,126	11,953	...	207,537	63,776	56,439	264,652	18,429	...

9. The following are the percentages on gross revenue of the cost of revenue management (including collection charges), and of the up-keep of the works for Major Works in the different Provinces :—

Province.	Revenue management, per cent.	Up-keep, per cent.	Total, per cent.
Madras	9·0	12·7	21·7
North-Western Provinces	14·5	24·3	38·8
Punjab	16·9	28·8	45·7
Bombay	16·1	31·1	47·2
Sind	10·6	22·2	3 ·8
Bengal	28·7	63·9	92·6*

* Excluding Tidal Canal.

10. The following statement shows the total cost of working per acre irrigated by the Major Works in the different Provinces :—

	1893-94.	
	Rx.	
Sind	·06	Including old maintenance charges.
Madras	·08	
Punjab	·14	
North-Western Provinces . .	·17	
Bengal	·27	Excluding maintenance of Tidal Canal.
Bombay, excluding Sind . .	·38	

The figures do not vary much from those of the previous year, except in the case of Bombay (excluding Sind), where the cost of working per acre irrigated has fallen from Rx. 0·51 in 1892-93 to Rx. 0·38 in 1893-94, the charges

for 1892-93 having been exceptionally high owing to special repairs necessitated by heavy floods.

11. The following statement gives, for the principal canals in each Province, details of the lengths of channels, of canal discharge, of area irrigated and of the duty of water :—

Province.	Canals.	Length of completed main and branch canal (miles).	Length of completed distributaries (miles).	Maximum discharge at head of canals (cubic feet per second).	Average discharge at head (cubic feet per second).		Area irrigated (acres).					Area irrigated per cubic foot per second of average discharge at head (acres).	
					Kharif.	Rabi.	Kharif.	Rabi.	Total.	Flow.	Lift.	Kharif.	Rabi.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Bombay.	1. Nira . .	96	132	456	252	296	13,556	10,947	24,503	24,442	61	54 (273)	37 (92)
	2. Mhasvad Tank	28	66	...	102	74	3,907	1,376	5,283	5,244	39	38 (273)	18 (92)
	3. Mutha . .	88	70	...	152	144	6,634	1,625	8,259	8,198	61	43 (273)	11 (92)
	4. Krishna . .	61	...	90	61	102	2,810	1,932	4,742	4,026	716	46 (273)	19 (92)
Punjab.	5. Swat river .	22	143	675	495	441	31,206	79,613	110,819	110,819	...	63 (178)	181 (117)
	6. Western Jumna, including Sirsa Branch.	393	1,417	4,050	2,601	2,623	183,154	176,789	359,943	349,079	10,864	70 (171)	67 (146)
	7. Bari Doab .	362	1,053	4,143	3,196	2,784	202,553	337,504	540,057	502,429	37,628	63 (168)	121 (126)
	8. Sirhind . .	319	2,714	6,060	2,864	3,117	59,313	216,484	275,897	275,175	722	21 (86)	69 (141)
	9. Chenab . .	141	653	2,100	1,700	1,529	119,363	151,042	270,405	268,373	2,032	72 (181)	99 (144)
	10. Sidhnai . .	68	112	1,101	1,071	1,157	58,947	92,480	151,427	Not reported.		55 (182)	80 (166)
	11. Upper Sutlej Inundation.	219	137	2,074	2,074		78,898	95,845	174,743	168,243	6,500	84	(195)
	12. Indus Inundation.	728	...	6,748	3,518		120,160	57,762	177,922	162,181	15,741	51	(153)
	13. Muzuffargarh Inundation.	824	453	...	Not recorded		123,331	189,704	313,035	Not recorded.		Not recorded.	
Bengal.	14. Orissa . .	280	1,085	6,058	1,495	739	100,622	2,904	103,526	97,699	5,827	67	3
	15. Sone . .	367	1,211	5,955	3,438	1,634	317,759	49,017	366,776	358,536	8,240	81	41
Madras.	16. Godavari .	503	1,891	11,213	7,207	5,325	638,579	81,008	719,587	705,886	13,701	89	15
	17. Kistna . .	329	1,614	9,496	4,372	...	507,321	148	507,469	502,865	4,604	116	...
	18. Penner . .	22	120	1,068	346	290	64,349	3,634	67,983	67,234	749	186	12
	19. Sangam . .	9	284	4,067	659	190	70,462	3,480	73,942	72,079	1,863	107	18
	20. Cauvery . .	844	1,250	8,042	14,738	1,439	858,962	103,802	962,764	912,116	50,648	58	7
N.-W. Provinces.	21. Upper Ganges	440	2,539	7,782	4,627	3,730	295,621	361,136	656,757	541,554	115,203	64 (109)	97 (147)
	22. Lower Ganges .	557	2,164	5,100	4,635	3,490	204,531	321,322	525,853	322,784	203,069	44 (109)	92 (147)
	23. Agra . .	109	572	1,500	1,438	1,326	73,014	92,206	165,220	146,450	18,770	51 (80)	70 (129)
	24. Eastern Jumna	129	646	1,300	1,227	996	106,498	95,166	201,664	169,641	32,023	87 (160)	95 (148)
Sind.	25. Desert . .	192	...	3,308	2,005		84,164	5,404	89,568	80,906	8,662	42	...
	26. Begari . .	176	...	6,129	4,121		170,774	36,609	207,383	173,174	34,209	41	...
	27. Ghar . .	296	...	7,175	6,585		199,524	59,140	258,664	256,082	2,582	39	...
	28. Fuleli . .	1,019	...	9,800	5,571		287,785	46,454	334,239	221,519	112,720	44	...
	TOTAL .	8,621	20,326	...	...	...	4,983,897	2,674,533	7,658,430	6,506,734	[illegible],234	...	...

N.B.—The figures in brackets in columns 13 and 14 denote the number of days on which the irrigating duty is calculated.

12. The following statement shows the return derived from navigation works proper, for which Capital and Revenue Accounts are kept. Works in which navigation is combined with irrigation are excluded, being included in the statement in paragraph 3:—

Class of works.	Number of works.	Direct and indirect Capital outlay to end of 1893-94.	Gross revenue.	Working expenses, including indirect charges.	Net revenue.	Percentage of net revenue on Capital outlay.
NAVIGATION.		Rx.	Rx.	Rx.	Rx.	
I.—Major Works—						
(*a*) Productive	1	231,923	5,919	5,650	269	·11
II.—Minor Works	6	1,824,631	62,657	51,372	11,285	·62
TOTAL	7	2,056,554	68,576	57,022	11,554	·56

The percentage of net revenue on Capital outlay was 0·56 as compared with 1·04 in 1892-93 and 0·34 in 1891-92.

13. The following statement gives some details of the navigation operations of the year. Works on which navigation is combined with irrigation are included:—

Provinces.	Length of Canal open for navigation.	Ton-mileage.	Estimated value of cargoes.	Estimated value of rafts.	Number of passengers carried.
1	2	3	4	5	6
	Miles.	Millions.	Thousands of Rx.	Thousands of Rx.	
Punjab	432	...	...	41	6,313
Bengal	673	45·285	9,099	49	699,131
Madras	1,242	45·374	4,910	424	4,86,315
North-Western Provinces	535	6·347	232	27	89
TOTAL	2,882	97·006	14,241	641	1,191,848

The figures show a falling off as compared with the previous year, except in the number of passengers carried.

14. Besides the irrigation works for which Capital and Revenue Accounts are kept, there are numerous small works for which only Revenue Accounts are kept, or for which no Revenue Accounts are kept.

The direct outlay on such works, including those maintained by the Civil Department, was Rx. 633,398 against Rx. 694,718 during 1892-93, while the direct receipts were Rx. 67,465 against Rx. 62,752.

These direct receipts comprise only the sums realized by the Public Works Department, which alone are credited in the Public Works Accounts. The whole of the revenue due to irrigation is assessed and collected with the land revenue and is therefore credited as an indirect receipt.

The following statement gives some further information relating to these works, the figures being extracted from the Irrigation Revenue Reports of the different Provinces.

Certain receipts, *e.g.*, those realized by Civil Officers from irrigation works under their charge, do not appear in the Irrigation Revenue Reports, so that the figures in the statement are *approximate* only, but are sufficient to show the great importance of the works in question. Figures relating to works classed as "Agricultural" are excluded:—

Province.	Works for which Capital Accounts are not kept.			
	Gross revenue from all sources direct and indirect, as recorded in Irrigation Revenue Reports.	Working expenses, including collection charges.	Net revenue.	Area irrigated.
	Rx.	Rx.	Rx.	Acres.
Bombay, excluding Sind	54,633	28,057	26,576	147,393
Sind	219,344	*104,591	114,753	977,268
Punjab	40,963	22,628	18,335	313,035
Bengal	20,732	20,538	194	14,810
Madras	907,778	220,642	687,136	3,573,871
TOTAL	1,243,450	396,456	846,994	5,026,377

* Exclusive of indirect charges.

The total area irrigated by these works amounted to 55·4 per cent. of that irrigated by the Major and Minor Works as shown in paragraph 5.

15. The total area irrigated during 1893-94 from all works amounted to 14⅓ million acres.

If the value per acre of the irrigated crops be taken at the estimated rate of Rx. 2·75 per acre given in paragraph 6, the total value of the produce from irrigated lands amounted to nearly 39⅓ millions of Rx.

16. The following are particulars of works which are still under construction:—

Project.	Amount of estimate (direct outlay).	Expenditure to end of 1893-94 (direct outlay).	Ultimate area to be irrigated.	Ultimate estimated revenue.	Estimated percentage of net revenue on direct Capital outlay.	Remarks.
PRODUCTIVE:	Rx.	Rx.	Acres.	Rx.		
Chenal Canal (complete project of 1891)	2,568,417	1,287,475	1,100,000	535,911	16·1	
Sirsa Branch	289,269	222,034	126,290	32,000	11·0	
Periyar Irrigation	847,100	639,625	192,431	72,070	6·6	Revised Estimate sanctioned in Secretary of State's Despatch No. 38 P. W., dated 26th July 1894.
PROTECTIVE.						
Rushikulya	436,800	337,095	117,250	24,671	4·3	Second Revised Estimate sanctioned in Secretary of State's Despatch No. 34 P. W., dated 19th July 1894.

17. The following statement gives particulars of important irrigation projects, the estimates of which had been sanctioned but upon which work had not been begun up to the end of 1893-94 :—

Project.	Amount of estimate (direct outlay).	Ultimate area to be irrigated.	Ultimate estimated revenue.	Estimated percentage of net revenue on direct Capital outlay.	Date of sanction.
	Rx.	Acres.	Rx.		
Productive Works.					
Jhelum Canal . . .	1,202,407	423,360	154,875	8·2	8th November 1888.
Kalingaroyen channel .	82,500	23,000	6,650	6·7	29th January 1891.
Lower Ganges Canal, Cawnpore Branch Extension (title since changed to Fatehpur Branch).	342,000	116,000	42,050	8·9	16th March 1893.

18. In reviewing the Revenue Reports of the different Provinces, the Government of India have observed with satisfaction the approval expressed by the Local Governments of the manner in which the officers of the Irrigation Department in general have performed their duties, and the Governor General in Council desires to record his appreciation of the results exhibited by the figures in the Accountant General's note and in this Review of the Irrigation Operations throughout India during 1893-94.

ORDER.—Ordered, that the foregoing, with a copy of the note by the Accountant General, Public Works Department, be forwarded to the Local Governments and Administrations in the Public Works Department, noted on the margin, for information.

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

Ordered also, that a copy of the Review and note be forwarded to the Revenue and Agricultural and Finance Departments, and that the papers be published in the Supplement to the *Gazette of India*.

Ordered further, that a copy of the Review and note be forwarded to Her Majesty's Secretary of State for India for information.

JOHN W. OTTLEY, *Lieut.-Col., R.E.,*
Deputy Secretary to the Govt. of India.

Document accompanying.

* Note by the Accountant General, Public Works Department, dated 25th March 1895.

Accompaniment to Public Works Department Review, No. 194 I. of 1895.

Note by R. G. Macdonald, Esq., Accountant General, Public Works Department, upon the accounts of Revenue and Expenditure of Irrigation Works in India for 1893-94.

The figures in the accounts submitted herewith agree with the Finance and Revenue accounts of the Government of India, but in this note certain figures are added from the Administrative accounts of the Public Works Department, Irrigation Branch, the Revenue Reports of Irrigation Works, and the Annual Statement of the Financial Results of Irrigation Operations in India.

2. The irrigation works in India are divided into two main classes, *viz.*, Major Works and Minor Works.

Major Works are sub-divided into—
(*a*) Productive Works, the Capital of which has been provided from borrowed money; and
(*b*) Protective Works, the Capital of which has been provided out of the general revenues of India.

Minor Works are for the purpose of this note sub-divided into—
(*a*) Works for which Capital and Revenue accounts are kept; and
(*b*) Works for which Capital accounts are not kept.

3. Capital and Revenue accounts are kept for all Major Irrigation Works. There are 44 projects classed as Major Works—*vide* statement given in paragraph 12 below.

Of these, 36 were sanctioned as works expected to be remunerative, *i.e.*, estimated to pay the cost of up-keep and interest on the Capital outlay. They were or are being constructed from funds provided from sources outside the general revenues. The remaining eight projects * were sanctioned as works of protection against famine, and the cost of their construction has been or is being paid for out of annual grants made from the general revenues under the head of famine insurance.

North-Western Provinces and Oudh.
1. Betwa Canal.
Punjab.
2. Swat River Canal.
Madras.
3. Kushikulya Project.
Bombay, Deccan and Gujarat.
4. Nira Canal.
5. Mhaswad Tank.
6. Chankapur Tank.
7. Maladevi Tank.
8 † Gokak Canal, 1st section.

† Now classed as a minor work and combined with the Gokak Storage Works.

4. The works classed as Minor Irrigation Works are numerous. Capital and Revenue accounts are kept for 75 separate projects of this class; for the others only one account of receipts and charges for each work or group of works is kept. It has lately been decided that Capital and Revenue accounts shall be kept of all new Minor Irrigation Works, the estimated Capital outlay on which is more than Rx. 5,000 inclusive of Establishment and Tools and Plant charges, provided there is good reason to anticipate that the revenue derived therefrom will more than cover the working expenses.

5. The general results of works for which Capital and Revenue accounts are kept are as follows :—

	Major Works. Rx.	Minor Works. Rx.	Total. Rx.
Capital outlay.			
During 1893-94 . . .	780,660	85,512	866,172
To end of 1893-94 . . .	31,031,280	4,821,615	35,852,895
Revenue Account, 1893-94.			
Gross Revenue . . .	2,130,271	560,806	2,691,077
Maintenance and Working . .	875,620	228,781	1,104,401
Net Revenue	1,254,651	332,025	1,586,676
Interest	1,165,554	...	...
Net profit after paying interest on Capital	89,097	...	...
Percentage of net Revenue of the year on the Capital outlay to end of the year	4·04	6·89	4·42
Against in 1892-93 .	4·59	6·48	4·84
„ 1891-92 .	4·29	3·02	4·11

The sudden decrease in the percentage of net revenue derived from Major Irrigation Works is due to a falling off in revenue as explained in the succeeding paragraph. The improvement in the return from Minor Irrigation Works is due chiefly to the development of irrigation in Madras.

6. As compared with 1892-93 the net revenue from Major Irrigation Works shows a falling off in 1893-94 of Rx. 132,709. The decrease occurred chiefly in the Punjab and in Bengal. In the Punjab it was due to heavy rainfall and to a large amount of water and owners' rates on the Western Jumna Canal remaining unrealized at the end of the year. In Bengal the decrease was nominal, as the revenue of the previous year had been abnormally swollen by the recovery of arrears of water-rates.

7. The net revenue from Minor Irrigation Works is shown at Rx. 332,025, against Rx. 306,971 in the previous year. The figures of 1892-93 included a sum of Rx. 78,047 on account of irrigation revenue for 1891-92 from certain works in Madras which was communicated by the Board of Revenue too late for inclusion in the accounts of 1891-92, *vide* para. 7 of my note on the accounts for 1892-93. Excluding this special item the figures compare as follows:—

	Rx.
1892-93	228,924
1893-94	332,025
Increase	103,101

The increase in revenue is explained in paragraph 43 below.

8. The capital spent on the Periyar project, which has not yet commenced to earn revenue, is included in the figure upon which the revenue percentage in paragraph 5 above is calculated. The Chenab Canal, the Sirsa Branch of the Western Jumna Canal, the Rushikulya project and other canals which have been recently opened for irrigation are not as yet bringing in a revenue in any way approaching the estimated ultimate return. Making due allowance for all this, the results must be looked upon as very satisfactory.

9. The receipts and charges of the year 1893-94 on Revenue account, exclusive of the figures relating to Minor Works for which Capital accounts are not kept, are detailed in the following statement by funds and provinces.

1893-94.

	Imperial.				Provincial.				Local.				Total.			
	Gross Revenue.	Maintenance and working.	Net revenue.	Interest.	Gross revenue.	Maintenance and working.	Net revenue.	Net Profit.	Gross revenue.	Maintenance and working.	Net revenue.	Net Profit.	Gross revenue.	Maintenance and working.	Net revenue.	Interest.	Net Profit.
MAJOR WORKS.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Productive. Irrigation.																	
Bengal	...	...	...	155	160,581	148,464	12,117	—155	...	...	...	...	160,581	148,464	12,117	237,120	—225,003
N.-W. P. and Oudh	117,498	...	117,498	—9,342	577,114	261,716	315,399	129,840	...	...	...	...	694,612	261,716	432,897	282,435	150,462
Punjab	509,499	234,985	274,514	261,046	...	...	...	13,468	...	...	...	...	509,499	234,985	274,514	261,046	13,468
Madras	587,829	151,661	436,168	226,585	...	...	...	209,583	...	...	...	...	587,829	151,661	436,168	226,585	209,583
Bombay	126,857	43,370	83,487	76,203	...	...	...	7,284	...	...	...	...	126,857	43,370	83,487	76,203	7,284
Stores unappropriated	...	...	...	4	...	...	...	—4	...	...	...	...	...	...	...	4	—4
TOTAL	1,341,683	430,016	911,667	554,651	737,695	410,179	327,516	357,016	2,130,271	876,620	1,254,651	1,165,558	2,079,378	840,195	1,239,183	1,083,393	155,790
Navigation.																	
Bengal	...	...	...	1,885	5,919	5,650	269	—1,885	...	...	...	...	5,919	5,650	269	9,068	—8,799
TOTAL PRODUCTIVE	1,341,683	430,016	911,667	556,536	743,614	415,829	327,785	355,131	2,130,271	876,620	1,254,651	1,165,558	2,085,297	845,845	1,239,452	1,092,461	146,991
Protective. Irrigation.																	
N.-W. P. and Oudh	7,369	10,751	—3,382	15,979	...	...	...	—19,361	...	...	...	...	7,369	10,751	—3,382	15,979	—19,361
Punjab	25,592	9,521	16,071	13,978	...	...	...	2,093	...	...	...	...	25,592	9,521	16,071	13,978	2,093
Madras	1,757	1,092	665	12,683	...	...	...	—12,018	...	...	...	...	1,757	1,092	665	12,683	—12,018
Bombay	10,256	8,411	1,845	30,457	...	...	...	—28,612	...	...	...	...	10,256	8,411	1,845	30,457	—28,612
TOTAL PROTECTIVE	44,974	29,775	15,199	73,097	...	...	...	—57,898	...	...	...	...	44,974	29,775	15,199	73,097	—57,898
TOTAL MAJOR WORKS	1,386,657	459,791	926,866	629,633	743,614	415,829	327,785	297,233	2,130,271	876,620	1,254,651	1,165,558	2,129,971	875,620	1,254,351	1,165,558	89,093
MINOR WORKS.																	
Irrigation.																	
Rajputana	14,193	4,571	9,622	...	...	...	...	9,622	...	...	...	...	14,193	4,571	9,622	...	9,622
Baluchistan	4,891	2,232	2,659	...	...	...	...	2,659	...	...	...	...	4,891	2,232	2,659	...	2,659
Lower Burma	...	...	...	...	95,697	18,032	77,665	...	...	...	...	...	95,697	18,032	77,665	...	77,665
Bengal	...	...	...	...	628	620	8	...	...	...	...	...	628	620	8	...	8
N.-W. P. and Oudh	...	...	...	...	26,065	15,652	10,413	...	...	...	...	...	26,065	15,652	10,413	...	10,413
Punjab	124,500	73,858	50,642	...	...	...	...	50,642	...	...	...	...	124,500	73,858	50,642	...	50,642
Madras	...	...	...	...	96,336	15,373	80,963	...	...	...	...	...	96,336	15,373	80,963	...	80,963
Bombay	132,775	46,466	86,309	...	3,064	605	2,459	86,309	...	...	...	...	135,839	47,071	88,768	...	88,768
TOTAL *Navigation.*	276,359	127,127	149,232	...	221,790	50,282	171,508	149,232	...	...	...	...	498,149	177,409	320,740	...	320,740
Bengal	...	...	...	...	51,711	38,527	13,184	...	...	...	...	...	51,711	38,527	13,184	...	13,184
Madras	...	...	...	...	10,946	12,845	—1,899	...	...	...	...	...	10,946	12,845	—1,899	...	—1,899
TOTAL MINOR WORKS	276,359	127,127	149,232	...	284,447	101,654	182,793	149,232	...	...	...	...	560,806	228,761	332,025	...	332,026
GRAND TOTAL	1,663,016	586,918	1,076,098	629,633	1,028,061	517,483	510,578	446,465	2,691,077	1,104,401	1,586,676	1,165,558	2,691,077	1,104,401	1,586,676	1,165,558	421,118

10. This table shows that after paying interest on borrowed money expended in the construction of Major Irrigation Works, the highest net profits are, as in the previous two years, obtained from the irrigation projects in Madras. Next follow the North-Western Provinces and Oudh, the Punjab, and Bombay.

11. One prominent feature in the table is the loss arising from the canals in Bengal; another is the small amount of net profit derived from the irrigation works in the Punjab and the large sum derived from those in Madras.

In Bengal the loss is due to the permanent settlement on account of which the land revenue cannot be enhanced. No credit is given to canals on account of this item.

In the Punjab the revenue is gradually increasing, owing to several irrigation works having been completed, but the falling off in 1893-94 is due to the causes explained in paragraph 6, *ante*.

In Madras the large profit is attributable chiefly to the growth of revenue from the Godavari, Kistna and Cauvery Deltas and certain other projects which have either been completed or are approaching completion.

Major Works.

12. The following statement shows in detail the financial results of individual Major Irrigation Works during and to the end of 1893-94.

Number of works.	Major Works.	Capital outlay to end of 1893-94.			Revenue Account for 1893-94.					Revenue Account to end of 1893-94.				
		Direct.	Indirect.	Total.	Gross revenue.	Maintenance and working.	Net revenue.	Interest.	Net Profit.	Gross revenue.	Maintenance and working.	Net revenue.	Interest.	Net Profit.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	PRODUCTIVE.													
	BENGAL.													
	Irrigation.													
4	Orissa Project	2,532,670	57,089	2,589,759	37,537	53,548	—16,011	100,593	—116,604	422,451	809,458	—387,007	1,866,762	—2,183,769
	Midnapore Canal	826,132	18,415	844,547	30,477	20,619	9,658	33,040	—23,382	479,790	455,133	24,657	706,995	—682,338
	Sone Project	2,595,515	91,479	2,686,994	92,567	74,097	18,470	103,487	—85,017	1,240,947	1,041,341	199,606	1,865,330	—1,665,724
		5,954,317	166,983	6,121,300	160,581	148,464	12,117	237,120	—225,003	2,213,188	2,305,932	—92,744	4,439,087	—4,531,831
	Navigation.													
	Hidgellee Tidal Canal	226,274	5,649	231,923	5,919	5,650	269	9,068	—8,799	104,414	91,410	13,004	174,581	—161,577
	Total Bengal	6,180,591	172,632	6,353,223	166,500	154,114	12,385	246,188	—233,802	2,317,602	2,397,342	—79,740	4,613,668	—4,693,408
	N.-W. PROVINCES AND OUDH.													
	Irrigation.													
4	Ganges Canal	2,735,611	159,576	2,895,187	322,898	113,458	209,440	108,771	100,669	6,744,659	2,983,132	3,761,527	3,615,497	146,030
	Lower Ganges Canal	3,172,266	233,269	3,405,535	202,071	85,316	116,755	126,292	—10,537	3,404,895	1,519,421	1,885,474	2,166,226	—280,752
	Agra Canal	857,677	67,252	925,329	48,952	27,288	21,664	34,235	—12,571	883,513	445,420	438,093	689,826	—251,733
	Eastern Jumna Canal	328,926	20,701	349,627	120,691	34,653	86,038	13,137	72,901	2,990,935	941,307	2,049,628	437,426	1,612,202
	Total N.-W. P. and Oudh	7,084,480	491,218	7,575,698	694,612	261,715	432,897	282,435	150,462	14,024,002	5,889,280	8,134,722	6,908,976	1,225,747
8	PUNJAB.													
	Irrigation.													
	Western Jumna Canal	1,091,120	55,138	1,146,258	93,283	54,558	43,725	43,400	325	5,846,567	1,821,459	4,025,108	949,216	3,075,892
	Sirsa Branch	223,084	9,383	231,417	5,319	8,752	—3,443	7,998	—11,441	5,309	8,752	—3,443	19,159	—22,602
	Bari Doab Canal	1,655,806	63,470	1,722,276	222,543	59,383	163,160	65,331	97,829	3,961,814	1,670,972	2,293,942	1,905,257	388,685
	Sirhind Canal	2,282,904	117,529	2,400,433	108,524	62,042	46,482	90,909	—44,427	1,090,516	471,611	619,005	1,381,110	—762,105
	Lower Sohag and Para Canal	67,261	2,712	69,973	9,731	9,198	523	2,691	—2,168	60,338	52,511	—2,173	22,211	—24,384
	Chenab Canal	1,287,475	29,676	1,317,051	38,401	33,073	5,328	46,909	—41,581	90,944	104,796	—13,852	180,068	—193,920
	Sidhnai ,,	93,963	3,200	96,163	26,718	7,979	18,739	3,770	14,969	141,498	54,623	86,975	28,758	58,217
	Jhelum ,,	968	106	1,074	...	...	...	38	—38	...	...	...	160	—160
	Total Punjab	6,705,580	281,114	6,986,644	509,499	234,985	274,514	261,046	13,468	11,190,086	4,184,524	7,005,562	4,485,939	2,519,623
	Total Bengal	6,180,591	172,632	6,353,223	166,500	154,114	12,385	246,188	—233,802	2,317,602	2,397,342	—79,740	4,613,668	—4,693,408
	Total N.-W. P. and Oudh	7,084,480	491,218	7,575,698	694,612	261,715	432,897	282,435	150,462	14,024,002	5,889,280	8,134,722	6,908,976	1,225,747
	Total Punjab	6,705,580	281,114	6,986,644	509,499	234,985	274,514	261,046	13,468	11,190,086	4,184,524	7,005,562	4,485,939	2,519,623
	Total Productive	19,970,651	944,964	20,915,565	1,370,611	650,814	719,796	789,669	—69,873	27,531,690	12,471,146	15,060,544	15,808,583	—748,039

Number of works.	Major Works.	Capital outlay to end of 1893-94.			Revenue Account for 1893-94.						Revenue Account to end of 1893-94.				
		Direct.	Indirect.	Total.	Gross revenue.	Maintenance and working.	Net revenue.	Interest.	Net Profit.	Percentage of net revenue on the Capital outlay.	Gross revenue.	Maintenance and working.	Net revenue.	Interest.	Net Profit.
		Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
9	MADRAS.														
	Irrigation.														
	Godavari Delta System	1,091,356	189,510	1,280,866	241,462	61,588	179,874	43,649	136,225	14·04	5,795,788	1,774,534	4,021,254	1,172,386	2,848,868
	Kistna ,, ,,	1,042,608	76,983	1,119,591	200,909	58,892	142,017	40,941	101,076	12·68	3,290,028	1,065,766	2,224,262	779,284	[illegible]
	Penner Anicut ,,	163,617	24,883	188,500	16,370	2,745	13,625	6,538	7,087	7·23	297,528	52,396	245,132	162,969	82,163
	Cauvery Delta ,,	165,421	12,335	177,756	87,252	5,913	81,339	6,620	74,719	45·76	2,283,449	163,157	2,120,292	166,894	1,953,398
	Srivaikuntham Anicut System	135,640	10,081	145,721	10,460	2,541	7,919	5,415	2,504	5·43	173,571	57,075	116,496	113,814	2,682
	Sangam Anicut Project	306,696	68,503	375,199	17,524	5,222	12,302	12,164	138	3·28	89,640	39,672	49,968	115,043	—65,075
	Karnul Canal	2,169,170	133	2,169,303	12,944	14,284	—1,340	86,714	—88,054	...	114,053	194,377	—80,324	996,188	—1,076,512
	Barur Tank	39,698	2,226	41,924	908	476	432	1,587	—1,155	1·03	3,088	2,697	391	12,753	—12,362
	Periyar Project	639,625	17,043	656,668	...	...	...	22,957	—22,957	...	...	...	...	69,823	—69,823
	Total Madras	5,753,831	401,697	6,155,528	587,829	151,661	(a)436,168	226,585	209,583	7·09	12,047,145	3,349,674	8,697,471	3,589,154	5,108,317
	BOMBAY.														
4	Sind.														
	Irrigation.														
	Desert Canal	122,358	4,067	126,425	4,784	9,026	—4,242	4,894	—9,136	...	228,053	91,137	136,916	75,434	61,482
	Unharwah	48,424	1,293	49,717	5,440	1,215	4,225	1,671	2,554	8·50	40,822	13,648	27,174	12,196	14,978
	Begari Canal	162,561	4842	167,403	34,585	5,932	28,653	6,503	22,150	17·12	554,200	233,832	320,368	134,528	(c)185,840
	Eastern Nara Works	577,170	20,357	597,527	47,194	14,305	32,889	22,336	10,553	5·50	762,070	326,101	435,969	453,326	—17,357
	Total Sind	910,513	30,559	941,072	92,003	30,478	(b)61,525	35,404	26,121	6·54	1,585,145	664,718	920,427	675,484	244,943
7	Deccan and Gujarat.														
	Irrigation.														
	Hathmati Canal	49,093	2,747	51,840	970	602	368	1,964	—1,596	·71	9,442	15,786	—6,344	41,411	—47,755
	Lower Panjhra River Works	43,853	2,280	46,133	1,725	495	1,230	1,752	—522	2·67	25,315	12,924	12,391	40,129	—27,738
	Lakh Canal	35,194	1,944	37,138	117	343	—226	1,408	—1,634	...	3,131	11,759	—8,628	35,541	(d)—44,169
	Kadva River Works	69,376	2,866	72,242	1,187	790	397	2,771	—2,374	·55	13,698	12,064	1,634	40,234	—38,600
	Mutha Canals	624,243	23,226	647,469	24,792	6,721	18,071	24,729	—6,658	2·79	293,363	120,869	172,494	489,139	—316,645
	Krishna Canal	81,829	4,505	86,334	3,683	1,300	2,383	3,263	—880	2·76	55,840	42,837	13,003	84,799	—71,796
	Ekruk Tank	122,812	11,227	134,039	2,380	2,641	—261	4,912	—5,173	...	25,124	38,511	—13,387	117,527	—130,914
	Total Deccan and Gujarat	1,026,400	48,795	1,075,195	34,854	12,892	21,962	40,799	—18,837	2·04	425,913	254,750	171,163	848,780	—677,617
	Total Bombay	1,936,913	79,354	2,016,267	126,857	43,370	83,487	76,203	7,284	4·14	2,011,058	919,468	1,091,590	1,524,264	—432,674
36.	Total Productive — Irrigation	27,435,071	1,420,366	28,855,437	2,079,378	840,195	1,239,183	1,083,389	155,794	4·29	41,485,479	16,648,878	24,836,601	20,947,419	3,889,182
	Total Productive — Navigation	226,274	5,649	231,923	5,919	5,650	269	9,068	—8,799	·11	104,414	91,410	13,004	174,581	—161,577
	Total Productive — Total	27,661,345	1,426,015	29,087,360	2,085,297	845,845	1,239,452	1,092,457	146,995	4·26	41,589,893	16,740,288	24,849,605	21,122,000	3,727,605

(a) Excludes revenue due to old irrigation, which is as follows :—

	Gross revenue.	Maintenance and working.	Net revenue.
	Rx.	Rx.	Rx.
Godavari Delta System	12,400	850	11,550
Kistna ,, ,,	7,100	490	6,610
Penner Anicut ,,	11,700	3,000	8,700
Cauvery Delta ,,	236,500	29,670	206,830
Srivaikuntham Anicut System	7,900	1,250	6,650
Sangam Anicut Project	13,900	2,500	11,400
Barur Tank	200	15	185
	289,700	37,775	251,925

(b) Excludes revenue due to old irrigation, which is as follows :—

Begari Canal	3,361	876	2,485
Eastern Nara Works	344	34	310
	3,705	910	2,795

(c) Exclusive of Rx. 4,[illegible]86 which was erroneously credited to the canal in previous years in excess of the irrigation share of land revenue.

(d) Includes Rx. 146 on account of revenue from Galpir land from 1882-83 to 1892-93 which is now treated as land revenue and added to the figures in the administrative accounts to end of 1892-93.

Number of works.	Major Works.	Capital outlay to end of 1893-94.			Revenue Account for 1893-94.					Revenue Account to end of 1893-94.				
		Direct.	Indirect.	Total.	Gross revenue.	Maintenance and working.	Net revenue.	Interest.	Net Profit.	Gross revenue.	Maintenance and working.	Net revenue.	Interest.	Net Profit.
	PROTECTIVE.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
1	N.-W. PROVINCES AND OUDH.													
	Irrigation.													
	Ketwa Canal	400,506	21,438	421,944	7,369	10,751	—3,382	15,979	—19,361	53,228	83,190	—29,962	167,481	—197,443
1	PUNJAB.													
	Irrigation.													
	Swat River Canal	350,496	12,922	363,418	25,592	9,521	16,071	13,978	2,093	160,595	77,208	83,387	169,108	—85,721
1	MADRAS.													
	Irrigation.													
	Rushikulya Project	337,095	30,350	367,445	1,757	1,092	665	12,683	—12,018	1,757	2,087	—330	53,019	—53,349
5	BOMBAY.													
	DECCAN AND GUJARAT.													
	Irrigation.													
	Gokak Canal, 1st Section	40,694	1,173	41,267	(b)	(b)	(b)	1,604	—1,604	2,474	2,100	374	19,298	—18,924
	Mhaswad Tank	198,152	6,073	204,225	2,503	2,206	297	7,912	—7,615	11,895	12,062	—167	88,953	—89,120
	Nira Canal	519,476	15,832	535,308	7,753	6,205	1,548	20,550	—19,002	29,208	28,934	274	194,745	—194,471
	Chankapur Tank	6,385	316	6,701	...	...	...	255	—255	...	...	...	3,135	—3,135
	Maladevi Tank	3,396	216	3,612	...	...	...	136	—136	...	...	...	1,258	—1,258
	Total Bombay	767,503	23,610	791,113	10,256	8,411	1,845	30,457	—28,612	43,577	43,096	481	307,389	—306,908
8	TOTAL PROTECTIVE	1,855,600	88,320	1,943,920	44,974	29,775	15,199	73,097	—57,898	259,157	205,581	53,576	696,997	—643,421
44	GRAND TOTAL	29,516,945	1,514,335	31,031,280	2,130,271	875,620	1,254,651	1,165,554	89,097	41,849,050	16,945,869	24,903,181	21,818,997	3,084,184

Number of works.	Major Works.	Percentage of net revenue on the Capital outlay.
	PROTECTIVE.	Rx.
1	N.-W. PROVINCES AND OUDH.	
	Irrigation.	
	Ketwa Canal	...
1	PUNJAB.	
	Irrigation.	
	Swat River Canal	4·42
1	MADRAS.	
	Irrigation.	
	Rushikulya Project	·18
5	BOMBAY.	
	DECCAN AND GUJARAT.	
	Irrigation.	
	Gokak Canal, 1st Section	...
	Mhaswad Tank	·15
	Nira Canal	·29
	Chankapur Tank	...
	Maladevi Tank	...
	Total Bombay	·23
8	TOTAL PROTECTIVE	·78
44	GRAND TOTAL	4·04

(b) This is now classed as a minor work and combined with Gokak Storage Works.

13. Taken collectively by provinces the percentages of net revenue on the Capital outlay upon Major Works for the last three years are as follows :—

	1893-94.	1892-93.	1891-92.
1. Madras	6·70	6·46	6·19
2. Bombay—Sind	6·54	7·65	4·53
3. North-Western Provinces and Oudh	5·37	5·22	5·53
4. Punjab	3·95	6·24	5·65
5. Bombay—Deccan and Gujarat	1·27	1·19	1·16
6. Bengal	·19	·63	·25
Total	4·04	4·59	4·28

Madras is unfairly weighted with the Karnul Canal which was made by a company and which does not even yet pay its working expenses and maintenance. Without the Karnul Canal the figures for Madras would be :—

	Per cent.
1893-94	10·06
1892-93	9·91
1891-92	9·59

14. The systems which in 1893-94 paid over 4 per cent. are arranged below in the order of the rate paid, and are compared with the results in the two previous years :—

	Rate paid.		
	1893-94.	1892-93.	1891-92.
1. Cauvery Delta System	45·76	39·00	36·70
2. Eastern Jumna Canal	24·60	20·14	21·84
3. Sidhnai Canal	19·09	14·95	11·10
4. Begari Canal	17·12	17·71	10·25
5. Godavari Delta System	14·04	13·73	13·39
6. Kistna	12·68	12·53	12·83
7. Bari Doab Canal	9·47	10·26	7·16
8. Unharwah Project	8·50	8·81	1·78
9. Penner Anicut	7·23	7·40	...
10. Ganges Canal	7·23	7·17	7·61
11. Eastern Nara Works	5·50	5·92	5·68
12. Srivaikuntham Anicut System	5·43	2·59	5·74
13. Swat River Canal	4·42	5·20	2·81

15. The systems that have, up to the end of 1893-94, paid off the accumulated interest on the Capital expended on them are noted below :—

	Surplus. Rx.
1. Western Jumna Canal	3,075,892
2. Godavari Delta System	2,848,868
3. Cauvery " "	1,953,398
4. Eastern Jumna Canal	1,612,202
5. Kistna Delta System	1,444,978
6. Bari Doab Canal	388,685
7. Begari "	185,840
8. Ganges Canal	146,030
9. Penner Anicut System	82,163
10. Desert Canal	61,482
11. Sidhnai "	58,217
12. Unharwab "	14,978
13. Srivaikuntham Anicut System	2,682
Assuming that the works are still worth the amount charged in each case to the Capital account, this represents a net profit to the State at the end of 1893-94 on these systems of	11,875,415
The charge to the State on other Major Works is	8,791,231
And this leaves a net profit to date on all Major Works of	3,084,184

16. The following statement shows the net charge to the State to the end of each year for the last five years on account of further projects, which are expected eventually to pay off the accumulated interest on their Capital cost :—

	Date of Completion.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
		Rx.	Rx.	Rx.	Rx.	Rx.
North-Western Provinces and Oudh.						
Lower Ganges Canal	1878	184,877	241,950	257,544	270,214	280,752
Agra Canal	1874	236,294	233,674	233,051	239,162	251,733
Punjab.						
Sirhind Canal	1887	871,825	854,540	800,557	717,678	762,105
Lower Sohag and Para Canal	1886	9,196	13,442	18,617	22,216	24,384
Chenab Canal	...	59,192	77,127	106,942	152,338	193,920
Madras.						
Sangam Anicut Project	1885	45,797	50,059	64,784	65,213	65,075
Barur Tank	1887	6,566	8,045	9,866	11,207	12,362
Bombay—Sind.						
Eastern Nara Works	...	62,227	51,227	41,222	27,910	17,357
TOTAL	...	1,475,974	1,530,064	1,532,583	1,505,938	1,607,688

Several of these projects are increasing the debit against them when they ought to be decreasing it.

17. The continued steady decrease of accumulation of interest against the Eastern Nara before completion of the project is satisfactory.

The continued increase against the Lower Ganges and Agra Canals is not altogether satisfactory; these canals have been opened 17 and 21 years respectively, and have not yet begun to pay the annual interest charges. The Sirhind, Lower Sohag and Para Canals and the Barur Tank have not been opened for 10 years; further increases may, therefore, be expected as the irrigation from these projects has not had time to develop fully. There is a slight decrease in the debit against the Sangam Anicut project; it has been opened for irrigation 10 years only.

Compared with two previous years the net revenue obtained from the Lower Sohag and Para Canal shows a steady increase, and when full credit is given for the indirect revenue due to its construction, it is expected that the net revenue will more than cover the annual interest charges.

18. The Chenab Canal shows a return of ·40 per cent. on the whole of its Capital outlay, although irrigation is only very partially developed, and water-rates have been levied on a small portion only of the area actually cultivated, and then only at half rates. It is reported that the return realized on this canal has been greatly in advance of the forecasts of 1891, while the area irrigated in 1893-94 was nearly double that originally anticipated. This indicates that the returns from the canal will rapidly increase when full rates are realized from the total area irrigated, and that the accumulated interest charges should soon disappear.

19. The total loss to the State on account of works entered in the above table has increased by Rx. 101,750 during 1893-94. But if the figures of the Chenab Canal are excluded, the loss would amount to Rx. 60,168 only, which may be attributed principally to a falling off in the collections from the Sirhind Canal in consequence of seasonable rainfall.

20. The undernoted works, which were allowed to be constructed from borrowed money prior to the introduction of the rules laying down the conditions which must now be fulfilled before a work may be classed as Productive, are not expected to repay the accumulated interest charges on the Capital invested in them :—

	Capital outlay to end of 1893-94.	NET GAIN OR LOSS IN WORKING EACH YEAR.				
		1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Bengal—						
Orissa Project	2,589,759	—15,279	—12,267	—5,216	—813	—16,011
Midnapore Canal	844,547	6,862	2,813	1,837	8,445	9,658
Sone Project	2,686,994	15,104	2,707	20,823	30,133	18,470
Hidgellee Tidal Canal	231,923	1,523	—2,553	—1,377	2,030	269
Bombay, Deccan and Gujarat—						
Hathmati Canal	51,840	—126	71	387	—40	368
Lower Panjhra River Works	46,133	787	626	572	660	1,230
Kadva River Works	72,242	566	310	1	199	397
Lakh Canal	37,138	—226	—235	—135	—199	—226
Mutha Canal	647,469	11,918	13,776	16,207	13,480	18,071
Ekruk Tank	134,039	351	1,099	1,234	—153	—261
Krishna Canal	86,334	1,239	1,749	2,078	4,164	2,383
TOTAL	7,428,418	22,719	8,096	36,411	57,906	34,348

The Karnul Canal in Madras, which was purchased from the Madras Irrigation and Canal Company in 1882, does not appear likely to be ever a financial success.

21. The sources from which the revenue of the Major Works was derived during 1893-94 are exhibited in the following statement in comparison with those of the four previous years :—

Irrigation Revenue.														Totals of previous four years.			
	Share of enhanced land revenue due to Irrigation works.	Water-rates.	Owners' rates on Irrigated lands.	Sale of water.	Water-supply of towns.	Plantations.	Other canal produce.	Water-power.	Navigation receipts.	Rents of buildings.	Fines.	Miscellaneous.	Total.	1892-93.	1891-92.	1890-91.	1889-90.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Bengal	...	120,986	...	78	...	247	229	98	37,714	1,480	2	5,666	166,500	188,335	159,860	133,914	150,448
North-Western Provinces and Oudh	117,498	523,316	32,334	524	160	16,578	...	5,063	1,704	299	1,359	3,246	701,981	685,771	705,195	651,618	555,842
Punjab	21,899	450,078	28,911	3,242	105	4,810	2,364	14,495	5,803	1,088	550	1,746	535,091	680,914	604,099	583,045	496,680
Madras	559,464	11,267	...	...	565	1,656	2,196	...	13,809	368	5	256	589,586	565,424	525,711	530,037	513,347
Bombay	86,326	36,316	...	399	9,744	201	1,062	600	...	67	1	2,397	137,113	147,610	114,498	127,277	136,519
Total for 1893-94	785,187	1,141,863	61,245	4,243	10,574	23,492	5,851	20,256	59,030	3,302	1,917	13,311	2,130,271	2,268,054	2,109,363	2,025,891	1,852,836
1892-93	760,020	1,298,206	66,975	4,188	11,754	25,043	6,437	20,679	54,347	3,193	2,588	14,624	2,268,054				
1891-92	706,451	1,174,901	80,336	3,830	10,818	27,965	4,608	21,727	61,357	3,010	2,491	11,869	2,109,363				
1890-91	743,808	1,070,709	80,194	4,220	10,059	22,643	4,966	20,635	52,853	2,719	2,653	10,436	2,025,891				
1889-90	724,610	935,438	59,103	4,198	10,091	25,468	4,760	18,721	55,655	2,859	2,210	9,783	1,852,836				

22. The income is less by Rx. 137,783 than that of 1892-93; but considerably better than that of the two previous years.

The share of land revenue and the water-rates are increasing with the extension of the canals and other works; but the sale of water, the water-supply of towns, and the supply of water-power are not showing the improvement which might be expected.

23. The increment in Bengal, in the Punjab, and in Bombay was checked in the year under review; but the North-Western Provinces and Madras show steady upward progress.

24. The increase in the North-Western Provinces was chiefly due to an extension of irrigation from the Eastern Jumna Canal. The increase in Madras is ascribed mainly to expansion of irrigation in the Kistna Delta and to the recent revision of the rates of assessment on the Cauvery Delta System.

25. In Bombay the decrease is attributable chiefly to failure of water in the Desert Canal in consequence of which remissions had to be granted and to damage done to crops by hail-storms and locusts. The receipts from the Begari Canal were also reduced.

26. The following statement shows, for each Major Work for the five years ending 1893-94, the gross revenue and the irrigated area, and the mileage of canals completed at the end of each year:—

Major Works.	Gross Revenue.					Irrigated area in acres.					Mileage in operation (including distributaries).				
	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Bengal.	Rx.	Rx.	Rx.	Rx.	Rx.	Acres.	Acres.	Acres.	Acres.	Acres.	Miles.	Miles.	Miles.	Miles.	Miles.
Orissa Project	30,412	34,494	37,092	49,738	37,537	186,627	180,299	177,685	160,952	103,526	1,024	1,017	1,167	1,221	1,366
Midnapore Canal	27,743	23,699	28,470	28,000	30,477	68,810	82,002	83,973	91,217	85,763	355	355	345	355	355
Hidgellee Tidal Canal	4,195	2,804	3,691	5,339	5,919	...	...	...	...	...	29	29	29	29	29
Sone Project	88,098	72,917	90,607	105,258	92,567	305,282	281,014	474,723	410,761	366,776	1,561	1,563	1,560	1,575	1,575
Total Bengal	150,448	133,914	159,860	188,335	166,500	560,719	543,315	736,381	662,930	556,065	2,969	2,964	3,101	3,180	3,325
North-Western Provinces and Oudh.															
Ganges Canal	253,720	315,225	330,420	319,385	322,898	807,574	821,652	832,864	722,478	656,757	4,006	4,013	4,077	4,159	4,278
Lower Ganges Canal	153,986	161,293	198,958	201,419	202,071	499,894	642,632	660,963	584,009	525,853	3,089	3,194	3,353	3,477	3,557
Agra Canal	54,934	61,239	59,937	54,188	48,952	178,254	152,118	164,981	107,054	165,220	750	748	755	759	766
Eastern Jumna Canal	85,626	106,413	105,797	102,442	120,691	243,817	237,422	223,437	227,430	201,664	1,112	1,115	1,120	1,132	1,132
Betwa Canal	7,576	7,448	10,083	8,337	7,369	24,282	33,953	30,606	22,422	18,804	513	538	544	557	567
Total North-Western Provinces and Oudh	555,842	651,618	705,195	685,771	701,981	1,753,821	1,887,777	1,912,851	1,663,393	1,568,298	9,470	9,608	9,849	10,084	10,300
Punjab.															
Western Jumna Canal	117,441	162,051	150,923	115,733	98,283	419,968	388,505	327,347	243,436	287,279	1,191	1,191	1,202	1,206	1,605
„ Sirsa Branch	...	...	...	...	5,309	...	...	8,003	12,862	43,528	...	...	84	84	
Bari Doab Canal	182,068	193,320	194,531	242,840	222,543	523,409	535,045	592,785	567,896	540,057	1,411	1,410	1,410	1,413	1,415
Sirhind Canal	133,864	168,426	201,490	242,966	108,524	488,981	600,162	685,610	412,791	275,897	2,768	2,764	2,874	3,038	3,033
Lower Sohag and Para Canal	8,295	6,391	5,925	8,446	9,721	63,223	38,604	56,908	70,129	71,179	136	136	139	139	139
Chenab Canal	7,710	9,785	10,404	20,850	38,401	39,308	52,390	35,524	157,197	270,405	302	374	670	762	794
Sidhnai „	22,406	18,024	20,457	21,161	26,718	109,082	122,525	157,514	151,838	151,427	149	204	180	180	180
Swat River Canal	24,896	25,048	20,369	28,918	25,592	91,195	88,875	99,350	104,723	110,819	148	162	162	162	
Total Punjab	496,680	583,045	604,099	680,914	535,091	1,735,166	1,826,106	1,963,041	1,720,872	1,760,591	6,105	6,241	6,721	6,934	7,331
Madras.															
Godavari Delta System	234,808	240,099	249,943	258,454	253,863	672,239	680,495	732,364	697,388	721,740	2,224	2,243	2,384	2,394	2,394
Kistna „ „	170,138	188,360	195,025	196,371	208,009	433,975	463,071	480,728	471,401	512,578	1,062	1,939	1,943	1,943	1,943
Pennar Anicut System	26,438	25,935	12,086	28,760	28,070	66,171	65,080	35,652	73,051	70,346	142	142	142	142	142
Cauvery Delta „	318,658	311,382	309,595	310,985	323,752	1,010,698	1,013,344	1,008,059	1,012,049	996,055	1,678	2,094	2,094	2,094	2,094
Srivaikuntham Anicut System	18,356	13,640	18,910	13,800	18,359	39,785	28,896	41,322	29,111	40,570	90	90	90	90	90
Sangam Anicut System	25,723	27,655	14,832	31,000	31,424	64,926	68,224	39,209	74,987	74,960	252	259	280	280	293
Karnul Canal	7,560	11,926	14,272	14,828	12,944	21,851	24,818	73,500	30,766	31,424	503	503	503	503	503
Barur Tank	466	740	748	926	1,108	1,712	2,774	2,757	3,584	4,324	27	29	29	29	32
Rushikulya Project	...	...	...	...	1,757	..	...	...	4,182	8,195	...	...	41	82	84
	802,147	819,737	815,411	855,124	879,286	2,311,357	2,346,732	2,413,591	2,396,520	2,460,192	5,978	7,299	7,506	7,557	7,575
Deduct old Irrigation revenue	288,800	289,700	289,700	289,700	289,700	...	...	...	...	...	...	...	...	...	...
Total Madras	513,347	530,037	525,711	565,424	589,586	...	...	...	...	...	...	...	...	...	...
Bombay.															
Sind — Desert Canal	19,763	17,076	2,582	12,827	4,784	127,579	124,919	60,131	95,156	89,568	190	190	190	192	192
Sind — Unharwah	4,668	4,573	1,554	4,736	5,440	33,840	20,690	19,283	23,277	32,634	67	67	67	67	67
Sind — Begari Canal	29,389	23,844	26,146	36,882	37,946	183,479	144,053	174,718	192,524	(a)207,383	176	176	176	176	176
Sind — Eastern Nara Works	49,551	45,579	43,501	48,037	47,538	285,213	228,292	211,951	243,412	228,903	273	273	278	278	278
	103,371	91,072	73,783	102,482	95,708	630,111	517,954	466,083	554,369	558,488	706	706	711	713	713
Deduct old Irrigation revenue	...	...	...	...	3,705	...	...	...	...	...	...	...	...	...	...
Total Sind	103,371	91,072	73,783	102,482	92,003	630,111	517,954	466,083	554,369	558,488	706	706	711	713	713
Deccan and Gujarat — Hathmati Canal	520	737	1,037	516	970	2,349	3,766	2,716	2,728	3,701	46	51	51	51	51
Deccan and Gujarat — Lower Panjhra River Works.	1,596	1,514	1,801	1,677	1,725	2,293	2,390	2,603	2,617	3,000	45	45	45	45	45
Deccan and Gujarat — Kadwa River Works	1,033	963	844	1,020	1,187	3,090	2,227	2,971	2,825	3,027	36	36	36	39	39
Deccan and Gujarat — Lakh Canal	205	125	170	96	117	322	433	508	158	343	10	18	31	29	26
Deccan and Gujarat — Mutha Canals	20,591	21,757	24,693	22,405	24,792	13,338	11,201	14,061	6,797	8,259	155	155	155	155	155
Deccan and Gujarat — Ekruk Tank	1,674	2,482	2,611	2,551	2,380	2,534	1,598	3,1[illegible]	3,038	2,889	48	48	48	48	48
Deccan and Gujarat — Krishna Canal	2,958	3,077	3,188	5,735	3,683	3,732	3,950	5,374	3,796	4,742	61	61	61	61	61
Deccan and Gujarat — Gokak Canal, 1st section	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Deccan and Gujarat — Nira Canal	2,754	3,608	4,449	8,550	7,753	21,930	16,913	28,863	18,246	24,503	198	205	215	220	228
Deccan and Gujarat — Mhaswad Tank	1,817	1,942	1,922	2,638	2,503	6,791	7,106	8,304	4,997	5,283	90	95	95	95	95
Total Deccan and Gujarat	33,148	36,205	40,715	45,128	45,110	56,379	50,584	68,537	45,202	55,747	689	714	737	743	748
Total Bombay	136,519	127,277	114,498	147,610	137,113	686,490	568,538	534,620	599,571	614,235	1,395	1,420	1,448	1,456	1,461
Grand Total	1,852,836	2,025,891	2,109,363	2,268,054	2,130,271	7,047,553	7,172,468	7,560,484	7,043,286	6,949,381	25,917	27,532	28,625	29,211	29,992

(a) Includes area irrigated by old works.

27. The rate of revenue per acre irrigated during 1893-94 is shown in the following table, and the irrigation revenue shown here includes the share of enhanced land revenue due to irrigation as well as the water-rates and owners' rates :—

Province.	Irrigation revenue. (Assessed.)	Irrigated acreage.	Rate of revenue per acre.	Compared with rate in	
				1892-93.	1891-92.
	Rx.	Acres.	Rx.	Rx.	Rx.
Bombay, Deccan and Gujarat	33,937	55,747	·61	·58	·48
North-Western Provinces and Oudh	664,700	1,568,298	·42	·36	·34
Madras	925,501	2,460,192	·38	·35	·33
Punjab	609,768	1,750,591	·35	·32	·31
Bengal	102,022	556,065	·18	·18	·19
Bombay—Sind	98,597	558,488	·18	·19	·16
TOTAL	2,434,525	6,949,381	·35	·32	·31

There is an increase everywhere except in Bengal and Sind.

28. The charges for maintenance and working for the year 1893-94 are detailed in the following statement and compared with the outlay of the previous four years :—

	Extensions and improvements.	Maintenance and repairs.	Establishment.	Tools and plant.	Profit and loss.	Suspense.	Total Direct charges.	Indirect charges.	Total.	Totals of previous four years.			
										1892-93.	1891-92.	1890-91.	1889-90.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Bengal	4,684	62,754	66,948	10,470	...	...	144,756	9,358	154,114	148,540	143,793	143,213	142,236
North-Western Provinces and Oudh	19,368	94,423	136,212	3,793	...	...	253,796	18,670	272,466	270,722	267,974	274,291	261,641
Punjab	10,936	101,745	113,174	2,865	...	...	228,620	15,886	244,506	245,163	225,193	217,869	211,412
Madras	6,041	54,610	75,124	9,442	...	...	145,217	7,536	152,753	158,531	150,024	157,597	139,839
Bombay	1,334	26,618	21,434	844	...	...	50,230	1,551	51,781	57,738	54,010	46,931	48,677
Total for 1893-94	42,263	340,150	412,792	27,414	...	...	822,619	53,001	875,620	880,694	840,994	839,451	803,805
1892-93	60,926	343,465	404,354	28,023	23	...	828,968	51,726	880,694				
1891-92	58,127	339,657	370,115	24,963	122	...	792,884	48,110	840,994				
1890-91	61,926	327,448	378,602	22,485	15	—45	790,583	48,868	839,451				
1889-90	65,556	312,498	357,636	22,416			758,076	45,729	803,805				

29. The total working expenses amounted to Rx. 5,074 less than those of the previous year, the decrease being the net result of increases and decreases in different provinces. The principal increases and decreases were :—

	Rx.
Bengal	+5,574
Madras	—5,778
Bombay	—5,957

30. Bengal, which shows with the Punjab and Bombay, *vide* paragraph 23 above, a falling off in revenue, exhibits an increase in working expenses and maintenance. The Punjab, Madras, and Bombay show considerable reductions, and in the North-Western Provinces the increase of Rx. 1,741 is far more than counterbalanced by the increase of revenue, which was Rx. 16,210.

31. In Bengal the increased charges were due to the repairs of damages caused by the high floods of 1892 and 1893 in the Orissa and Midnapore Canal districts.

32. In Madras the decrease was chiefly due to a special payment of Rx. 3,660 having been made in 1892-93 to the Telegraph Department on account of the telegraph line along the Karnul Canal which has been dismantled.

33. In Bombay the decrease was due to the charges for maintenance and up-keep of the Desert, Begari, and Mutha Canals having been smaller than in the previous year.

34. The cost of maintenance and working per acre irrigated in the different provinces during the past five years, and the percentage of the outlay upon maintenance and working on gross revenue, are as follows :—

Cost of maintenance and working per irrigated acre.

Provinces.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	Remarks.
	Rx.	Rx.	Rx.	Rx.	Rx.	
1. Bombay—Sind	·05	·06	·07	·06	·06	Including old maintenance charges.
2. Madras	·08	·08	·08	·08	·08	
3. Punjab	·12	·12	·11	·14	·14	
4. North-Western Provinces and Oudh	·15	·15	·14	·16	·17	
5. Bengal	·25	·25	·19	·22	·27	Excluding maintenance of Tidal Canal.
6. Bombay—Deccan and Gujarat	·32	·35	·29	·51	·38	

The provinces are arranged in the order of smallness of charge; the variations are considerable.

Percentage of maintenance and working on gross revenue.

	Rx.	Rx.	Rx.	Rx.	Rx.	
1. Madras	22·2	23·8	23·0	23·0	21·7	Including old revenue and working expenses.
2. Bombay—Sind	29·7	32·3	46·7	33·7	32·8	
3. North-Western Provinces and Oudh	47·1	42·1	38·0	39·5	3·88	
4. Punjab	42·6	37·3	37·3	36·0	45·7	
5. Bombay—Deccan and Gujarat	54·3	48·6	48·0	51·4	47·2	
6. Bengal	94·5	106·9	89·9	78·9	92·6	

The variations indicated here are also great.

35. The percentages of the cost of revenue management on the revenue collected in the different provinces during the five years ending 1893-94, were as follows :—

N.B.—In the term revenue management is included shares of Direction, Executive and Navigation Establishments and also a share of collection establishment.

Provinces.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	Remarks.
	Rx.	Rx.	Rx.	Rx.	Rx.	
1. Madras	8·8	8·8	8·8	8·9	9·0	
2. Bombay—Sind	10·1	10·9	11·4	10·4	10·6	
3. North-Western Provinces and Oudh	13·5	14·3	12·8	13·6	14·5	
4. Bombay—Deccan and Gujarat	14·5	14·1	15·2	17·8	16·1	
5. Punjab	15·1	13·0	12·1	13·0	16·9	
6. Bengal	28·5	33·2	28·1	26·0	28·7	

It is interesting to observe how the provinces change places in the above three tables. Per acre irrigated the Sind Canals cost least, but the Madras works are kept up and managed for the smallest share of the gross income. The Punjab compares favourably with the North-Western Provinces by the first test, but not by the second and third.

MINOR WORKS.

Works for which Capital and Revenue Accounts are kept.

36. The following statement shews in detail the financial results of Minor Works for which Capital and Revenue accounts are kept during, and up to the end of, the year 1893-94 :—

Number of works.	Minor Works.	Capital Outlay to end of 1893-94.			Revenue Account for 1893-94.				Revenue Account to end of 1893-94.		
		Direct.	Indirect.	Total.	Gross Revenue.	Working Expenses.	Net Revenue.	Percentage of net revenue on Capital outlay.	Gross Revenue.	Working Expenses.	Net Revenue.
2	BALUCHISTAN—	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
	Irrigation—										
	Khusdil Khan Reservoir	88,549	1,191	89,740	3,350	1,372	1,978	2·20	5,395	4,109	1,286
	Shebo Canal	65,296	1,142	66,438	1,541	860	681	1·02	7,861	5,589	2,272
	Total	153,845	2,333	156,178	4,891	2,232	2,659	1·70	13,256	9,698	3,558
3	RAJPUTANA—										
	Irrigation—										
	Tanks in Ajmere Sub-Collectorate	147,006	4,285	151,291	6,384	3,356	3,028	2·00	117,687	61,313	56,374
	Tanks in Beawar	60,606	3,460	64,066	5,131	686	4,445	6·93	89,479	51,219	38,260
	„ in Todgarh	20,817	407	21,224	2,678	529	2,149	10·12	42,695	28,158	14,537
	Total	228,429	8,152	236,581	14,193	4,571	9,622	4·06	249,861	140,690	109,171
1	LOWER BURMA—										
	Irrawaddy embankments	305,893	8,317	314,210	95,697	18,082	77,665	24·72	1,102,935	289,205	813,730
3	BENGAL—										
	Irrigation—										
	Sarun Project	66,957	2,718	69,675	628	620	8	·01	24,359	36,035	—11,676
	Navigation—										
	Calcutta and Eastern Canals	529,504	6,240	535,744	42,054	28,713	13,341	2·49	2,269,691	918,890	1,350,801
	Orissa Coast Canal	428,558	10,431	438,989	9,657	9,814	—157	...	51,769	65,478	—13,709
		958,062	16,671	974,733	51,711	38,527	13,184	1·35	2,321,460	984,368	1,337,092
	Total	1,025,019	19,389	1,044,408	52,339	39,147	13,192	1·26	2,345,819	1,020,403	1,325,416
4	NORTH-WESTERN PROVINCES AND OUDH—										
	Irrigation—										
	Dún Canals	65,209	1,572	66,781	9,404	4,263	5,141	7·70	228,223	127,887	100,336
	Rohilkhand Canals	156,132	16,055	172,187	13,578	9,654	3,924	2·28	310,173	260,400	49 773
	Bijnor Canals	11,507	2,118	13,625	2,111	930	1,181	8·67	45,781	17,827	27,954
	Bundelkhand Irrigation works	7,436	804	8,240	972	805	167	2·03	17,216	20,993	—3,777
	Total	240,284	20,549	260,833	26,065	15,652	10,413	3·99	601,393	427,107	174,286
5	PUNJAB—										
	Irrigation—										
	Upper Sutlej Inundation Canals	59,364	6,049	65,413	30,911	9,804	21,107	32·27	413,256	366,438	46,818
	Lower Sutlej Inundation Canals	10,756	254	11,010	60,899	38,572	22,327	202·79	1,584,319	887,001	697,318
	Indus Inundation Canals	68,790	1,973	70,763	26,537	21,102	5,435	7·68	687,820	682,625	5,195
	Shahpur Inundation Canals	15,806	473	16,279	6,153	4,380	1,773	10·89	58,152	33,531	24.621
	Madhopur Workshops*	42,415	...	42,415	...	...	...	...	3,658	44,945	—41,287
	Total	197,131	8,749	205,880	124,500	73,858	50,642	24·60	2,747,205	2,014,540	732,665

* This is not an irrigation project. It has no connection with the other works named here, and the question of its exclusion from this account is under discussion.

Number of works.	Minor Works.	Capital Outlay to end of 1893-94.			Revenue Account for 1893-94.				Revenue Account to end of 1893-94.		
		Direct.	Indirect.	Total.	Gross Revenue.	Working Expenses.	Net Revenue.	Percentage of net revenue on Capital outlay.	Gross Revenue.	Working Expenses.	Net Revenue.
	MADRAS—	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
	Irrigation—										
	Chembrambakam tank	62,443	11,216	73,659	4,063	—168	4,231	5·74	65,125	12,559	52,566
	Madras Water-supply and Irrigation Extension project	151,583	23,822	175,405	2,184	389	1,795	1·02	36,278	48,338	—12,060
	Palar Anicut System	191,421	9,837	201,258	15,157	5,282	9,875	4·90	278,323	162,511	115,812
	Lower Caleroon „	55,000	1,440	56,440	31,113	4,194	26,919	47·69	962,121	147,852	814,269
	Pelandorai Anicut System	40,998	4,148	45,146	2,597	2,039	558	1·23	17,561	44,196	—26,635
	Other (14) works	155,763	4,095	159,858	41,222	3,637	37,585	23·51	841,216	396,540	444,676
		657,208	54,558	711,766	96,336	15,373	80,963	11·37	2,200,624	811,996	1,388,628
	Navigation—										
	Buckingham Canal	784,359	46,887	831,246	10,829	12,449	—1,620	...	265,528	277,533	—12,005
	Other (3) works	17,334	1,318	18,652	117	396	—279	...	762	4,281	—3,519
		801,693	48,205	849,898	10,946	12,845	—1,899	...	266,290	281,814	—15,524
	Total	1,458,901	102,763	(a) 1,561,664	107,282	28,218	(b) 79,064	5·06	2,466,914	1,093,810	1,373,104
	BOMBAY—										
	Irrigation—										
7	Sind— Sukkur Canal	132,874	5,997	138,871	16,823	4,091	12,732	9·17	169,783	106,411	63,372
	Sind— Ghar „	41,554	2,544	44,098	63,452	15,645	47,807	108·41	1,462,206	419,847	1,042,359
	Sind— Marak Great Canal	19,360	795	20,155	6,302	1,472	4,830	23·97	111,695	44,518	67,177
	Sind— Sarfrazwah „	11,856	612	12,468	2,649	1,166	1,483	11·89	36,817	29,984	6,833
	Sind— Fuleli „	123,194	4,536	127,730	34,097	16,540	17,557	13·75	806,218	541,693	264,525
	Sind— Other works	8,923	673	9,596	251	718	—467	...	33,962	26,962	7,000
	Total Sind	337,761	15,157	352,918	123,574	39,632	(c) 83,942	23·79	2,620,681	1,169,415	1,451,266
	Deccan and Gujarat— Khari Cut	16,987	1,198	18,185	788	470	318	1·75	6,429	4,771	1,658
	Deccan and Gujarat— Jamda Canals	98,953	4,985	103,938	1,036	892	144	·14	12,282	27,786	—15,504
	Deccan and Gujarat— Parsul tank	21,154	703	21,857	135	97	38	·17	543	305	238
	Deccan and Gujarat— Pravara River Works—Ojhar Canal	30,958	2,061	33,019	318	681	—363	...	7,880	9,494	—1,614
	Deccan and Gujarat— Bhatodi tank	35,268	2,702	37,970	658	415	243	·64	8,039	6,154	1,885
	Deccan and Gujarat— Matoba „	18,815	1,258	20,073	1,035	257	778	3·88	9,274	3,365	5,909
	Deccan and Gujarat— Shirsuphal tank	20,929	1,227	22,156	350	385	—35	...	3,124	3,651	— 527
27	Deccan and Gujarat— Bhadalvadi „	21,311	1,412	22,723	416	212	204	·90	2,804	2,606	198
	Deccan and Gujarat— Ashti „	75,218	7,891	83,109	430	544	—114	...	3,979	8,237	—4,253
	Deccan and Gujarat— Upper Man River Works	40,742	2,214	42,956	674	512	162	·38	5,285	6,420	—1,135
	Deccan and Gujarat— Yerla River Irrigation Works	63,575	4,286	67,861	660	595	65	·10	8,919	11,462	—2,543
	Deccan and Gujarat— Maini tank	36,767	2,224	38,991	707	783	—76	...	8,600	8,521	79
	Deccan and Gujarat— Madag „	16,125	635	16,760	212	92	120	·71	4,316	5,363	—1,047
	Deccan and Gujarat— Gokak Canal, 1st Section, and Storage Works	75,006	1,376	(d) 76,382	3,064	605	2,459	3·22	8,587	2,589	6,007
	Deccan and Gujarat— Other Works	75,124	7,839	82,963	1,782	899	883	1·06	22,431	18,059	4,372
	Total Deccan and Gujarat	646,932	42,011	688,943	12,265	7,439	4,826	·70	112,492	118,774	—6,282
	Total Bombay	984,693	57,168	1,041,861	135,839	47,071	88,768	8·52	2,733,173	1,288,189	1,444,984
75	GRAND TOTAL— Irrigation	2,834,440	162,541	2,996,984	498,149	77,409	320,740	10·70	9,672,806	5,017,460	4,655,346
	GRAND TOTAL— Navigation	1,759,755	64,876	1,824,631	62,686	51,372	11,285	·62	2,587,750	1,266,182	1,321,568
	GRAND TOTAL— Total	4,594,195	227,420	4,821,615	560,806	228,781	332,025	6·89	12,260 556	6,283,642	5,976,914

(a) Exclusive of the Capital outlay on the Vedaraniem Canal, which has not yet been ascertained.
(b) Excludes Rx. 77,899, share due to old irrigation.
(c) Do. Rx. 39,125 do. do.
(d) Exclusive of Rx. 41,267, expenditure incurred from the grant under 35—Construction of Protective Irrigation Works which is shown under Major Works.

37. The net revenue derived in 1893-94 from the works constructed for irrigation purposes (excluding navigation) taken collectively amounted to 10·70 per cent. on the Capital outlay to end of the year against 9·82 in the previous year. Excluding the special credit of Rx. 78,047 from the figures of 1892-93 under Madras alluded to in paragraph 33 of the previous year's note, the percentage of net revenue in 1892-93 was 7·16. The improvement in the financial result attained in 1893-94 is, therefore, very satisfactory.

38. The revenue from the navigation canals exceeded the working expenses by Rx. 11,285 against the corresponding figure of Rx. 19,063 in the previous year. The low return is due to a falling off in revenue from the Calcutta and Eastern Canals in Bengal. This decrease is ascribed to a number of reasons, but principally to the very large increase in the number of steamers and flats plying *viâ* the Nadia rivers and the Sunderbunds. Another reason for the decline in traffic is the deterioration of certain parts of the canal route, which renders it necessary to close the route yearly for a greater length of time. Further, independently of the decrease in traffic, flats are being largely used instead of native boats and thus a considerable loss has resulted in tolls. While there was a fall in gross revenue from these (Calcutta and Eastern) canals, there was an increase of Rx. 3,495 in working expenses over the previous year.

39. The loss in working the Buckingham Canal during 1893-94 was Rx. 1,620 against Rx. 1,859 in 1892-93 and Rx. 7,460 in 1891-92. The total Capital outlay on this canal to the end of 1893-94 has amounted to Rx. 831,246 and the net loss to Rx. 12,005 against Rx. 10,385 at the end of 1892-93, excluding of course interest which does not appear in the accounts, as the canal was constructed from revenue and not from borrowed money. Part of this canal was opened in 1877-78.

40. The revenue derived from Minor Works for which Capital and Revenue accounts are kept during 1893-94 is detailed in the following statement, and compared with the revenue of the previous four years :—

	Irrigation Revenue.											Totals of previous four years.			
	Share of enhanced land revenue due to irrigation works.	Water-rates.	Owner's rates.	Sale of water.	Water-supply of towns.	Plantations.	Other canal produce.	Water-power.	Navigation receipts.	Rents of Buildings.	Fines.	Miscellaneous.	Total.	1892-93.	1891-92.	1890-91.	1889-90.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Rajputana	12,876	1,084	...	...	...	...	14	...	...	4	50	165	14,193	9,199	8,487	12,474	12,756
Baluchistan	...	4,884	...	...	...	...	...	...	...	...	...	7	4,891	3,953	1,641	1,621	787
Lower Burma	95,547	...	...	...	...	28	...	...	...	122	...	...	95,697	90,212	77,706	70,176	65,801
Bengal	...	623	...	...	...	4	64	...	...	352	...	1,146	52,339	54,658	60,311	62,765	58,399
North-Western Provinces and Oudh	8,629	12,912	1,220	174	...	572	...	2,395	...	...	29	134	26,065	27,291	26,203	25,671	24,406
Punjab	73,978	31,218	...	5	...	1,130	−15,658	...	5	39	123	33,660	124,500	165,300	105,791	102,359	102,207
Madras	94,495	...	...	...	1,221	124	915	...	10,465	23	...	39	107,282	145,939	25,760	73,862	26,543
Bombay	118,552	12,525	...	1	...	537	1,080	1,968	...	66	1	1,109	135,839	127,170	146,135	144,195	135,210
Total for 1893-94	404,077	63,246	1,220	180	1,231	2,395	−13,585	4,363	10,620	606	203	36,260	560,806	563,722	452,037	493,123	426,199
1892-93	423,815	37,113	1,397	177	1,198	2,333	4,295	2,816	61,961	559	259	27,809	563,722				
1891-92	300,653	34,738	1,271	249	1,440	2,932	7,225	3,333	67,216	815	285	31,880	452,037				
1890-91	343,786	37,333	1,317	249	1,101	−507	3,613	2,279	67,050	369	335	35,698	493,123				
1889-90	288,953	32,223	1,180	216	1,154	2,422	4,173	2,685	62,841	454	220	29,678	426,199				

41. The Punjab is the province which shows the best result.

Bengal appears to show the worst result.

Bombay and the North-Western Provinces are steady, and Madras has done well except for the Buckingham Canal.

Lower Burma, Rajputana, and Baluchistan all show marked improvement.

42. It will be observed that there has been a great increase in water-rates. This was chiefly in the Punjab and Bombay. In the Punjab a large portion of the increase is due to the water-rates levied on the Fazilwah and Dori Canals, and the value of the Government share of produce on other canals hitherto credited under the sub-head "Other canal produce," were written back in the year under review to the proper head "Water-rates." This explains also the minus entry under the former head (Other canal produce).

There has been an increase under water-power which gives a satisfactory indication of a direction in which revenue might perhaps be developed.

The navigation receipts as have been noticed above are not increasing.

43. The following are the explanations of the principal increases by provinces:—

Rajputana.—The increase is due to certain arrears having been realized in 1893-94.

Lower Burma.—The improvement is due to larger area cultivated in 1893-94.

Punjab.—The increase is due chiefly to an improvement in revenue earned by the Upper Sutlej Canals owing to the good harvests of Rabi of 1892-93 and Kharif of 1893 and to the enhancement of rates in the Lahore District.

Madras.—Owing to the inclusion in the figures of 1892-93 under Madras of the Irrigation revenue of 1891-92 (Rx. 82,154), the comparison between the figures of the two years is vitiated. Excluding this special credit the figures compare as follows:—

	Rx.
1892-93	63,785
1893-94	107,282
Increase	43,497

The increase is due chiefly to the larger area irrigated during the year.

Bombay.—The increased revenue was realized chiefly from the canals in Sind.

44. The working expenses of the year 1893-94 and of the previous four years are shown in the following statement:—

	Extensions and improvements.	Maintenance and repairs.	Establishment.	Tools and plant.	Profit and loss.	Suspense.	Total direct charges.	Indirect charges.	Total.	Totals of previous four years.			
										1892-93.	1891-92.	1890-91.	1889-90.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Rajputana	190	2,749	1,697	—203	...	...	4,433	138	4,571	9,835	10,671	5,961	5,811
Baluchistan	...	1,732	429	11	...	...	2,172	60	2,232	1,736	3,180	2,277	239
Lower Burma	6,130	5,546	5,951	16	...	28	17,671	361	18,032	29,626	46,178	20,393	18,416
Bengal	5	22,729	12,452	2,218	...	...	37,404	1,743	39,147	34,586	43,501	43,964	38,817
North-Western Provinces and Oudh	702	4,821	8,873	25	...	...	14,421	1,231	15,652	17,554	17,413	17,643	16,548
Punjab	4,878	44,294	21,270	356	...	—16	70,812	3,046	73,858	68,727	68,785	80,123	70,856
Madras	—4,302	21,448	9,891	419	...	...	27,456	762	28,218	47,905	58,467	44,932	31,099
Bombay	3,409	18,774	22,919	324	...	...	45,426	1,645	47,071	46,732	63,946	61,865	59,730
Total for 1893-94	11,012	122,023	83,482	3,196	...	12	219,795	8,986	228,781	256,751	312,141	288,158	241,516
1892-93	32,296	121,153	89,934	3,185	...	—15	246,583	10,168	256,751				
1891-92	54,031	153,207	91,249	2,663	...	279	301,429	10,712	312,141				
1890-91	29,274	151,940	87,584	4,390	10	—85	273,113	10,045	283,158				
1889-90	17,084	134,674	77,480	3,706	15	—17	232,922	8,594	241,516				

The reduction in the outlay upon extensions and improvements is, no doubt, due to the new rule introduced as paragraph 36, Chapter V, P. W. D. Code, Vol. II.

45. The total decrease of Rx. 27,970, as compared with 1892-93, occurred chiefly in the undernoted provinces:—

Rajputana.—The decrease is due to the closing of famine relief works and to the withdrawal of the extra establishment entertained on this account.

Lower Burma.—The decrease is due to unusually large outlay having been incurred in the earlier year for raising, strengthening, and retiring several miles of the Irrawaddy embankments threatened by river encroachments.

Madras.—The decrease is due to expenditure in 1893-94 on projects in the North and South Arcot districts being less than in 1892-93 and partly to a write-back during the year of expenditure on the Cheyar Anicut from "Revenue" to "Capital."

46. The following table gives the percentages of expenditure on revenue in each province during the past five years:—

Provinces.	1889-90.		1890-91.			1891-92.			1892-93.			1893-94.		
	Revenue.	Expenditure.	Revenue.	Expenditure.	Percentage.	Revenue.	Expenditure.	Percentage.	Revenue.	Expenditure.	Percentage.	Revenue.	Expenditure.	Percentage.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Rajputana	12,756	5,811	12,474	5,961	45·6	8,487	10,671	125·7	9,199	9,885	107·46	14,193	4,571	32·21
Baluchistan	787	239	1,621	2,277	30·4	1,641	3,180	193·8	3,953	1,736	43·92	4,891	2,232	45·63
Lower Burma	65,801	18,416	70,176	20,393	28·0	77,706	46,178	59·4	90,212	29,626	32·84	95,697	18,032	18·84
Bengal	58,399	38,817	62,765	43,964	66·5	60,311	43,501	72·1	54,658	34,586	63·28	52,339	39,147	74·79
North-Western Provinces and Oudh	24,496	16,548	25,671	17,643	67·5	26,203	17,413	66·5	27,291	17,554	64·32	26,065	15,052	60·05
Punjab	102,207	70,856	102,359	86,123	69·3	105,794	68,785	65·0	105,300	68,727	65·27	124,500	73,858	59·32
Madras	26,543	31,099	73,862	44,932	117·1	25,760	58,467	227·0	145,939	47,905	32·83	107,282	28,218	26·30
Bombay	135,210	59,730	144,195	61,865	44·2	146,135	63,946	43·8	127,170	46,732	36·75	135,839	47,071	34·65
TOTAL	426,199	241,516	493,123	283,158	56·7	453,037	312,141	69·1	563,722	256,751	45·56	560,806	228,781	40·80

The percentage of expenditure on revenue for the whole of India during the year shows a slight decrease as compared with 1892-93. The figures for the respective provinces as a rule show uneven results.

In Rajputana and Lower Burma the results are most irregular, while in Baluchistan the percentages for the last two years have not largely fluctuated.

In Bengal the percentages vary.

In the North-Western Provinces there is a tendency towards reduction.

In Madras a comparison is hardly possible as explained in paragraphs 37 and 43, *ante*.

In Bombay the decrease has been steady and marked.

47. The rates per irrigated acre in the different provinces during the year 1893-94 were as follows :—

		Irrigation revenue (Assessed).	Irrigated acreage.	Rate of revenue per acre.	Compared with rate in	
					1892-93.	1891-92.
		Rx.	Acres.	Rx.	Rx.	Rx.
Baluchistan		4,891	6,251	·78	·38	·21
Bengal		1,100	1,568	·70	·31	·19
Bombay	Deccan and Gujarat	10,301	25,253	·41	·23	·18
	Sind	181,290	807,479	·22		
Rajputana		12,510	34,244	·37	·35	·72
Madras		171,473	471,676	·36	·54	·16
North-Western Provinces and Oudh		19,389	76,899	·25	·11	·18
Punjab		97,977	693,594	·14	·07	·09
	Total	498,931	2,116,964	·24	·21	·15
Lower Burma		(a) 95,697				
	Total	594,628				

(a) Represents actual collections.

NOTE.—No acreage is quoted against Lower Burma as the works concerned are only river embankments.

Works for which Capital Accounts are not kept.

48. The receipts and expenditure on account of these works during 1893-94, as recorded in the Finance and Revenue accounts, are shown in the following statement, in comparison with the transactions of the previous four years :—

Works for which Capital Accounts are not kept.

	Imperial.		Provincial.		Local.		Total.	
	Receipts.	Expenditure.	Receipts.	Expenditure.	Receipts.	Expenditure.	Receipts.	Expenditure.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Rajputana	...	54	...	...	...	...	...	54
Baluchistan	8	...	...	...	...	...	8	...
Upper Burma	23	49,108	...	...	3,183	3,193	3,206	52,301
Lower Burma	...	...	6,695	46,504	...	881	6,695	47,385
Bengal	...	...	34,674	103,256	1,419	1,026	36,093	104,282
North-Western Provinces and Oudh	...	...	...	7,040	...	...	...	7,040
Punjab	27	8,371	6,301	12,423	1,371	614	7,699	21,408
Madras	...	...	5,815	249,313	...	780	5,815	250,093
Bombay	7,949	150,835	...	...	...	...	7,949	150,835
Total for 1893-94	8,007	208,368	53,485	418,536	5,973	6,494	67,465	633,898
1892-93	6,354	240,450	47,712	443,759	8,686	10,509	62,752	694,718
1891-92	6,711	215,147	47,658	487,639	8,421	8,918	62,790	711,704
1890-91	5,840	156,076	46,102	423,563	6,192	7,834	58,134	587,473
1889-90	5,897	149,714	42,979	401,243	3,917	4,617	52,793	555,574

49. The foregoing table shows that while the total revenue realized from this class of Minor Works has slightly increased, there has been an appreciable decrease in expenditure, the decrease being contributed by all funds.

Under Imperial the outlay in 1892-93 was large owing to the construction of famine relief works in Upper Burma.

Under Provincial the decrease in 1893-94 is chiefly due to a change introduced in Madras under which expenditure on Minor Irrigation Works (Revenue Department), which has hitherto been adjusted finally in the accounts of the Public Works Department, is dealt with by the Civil Department with effect from 1st April 1893. The decrease in the Punjab is due to the completion of works on the Nowshera and Michni Canals.

Under Local the decrease occurred chiefly in Upper Burma and Madras. In Upper Burma it is due to smaller grants being made available for expenditure in 1893-94. In Madras it is due to outlay on the Thoortha and Ramasauger Channels, hitherto met from "Cess funds," having been carried out from Provincial grants.

50. Under this head appear at present the irrigation works in Upper Burma. Orders have been issued by the Government of India for the preparation of Capital and Revenue Accounts of all important works. Only one project estimate for the Kyauksi Tank has been sanctioned by the Government of India, in Public Works Department letter No. 411, dated 11th February 1895.

CALCUTTA; *The 25th March 1895.*

R. G. MACDONALD,
Accountant General, P. W. Dept.

Documents accompanying:

Abstract Account of Revenue and Expenditure on Irrigation Works during 1893-94.

No. 11 I., dated 25th March 1895.
Submitted to the Government of India, Public Works Department.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF JULY 1895.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Burma—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Tenasserim—																										
Mergui	...	...	...	...	12 0	12 0	12 14	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	12 0	14 6
Tavoy	...	...	...	...	13 0	13 0	14 15	14 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	17 15	17 15
Moulmein and Amherst	7 0	7 0	...	...	14 0	14 0	17 7	17 7	...	...	...	...	...	...	...	...	11 6	11 6	14 0	11 3	7 12	7 12	140 0	140 0	14 0	14 0
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	20 8	20 8	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 0	13 0	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	6 0	6 0	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	9 8	9 8	11 10	11 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 3	14 3
Bassein	...	...	...	...	11 6	11 6	12 5	12 5	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	9 1	9 1	9 9	9 9	...	...	...	...	...	...	...	...	...	...	...	...	7 0	7 0	200 0	200 0	14 2	14 2
Thayrawaddy	...	...	...	...	12 5	12 5	14 12	14 12	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	440 0	440 0	14 3	14 3
Henzada	...	...	...	...	9 10	9 10	9 10	9 10	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	10 12	10 12	13 4	13 4	...	...	...	...	...	...	...	...	14 14	14 14	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	12 2	12 2	13 8	13 8	...	...	...	...	...	...	...	...	13 10	13 10	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	12 3	11 3	...	...	11 10	11 10	13 12	13 12	...	†	...	...	...	...	...	...	16 0	18 5	‡	28 3	8 10	8 10	245 0	196 0	11 9	11 9
Upper Burma—																										
Mandalay	...	†	...	...	11 13	11 6	12 13	12 5	...	†	...	...	...	...	...	...	13 9	12 15	27 8	24 12	10 9	9 13	85 0	85 0	15 2	14 6
Bamo	...	...	...	...	8 6	8 1	11 6	11 3	...	...	...	...	...	...	...	...	10 6	10 6	...	...	7 3	7 3	220 0	220 0	9 10	9 10
Pakôkku	...	...	...	...	9 2	9 2	10 10	10 10	43 0	46 0	...	...	...	...	...	...	20 0	20 0	...	...	5 9	5 9	113 0	113 0	14 3	14 3
Meiktila	...	...	...	...	14 4	14 4	16 5	16 5	...	†	...	...	...	...	...	...	13 8	13 8	51 6	51 6	7 2	7 2	222 8	222 8	14 4	14 4
Arakan—																										
Sandoway	...	...	...	...	13 8	14 6	16 0	17 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	28 0	28 0
Kyaukpyu	...	...	...	...	11 1	11 0	11 11	11 12	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	25 0	25 0
Akyab	...	...	...	...	9 4	10 4	11 8	12 8	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	160 0	160 0	10 0	10 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	13 0	14 14	20 0	15 12	...	...	...	...	...	...	...	...	13 8	13 15	...	...	...	...	...	...	10 8	10 0
Cachar	8 15	8 15	...	...	10 10	9 9	16 6½	16 13	...	...	...	...	...	...	...	...	12 0	11 6	...	...	...	...	80 0	80 0	10 5	10 0
Khási and Jaintia Hills	6 8	7 0	...	...	5 1	4 9	7 10	8 0	...	...	...	...	...	...	...	...	8 4	8 0	16 0	16 0	...	...	70 0	70 0	7 4	7 8
Garo Hills	...	...	...	...	4 0	4 0	17 0	16 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	7 0	7 0
Brahmaputra—																										
Goálpára	16 0	16 0	...	...	7 8	7 8	14 8	14 8	...	...	...	...	...	...	...	...	13 8	13 4	...	...	...	‡	220 0	200 0	10 8	10 8
Kámrup	9 0	9 0	...	...	12 0	13 0	16 0	16 8	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	40 0	40 0	10 0	10 0
Darrang	9 0	9 0	...	...	6 0	8 13	13 0	13 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	10 0	10 0
Nowgong	...	...	...	...	8 0	8 0	11 0	11 8	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	8 0	8 0	9 0	10 8	...	...	...	...	...	...	...	...	9 0	10 8	...	...	...	...	120 0	120 0	8 0	8 0
Lakhimpur	8 0	8 0	...	...	6 8	6 8	13 0	13 0	...	...	...	...	...	...	...	...	11 0	11 0	11 0	11 0	...	...	140 0	140 0	8 0	8 0
Manipur	...	...	...	...	21 0	22 0	26 0	28 0	...	...	...	...	...	...	...	...	...	...	...	...	3 6	3 0	85 0	85 0	2 11	2 11
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts (*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hill Tippera(*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	...	...	...	...	6 8	6 8	...	...	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	16 0	16 8	21 0	20 0	...	...	...	...	...	...	...	...	13 0	12 0	...	...	...	...	60 0	60 0	10 0	10 0
Noakhali	...	...	...	...	14 0	14 0 to 16 0	18 0	19 0	...	...	...	...	...	...	...	...	12 0	12 4	...	...	...	...	...	...	9 8	9 8
Chittagong	9 12	9 12	...	...	12 4	12 0	14 0	14 8	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	80 0	85 0	10 8	10 12
Tippera	10 0	10 0	...	...	11 6	11 6	18 5	18 5	...	...	...	...	...	...	...	...	13 5	13 5	...	...	8 0	8 0	...	...	9 12	9 12
Dacca	12 0	12 8	16 0	16 8	12 12	12 12	17 0	16 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	11 12	11 12	120 0	120 0	10 8	10 10
Mymensingh	9 8	9 8	...	...	12 0	13 0	15 0	15 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	110 0	110 0	8 0	8 0
Deltaic—																										
Khulna	...	...	...	...	16 0	16 0	18 0	19 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	11 0	11 0	160 0	160 0	9 12	9 12
24-Parganas	...	...	...	...	10 0	9 4	14 0	14 0	...	...	...	...	...	...	...	...	16 0	15 0	...	...	12 0	12 0	95 0	95 0	11 4	11 4
Midnapore	19 0	17 0	...	...	15 0	14 8	19 0	19 0	...	...	...	...	...	...	...	...	17 0	17 0	...	...	17 0	17 0	240 0	200 0	11 0	10 8
Howrah	...	...	...	...	10 8	10 8	14 0	14 0	...	...	...	...	...	...	...	...	...	13 8	...	...	11 0	11 0	105 0	105 0	11 0	11 0
Calcutta	12 8	12 12	16 13	16 13	8 4	8 14	12 12	12 4	17 12	17 12	15 3	15 3	...	...	10 5	10 5	15 3	15 3	16 13	16 13	14 14	15 3	91 6	91 6	11 6	11 10
Hooghly	13 0	13 0	20 0	20 0	5 8	5 8	15 0	15 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	160 0	160 0	11 0	11 0
Nadia (Krishnagar)	16 8	16 0	24 9	24 9	8 0	7 4	16 0	16 0	...	...	...	...	...	...	...	...	20 0	22 1	...	...	17 8	16 13	128 0	128 0	11 6	11 6
Jessore	13 0	13 0	...	...	13 0	12 12	18 0	18 14	...	...	...	...	...	...	...	...	16 0	16 0	...	...	20 0	20 0	120 0	120 0	10 14	10 0
Faridpur	16 0	16 0	22 0	24 0	8 0	8 0	18 0	18 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	15 0	15 0	120 0	120 0	10 10	10 10
Central—																										
Bankura	15 8	15 8	...	...	15 12	16 0	20 8	21 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	12 0	12 0	320 0	320 0	11 2	11 2
Burdwan	16 0	16 0	...	...	16 8	17 0	18 6	18 12	...	...	...	...	...	...	...	...	18 0	18 0	...	...	17 8	18 0	130 0	140 0	11 0	11 0
Birbhum	15 12	15 12	...	...	13 8	13 8 and 14 4	17 4	17 4	...	...	...	...	...	...	...	...	18 0	18 0	...	...	12 0	12 0	160 0	160 0	10 8	10 8
Murshidabad	17 0	17 0	...	...	10 8	10 8	15 8	16 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	18 0	18 0	190 0	190 0	11 0	11 0
Sonthal Pargaaas	13 0	13 8	...	...	13 8	13 8	18 0	17 0	...	...	...	...	...	...	...	...	16 0	16 0	22 0	22 8	18 0	18 0	130 0	130 0	10 8	10 8
Pabna	19 8	16 0	22 8	22 8	6 6	6 12	18 0	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	18 12	20 4	200 0	200 0	9 12	9 12
Bogra	15 12	15 0	...	...	12 0	12 0	17 4	17 4	...	...	...	...	...	...	...	...	15 0	15 0	...	...	...	...	90 0	90 0	9 12	9 12
Rajshahi	17 4	16 8	30 0	30 0	14 4	15 0	15 12	16 2	...	...	...	...	...	...	...	...	20 4	19 8	...	...	20 9	20 2	240 0	240 0	9 9	9 9
Malda	17 0	18 0	...	...	13 0	14 0	17 0	16 8	...	...	18 0	18 0	...	...	13 0	13 0	18 0	19 0	...	...	12 0	12 0	160 0	160 0	9 8	9 8
Northern—																										
Rangpur	...	13 8	...	...	8 0	9 0	13 13½	13 8	...	...	...	...	...	...	...	...	16 0	17 0	...	...	8 0	9 0	48 0	120 0	10 0	10 0
Dinajpur	15 10	13 4	16 0	...	11 0	11 0	16 10	15 6	...	...	...	...	...	...	...	...	17 12	15 10	...	...	...	...	120 0	120 0	10 0	10 0
Jalpaiguri	11 0	11 0	...	...	10 0	10 0	15 0	15 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	10 0	10 0	160 0	160 0	10 0	10 0
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	13 0	12 8	...	...	...	...	12 8	13 0	...	...	12 8	12 8	16 0	15 0	7 8	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	10 8	10 8	...	...	13 2	13 2	21 0	21 0	...	...	...	...	...	...	...	...	14 7	14 7	...	...	13 2	13 2	80 0	80 0	11 8	11 8
Cuttack	14 7	13 2	...	...	11 13	11 13	20 6	19 11	...	...	...	...	...	...	...	...	15 12*	15 2*	...	...	13 2	13 2	80 0	80 0	9 4	9 4
Balasore	16 0	16 0	8 *	8 0	16 0	16 0	21 0	21 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	10 8	10 8	120 0	120 0	10 8	10 8
Chota-Nagpur—																										
Singhbhum	12 0	12 0	...	...	15 0	12 0	19 0	15 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	16 0	12 0	100 0	100 0	8 0	8 0
Manbhum	13 4	13 0	24 0	24 0	17 0 to 18 0	18 0	19 0 to 22 0	20 0	...	...	16 0	...	...	...	...	...	17 0	16 0	...	...	17 0	16 0	...	...	10 2	10 10½
Lohardaga	7 12 to 11 0	8 0 to 11 0	16 0	15 0	13 0	13 0	18 0	17 0	...	...	...	28 0	28 0	...	...	...	12 0 to 12 4	12 0 to 12 8	16 0	16 0	9 8 and 12 0	10 0 and 12 4	160 0	160 0	8 8	9 0
Palámau	14 1	13 8	20 4	20 4	10 2	10 11	12 6	12 15	...	...	...	16 14	15 12	...	...	...	14 1	15 12	19 0	19 0	20 4	20 4	...	...	8 7	8 7
Hazáribágh	11 0	12 0	20 0	18 0	8 0	8 0	16 0	16 0	...	...	...	22 8	22 0	...	...	...	14 0	13 8	19 0	18 0	13 4	13 4	240 0	240 0	8 0	8 0

* Kalai. † Not sold. ‡ Not procurable. (*a*) Not stated.

RETAIL PRICES FOR THE 1st HALF OF JULY 1895—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Bihár, south—																										
Monghyr	15 0 to 17 0	16 0 to 17 0	22 0 to 23 0	24 0 to 25 0	10 0	10 0	14 0 to 15 0	14 0 to 15 0	11 0 to 12 0	...	...	...	...	...	13 0 to 14 0	13 0 to 14 0	20 0 to 21 0	20 0 to 21 0	16 0 to 18 0	16 2 to 18 0	8§ 0	17 0 to 18 0	150 0	140 0 to 160 0	10 0	10 0
Gaya	12 8	13 0	23 0	24 0	11 0	10 8	15 0	17 0	16 0	15 8	...	...	...	...	12 0	11 12	18 8	19 8	...	...	18 0	19 0	160 0	160 0	10 8	10 8
Patna	15 0 15 8 and 18 0 17 8		23 0	24 0	12 0	12 0	17 14	17 14	...	...	...	...	...	...	16 0	15 0	20 0	20 0	24 0	22 0	22 0	22 0	130 0	130 0	11 0	11 0
Shahabad	13 0	13 0	20 0	20 0	8 0	8 0	16 0	17 0	...	...	...	...	...	...	...	...	19 0	20 0	20 0	20 0	20 0	20 0	120 0	120 0	11 0	10 8
Tirhút, north—																										
Purnea	16 0	16 0	...	...	14 0	15 0	18 0	19 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	15 0	15 0	320 0	320 0	10 0	10 0
Bhágalpur	16 6	16 6	22 11	23 15	13 14	13 14	17 10	17 10	...	...	...	...	...	...	...	...	20 3	20 3	17 10	17 10	151 8	151 8	10 0	10 0	10 0	10 0
Darbhanga	16 0	16 0	22 0	25 0	10 8	10 8	15 0	16 0	...	...	...	...	24 0	24 0	...	...	16 0	18 8	20 0	21 0	22 0	22 0	160 0	160 0	10 0	10 0
Muzaffarpur	15 0	14 8	22 8	22 0	8 0	8 0	14 8	14 8	...	...	...	...	...	...	...	...	18 8	18 8	22 0	22 8	24 8	24 8	160 0	160 0	11 0	11 0
Saran	14 0	15 0	20 0	20 0	11 0	11 0	16 0	16 0	...	...	...	...	16 0	16 0	13 0	13 0	19 0	18 8	20 0	20 0	22 0	22 0	120 0	120 0	10 4	10 0
Champaran	16 4	17 0	25 8	26 0	7 8	7 8	16 0	16 0	...	...	...	...	26 0	25 0	...	...	19 8	19 8	25 4	25 0	26 4	20 0	180 0	200 0	10 4	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 0	13 0	16 8	16 8	6 0	6 0	13 0	13 0	17 0	17 0	...	...	...	...	10 0	10 0	17 0	17 0	17 0	17 0	12 0	12 0	90 0	90 0	9 0	9 0
Benares	14 4½	13 15	17 14	17 6	9 3½	8 15½	12 3	12 4½	15 14	17 1½	13 13½	14 3	...	...	14 4	14 4½	17 5	17 8½	...	...	12 3½	12 5	120 0	117 8	9 4½	9 1½
Ghazipur	12 12	12 12	17 8	16 8	7 12	8 0	12 12	15 0	14 0	14 0	14 12	15 0	...	...	11 0	11 0	18 0	18 0	18 0	19 0	18 0	18 8	160 0	100 0	9 8	9 8
Jaunpur	14 8	14 0	19 4	19 8	7 0	7 0	10 8	10 0	...	...	...	...	...	...	...	...	20 0	20 8	...	13 8	14 0	14 0	160 0	160 0	9 8	9 8
Allahabad	12 4	12 8	17 8	17 8	9 0	9 12	13 4	13 0	16 0	15 8	15 0	16 0	...	...	14 8	15 0	18 12	18 2	...	18 4	18 8	18 10	80 0	80 0	10 0	10 0
Central—																										
Bánda	13 8	13 8	21 0	23 0	8 0	8 0	11 0	10 8	8 0	...	...	...	...	...	...	...	23 0	23 0	...	...	17 0	17 0	140 0	180 0	10 0	10 0
Fatehpur	13 4	13 12	18 0	18 0	11 0	8 0	12 0	11 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	14 8	15 0	100 0	160 0	10 0	10 0
Hamírpur	15 8	14 12	18 8	19 8	8 0	8 0	11 8	11 8	...	21 0	...	...	...	...	...	...	20 8	20 8	...	...	14 0	14 0	140 0	140 0	10 4	10 4
Jalaun	15 0	15 0	24 0	24 0	9 0	9 0	10 0	10 0	20 0	20 0	16 0	16 0	18 0	16 0	18 0	18 0	24 0	24 0	18 0	18 0	19 0	19 0	200 0	200 0	11 0	11 0
Cawnpore	16 8	16 0	20 8	20 8	7 8	7 8	12 0	12 0	...	...	20 0	21 0	...	...	15 0	16 0	20 0	21 8	...	20 8	22 0	22 0	130 0	140 0	11 4	11 12
Etáwah	16 0	16 4	20 0	22 2	5 0	5 0	11 0	12 0	18 0	18 8	15 0	16 4	18 0	18 0	12 0	12 0	20 0	21 14	20 0	22 8	18 0	18 8	140 0	140 0	10 0	10 0
Farukhabad	15 0	15 0	19 0	19 12	6 8	6 8	11 0	11 0	10 4	10 4	16 0	17 0	...	...	...	...	21 0	21 0	...	...	16 0	16 0	120 0	120 0	11 0	11 0
Mainpuri	16 12	17 0	21 8	21 2	4 8	4 8	10 0	10 0	14 8	15 8	13 0	12 8	...	...	...	...	21 8	20 8	15 8	16 8	17 8	17 8	160 0	160 0	10 8	10 12
Etah	17 8	17 8	25 8	24 8	6 0	6 0	11 8	10 8	...	...	16 8	17 8	19 8	19 8	10 8	10 8	23 8	23 8	...	...	18 8	17 8	120 0	120 0	11 4	11 4
Western—																										
Jhánsi	14 8	14 12	23 10	25 0	7 8	8 8	11 0	11 0	18 4	18 4	16 0	16 0	...	...	...	...	23 10	23 8	...	...	22 0	30 0	160 0	160 0	11 0	11 0
Agra	15 0	15 0	23 0	23 8	5 0	5 0	11 0	11 0	21 0	21 0	18 0	18 0	...	...	10 0	10 0	23 8	24 0	18 0	18 0	14 8	14 8	95 0	95 0	11 8	11 8
Muttra	16 8	17 0	24 0	25 0	7 8	7 0	11 8	11 8	20 0	20 0	16 0	14 0	...	...	12 0	10 0	26 0	27 8	...	...	28 0	28 0	120 0	120 0	11 8	11 8
Aligarh	16 8	16 12	24 0	24 12	5 4	5 4	10 0	10 0	17 8	16 8	16 12	17 0	...	...	14 0	14 0	24 4	25 0	21 0	21 0	18 0	16 12	140 0	140 0	11 8	11 8
Bulandshahr	18 4	18 0	25 0	25 0	6 0	6 0	10 0	10 0	18 0	18 0	16 0	16 0	...	...	12 0	12 0	22 12	23 12	18 0	20 0	20 0	17 8	120 0	120 0	11 4	11 4
Sub-montane—																										
Ballia	14 0	14 0	19 0	19 0	9 0	9 0	14 0	14 0	19 0	19 0	14 0	14 0	...	...	...	...	19 0	19 0	19 0	19 0	18 0	18 0	115 0	115 0	11 0	11 0
Azamgarh	12 0	13 8	16 8	16 8	7 8	7 8	12 0	12 0	...	...	...	...	...	...	...	...	16 8	18 0	...	...	12 0	13 0	177 8	177 8	9 13	9 13
Gorakhpur	12 2	12 2	17 9	17 9	8 9	8 9	13 1	12 9	...	...	...	...	...	...	12 10	12 10	16 10	16 10	16 3	16 3	13 3	13 3	100 0	100 0	9 10	9 10
Basti	14 0	13 12	19 12	19 12	9 4	9 4	13 8	13 8	16 0	16 0	...	...	13 0	13 0	8 8	8 8	18 8	17 12	19 0	19 0	13 0	13 0	200 0	200 0	11 8	11 8
Sháhjahánpur	15 4	15 4	21 0	21 8	7 4	7 4	12 4	13 0	16 0	14 0	15 0	13 0	...	...	8 0	8 0	20 4	21 4	22 0	21 0	14 8	14 8	120 0	120 0	10 4	10 12
Budaun	15 8	15 8	21 0	21 8	6 0	12 0	12 0	...	18 0	18 0	21 0	15 0	...	...	13 0	13 0	21 0	20 8	15 0	17 0	17 8	17 8	144 0	144 0	10 8	10 8
Pilibhit	14 0	15 0	15 0	24 0	5 0	5 0	12 8	12 8	...	...	...	...	...	...	...	...	20 4	20 4	...	...	15 0	14 8	120 0	120 0	10 8	10 8
Bareli	16 13	13 13	18 12	19 15	6 9	6 9	11 12	11 12	15 4	15 4	12 14	12 14	...	...	10 0	10 0	18 12	19 15	14 1	14 1	15 0	18 12	125 0	125 0	10 0	10 0
Moradabad	16 0	16 12	24 0	23 0	5 0	5 0	11 4	11 4	16 0	16 10	14 6	14 6	...	...	8 0	8 0	22 7	23 2	12 8	17 6	17 0	17 0	110 0	120 0	11 0	11 0
Naini Tal	12 0	12 0	17 0	17 0	5 8	5 0	9 0	9 0	15 0	15 0	12 8	10 0	...	...	10 0	10 0	14 8	14 8	...	15 0	8 0	8 0	160 0	160 0	7 8	7 8
Almora	10 0	10 8	13 8	14 0	8 0	8 0	8 8	9 0	...	...	...	...	11 0	12 0	13 0	13 0	12 8	13 0	...	...	10 0§	9 8§	160 0	160 0	7 8	7 8
Bijnor	18 0	18 7	28 2	27 10	10 2	10 2	11 4	12 6	...	...	...	...	...	...	...	...	23 1	23 7	...	...	23 1	22 8	90 0	90 0	11 0	11 0
Muzaffarnagar	19 4	19 8	28 9	27 0	5 8	5 8	11 0	11 0	19 34	16 8	16 8	16 8	...	...	...	...	25 5	27 8	...	...	12 1	12 1½	110 0	110 0	11 0	11 0
Meerut	17 0	17 0	26 0	26 0	5 0	5 0	13 0	13 0	18 0	18 0	17 0	17 0	...	...	10 0	10 0	23 0	23 0	19 0	19 0	15 0	15 0	100 0	100 0	11 4	11 4
Saháranpur	17 0	17 0	24 0	24 0	10 0	10 0	11 0	11 0	18 0	15 0	15 0	15 0	21 0	21 0	15 0	15 0	24 0	24 0	15 0	15 0	12 0	12 0	100 0	100 0	10 0	10 0
Dehra Dún	16 0	17 0	25 0	27 0	10 0	10 0	11 0	11 0	15 0	15 0	16 0	16 0	18 0	18 0	...	...	20 0	20 8	8 0	13 0	13 0	12 0	160 0	160 0	10 0	13 0
Garhwál	12 0	13 0	18 0	20 0	4 0	4 0	6 0	6 0	...	...	...	...	14 0	14 0	16 0	16 0	9 0	10 0	...	...	6 0	6 0	160 0	160 0	6 0	6 0
Oudh—																										
Southern—																										
Partabgarh	13 0	13 4	16 8	15 2	8 13	9 13	11 8	11 12	...	...	...	...	...	...	...	...	17 2	16 13	...	...	12 8	12 8	140 0	140 0	10 10	9 10
Sultanpur	13 0	13 0	18 4	17 8	8 0	9 0	12 0	12 0	17 0	14 0	12 0	14 0	14 8	14 8	14 8	14 8	18 8	18 8	17 0	18 0	18 8	18 0	160 0	160 0	10 0	10 4
Rae-Bareli	14 8	15 0	17 8	17 12	8 0	8 0	12 12	12 12	14 0	16 0	13 0	13 0	16 0	16 0	12 0	12 8	20 0	19 12	14 0	16 0	12 0	13 0	200 0	120 0	10 4	10 4
Unao	14 8	14 8	20 0	20 0	6 0	8 0	12 0	12 0	16 0	18 0	14 0	14 0	...	...	14 0	16 0	20 8	20 8	15 0	16 0	16 0	16 8	160 0	160 0	11 0	11 0
Lucknow	14 4	14 4	20 0	20 0	6 0	6 0	11 8	12 0	16 8	16 8	16 8	16 8	20 12	20 8	12 0	14 8	20 0	22 0	18 8	18 8	19 8	19 8	110 0	120 0	10 10	10 10
Hardoi	16 9	17 0	22 0	22 0	7 0	7 0	14 0	14 0	...	...	...	...	...	...	...	...	22 0	22 0	...	...	14 0	14 0	120 0	120 0	10 0	10 0
Northern—																										
Fyzabad	14 12	15 0	19 8	19 8	10 8	10 10	12 12	12 12	16 14	16 2½	16 8	16 8	...	...	9 4	9 4	20 8	20 8	17 8	17 8	14 12	14 13	150 0	150 0	10 8	10 8
Barabanki	14 0	14 0	19 0	21 0	8 0	8 0	11 8	12 8	20 0	20 0	15 12	16 0	23 0	24 0	23 0	16 0	20 0	21 0	20 0	20 0	13 0	14 0	120 0	140 0	11 0	11 0
Gonda	14 0	14 9	19 0	19 2½	11 8	11 8	13 0	12 6	16 0	14 14	13 0	14 0	...	...	6 0	6 0	19 4	18 10	16 8	17 2	22 0	22 8	200 0	200 0	10 4	10 4
Bahraich	15 0	15 0	22 4	22 4	9 11	9 12	12 4	12 4	15 8	15 8	14 0	14 0	28 0	28 0	10 0	10 0	18 8	18 8	19 8	19 8	22 4	22 4	160 0	160 0	10 8	10 4
Sitapur	15 0	15 0	22 0	22 0	10 0	10 0	12 0	12 0	17 0	...	14 0	...	...	...	14 0	...	20 0	20 0	16 0	...	15 0	15 0	120 0	120 0	10 0	10 0
Kheri	15 0	15 0	22 0	22 0	7 0	8 0	13 1	13 0	...	...	...	...	...	...	...	...	21 0	21 0	...	...	18 0	18 0	160 0	160 0	10 0	10 0
Rajputana—																										
Eastern—																										
Partábgarh	16 4	15 10	21 14	21 4	7 8	8 2	11 4	11 4	17 8	18 12	12 8	12 8	...	...	...	...	25 0	23 12	22 8	21 4	21 14	25 0	...	...	13 12	14 1
Bánswara	21 4	21 4	25 0	25 0	7 8	7 8	13 12	15 0	...	...	...	...	...	...	...	...	37 8	37 8	32 8	37 8	18 12	18 12	...	...	9 6	9 6
Meywar (Oodeypore)	14 7½	15 3½	21 14	21 14	9 6	9 6	10 2½	10 2½	22 10½	23 7	10 15	10 15	*Nil*	*Nil*	13 4½	14 1	20 11½	20 5	22 10½	23 7	10 2½	10 2½	160 0	160 0	9 12½	10 5½
Sirohee	12 8	14 0	25 0	30 0	5 8	5 8	7 0	7 0	...	...	16 0	18 0	...	...	...	...	21 0	20 0	18 0	24 0	...	...	160 0	160 0	11 8	11 8
Erinpura	14 9½	14 9½	25 0	25 8	...	7 10	9 2	9 2	17 8	17 8	18 8	18 8	...	...	...	...	24 13½	24 13½	...	...	...	...	200 0	200 0	12 4	12 4
Ajmere	14 3	14 10	22 13	22 6	5 0	5 0	8 0	8 0	20 0	20 0	17 0	16 8	...	...	15 0	15 0	23 6	22 6	21 0	21 0	...	...	90 0	90 0	11 8	12 8
Abu	14 0	14 4	19 4	20 8	5 12	5 12	7 4	7 4	...	...	13 6	13 8	...	...	...	...	19 8	20 0	...	...	...	...	160 0	160 0	11 0	11 0
Western—																										
Kishengarh	13 0	13 12	23 8	24 12	8 4	8 4	9 8	9 8	23 8	25 4	19 8	17 12	†	†	†.	†	23 12	33 12	22 0	17 8	†	†	*	*	13 0	13 0
Boondee	17 8	18 0	28 0	30 0	7 8	8 0	8 0	8 8	29 0	32 0	...	...	...	...	...	...	31 4	31 0	...	32 0	...	...	160 0	160 0	10 4	10 4
Kotah	15 0	15 0	24 0	24 0	7 0	7 8	8 0	8 8	22 0	22 0	14 0	14 0	...	...	...	...	27 0	28 0	23 0	24 0	23 0	23 0	240 0	240 0	10 4	10 0
Jhallawar	13 4	13 4	20 4	20 4	7 2	7 2	11 0	11 0	20 12	20 12	17 3	17 3	...	...	7 12	7 12	24 15	24 12	24 8	24 8	11 0	11 0	175 0	175 0	9 3	9 0
Tonk	12 12	13 12	20 0	20 4	4 0	4 0	8 0	8 0	20 0	20 0	...	...	...	...	...	...	23 8	25 0	...	...	...	...	100 0	100 0	10 8	10 8
Jeypore	15 0	15 4	23 9	25 0	5 0	5 0	7 8	7 8	19 0	21 0	19 0	18 8	†	†	21 0	21 0	20-0 & 23 8	19-0 & 24 0	23 8	22 8	28 0	28 0	95 0	95 0	12 0	12 0
Kerowlee	15 0	16 5	20 0	22 8	10 0	10 0	11 4	11 4	20 0	21 4	16 4	16 4	...	...	15 0	17 8	20 0	22 8.	...	...	27 8	30 0	200 0	200 0	10 10	10 15
Dholpur	16 5	16 7½	23 8	24 7½	8 2½	8 2½	9 9	10 2	14 7½	15 4½	16 0	17 5	...	...	15 12	15 12	24 7½	24 14½	...	...	29 11½	30 6½	90 0	90 0	11 4	11 4
Bhurtpore	17 3	17 10	24 0	24 9	5 2½	5 2½	5 5½	5 5½	16 13	21 1	14 10	24 10	...	...	11 12	11 12	20 5	26 15	20 0	18 0	28 0	27 0	120 0	120 0	11 8	11 8
Ulwur	17 8	18 4	22 7	23 2	6 10	6 10	9 2½	9 2½	20 8	21 3	19 2	20 9	...	...	14 0	14 0	24 15	26 15	23 3	23 14	31 12	31 5	140 0	140 0	12 6	12 5
Deoli Cantonment	15 2	15 9½	24 12	25 14	6 0	5 0	8 0	7 0	26 0	29 0	28 0	28 0	...	...	...	...	25 2	26 0	...	...	...	...	190 0	190 0	11 7	11 4
Nusseerabad Cantonment	15 0	15 0	...	...	6 8	6 8	7 0	7 0	25 0	25 0	16 0	16 0	†	†	...	...	25 0	24 8	...	...	†	†	110 0	110 0	13 0	12 8
Hilly Tracts of Meywar	15 0	17 8	31 0	31 4	...	...	15 8	17 8	...	...	...	...	...	...	...	...	28 0	30 0	25 0	30 0	...	...	‡	¶	9 8	9 8
Bálmer	11 12	13 8	...	...	5 8	5 3	7 8	7 8	...	...	19 8	21 8	...	...	...	...	14 10	16 4	...	...	...	...	260 0	260 0	12 8	12 8
Anádra	15 6	15 8	23 0	23 0	6 8	6 8	9 0	9 0	...	...	15 4	15 0	...	...	...	...	22 0	22 8	...	...	...	...	400 0	400 0	12 0	12 0
Shahpoora	14 8	15 0	23 4	24 8	8 4	8 4	14 0	14 0	24 0	20 0	20 0	18 0	...	...	...	...	21 4	23 4	20 0	24 0	...	...	160 0	160 0	11 6	11 4
Western—																										
Jodhpore	13 7	13 12	18 12	19 6	6 4	6 4	7 8	7 8	16 14	17 8	15 0	15 10	...	...	...	...	20 10	21 9	16 4	17 8	...	10 0	...	...	13 7	13 7
Jeysulmere	10 6	11 0	...	...	6 12	6 12	10 1	11 0	15 4	17 0	12 6	13 12	...	...	...	...	15 4	16 0	...	...	...	...	240 0	240 0	21 0	21 0
Bickaneer	12 0	12 0	...	...	3 0	3 0	6 0	6 0	...	...	14 0	13 14½	...	...	...	...	10 13	18 0	...	...	8 5	8 8	80 0	80 0	12 0	12 0
Central India—																										
Indore	13 8	15 8	18 0	18 0	8 0	8 0	9 0	9 0	20 0	21 0	20 0	21 0	...	...	...	...	19 0	19 0	18 0	18 0	18 12	19 0	120 0	120 0	10 8	10 8
Nimach Cantonment	14 0	14 0	...	...	8 0	8 0	12 0	12 0	22 0	22 0	16 0	16 0	†	†	...	...	23 0	24 0	...	...	25 0	25 0	120 0	120 0	12 4	12 4
Goona	12 0	12 0	20 0	...	8 0	8 0	9 0	9 0	20 8	19 8	...	...	...	...	...	...	24 0	24 0	...	...	...	...	200 0	200 0	9 8	9 8
Gwalior	14 3½	14 3½	23 14½	24 7	5 5	5 5	8 8	8 8	17 0	21 4	14 14	19 2	...	...	15 15	14 14	17 0	17 0	...	19 2	15 15	16 7½	170 0	170 0	11 2½	11 2

* Sold in bundles. † Not sold. ‡ One anna per bundle. § Husked. ¶ Nine pies per bundle.

RETAIL PRICES FOR THE 1st HALF OF JULY 1895 —*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, cholam, kadalay or bunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Panjab—																										
Southern—																										
Hissar	18 0	19 0	29 0	32 0	...	...	12 0	12 0	21 0	23 0	20 0	21 0	‡	‡	†	†	29 0	32 0	†	†	†	†	100 0	100 0	10 8	10 8
Ferozepore	20 0	20 0	34 0	34 0	...	...	9 0	9 0	21 0	20 0	20 0	20 0	‡	‡	16 0	16 0	29 0	28 0	21 0	21 0	11 0	11 0	100 0	100 0	11 12	12 4
Montgomery	19 0	19 0	25 0	26 0	...	...	10 0	10 0	18 0	17 0	†	†	‡	‡	†	†	24 0	26 0	18 0	19 0	8 0	8 0	170 0	180 0	12 0	12 0
Central—																										
Gurgáon	19 0	20 0	27 0	27 0	...	...	9 0	9 0	18 0	18 0	21 0	20 0	‡	‡	†	†	26 0	27 0	18 0	16 0	26 0	24 0	100 0	120 0	10 0	10 0
Delhi	19 0	18 0	25 0	25 0	...	...	12 0	12 0	20 0	18 0	19 0	18 0	‡	‡	11 0	11 0	25 0	26 0	19 0	16 0	24 0	26 0	70 0	70 0	11 0	11 0
Rohtak	17 0	18 0	30 0	30 0	...	...	12 0	12 0	20 0	24 0	16 0	19 0	‡	‡	12 0	12 0	28 0	31 0	20 0	20 0	18 0	18 0	120 0	120 0	11 0	11 0
Karnál	18 0	17 0	28 0	28 0	...	...	12 0	12 0	20 0	20 0	15 0	15 0	16 0	16 0	12 0	12 0	29 0	29 0	20 0	20 0	15 0	15 0	120 0	120 0	10 8	11 0
Lahore	20 0	20 0	34 0	33 0	...	...	12 0	11 0	22 0	18 0	19 0	19 0	‡	‡	19 0	17 0	33 0	28 0	24 0	24 0	11 0	12 0	88 0	88 0	12 10	12 12
Sub-montane—																										
Ambala	21 0	21 0	29 0	29 0	13 0	11 0	22 0	20 0	20 0	20 0	20 0	20 0	‡	‡	8 6	8 0	26 0	27 0	26 0	27 0	‡	‡	120 0	120 0	12 0	12 8
Ladhiána	20 0	21 0	29 0	33 0	13 0	13 0	26 0	28 0	20 0	20 0	20 0	20 0	‡	‡	17 0	17 0	27 0	30 0	23 0	24 0	13 0	13 0	110 0	100 0	12 0	13 0
Jullundur	21 0	23 0	30 0	30 0	10 0	10 0	24 0	22 0	16 0	16 0	‡	‡	‡	‡	20 0	20 0	26 0	28 0	28 0	28 0	‡	‡	100 0	100 0	13 0	13 0
Hoshiárpur	20 0	21 0	27 0	28 0	10 0	10 0	24 0	23 0	20 0	20 0	20 0	20 0	‡	‡	16 0	16 0	24 0	20 0	23 0	23 0	10 0	10 0	120 0	120 0	12 0	12 0
Gurdáspur	22 0	22 0	32 0	32 0	14 0	14 0	22 0	18 0	26 0	26 0	14 0	26 0	‡	‡	12 0	12 0	20 0	26 0	16 0	16 0	‡	‡	120 0	120 0	12 0	12 0
Amritsar	20 0	20 0	34 0	31 0	11 0	10 0	24 0	19 0	22 0	20 0	†	†	†	†	15 0	18 0	28 0	29 0	15 0	21 0	‡	‡	100 0	100 0	12 0	12 0
Hills—																										
Simla	12 0	12 0	16 0	15 0	...	...	7 0	7 0	14 0	14 0	10 0	8 0	15 0	15 0	8 0	9 0	15 0	15 0	15 0	14 0	8 0	8 0	80 0	80 0	8 0	7 8
Kángra	16 0	16 0	25 0	24 0	...	...	12 0	14 0	16 0	16 0	14 0	44 0	24 0	21 0	6 0	6 0	17 0	16 0	18 0	18 0	13 0	10 0	120 0	120 0	10 0	10 0
North-western—																										
Siálkot	19 0	19 0	30 0	30 0	...	...	13 0	13 0	18 0	17 0	‡	20 0	‡	‡	‡	‡	24 0	24 0	18 0	16 0	‡	‡	130 0	130 0	13 8	13 8
Gujránwála	20 0	22 0	35 0	35 0	...	...	13 0	14 0	16 0	16 0	16 0	19 0	‡	‡	20 0	20 0	27 0	28 0	20 0	24 0	‡	‡	110 0	100 0	13 0	13 0
Gujrát	23 0	23 0	33 0	34 0	...	...	14 0	14 0	23 0	25 0	23 0	25 0	‡	‡	10 0	10 0	25 0	25 0	23 0	25 0	‡	‡	110 0	110 0	13 0	13 0
Jhelum	22 0	23 0	29 0	30 0	...	...	14 0	14 0	21 0	31 0	29 0	31 0	‡	‡	*	*	25 0	25 0	20 0	28 0	10 0	*	120 0	120 0	14 0	14 0
Ráwalpindi	22 0	21 0	28 0	29 0	...	...	8 0	8 0	24 0	20 0	29 0	30 0	‡	‡	18 0	18 0	23 0	24 0	29 0	30 0	*	*	60 0	68 0	13 10	13 10
Hazára	21 0	22 0	33 0	31 0	...	...	13 0	13 0	‡	‡	‡	‡	‡	‡	‡	‡	20 0	19 0	23 0	28 0	†	†	90 0	90 0	11 0	11 0
Pesháwar	20 0	19 0	30 0	31 0	...	...	10 0	10 0	22 0	21 0	23 0	23 0	‡	‡	20 0	19 0	30 0	30 0	17 0	17 0	76 0	78 0	35 0	31 0	0 0	0 0
Kohát	22 0	22 0	36 0	36 0	...	...	13 0	13 0	*	*	31 0	33 0	‡	‡	†	†	21 0	22 0	31 0	31 0	†	†	127 0	127 0	51 0	51 0
Western—																										
Sháhpur	24 0	23 0	32 0	32 0	...	...	10 0	10 0	25 0	28 0	22 0	22 0	24 0	22 0	22 0	20 0	28 0	27 0	20 0	20 0	†	†	160 0	160 0	12 0	13 0
Jhang	19 0	20 0	23 0	25 0	...	...	10 0	10 0	16 0	16 0	20 0	20 0	20 0	20 0	14 0	14 0	22 0	22 0	20 0	19 0	10 0	10 0	160 0	160 0	11 12	12 0
Multán	17 0	17 0	22 0	22 0	16 0	16 0	23 0	24 0	20 0	21 0	19 0	19 0	24 0	24 0	19 0	19 0	24 0	24 0	23 0	24 0	†	†	100 0	100 0	12 4	12 4
Bannu	30 0	30 0	52 0	52 0	14 0	14 0	40 0	38 0	33 0	33 0	9 0	9 0	9 0	9 0	9 0	9 0	31 0	32 0	30 0	30 0	13 0	13 0	90 0	90 0	55 0	55 0
D. I. Khan	23 0	22 0	29 0	30 0	8 0	8 0	33 0	33 0	29 0	29 0	4 0	4 0	27 0	27 0	30 0	28 0	11 0	11 0	118 0	118 0	27 8	27 0
Muzaffargarh	20 0	19 0	26 0	26 0	17 0	17 0	23 0	23 0	20 0	20 0	‡	‡	‡	‡	21 0	22 0	21 0	8 0	8 0	140 0	11 0	11 0
D. G. Khan	18 0	18 0	23 0	25 0	8 0	8 0	31 0	30 0	26 0	23 0	20 0	‡	‡	22 0	21 0	15 0	15 0	‡	‡	125 0	16 4	16 4
Sind and Baluchistan—																										
Karáchi	14 0	14 0	...	...	8 0	8 0	10 0	10 0	20 0	20 0	16 0	16 0	‡	‡	...	...	18 0	18 0	...	...	9 0 and 10 0	9 0 and 10 0	80 0	80 0	14 8	14 8
Hyderabad	14 0	14 0	...	...	8 0	8 0	10 0	10 0	18 0	19 0	16 0	16 0	‡	‡	...	...	17 0	17 8	...	...	...	...	116 6	116 6	12 8	12 8
Khar and Párkar (Umarkot)	12 0	12 0	...	...	11 0	11 0	13 0	13 0	12 0	12 0	14 0	16 0	‡	‡	...	...	8 4	8 4	...	...	10 0	10 0	213 0	213 0	12 0	12 0
Sukkur (Shikárpur)	16 0	16 0	...	...	9 0	9 0	12 0	12 0	23 0	23 0	21 0	21 0	‡	‡	...	...	16 8	16 8	...	...	...	...	142 0	142 0	11 8	11 8
Upper Sind Frontier	16 0	16 0	...	...	10 0	10 0	13 0	13 0	26 0	27 0	...	...	‡	‡	...	...	22 0	22 0	...	...	...	...	160 0	160 0	11 0	11 0
Quetta	17 0	17 0	22 8	23 12	5 0	5 0	7 0	7 0	24 0	24 0	18 0	13 8	‡	‡	6 0	6 0	18 0	17 14	20 8	22 0	9 0	9 0	80 0	80 0	9 0	9 0
Bombay—																										
Konkan—																										
Kurwar (Kánara)	10 3	10 3	...	...	10 2	10 2	11 2	11 2	16 2	16 2	15 0	15 0	18 3	18 3	...	...	13 7	13 7	...	...	...	...	312 0	312 0	10 10	10 10
Ratnágiri	10 13	10 13	...	...	10 14	10 14	11 6	11 6	15 12	15 12	15 4	15 4	16 7	15 4	...	...	13 14	13 14	...	...	...	...	134 6	134 6	11 11	13 0
Alibág (Colába)	9 4	10 3	...	...	10 13	10 13	11 1	11 1	12 9	11 9	12 12	12 12	‡	‡	...	...	13 10	13 10	...	...	...	...	89 10	89 10	11 14	12 12
Bombay	13 0	13 0	...	...	8 5	8 5	11 1	11 1	14 11	14 11	13 6	13 15	14 10	14 10	...	...	15 10	15 10	...	...	13 4	13 4	97 1	97 1	11 9	11 9
Tánna	12 12	12 12	...	...	10 3	10 3	11 2	11 2	*	*	14 6	14 6	*	*	...	...	16 0	16 0	...	...	*	*	112 0	112 0	12 4	12 4
Deccan—																										
Dharwar	21 2	20 3	...	...	10 8	10 8	11 8	11 8	21 11	22 10	20 8	23 5	...	...	...	...	12 5	12 12	...	...	12 8	12 15	100 0	100 0	11 6	11 6
Belgaum	17 11	17 11	...	...	10 3	10 12	11 0	11 0	22 13	23 13	20 8	20 15	28 0	27 0	...	...	14 0	14 0	...	...	13 8	12 15	124 13	78 0	10 7	10 10
Satara	13 12	14 8	...	...	8 2	8 14	9 7	10 2	17 5	17 4	15 15	16 10	*	*	...	...	11 13	12 8	...	...	*	*	91 3	91 3	12 10	12 10
Sholapur	16 12	16 12	...	...	7 10	7 10	11 11	11 11	25 0	25 0	20 9	20 9	*	*	...	...	16 3	16 3	...	...	*	...	85 5	85 5	11 10	11 8
Bijápur	19 8	19 15	...	...	8 13	8 13	10 15	10 15	26 2	27 0	22 15	22 15	...	...	...	...	14 5	15 3	...	...	...	...	80 0	80 0	11 6	11 6
Poona	13 15	13 15	...	...	9 11	9 11	10 13	10 13	20 0	20 0	14 15	14 15	15 13	15 13	...	...	16 2	16 2	...	...	17 2	17 2	81 1	81 1	11 5	11 5
Khandesh—																										
Ahmadnagar	17 6	17 6	...	...	8 14	8 14	9 13	9 13	23 6	22 11	19 4	19 4	*	*	...	...	16 10	16 10	...	...	17 11	17 11	80 0	85 5	12 6	12 6
Násik	17 4	17 4	...	...	8 14	8 14	11 11	11 11	*	*	18 6	18 6	20 11	20 11	...	...	17 2	17 2	...	...	*	*	128 0	128 0	12 1	12 1
Dhulia (Khandesh)	16 10	16 10	...	...	7 7	7 7	9 7	9 7	22 7	22 7	18 6	18 6	*	*	...	...	14 14	14 14	...	...	*	*	80 0	80 0	10 9	10 9
Guserat—																										
Surat	14 13	14 5	...	...	7 6	7 6	8 5	8 5	14 13	14 13	13 7	13 7	*	*	...	...	14 13	14 13	...	...	14 5	14 5	78 15	78 15	12 0	12 0
Broach	16 0	16 0	...	...	8 8	8 8	11 8	11 8	17 0	17 0	14 0	14 0	*	*	...	...	20 0	20 0	...	...	18 0	18 0	101 0	101 0	13 0	13 0
Kaira	13 0	13 8	...	...	*	*	11 8	13 0	13 0	13 0	12 8	13 0	19 0	20 0	...	...	18 0	19 0	...	...	*	*	106 11	106 11	12 0	12 0
Baroda (Camp)	12 0	12 0	...	...	8 0	8 0	10 0	10 0	16 0	15 0	12 0	12 8	18 0	18 0	...	...	16 8	18 0	...	...	*	*	91 7	91 7	11 8	11 8
Ahmadabad	12 0	12 0	...	...	11 0	11 0	13 0	13 0	15 0	14 0	14 0	13 8	*	*	...	...	20 0	22 0	...	...	*	17 8	80 0	80 0	13 10	13 10
Godhra (Panch Máhals)	13 0	13 0	...	...	10 0	10 0	12 0	12 0	...	...	15 8	15 8	21 8	21 8	...	...	22 8	22 8	...	...	20 0	20 0	182 0	182 0	12 8	12 8
Deesa Cantonment	12 8	12 8	...	...	8 0	8 0	10 0	10 0	14 8	17 0	14 8	15 0	*	*	...	...	20 0	20 0	...	...	*	*	202 0	240 0	11 0	11 0
Kattywár—																										
Rájkot	13 14	13 14	...	...	5 8	5 8	7 0	7 0	16 5	16 5	13 1	13 1	*	*	...	...	15 9	15 9	...	...	*	*	80 0	80 0	60 0	60 0
Central Provinces—																										
Western—																										
Nimar	14 3	14 3	...	...	6 12	6 12	12 7	12 7	20 10	20 10	...	...	...	...	...	...	17 4	17 4	...	...	12 13	12 13	190 0	190 0	11 6	11 6
Khandwa-Asirgarh Cant.	13 4	13 4	...	...	9 0	9 0	12 0	12 0	20 0	20 0	20 0	20 0	...	...	...	...	16 0	16 0	...	...	*	*	160 0	160 0	10 0	10 8
Hoshangabad	13 13	13 13	...	...	8 1	8 1	11 4	11 4	16 13	...	...	...	...	...	...	...	16 10	16 0	...	...	12 0	12 0	180 0	180 0	9 8	9 8
Betúl	14 6	14 6	...	...	...	...	8 13	8 13	16 0	20 9	...	...	...	...	...	...	13 8	13 8	...	...	11 6	11 6	240 0	240 0	8 0	8 0
Chhindwára	12 10	13 13	...	...	7 4	7 4	10 0	10 0	16 0	16 0	...	...	...	...	...	...	16 14	16 14	...	...	10 5	12 0	140 0	150 0	8 0	8 0
Nágpur	15 0	15 0	...	...	10 0	11 4	13 0	13 0	18 2	18 2	...	...	...	...	...	...	16 4	16 14	...	...	11 4	11 4	115 0	115 0	10 4	10 4
Wardha	16 0	16 0	...	...	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	16 0	16 0	...	...	13 5	13 5	120 0	120 0	10 10	10 10
Central—																										
Narsinghpur	13 1	13 1	...	...	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	200 0	200 0	9 4	9 4
Saugor	11 12	11 12	...	...	10 3	10 2	11 1	11 1	...	...	...	...	...	...	...	...	17 10	17 10	...	...	15 12	15 12	130 0	130 0	9 2	9 2
Damoh	11 4	11 4	...	...	10 0	10 0	11 4	11 4	...	...	...	...	...	...	...	...	15 0	15 0	...	...	9 0	9 12	160 0	160 0	9 0	9 0
Jubbulpore	12 8	12 12	...	...	9 12	10 0	15 12	16 0	...	...	...	...	...	...	...	...	16 8	16 8	...	...	11 0	12 0	140 0	140 0	9 4	9 4
Baghalkhand (Sutna)	13 10	13 12	21 0	21 0	7 0	7 2	14 1	14 2	12 0	17 8	*	...	...	...	8 8	8 8	22 8	23 0	17 13	...	19 0	17 0	160 0	160 0	10 0	10 4
Mandla	16 0	16 0	...	...	10 0	9 0	12 0	12 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	13 0	13 0	200 0	200 0	8 0	8 0
Seoni	14 7	16 0	...	...	8 10	9 12	11 8	12 13	...	...	...	...	...	...	...	...	14 7	16 9	...	...	11 8	11 8	190 0	190 0	9 2	9 4
Bálághát	12 8	12 8	...	...	9 0	9 6	12 8	12 8	...	...	...	...	...	...	...	...	13 0	13 0	...	...	9 0	9 0	160 0	160 0	8 0	8 0
Bhandára	16 0	16 0	...	...	...	...	12 8	12 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	10 0	10 0	240 0	280 0	9 0	9 0
Chánda	14 12	14 12	...	...	...	...	12 13	15 8	15 2	15 2	...	...	...	...	...	...	11 13	11 13	...	...	10 10	10 10	320 0	320 0	...	...
Eastern—																										
Bilaspur	17 12	17 12	...	...	11 3	11 3	16 15	16 15	...	...	...	...	...	...	...	...	13 10	13 10	...	...	...	...	110 0	110 0	8 0	8 0
Raipur	15 9	17 8	...	...	10 0	10 4	18 12	15 13	...	...	...	...	...	...	...	...	16 3	17 0	...	...	10 2	10 15	100 0	100 0	11 4	9 0
Sambalpur	14 0	14 0	...	...	12 4	12 4	19 4	19 4	...	...	...	...	...	...	...	...	14 14	16 8	...	...	9 0	9 0	120 0	120 0	8 12	8 12
Berar—																										
Buldana	18 0	18 0	...	...	7 0	7 0	10 0	10 0	24 0	24 8	21 0	21 0	...	...	...	...	17 0	18 0	...	...	14 0	14 0	182 0	182 0	10 0	10 0
Basim	16 0	17 0	...	...	7 0	7 0	11 0	11 0	23 0	22 0	...	...	...	...	...	...	15 0	15 0	...	...	10 0	10 0	75 0	70 0	8 0	8 0
Akola	16 8	16 0	...	...	6 0	5 8	7 8	7 8	23 8	23 8	...	...	...	...	...	...	15 8	17 0	...	...	11 8	10 8	96 0	96 0	12 8	11 12
Ellichpur	15 0	15 0	...	...	6 0	6 0	8 0	8 0	21 0	21 0	15 0	15 0	...	...	...	...	13 0	13 0	...	...	14 0	14 0	120 0	120 0	10 0	10 0
Amraoti	16 0	16 0	8 0	9 0	7 8	7 0	10 0	10 0	20 0	19 0	15 0	15 0	...	...	...	...	15 0	15 0	...	...	13 0	13 0	90 0	90 0	11 8	11 8
Wún	16 0	14 8	...	...	6 0	6 0	8 0	8 0	19 0	18 0	15 0	14 0	...	...	...	...	12 0	14 0	...	...	18 0	18 0	240 0	240 0	9 0	9 0
Nizam's Territories—																										
Secunderabad	12 3	12 11	*	*	6 13	7 2	10 3	10 3	14 7	17 12	17 12	17 12	24 14	27 0	*	*	11 11	12 3	*	*	16 12	16 12	95 0	100 0	9 0	8 12
Bolárum	13 11	13 11	*	*	7 0	7 0	10 5	10 10	20 2	21 0	*	*	*	*	*	*	12 8	12 13	*	*	*	*	116 14	116 14	8 12	8 14
Chadarghat	12 8	11 8	*	*	7 4	7 8	10 0	12 0	25 0	20 0	20 0	20 0	*	*	*	*	13 12	14 0	*	*	10 0	100 0	100 0	9 0	8 0

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

RETAIL PRICES FOR THE WEEK ENDING THE 31ST OF JULY 1895—*concluded.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight. S. Ch.	Wheat. Past fortnight. S. Ch.	Barley. Present fortnight. S. Ch.	Barley. Past fortnight. S. Ch.	Rice, best sort. Present fortnight. S. Ch.	Rice, best sort. Past fortnight. S. Ch.	Rice, common. Present fortnight. S. Ch.	Rice, common. Past fortnight. S. Ch.	Jawar or Cholum (*Sorghum vulgare*). Present fortnight. S. Ch.	Jawar or Cholum (*Sorghum vulgare*). Past fortnight. S. Ch.	Bajra or Cumbu (*Penicillaria spicata*). Present fortnight. S. Ch.	Bajra or Cumbu (*Penicillaria spicata*). Past fortnight. S. Ch.	Ragi (*Eleusine coracana*). Present fortnight. S. Ch.	Ragi (*Eleusine coracana*). Past fortnight. S. Ch.	Kangni or Kakun, Italian Millet (*Setaria italica*). Present fortnight. S. Ch.	Kangni or Kakun, Italian Millet (*Setaria italica*). Past fortnight. S. Ch.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Present fortnight. S. Ch.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Past fortnight. S. Ch.	Maize (*Zea Mays*). Present fortnight. S. Ch.	Maize (*Zea Mays*). Past fortnight. S. Ch.	Arhar, or Thûr, Cadjan Pea (*Cajanus indicus*). Present fortnight. S. Ch.	Arhar, or Thûr, Cadjan Pea (*Cajanus indicus*). Past fortnight. S. Ch.	Firewood. Present fortnight. S. Ch.	Firewood. Past fortnight. S. Ch.	Salt. Present fortnight. S. Ch.	Salt. Past fortnight. S. Ch.
Madras—																												
Malabar Coast—																												
Malabar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
S. Canara	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
South, central—																												
Coimbatore	22 11	21 6	...	...	22 11	21 6	22 11	21 6	19 6	19 6	19 2	20 2	25 0	24 0	26 0	26 0	12 0	12 0	12 0	12 0	12 0	12 0	12 8	12 8	96 0	96 0	10 0	10 0
Nilgiris	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	90 0	90 0	10 0	10 0
Salem	24 13	25 11	...	...	24 13	25 11	24 13	25 11	22 13	22 13	21 11	21 5	24 13	23 13	29 8	30 8	14 0	14 0	12 0	12 0	12 0	12 0	13 0	13 0	450 0	450 0	9 12	9 12
Central—																												
Bellary	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	224 0	150 0	10 3	10 3
Ananiapur	30 0	31 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	200 0	224 0	9 0	9 0
Cuddapah	27 3	27 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	240 0	200 0	9 0	9 0
Kurnool	25 8	24 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	240 0	240 0	10 8	10 8
East Coast, north—																												
Ganjam	21 10	21 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	9 0	9 0
Vizagapatam	25 5	25 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Godavari	29 2	29 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	110 0	110 0	10 0	10 0
East Coast, central—																												
Kistna	26 13	29 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	65 5	65 5	32 0	32 0
Nellore	26 14	29 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
East Coast, south—																												
Madras	21 3	21 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Chingleput	21 10	21 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
N. Arcot	25 11	25 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
S. Arcot	23 14	25 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Tanjore	24 3	24 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Trichinopoly	21 10	22 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Southern—																												
Tinnevelly	21 11	21 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Madura																												
Mysore—																												
Mysore	12 8	12 8	12 0	12 0	7 12	8 0	9 8	9 12	28 0	25 0	25 0	24 0	25 0	26 0	26 0	26 0	12 0	12 0	12 0	12 0	12 0	12 0	12 8	12 8	96 0	96 0	10 0	10 0
Bangalore	13 8	13 8	10 0	10 0	8 0	8 0	9 8	9 8	23 8	20 8	18 0	18 0	29 8	30 8	30 0	30 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	90 0	90 0	9 12	9 12
Kolar	11 8	11 8	10 0	10 0	10 8	10 0	10 12	10 12	21 0	21 0	36 0	36 0	32 0	33 0	34 0	34 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	10 3	150 0	150 0	10 3	10 3
Tumkur	13 0	13 0	11 0	11 0	9 0	9 0	10 0	10 0	25 0	25 0	...	...	34 0	34 0	34 0	34 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	224 0	224 0	9 0	9 0
Hassan	...	...	...	...	8 0	8 0	10 0	10 0	20 0	20 0	...	...	40 0	40 0	24 0	24 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	200 0	200 0	9 0	9 0
Kadur	10 0	10 0	...	...	8 11	8 6	10 0	10 0	...	...	...	...	36 12	35 7	48 0	40 0	12 5	12 5	12 5	12 5	12 5	12 5	12 5	12 5	240 0	240 0	10 8	10 8
Shimoga	12 10	12 10	...	...	10 0	9 8	11 0	11 5	25 0	25 0	...	...	48 0	48 0	27 8	26 8	13 0	12 0	13 0	12 0	13 0	12 0	13 0	12 0	320 0	320 0	9 0	9 0
Chita droog	15 0	15 0	13 0	13 0	9 0	9 0	11 5	11 0	25 12	25 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	110 0	110 0	10 0	10 0
Coorg—																												
Coorg	9 0	9 0	8 0	9 0	9 0	9 0	10 8	10 8	...	...	...	...	...	...	27 0	27 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	65 5	65 5	32 0	32 0
Ajmir—																												
Ajmir	7 0	7 0	...	...	5 14	5 14	6 9	6 9	10 3	10 2	9 4	9 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

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

* Not sold.

FINANCE AND COMMERCE DEPARTMENT

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, August 10th, 1895.

Fairly normal monsoon conditions have prevailed over the greater part of the Indian region during the week under review. Pressure was steadily highest in the extreme south and relatively high along the foot of the hills, while it was on most days lowest over North-Western India and relatively low over the Gangetic plain. Accompanying this normal distribution of pressure were the usual monsoon winds and more or less general moderate rainfall. Between the 6th and the close of the week there was superimposed on the above distribution a cyclonic system of considerable intensity. The storm first appeared over the north-west of the Bay on the 6th. It subsequently travelled quickly west-north-westward right across India, and reached the Indus Valley on the 10th. It gave heavy rain to Orissa, moderately heavy rain to the Central Provinces, and very heavy rain to Gujarat, and it also occasioned a considerable increase in the force of the wind along the west coasts of India. The mean temperature of the whole country was very nearly normal during the week.

Daily Summary.—*Sunday, 4th August.*—Pressure had changed very little during the preceding twenty-four hours, and the distribution was fairly normal. Readings were high in the extreme south, low over the western desert, and relatively low over the Gangetic plain. The winds were of the normal monsoon character, and the rainfall was fairly general. It was moderately heavy on and at the foot of the hills, as well as at a few places in Burma, the Central Provinces, and Rajputana. The mean temperature was in defect of the normal over North-Western India and Madras, and in excess over Central India and Gujarat; nearly normal elsewhere.

Monday.—Pressure had decreased everywhere—most over Bengal and the head of the Bay. The general distribution was little changed on the whole, but pressure was becoming abnormally low over the northern half of the Bay. Calms and variable breezes had appeared over the Gangetic plain, but elsewhere the normal monsoon breezes continued. Showery weather had prevailed throughout nearly the whole country, the exceptions being the Western Punjab, Sind, Kathiawar, the Bombay Deccan, and Lower Bengal. The mean temperature was in considerable defect over the Punjab, in moderate defect over Madras, and in slight defect over the North-Western Provinces.

Tuesday.—Pressure had decreased briskly over a large part of the country, and a depression had developed over the north-west of the Bay and the adjoining coasts. Pressure was largely below the normal average within the depression area. Calms and variable breezes continued to be reported from the Gangetic plain, and northerly winds from several Punjab stations, but elsewhere the directions were nearly normal. The monsoon was blowing strongly over the Arabian Sea. The mean temperature was below the normal average over Burma, the Gangetic plain, and the Punjab, and above elsewhere. The rainfall had been light or altogether wanting over a large part of North-Western India, over the Deccan, over South Madras, and over Lower Bengal.

Wednesday.—The barometer had fallen briskly across the head of the Peninsula, and the cyclonic storm over the north-west of the Bay had developed considerably, and become an important disturbance. The winds were cyclonic within the depression area, and were fairly normal in direction elsewhere. The force was strong both over the Bay and over the Arabian Sea. The mean temperature was in large defect over the east and centre of the Peninsula and in the Punjab. There had been no rain over Sind, Rajputana, and South Madras. The fall generally had increased, and was heavy over Orissa, the Central Provinces, North-Western India, and the West Coast.

Thursday.—The cyclonic storm had advanced quickly west-north-westward, and was central between Sutna and Jubbulpore. Pressure was in very large defect, as compared with the normal, over the central parts of the country. The winds were cyclonic around the storm area, and fairly normal elsewhere.

The distribution of temperature was the same as on the preceding day; there was a large defect over the east of the Peninsula and the Punjab, and considerable excess over Sind.

Friday.—The cyclonic storm had continued to advance quickly, and the centre at 8. A.M. lay close to Deesa. Pressure was increasing, except within the depression area. The winds were unchanged, except that the cyclonic circulation had travelled westward. The distribution of temperature with respect to the average was also unaltered. Rain had fallen more or less generally, and over Western India the amounts were large. The heaviest fall was 9 inches at Ahmedabad.

Saturday.—The cyclonic storm had moved slowly as far as the western frontier, and there it was apparently curving round towards north. Pressure had consequently increased rapidly over the central parts of the country, the Peninsula, and North Bombay, while, on the contrary, it had fallen in the Punjab. A fresh depression was advancing westward across Burma. The winds were not much changed. The mean temperature was in slight to large defect over North-Western India, and generally in slight excess elsewhere. The distribution of rain was generally irregular, and in Madras practically none had fallen. In the neighbourhood of the depression the fall had been heavy. Kurrachee reported about 2½ inches.

Temperature.—Though there have been considerable local variations in temperature, the general temperature of the whole of India has again been very nearly normal throughout the week. The following table gives the variations of the mean temperature from the normal in the different provinces of India for each day of the week:

Province.	August 1895.							Mean variation of week.
	4th	5th	6th	7th	8th	9th	10th	
	°	°	°	°	°	°	°	°
Burma	+0·7	+0·4	—1·4	—1·3	+0·2	+1·1	+1·0	+0·1
Bengal and Assam	—0·1	+0·2	+0·3	—0·6	—1·0	—1·2	+1·2	—0·2
North-Western Provinces and Oudh	—0·7	—1·1	—1·6	—1·5	—1·8	—1·1	+0·2	—1·1
Punjab	—2·1	—4·7	—2·3	—2·5	—3·1	—4·0	—1·5	—2·9
Bombay	+0·1	0	+0·2	—0·5	—1·1	—1·7	—0·4	—0·5
Central Provinces and Berar	+0·5	+0·4	+0·3	—1·6	—1·7	—1·9	+0·9	—0·4
Central India and Gujarat	+1·1	+1·1	+0·7	+0·2	+0·1	—1·2	—0·2	+0·3
Sind and Rajputana	—1·9	+0·3	—1·3	+2·2	+2·3	+0·9	—2·5	0
Madras	—2·1	—2·1	—1·0	—2·1	—2·1	—1·0	+0·8	—1·4
Mean for whole of India	—0·5	—0·6	—0·7	—0·9	—0·9	—1·1	—0·1	—0·7

The above shows that on each day there was a trifling deficiency of temperature, the mean for the whole of India for the whole week being —0·7°. The provincial variations show that the heat in the Punjab, the North-Western Provinces, and Madras was less than usual during the present week, but that elsewhere the departures from the normal were unimportant. In Sind the day temperatures continued high until the close of the week, when, with the extension of rainfall into the Indus Valley, temperature fell briskly. The following were the highest maxima reported on each day with the station recording the reading:

On August 4th	the highest maximum reported was	106·4°	at	Jacobabad.
„ 5th	„ „	108·4°	„	„
„ 6th	„ „	103·4°	„	„
„ 7th	„ „	106·9°	„	„
„ 8th	„ „	106·9°	„	„
„ 9th	„ „	109·8°	„	„
„ 10th	„ „	102·5°	„	„

Rainfall.—During the first two days of the week under review pressure and wind conditions over the Indian region were of the normal monsoon type.

They were accompanied by very general rainfall, which, though on the whole moderate in amount, was heavy on and near the Himalayas. On the 3rd day of the week a cyclonic system was superimposed on these ordinary monsoon conditions, and the rainfall became heavier over a large part of the country. The storm travelled on a west by north course from the Orissa Coast to Sind. The movement was rapid, and the storm occasioned a considerable increase in the barometric gradients on its southern quadrants. This was accompanied by a rise in the force of the wind over Western India, and these winds brought up heavy rain to the west coast districts and to the Central Provinces. When the storm reached North Bombay, which it did by the 9th, the rate of movement slackened, and the disturbance hung over the western desert districts during the 9th and 10th, and gave heavy rain to the whole of that region. On the latter date the rainfall ceased very largely over the west of the Peninsula and almost wholly over the eastern half of India. Over Burma the rainfall was in part due to the action of the disturbance described above, and in part to a second disturbance which crossed that province at the close of the week. The table at the close of the summary shows the rainfall data. Rain was received during the week in every one of the rainfall divisions, the average actual fall ranging from 14·28 inches in the Konkan to only 0·07 inch in Madras (South). After the Konkan the heaviest amounts of rain were 9·91 inches in Arakan, 8·25 inches in Coorg, and 7·17 inches in Tenasserim. In ordinary years the rainfall ranges from 9·78 inches in Tenasserim to 0·29 inch in Sind. The above comparison between the actual average and normal average of the week shows that the distribution of rainfall has been irregular; that the areas of heaviest and lightest rainfall have been, respectively, in the west and east of the Peninsula instead of as in normal years in the extreme south-east and extreme north-west of the Indian region. The third column of the table exhibits the difference of the actual from the normal rainfall for the week. From this it will be seen that the rainfall was in excess of the normal in twenty-seven and in defect in twenty-four of the rainfall divisions, the numbers last week being thirty in excess, twenty in defect, and one exactly normal. Consequently the area of defective rainfall has been somewhat greater in the present than in the last week. The region of deficient rainfall included, roughly, Burma, Assam, Bengal, the Gangetic plain, and the central and coast districts of Madras, while the region of excessive rain included, roughly, the Indus Valley, the west of the Peninsula, and the central parts of India. The most marked cases of excess were 8·36 inches in the Konkan, 2·98 inches in Gujarat, 2·37 inches in Coorg, and 2·32 inches in the central division of the Central Provinces, while the most marked cases of deficiency were 3·02 inches in Assam (Surma) and 2·6 inches in Tenasserim. The rainfall was, relatively to the average, very heavy over part of North-Western India: thus, in the Punjab (West) the actual rainfall was three times; in the Bombay Deccan more than twice; in Khandesh more than twice; in Gujarat more than twice; in Kathiawar more than twice; and in Sind nearly six times the normal average.

The returns of the sudder stations show that rain occurred almost daily in most parts of India, but in Upper Burma, part of North-Western India, and in Madras the rainfall occurred irregularly throughout the week.

The three concluding columns of the table show that the rainfall from June 2nd to date has been approximately normal over the greater part of the country. In Burma, except Arakan, in Assam, in North Bengal, Chota Nagpur, Bihar, the whole of the North-Western Provinces and of the Punjab, the whole of the west of the Peninsula, most of the central divisions, and in most parts of Madras the departures from the normal are less than 20 per cent., and practically the only cases of considerable deficiency are—Arakan, East Bengal, Deltaic Bengal, Central Bengal, Sind, the east of Rajputana, Central India (West), the East Coast (South), and Madras (South).

The following are the more important total falls recorded during the week under review: Akyab 14·43 inches, Noakhali 14·03 inches, Cherrapunji 12·61 inches, Kurseong 11·48 inches, Mohamdi (Lakhimpur) 6·33 inches, Azamgarh 8·98 inches, Chakwal (Jhelum) 6·31 inches, Kangra 9·83 inches, Karkal (South Kanara) 13·63 inches, Nagar (Shimoga) 19·40 inches, Karjat (Colaba) 22·41 inches, Bowda (Kolhapur) 14·02 inches, Balaghat 12·34 inches, Bulsar (Surat) 12·11 inches, Ahmedabad 10·18 inches, Sujawal (Kurrachee) 2·73 inches, Purushottopur (Ganjam) 7·37 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending August 10th, 1895.			Rainfall data from June 2nd to August 10th, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, June 2nd to August 10th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	7·17	9·78	— 2·61	86·01	100·21	— 14
	Lower Burma	4·16	5·23	— 1·07	46·14	48·99	— 6
	Central Burma	3·47	3·43	+ 0·04	24·76	27·29	— 9
	Upper Burma	0·86	?	?	12·21	?	?
	Arakan	9·91	9·04	+ 0·87	79·49	112·49	— 29
Bengal and Assam	East Bengal	3·05	4·76	— 1·71	29·40	45·46	— 35
	Assam (Surma)	5·50	8·58	— 3·02	70·29	78·57	— 11
	Do. (Brahmaputra)	4·86	3·59	+ 1·27	38·19	35·20	+ 9
	Deltaic Bengal	1·90	3·07	— 1·17	17·56	27·03	— 35
	Central Bengal	1·39	2·81	— 1·42	19·22	26·50	— 27
	North Bengal	3·62	5·34	— 1·72	51·90	52·54	— 1
	Orissa	4·15	2·63	+ 1·52	35·83	25·07	+ 39
	Chota Nagpur	2·56	3·42	— 0·86	25·70	26·91	— 4
	Bihar (South)	2·19	2·80	— 0·61	19·33	22·16	— 13
	Do. (North)	2·85	3·15	— 0·30	25·97	25·13	+ 3
North-Western Provinces and Oudh.	North-Western Provinces (East)	1·74	2·52	— 0·78	19·78	20·19	— 10
	Do. (Submontane) (*a*)	2·71	2·81	— 0·10	21·53	21·98	— 2
	Oudh (South)	2·33	2·79	— 0·46	20·57	19·24	+ 7
	Do. (North)	2·31	3·01	— 0·70	21·38	20·90	+ 2
	North-Western Provinces (Central).	2·94	2·29	+ 0·65	20·90	18·19	+ 15
	North-Western Provinces (West).	2·78	1·88	+ 0·90	16·80	15·05	+ 12
	North-Western Provinces (Submontane). (*b*)	2·99	3·33	— 0·34	25·67	24·26	+ 6
Punjab	Punjab (South)	1·80	0·95	+ 0·85	6·99	7·15	— 2
	Do. (Central)	1·32	1·40	— 0·08	10·63	11·38	— 7
	Do. (Submontane)	1·37	1·92	— 0·55	11·44	14·09	— 19
	Do. (Hill Districts)	4·31	5·39	— 1·08	39·68	40·39	— 2
	Do. (North-West)	1·77	1·78	— 0·01	9·03	10·05	— 10
	Do. (West)	1·28	0·40	+ 0·88	3·68	3·69	0
Bombay and Malabar Coast Districts (Madras).	Malabar	5·88	4·73	+ 1·15	72·95	71·73	+ 2
	Madras (South Central)	1·43	1·20	+ 0·23	12·32	12·68	— 3
	Coorg	8·25	5·88	+ 2·37	69·05	76·03	— 10
	Mysore	1·65	1·36	+ 0·29	11·86	14·07	— 16
	Konkan	14·28	5·92	+ 8·36	79·56	79·32	0
	Bombay Deccan	2·61	1·04	+ 1·57	16·70	14·23	+ 18
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	1·21	0·66	+ 0·55	12·77	10·68	+ 20
Central Provinces and Berar.	Berar	2·01	1·62	+ 0·39	16·29	19·07	— 18
	Central Provinces (West)	1·96	1·87	+ 0·09	23·51	22·80	+ 3
	Ditto (Central)	5·52	3·20	+ 2·32	32·15	31·74	+ 1
	Ditto (East)	5·12	3·54	+ 1·58	36·06	29·63	+ 22
Bombay (North)	Gujarat	5·10	2·12	+ 2·98	24·37	28·25	— 14
	Kathiawar	2·06	0·98	+ 1·08	12·11	13·29	— 9
	Sind	1·65	0·29	+ 1·36	2·36	3·38	— 30
Rajputana and Central India.	Central India (East)	3·74	2·24	+ 1·50	21·90	23·01	— 5
	Rajputana (East), Central India (West).	2·49	1·69	+ 0·80	12·85	16·04	— 30
	Rajputana (West)	0·52	0·74	— 0·22	7·33	8·03	— 9
Madras	East Coast (North)	2·69	1·37	+ 1·32	19·47	12·89	+ 51
	Ditto (ditto) (*a*)	4·10	4·27	— 0·17	30·47	31·36	— 3
	Hyderabad (South)	2·03	1·36	+ 0·67	10·71	11·02	— 3
	Madras (Central)	0·49	1·19	— 0·70	6·11	7·43	— 18
	East Coast (Central)	0·98	0·91	+ 0·07	9·66	7·80	+ 24
	Ditto (South)	0·84	1·18	— 0·34	5·19	6·92	— 25
	Madras (South)	0·07	0·36	— 0·29	1·18	2·70	— 57

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

SIMLA, *15th August 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 10th August.*—Rainfall heavy in the northern portion of the Circars, on the West Coast, and Nilgiris; fair rain elsewhere, except in parts of the Central and Southern districts where light and scattered showers have fallen. Irrigation supplies are inadequate in parts of the Central and Southern districts. Agricultural operations are retarded by want of rain in parts of the Deccan, Central, and Southern districts, where also the standing crops are withering in parts. The crops on the whole are in fair condition, but more rain is wanted in many places. Pasture is improving, and fodder is available generally. The condition of cattle is generally good. Prices are practically stationary.

Bombay.—*For week ending 14th August.*—Good rain in Sind, Gujarat, Kathiawar, and the Konkan; generally moderate rain in the Deccan and Karnatic, where more rain is wanted. The river in Sind is rising, and the canal supply and crop prospects have improved. Cotton has been damaged by excessive rain in one taluka of Ahmedabad. Sowing of the early crops is progressing in nine, and transplantation in five, districts. Preparations for the late crops continue in seven districts. Fodder is sufficient and agricultural stock is in **good condition, except in one taluka of Broach. Prices are normal, except in** parts of Ahmednagar and Sholapur.

Bengal.—*For week ending 12th August.*—Rainfall general during the week, but, except in Orissa, it was usually light, and below the average of the season in most of the districts. The transplantation of winter rice is still retarded for want of sufficient rain over a considerable part of the Burdwan and Presidency divisions, and more rain would also be beneficial for transplanting purposes in some other districts. The early rice and jute crops are being reaped, and the normal outturn is expected to be fair. The prospects of the autumn crops in Bihar are generally satisfactory. In Champaran some damage to these crops has been caused by floods. Damage to the crops from floods is also reported from Pubna and Dacca. The price of common rice continues generally steady.

North-Western Provinces and Oudh.—*For week ending 14th August.*—**The rainfall has been general during the week, and somewhat heavy in a few districts. The autumn crops are in good condition, and agricultural prospects** continue favourable. Transplanting of rice and weeding are going on. Markets are well supplied, and prices are generally stationary.

Punjab.—*For week ending 14th August.*—Rain has fallen in all districts, except Peshawar. Sowings of the autumn crops are still in progress in Lahore. Ploughings for the spring crops have commenced in Multan. The present rain has benefited the crops in most districts, and prospects are said to be favourable. The crops are withering for want of rain in Hissar, where more

rain is wanted, as well as in Umballa and Rawal Pindi. The prospects of crops on land dependent on rain are poor at present in Lahore. Cattle are generally in good condition, and fodder is sufficient in all districts, except in Hissar and parts of Lahore. Prices continue high in Umballa, but low elsewhere. Wheat is selling at 20·23 seers per rupee in Shahpur.

Central Provinces.—*For week ending 14th August.*—The rainfall during the week was abundant in most districts. The weather is generally cloudy, but is clear at intervals. In the north of the Provinces a break appears to have set in during the last few days. Weeding continues. The crops are in good condition, except in parts of Seoni where more rain is wanted for rice transplantation. Prices remain stationary.

Burma.—*For week ending 10th August.*—In Lower Burma agricultural operations have been completed, or are in progress in all districts, and the prospects are favourable everywhere, except in the Paungde sub-division of Prome and in parts of the Tharrawaddy district where rain is badly wanted. In Upper Burma no rain has fallen during the week in Mandalay, Shwebo, Sagaing, Kyaukse, Meiktila, and Myingyan, and only very small amounts in the Lower Chindwin and in Magwe. Prospects in all these districts are more unfavourable than last week as many of the paddy nurseries and the standing crops of *jowar* (*Sorghum vulgare*), maize, and sesamum must have withered. More rain is also wanted in Minbu, Thayetmyo, and Yamethin; elsewhere the crop prospects are fair. The price of paddy has risen considerably in Mandalay; elsewhere prices are stationary.

Assam.—*For week ending 13th August.*—The weather is seasonable. Floods are subsiding. The reaping of the early and transplanting of the late rice continue. The condition of cattle is fair, and fodder is sufficient, except in Kamrup and Nowgong. The water-supply is abundant.

Mysore and Coorg.—*For week ending 14th August.*—MYSORE: Good rain in parts of Mysore, Kadur, and Shimoga; slight rain elsewhere. The standing crops and prospects are good. Sowing operations continue in parts. Prices have fallen in Bangalore, Kolar, Hassan, and Chitaldroog.

COORG: Rainfall good. Transplanting of rice is in progress. The *ragi* (*Eleusine coracana*), coffee, and cardamom crops are fair. Water and fodder for cattle are abundant. Prices are normal.

Berar and Hyderabad.—*For week ending 14th August.*—BERAR: The weather is getting cool, and the rainfall has been plentiful since the last report. The monsoon crops are in satisfactory condition throughout the Province. Ploughing of fields for the winter crops continues. Sowings have been completed in four districts, and weeding is in progress. Fodder and water-supply are ample. Prices are fluctuating in Wun, but are steady elsewhere.

HYDERABAD: Rainfall good. Sowings for the autumn crops have been completed in two divisions, and the sowing of the irrigated crops is progressing favourably. The water-supply is increasing. Prices continue normal.

Central India.—*For week ending 14th August.*—Rain fell throughout Central India, but more rain is still wanted in the Neemuch district. Agricultural operations have been resumed in Goona, and are in progress in all other Agencies. Cattle are in indifferent condition in four districts of Gwalior, and parts of Bhopal, but their condition is good elsewhere. Pasturage is good and sufficient everywhere, except in one district of Gwalior. Prices of food-grains are rising in two districts of Gwalior, high in Bhopal and Goona, but are normal elsewhere.

Rajputana.—*For week ending 14th August.*—Good rain has fallen almost throughout. Agricultural operations are satisfactory. The standing crops, prospects, and agricultural stock are generally good. Pasturage and fodder are generally sufficient. Prices have risen in one State, but are falling in three others, and are steady elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 13th August.*—Rainfall slight; more rain is wanted. The prospects of the standing crops are generally good. Prices show a tendency to rise.

JAMMU PROVINCE.—*For week ending 14th August.*—Rainfall moderate. The weather is cloudy. The crops are in good condition. Fodder is sufficient. Prices are normal.

Nepal.—*For week ending 10th August.*—Weather cloudy with little rain. Prospects are good.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 4TH AUGUST 1894, AND FROM 1ST JULY TO 3RD AUGUST 1895.

N.B.—As regards the figures in column *Total Earnings from 1st July 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 2nd-half of 1894.	Week ending 4th August 1894.			Week ending 3rd August 1895.			Earnings from 1st July to 4th August 1894.	Earnings from 1st July to 3rd August 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	556	1,683	8,33,169	495	1,710	7,99,100	467	43,25,841	41,91,367	...	1,34,474
Bengal-Nágpur	109	862	70,246	81	862	59,146	69	3,52,149	3,35,146	...	17,003
Indian Midland (*a*)	132	752	92,346	123	752	65,789	87	4,37,480	3,37,635	...	99,845
Bezwada Extension	198	21	3,635	173	21	2,189	104	15,574	14,393	...	1,181
Metre gauge—											
Rajputana-Malwa (*b*)	236	1,719	2,62,347	153	1,790	2,47,320	138	17,14,227	16,40,700	...	73,527
Pálanpur-Deesa	37	17	924	54	17	700	41	2,505	3,770	1,205	...
South Indian	154	1,042	1,52,367	146	1,042	1,62,339	156	8,01,847	8,32,411	30,564	...
Máyavaram-Mutupet	82	54	3,502	65	54	4,107	76	20,803	26,510	5,707	...
Southern Mahratta (*c*)	90	1,165	1,10,240	95	1,165	1,14,483	98	5,44,439	5,04,155	49,716	...
Bengal and North-Western (*d*)	121	756	72,335	96	756	87,540	116	4,68,027	4,21,050	...	46,977
Rohilkund and Kumaon (Lucknow-Bareilly section)	87	200	11,781	59	200	9,753	49	58,007	53,542	...	4,465
Assam-Bengal	...	...	...	...	128	5,420	42	...	25,731	25,731	...
TOTAL	232	8,271	16,12,892	195	8,497	15,57,886	183	87,40,959	84,76,410	...	2,64,549
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	242	2,511	3,67,306	146	2,511	5,73,843	229	28,05,514	32,84,600	4,79,086	...
Oudh and Rohilkhand (state)	238	797	1,69,226	212	797	1,47,772	185	9,12,693	8,60,322	...	52,371
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	382	813	2,48,565	306	813	2,07,000	255	10,14,821	9,03,890	...	1,10,931
Bengal Central (*f*)	127	125	13,138	105	125	14,760	118	66,740	71,360	4,620	...
East Coast (state)	90	321	21,959	68	397	28,342	71	1,10,856	1,01,957	45,101	...
Metre gauge—											
Burma (state)	131	730	92,883	127	746	95,067	127	5,85,211	4,60,111	...	1,25,100
Special gauges—											
Jorhát (state provincial)	61	25	1,921	77	25	1,886	75	9,064	8,325	...	739
Cherra-Companyganj (state provincial)	59	8	319	40	8	344	43	2,022	1,185	...	837
TOTAL	235	5,330	9,15,317	172	5,422	10,69,014	197	55,12,926	57,51,750	2,38,829	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	341	1,490	3,50,705	235	1,490	3,36,470	226	20,37,732	17,75,617	...	2,62,115
Bombay, Baroda and Central India	510	461	1,13,108	245	461	1,68,000	364	8,31,234	10,31,000	1,99,766	...
Madras	236	840	2,24,696	267	840	2,12,829	253	10,10,034	10,30,632	20,598	...
TOTAL	340	2,791	6,88,509	247	2,791	7,17,299	257	38,85,000	38,43,249	...	41,751
TOTAL (GUARANTEED AND STATE)	251	16,392	32,16,718	196	16,710	33,44,199	200	1,81,38,880	1,80,71,409	...	67,471
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	152	161	19,388	120	161	20,920	130	1,16,611	1,20,340	3,729	...
Tarkessur	222	22	3,962	180	22	4,736	215	25,005	26,174	1,169	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	116	67	6,438	96	66	7,178	109	35,707	37,233	1,526	...
Bengal Dooars	148	36	5,041	140	36	6,060	168	19,148	23,400	4,252	...
Dibru-Sadiya	130	78	10,353	133	78	11,514	148	50,057	53,757	...	2,300
Special gauge—											
Darjeeling-Himalayan	248	51	11,656	229	51	13,414	263	57,453	57,732	279	...
TOTAL	157	415	56,838	137	414	63,822	154	3,09,981	3,18,636	8,655	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	171	333	55,083	165	333	49,212	148	2,73,881	2,41,267	...	32,614
The Gaekwar's Petlád	89	13	810	62	13	1,210	93	4,494	4,630	136	...
Rájpura-Bhátinda	257	108	21,653	200	108	17,308	160	1,00,613	1,30,369	29,756	...
Kolar Gold-fields	241	10	2,985	298	10	3,408	341	14,590	17,101	2,511	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	87	362	32,355	89	362	28,453	79	1,48,516	1,66,466	17,950	...
The Gaekwar's Mehsána	60	93	4,006	43	93	3,970	43	20,051	21,060	1,009	...
Kolhápur	71	29	1,799	62	29	1,989	69	9,755	8,695	...	1,060
Special gauge—											
The Gaekwar's Dabhoi	47	72	1,880	26	72	2,370	33	9,532	12,090	2,558	...
Cooch Behar	40	22	594	27	22	460	21	3,083	2,210	...	873
TOTAL	126	1,042	1,21,165	116	1,042	1,08,380	104	5,84,515	6,03,888	19,373	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	81	334	20,947	63	334	18,985	57	88,902	90,455	1,553	...
Jetalsar-Rájkot	61	46	2,440	53	46	2,775	60	11,095	11,067	872	...
Jodhpur-Bickaneer	48	364	16,267	45	364	11,650	32	92,406	73,900	...	18,506
Oodeypore-Chitor	...	...	...	...	26	(*i*) 410	16	...	(*i*) 410	410	...
Special gauge—											
Morvi	56	94	4,978	53	94	7,061	75	19,995	26,094	6,099	...
TOTAL	63	838	44,632	53	864	40,881	47	2,12,398	2,02,826	...	9,572
GRAND TOTAL	234	18,687	34,39,353	184	19,030	35,57,282	187	1,92,45,774	1,91,96,759	...	49,015

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Includes the Guntakal-Mysore frontier section.
(*d*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*e*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*i*) Total earnings for the first three days of August 1895.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 15th August 1895.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. XVI OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	Week ending 4th August 1894.			Week ending 3rd August 1895.			Earnings from 1st April to 4th August 1894.	Earnings from 1st April to 3rd August 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	599	1,683	8,33,169	495	1,710	7,99,100	467	1,80,76,977	1,88,62,324	7,85,347	...
Bengal-Nágpur	152	862	70,246	81	862	59,146	69	22,32,580	23,12,100	79,520	...
Indian Midland (*a*)	144	752	92,346	123	752	65,789	87	20,56,087	15,92,728	...	4,63,359
Bezwada Extension	170	21	3,635	173	21	2,189	104	49,588	55,505	5,917	...
Metre gauge—											
Rajputana-Malwa (*b*)	279	1,719	2,62,347	153	1,790	2,47,320	138	92,39,272	89,56,604	...	2,82,668
Pálanpur-Deesa	44	17	924	54	17	700	41	13,381	15,494	2,113	...
South Indian	154	1,042	1,52,367	146	1,042	1,62,339	156	29,27,182	32,17,000	2,89,818	...
Máyavaram-Mutupet	75	54	3,502	65	54	4,107	76	(*c*) 69,354	92,411	23,057	...
Southern Mahratta (*d*)	103	1,165	1,10,240	95	1,165	1,14,483	98	24,79,925	25,59,955	80,030	...
Bengal and North-Western (*e*)	146	756	72,335	96	756	87,540	116	22,04,297	20,74,130	...	1,30,167
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	11,781	59	200	9,753	49	3,07,831	2,78,929	...	28,902
Assam-Bengal	...	...	...	...	128	5,420	42	...	(*f*) 25,731	25,731	...
TOTAL	259	8,271	16,12,892	195	8,497	15,57,886	183	3,96,56,474	4,00,42,911	3,86,437	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*g*)	252	2,511	3,67,306	146	2,511	5,73,843	229	1,11,36,144	1,36,95,992	25,59,848	...
Oudh and Rohilkhand (state)	270	797	1,69,226	212	797	1,47,772	185	38,68,733	37,12,247	...	1,56,486
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	339	813	2,48,565	306	813	2,07,000	255	37,67,291	36,99,829	...	67,462
Bengal Central (*h*)	130	125	13,138	105	125	14,760	118	2,74,894	2,78,961	4,067	...
East Coast (state)	99	321	21,959	68	397	28,342	71	5,31,083	6,97,328	1,66,245	...
Metre gauge—											
Burma (state)	164	730	92,883	127	746	95,067	127	21,51,388	21,93,603	42,215	...
Special gauges—											
Jorhát (state provincial)	55	25	1,921	77	25	1,886	75	25,697	29,664	3,967	...
Cherra-Companyganj (state provincial)	64	8	319	40	8	344	43	8,560	5,674	...	2,886
TOTAL	243	5,330	9,15,317	172	5,422	10,69,014	197	2,17,63,790	2,43,13,298	25,49,508	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	442	1,490	3,50,705	235	1,490	3,36,470	226	1,28,62,000	1,11,48,956	...	17,13,044
Bombay, Baroda and Central India	678	461	1,13,108	245	461	1,68,000	364	61,74,523	72,31,818	10,57,295	...
Madras	243	840	2,24,696	267	840	2,12,829	253	36,61,342	39,33,380	2,72,038	...
TOTAL	421	2,791	6,88,509	247	2,791	7,17,299	257	2,26,97,865	2,23,14,154	...	3,83,711
TOTAL (GUARANTEED AND STATE)	281	16,392	32,16,718	196	16,710	33,44,199	200	8,41,18,129	8,66,70,363	25,52,234	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	165	161	19,388	120	161	20,920	130	4,93,376	5,16,957	23,581	...
Tarkessur	269	22	3,962	180	22	4,736	215	1,17,979	1,14,789	...	3,190
Metre gauge—											
Rohilkund and Kumaon (Company's section)	121	67	6,438	96	66	7,178	109	1,70,928	1,69,919	...	1,009
Bengal Dooars	161	36	5,041	140	36	6,060	168	56,125	70,410	14,285	...
Dibru-Sadiya	136	78	10,353	133	78	11,514	148	1,86,324	1,94,807	8,483	...
Special gauge—											
Darjeeling-Himalayan	249	51	11,656	229	51	13,414	263	2,32,514	2,93,087	60,573	...
TOTAL	164	415	56,838	137	414	63,822	154	12,57,246	13,59,969	1,02,723	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	187	333	55,083	165	333	49,212	148	11,51,082	10,95,127	...	55,955
The Gaekwar's Petlád	105	13	810	62	13	1,210	93	26,816	28,928	2,112	...
Rájpura-Bhátinda	271	108	21,653	200	108	17,308	160	4,24,970	4,59,252	34,282	...
Kolar Gold-fields	260	10	2,985	298	10	3,408	341	(*j*) 27,809	53,726	25,917	...
Metre gauge—											
Southern Mahratta (Mysore section) (*k*)	89	362	32,355	89	362	28,453	79	5,85,264	6,22,561	37,297	...
The Gaekwar's Mehsána	74	93	4,006	43	93	3,970	43	1,36,093	1,24,279	...	11,814
Kolhápur	81	29	1,799	62	29	1,989	69	48,953	44,217	...	4,736
Special gauges—											
The Gaekwar's Dabhoi	59	72	1,880	26	72	2,370	33	88,633	1,03,379	14,746	...
Cooch Behar	45	22	594	27	22	460	21	13,884	12,814	...	1,070
TOTAL	136	1,042	1,21,165	116	1,042	1,08,380	104	25,03,504	25,44,283	40,779	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	103	334	20,947	63	334	18,985	57	6,71,131	8,07,679	1,36,548	...
Jetalsar-Rájkot	68	46	2,440	53	46	2,775	60	54,332	65,286	10,954	...
Jodhpur-Bickaneer	58	364	16,267	45	364	11,650	32	4,47,671	3,69,632	...	78,039
Oodeypore-Chitor	...	...	...	...	26	(*l*) 410	16	...	(*l*) 410	410	...
Special gauge—											
Morvi	65	94	4,978	53	94	7,061	75	1,17,736	1,48,683	30,947	...
TOTAL	78	838	44,632	53	864	40,881	47	12,90,870	13,91,690	1,00,820	...
GRAND TOTAL	261	18,687	34,39,353	184	19,030	35,57,282	187	8,91,69,749	9,19,66,305	27,96,556	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to the 4th August 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Total earnings from 1st July to 3rd August 1895.
(*g*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*j*) Total earnings from 1st June to 4th August 1894.
(*k*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*l*) Total earnings for the first three days of August 1895.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 15th August 1895.*

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OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Total Gross and Net Indian Sea and Land Customs Revenue (excluding Salt Revenue).

[In thousands of Rupees.]

	In the four months, April to July, of									
IMPORTS (GROSS REVENUE).	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Arms, Ammunition, and Military Stores	66	69	71	68	88	99	1,01	93	94	1,01
Liquors:										
Spirit	13,56	14,42	15,63	16,47	17,86	16,62	18,09	16,85	17,25	19,66
Other liquors	2,00	2,22	2,14	2,16	2,09	2,39	2,02	2,21	1,90	2,19
Apparel, drapery, etc.	—	—	—	—	—	—	—	—	1,97	2,01
Chemical products and preparations	—	—	—	—	—	—	—	—	88	87
Cotton manufactures:										
Twist and yarn	—	—	—	—	—	—	—	—	—	4,79
Piece goods, grey	—	—	—	—	—	—	—	—	—	19,61
„ white	—	—	—	—	—	—	—	—	—	7,13
„ coloured	—	—	—	—	—	—	—	—	—	6,52
Other goods	—	—	—	—	—	—	—	—	—	79
Drugs, medicines, and narcotics	—	—	—	—	—	—	—	—	1,05	98
Dyeing and tanning materials	—	—	—	—	—	—	—	—	85	1,22
Glass and glassware	—	—	—	—	—	—	—	—	1,07	1,18
Hardware and cutlery	—	—	—	—	—	—	—	—	2,38	2,29
Metals:										
Copper	—	—	—	—	—	—	—	—	1,24	2,79
Iron and steel	—	—	—	—	—	—	—	—	85	1,39
Silver	—	—	—	—	—	—	—	—	11,82	10,12
Tin	—	—	—	—	—	—	—	—	38	43
Other metals	—	—	—	—	—	—	—	—	1,51	1,04
Oils: Petroleum	—	—	3,51	5,10	4,66	5,62	5,77	5,41	4,27	15,94
Paints and colours	—	—	—	—	—	—	—	—	55	53
Paper	—	—	—	—	—	—	—	—	70	82
Provisions	—	—	—	—	—	—	—	—	1,19	2,45
Silk, raw and manufactured	—	—	—	—	—	—	—	—	3,62	3,85
Spices	—	—	—	—	—	—	—	—	1,35	96
Stationery	—	—	—	—	—	—	—	—	46	45
Sugar	—	—	—	—	—	—	—	—	3,62	5,98
Tea	—	—	—	—	—	—	—	—	49	43
Umbrellas	—	—	—	—	—	—	—	—	84	71
Wood and timber	—	—	—	—	—	—	—	—	38	43
Woollen goods	—	—	—	—	—	—	—	—	1,42	1,21
Imports by post	...	1	...	...	...	...	...	...	42	41
All other articles	1	1	2	1	1	1	1	1	6,58	7,27
TOTAL	16,23	17,35	22,01	24,42	25,56	25,63	26,90	25,41	69,98	1,27,46
EXPORTS (GROSS REVENUE).										
Rice and rice-flour	22,51	23,00	20,03	25,94	32,40	29,69	20,55	25,32	28,98	29,22
TOTAL GROSS REVENUE	38,74	40,35	42,04	50,36	57,90	55,32	47,45	50,73	98,96	1,56,68
TOTAL NET REVENUE	37,85	39,08	40,89	49,00	56,51	53,59	46,06	48,99	96,52	1,53,08
Provincial distribution of Net Customs Revenue.										
Bengal — Import	4,46	3,88	6,38	7,69	7,74	8,13	9,42	7,79	17,01	46,52
Bengal — Export	3,58	4,00	6,25	4,40	5,64	5,17	4,18	4,77	4,48	6,41
Bombay — Import	4,30	4,77	6,01	6,55	7,60	7,59	7,65	8,25	35,08	47,78
Bombay — Export	46	59	50	79	59	41	55	62	1,01	92
Sindh — Import	1,72	1,79	1,97	2,08	2,25	2,26	1,98	2,10	4,04	6,96
Sindh — Export	34	25	17	21	31	24	25	18	22	22
Madras — Import	2,16	2,98	3,65	3,34	4,33	3,52	3,48	3,44	6,83	13,19
Madras — Export	1,80	1,59	1,80	2,19	1,55	1,43	1,25	1,45	2,58	1,86
Burma — Import	3,30	3,39	3,50	4,00	3,00	3,30	3,59	2,94	5,32	10,08
Burma — Export	15,73	15,84	10,66	17,75	23,50	21,54	13,71	17,45	19,95	19,19

FINANCE AND COMMERCE DEPARTMENT
Calcutta, 21st August 1895.

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

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Brief memorandum on the weather in India during the months of June and July, and probabilities of the rains during the months of August and September 1895.

In the forecast issued in the beginning of June, it was stated that the monsoon forecasts as at present issued necessarily left out of consideration two important factors on which the agricultural value of the monsoon rainfall largely depends, *viz.* :

1st.—The probability of the occurrence of a prolonged break in the rains in July or August.

2nd.—The probability of the unusually early termination of the rains in Upper India or in Bengal.

It was stated in the forecast that the conditions which obtained in May 1895 were strikingly similar to those of May 1894, and it was hence inferred that the conditions in India itself were generally favourable for a strong and steady monsoon. It was, however, pointed out that "the information received up to date from ships and other sources of information of the pressure and weather conditions of the neighbouring seas, and more specially in the northern half of the Indian Ocean, suggests that the south-east trades are not strong this year, and hence that the conditions in the sea areas are less favourable for a strong monsoon than they were last year." The character of the monsoon rains in June and July indicates that the monsoon currents are much feebler than during the past two or three years, and this appears to be mainly due to unfavourable conditions in the sea area to the south of India and not to conditions in India itself.

A brief forecast for the months of August and September was drawn up for the information of Government in the beginning of August. The present memorandum is an extension of that forecast, and is published by order of the Government of India in the Gazette for general information.

In the present memorandum a brief statement is given: first, of the weather and snowfall in the mountain areas to the north-west of India during the last two months of June and July; and, secondly, of the character of the monsoon rains and weather during the same period; and, thirdly, an attempt is made to estimate the probable character of the rainfall of August and September based on these data.

Summary of the reports of snowfall on the North-Western Himalayas in May, June, and July 1895.

None have been received from any district, except Lahoul and Almora.

LAHOUL.—The Reverend Mr. Heyde, who has been for many years Superintendent of the Observatory at Kailang, writing on the 24th July says:

"The weather in Lahoul from the beginning of July has been strikingly cold. Whenever a little rain has fallen at Kailang, snow has always fallen on the higher hills, falling as low as 13,000 feet, which at this time of year is of very rare occurrence. There was little snow during the winter in Lahoul, and hence this cold is so much the more unusual. Dr. Hutchison, who came from Chamba by way of Pangi, arrived at Kailang four days ago. He had some rain on the way, and noticed that along his route the higher hills were being covered with fresh snow, such as he had never seen during his residence of twenty years in these parts. The glaciers round about Kailang, which usually begin to melt at the end of June, and give water for irrigating the fields, did not begin to melt until quite the middle of July, evidently on account of the prevailing cold. High and cold winds from the

west prevail in the afternoon. Skies are nearly always clear at nights at present, but are heavily clouded in the day time."

ALMORA DISTRICT.—According to the report for the period 15th May to 15th July, received from the Commissioner of the Kumaon Division, about a foot of snow fell on the higher passes of Malla Danpur, and 3 feet on those of Malla Johar during the period. No snow is reported to have been received in Mallas Byans, Chandans and Darma. The weather during the period was damper, and more cloudy than usual, and the snowfall on the higher elevations is believed to be somewhat greater than in the preceding year.

Summary of the snowfall information.

The reports are very few in number. As no reports have been received from officers on the North-West Frontier, it is almost certain no snow has fallen on the higher elevations in Afghanistan. The Kailang and Almora reports indicate that there has been somewhat more snow than usual on the higher elevations in the North-Western Himalayas. It is, however, almost certain there has been no heavy general and extensive snowfall, such as occurred in June and July 1880. This is confirmed by the appearance of the snows as seen from Simla, and the unusually low water in the Indus.

It was stated in the memorandum published in the *Gazette of India* that, although the snowfall of the early winter months was considerably heavier than usual, it melted much more rapidly than usual in April and May, and hence in the beginning of June the snow accumulation was probably somewhat less than usual. As the months of June and July were characterised by an unusual amount of fine, dry sunny weather, it is certain that the accumulation on the higher elevations (notwithstanding the occasional snowstorms in July) is considerably below the normal for the period.

Meteorological conditions of India in June and July.

The conditions in May 1895 in India were strikingly similar to those of May 1894. The advance of the Bombay current was considerably retarded, but occurred in the same manner as in June 1894. The monsoon set in almost simultaneously over the whole West Coast on the 12th, and gradually strengthened during the next five days, and blew strongly until nearly the end of the month. The current advanced with unusual rapidity to the East Punjab. The establishment of the Bengal current in the north of the Bay was slightly delayed. It gave rise to a cyclonic storm on the 17th and 18th, and the advance of this storm, by a westerly path across the Central Provinces into Rajputana, gave a heavy burst of rain to the Central Provinces and Central India, and a moderate burst to North-Eastern India. A second storm was generated in the north-west angle during the last week of the month. It marched west-north-westwards across Chota Nagpur and up the Gangetic plain, and gave general and heavy rain to the whole of Northern India. The whole of Northern and Central India and the North Deccan hence received general and, on the whole, abundant rain in June.

The currents were hence established somewhat later than in June 1894, but they advanced as rapidly into the interior as in that month, and the rainfall of the two months was similar in its general character and distribution.

Both currents were weak in July, more especially the Bay current, and unfavourable pressure conditions developed temporarily in North-Western India (the chief of which were a large general excess of pressure, and a largish local excess of pressure in Gujarat, Kathiawar and South-West Rajputana), such as are frequently associated with very deficient rainfall in Upper India. An almost complete break in the rains obtained during the greater part of the month in the Punjab, Sind, Rajputana and the western districts of the North-Western Provinces. Showery weather continued in Bengal, Bihar, the Central Provinces and the West Coast districts, but the rainfall in these areas was generally much less than usual. As, however, frequently happens during breaks in the rains in North-Western India, the Deccan, and Madras generally, and North Bengal

and Assam received frequent rain (which followed deficient rainfall in the preceding month, and was hence favourable and timely).

The chief feature in the meteorology of July was hence the prolonged break in the rains which was apparently due to weakness of the currents, more especially of the Bengal current.

The mean pressure of India for the month of July was ·022 inch above the normal. The local variations were small and of no importance, except in an area defined by the following stations:

	Pressure anomaly.
Deesa	+ ·024″
Neemuch	+ ·045″
Indore	+ ·031″
Saugor	+ ·022″

The rainfall of the month of July was considerably below the normal over the greater part of India, and hence, although the rainfall of June was abundant, the total of the two months was less than the average in 33 out of the 51 meteorological divisions of the Empire. It was normal or in slight to moderate excess in Orissa, the North-Western Provinces, Central Provinces, Khandesh, and the Bombay Deccan. The deficiency was more than 25 per cent. in South Madras (53 per cent. in defect), Sind (77 per cent. in defect), Gujarat (26 per cent. in defect), the West Punjab (28 per cent. in defect), East and Deltaic Bengal (35 per cent. in defect), and Arakan (33 per cent. in defect).

The currents (more especially the Bombay current) strengthened in the beginning of August, and gave general and favourable rain over nearly the whole of Northern India from the 1st to the 16th, and the total rainfall up to the 17th August was normal or in excess in twenty-eight divisions. It was more than 25 per cent. in defect in the following divisions:

Meteorological Division.	Variation from normal of rainfall from 1st June to 17th August.
South Madras	52 per cent.
Deltaic Bengal	32 „
Eastern Bengal	29 „
Arakan	27 „
Upper Burma	?

A break in the rains set in again on the 17th, and pressure became locally in considerable excess at Deesa, Neemuch, Indore, and Saugor, so that this feature is very persistent and pronounced.

The preceding remarks hence indicate that, on the whole, conditions in India are not unfavourable. There has been no untimely general fall of snow in the Himalayan area. Pressure conditions in India are, on the whole, favourable, the only persistent abnormal feature which may continue to modify the distribution of rainfall in North-Western India being a considerable excess in South-West Rajputana and Central India, or, more exactly, the area defined by the stations of Deesa, Neemuch, Indore, and Saugor.

The previous remarks have hence shown that, notwithstanding the existence of unusually favourable conditions in India before the establishment of the monsoon, the rainfall up to the present time has been more or less below the normal over the greater part of India. In this respect the present monsoon contrasts strikingly with that of the preceding year, although the pre-monsoon conditions of pressure and temperature and also of the winter snowfall were almost identical in general character in the two years. The monsoon currents (and more especially the Bengal current) are undoubtedly feebler this year than they were in the corresponding period of last year. The cause of this is almost certainly to be sought for in conditions prevailing in the seas to the south of India, and more especially in the Indian Ocean. The scanty information obtained from ships crossing the Equatorial Belt indicates that the winds in that area are not so strong or so steady as they were last year, and that this is more especially the case in the eastern half. These winds are the continuation of the south-east trades, and this, hence, suggests that the south-east trades are not so strong as usual this year. Whether this is related to or caused by the unusual prevalence of icebergs in the south of the Indian Ocean and their extension considerably further northwards than usual can as yet only be conjectured.

Occasional notices in the newspapers of the delay in the arrival of ships at the Australian Ports due to their meeting with numerous icebergs and heavy fog undoubtedly suggests that the weather conditions are very abnormal in the Southern Indian Ocean. The observations recorded at Seychelles and Zanzibar for May and June (the latest received to date) also indicate that gradients are somewhat feebler, and winds more unsteady than they were during the same period last year.

It is certain that, whatever the causes may be, the monsoon currents in the Indian seas are from the conditions in the sea areas over which they originate not so strong and steady as they were last year, and that the Bay current is unusually feeble and unsteady. It is probable that these features will be persistent during the remainder of the season, but that they will be less marked than at the commencement.

The chief feature of the monsoon up to the present time was the long break in the month of July. Similar breaks more or less prolonged occurred in the south-west monsoon of the years 1880, 1883, and 1884, but in each of these years the break occurred after unseasonable snowfall in the Western Himalayas in May or June. The conditions of the present year are entirely different, and hence it would be useless to make a comparison of the present season with the monsoons of those years.

The following are the chief inferences which can be drawn respecting the probable character of the distribution of rainfall in India during the months of August, September and October based on the snowfall data, the meteorological conditions in India and the general character of the monsoon currents as indicated by the marine and other data :

1st.—It is probable there will be no prolonged general break in Northern or Central India during the month of August, and that the monsoon currents will be normal, or slightly below their usual strength in the months of August and September.

2nd.—It is probable that the rains will cease slightly earlier than usual in Upper India. Conditions are (as indicated by the existence of a local high pressure area in South-West Rajputana and Central India, West) unfavourable in the West Punjab, Sind, Cutch and West Rajputana, and it is very probable the rainfall during the remainder of the season will be more or less considerably below the normal in these areas. The rainfall in the East Punjab and East Rajputana will probably be in slight to moderate defect.

3rd.—It is probable that the North-Western Provinces will obtain normal rain in August and September, and Bengal and Bihar favourable rain in September and October.

4th.—Conditions are favourable in the Central Provinces and North Deccan, and they will hence probably receive normal rain.

5th.—Conditions are at present favourable for normal rain in Southern India during the retreating south-west monsoon, but it is, on the whole, probable the rains of that period will cease earlier than usual.

6th.—It may be noted that, so far as can be judged from the present conditions, it is probable the cold-weather rains in Northern India will be below the normal.

7th.—The data for Upper Burma are too scanty and unreliable to enable an estimate of the probable character of the rains in that area to be made. Pressure conditions are generally favourable in Burma, and it will probably, as a whole, receive normal rain during the remainder of the season.

JOHN ELIOT,

SIMLA, *23rd August 1895.* *Meteorological Reporter to the Government of India.*

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, August 17th, 1895.

On most days during the week under review well marked monsoon conditions prevailed throughout India. In the early part of the week a well defined cyclonic system was superimposed on these conditions, while, on the contrary, towards the close of the week, not only had the cyclonic system disappeared, but the monsoon conditions had become less strongly marked. Hence the early part of the week was characterised by heavier and more general rainfall than the latter part, when, owing to the joint action described above, the rainfall had almost ceased over a large part of the country. The wind was strong on both sides of India in the early days of the week, but at the close a considerable decrease of the wind force was observable over the Bay area. The general temperature for the whole of India for the present, as for last, week has approximated closely to the normal, but the variations from the average in the different provinces have, on occasions, been considerable according as the weather varied from fine to disturbed. One of the most marked cases of this variation is that shown in the Punjab returns for the 13th and 14th. On the former date the mean temperature of the province was 3·8° above the normal average ; on the latter it was 0·3° below, showing a fall during twenty-four hours of more than 4° for the whole province.

Daily Summary.—*Sunday—11th August.*—The depression, which lay over the western desert at the close of the previous week, was moving northward towards the north of the Punjab, and at the same time a fresh cyclonic storm had appeared over the north-west of the Bay. Pressure had consequently changed considerably, having risen in Sind and Gujarat and in Tenasserim, and fallen in the Punjab and around the head of the Bay. In the Punjab and Gangetic plain calms and variable airs were reported, instead of the ordinary south-easterly winds, and in the neighbourhoods of the depressions the winds were cyclonic. Elsewhere the directions were normal. The mean temperature was high, except in North-Western India. Rain had fallen over North-Western India, the west and south of the Peninsula, Lower Burma, and part of Bengal. The amounts were not very large, except at Diamond Island.

Monday.—The depression over North-Western India had continued to move northward and was central over the Western Punjab, while the disturbance over the north-west of the Bay had moved very little. The barometer had fallen, except over Burma, Assam, and some parts of Madras. The winds were practically unaltered. The mean temperature was excessive, except over Gujarat, Central India, Sind, Rajputana, and Madras. Rain had been fairly general over North-Eastern India and the Peninsula, but in Northern India, except on and near the Hills, the rainfall was light and scattered.

Tuesday.—The two depressions were still shown. That over the Punjab had not moved, but had become deeper, while that over the Bay of Bengal had drifted north-westward without changing in intensity. Strongish southerly and south-south-westerly winds prevailed over North-Western India, and calms and variable breezes over the Gangetic plain, but elsewhere the directions were fairly normal. No rain had fallen over the extreme north-west of India, but elsewhere the fall had been general and in places very heavy. This was particularly the case over and near the Kumaun Himalayas. The mean temperature was fairly normal, except in the Punjab, where it was in considerable excess, and in Madras, where it was in moderate defect.

Wednesday.—Pressure had increased very generally and the depression in the north-west had filled up, while that over Bengal had become smaller. Pressure was still below the normal average almost everywhere. Normal monsoon winds prevailed in most places, but in the Gangetic plain and the Punjab the

ordinary south-east winds were altogether absent. The mean temperature was very nearly normal. There had been very little rain over Upper Burma, the centre and east of the Peninsula, and a large part of North-Western India. Heavy rain continued to be reported over and in the neighbourhood of the North-Western Himalayas.

Thursday.—Pressure had increased briskly over the Central Provinces, Ganjam, and West Bengal, and the depression recently noticed in that area had practically disappeared. Readings ranged from a high pressure area in the extreme south and south-east to a low pressure area in the extreme north-west. The winds were unchanged. The mean temperature was slightly excessive over the Peninsula and slightly defective elsewhere. Rain had fallen over Burma, Bengal, the Gangetic plain, and the north of the Punjab. Elsewhere rain had been very light or altogether absent. The amounts were again heavy near the Hills.

Friday.—Pressure had increased briskly in the south of the Peninsula, but had changed very little elsewhere. The general distribution was unchanged, but the general tendency of the barometer was to rise. The wind was inclined to draw into north and north-west on parts of the West Coast, but elsewhere the wind directions were little changed. The mean temperature was slightly excessive over Burma and the Peninsula, and slightly in defect elsewhere. Rain had again been fairly general over Bengal, the Gangetic plain, and the north of the Punjab, but in other parts of the country any fall had been light and scattered.

Saturday.—Pressure had changed very little and the general distribution was the same as that reported on Friday. Readings were in excess of the normal over the central parts of the Indian region. The wind was southerly over Burma, part of Bengal, and the Indus Valley; easterly at several of the submontane stations; and westerly elsewhere. Temperature had moved upward very generally, but the mean was still below the normal, except in the Peninsula and Burma. The rainfall distribution was the same as on the preceding day.

Temperature.—As was the case last week, considerable local variations of temperature had occurred during the week under review, but the general result for the country shows, for the whole of India, both in the daily and in the weekly means, hardly any departures from the average. The following table gives the variations of the mean temperature from the normal in the different provinces of India for each day of the week:

Province.	August 1895.							Mean variation of week.
	11th	12th	13th	14th	15th	16th	17th	
	°	°	°	°	°	°	°	°
Burma	+1·7	+0·2	—0·7	—0·4	—0·2	+1·1	+1·7	+0·5
Bengal and Assam	+2·6	+2·6	+0·5	+1·1	—0·1	—1·6	—1·7	+0·5
North-Western Provinces and Oudh	+1·5	+0·6	—1·0	—1·9	—2·3	—3·3	—2·6	—1·3
Punjab	—0·7	+1·6	+3·8	—0·3	—1·8	—1·6	—2·9	—0·3
Bombay	+0·7	+1·3	—0·6	—0·2	+0·9	+1·2	+1·2	+0·6
Central Provinces and Berar	+2·2	+0·4	+0·7	—0·8	—0·9	—1·0	+0·1	+0·1
Central India and Gujarat	—0·5	—0·2	+0·1	+0·2	—0·2	—0·9	—0·1	—0·2
Sind and Rajputana	—4·4	—2·5	—1·4	—1·3	—1·6	—1·3	—0·9	—1·9
Madras	+1·5	—1·9	—2·8	—0·6	+1·4	+1·5	+1·6	+0·1
Mean for whole of India	+0·5	+0·3	—0·2	—0·5	—0·5	—0·7	—0·4	—0·2

The above shows that on the 11th and 12th there was for the whole country a trifling excess and on the remaining five days a trifling deficiency of heat. The provincial variations show that on the average of the week the mean temperature

of the North-Western Provinces, of Sind and of Rajputana was in slight defect, but that elsewhere the mean temperature was normal. The variations from day to day were, however, as mentioned above, often very considerable. The following were the highest temperatures reported on each day:

On August	11th	the highest maximum reported was	102·6°	at	Trichinopoly.
,,	12th	,, ,,	102·0°	,,	Peshawar.
,,	13th	,, ,,	107·4°	,,	Montgomery.
,,	14th	,, ,,	105·0°	,,	Peshawar.
,,	15th	,, ,,	101·9°	,,	Montgomery.
,,	16th	,, ,,	102·4°	,,	Tinnevelly.
,,	17th	,, ,,	101·6°	,,	Sirsa.

The variability in the position of the area of highest temperature exhibits very clearly the instability of the temperature distribution during the week.

Rain.—During the week ordinary monsoon conditions have prevailed over a large part of the country. Pressure has been steadily highest in the extreme south and steadily lowest in the extreme north-west, and the wind circulation has been to a large extent of the ordinary character. Two important exceptions were, however, shewn at different times, and each had a considerable effect on the rainfall. The first of these was a cyclonic storm which passed from the north of the Bay on a curved course through Orissa and West and Central Bengal and occasioned heavy rain in its neighbourhood, and the second was the northward movement of the trough of low pressure from the Gangetic plain to the foot of the Himalayas. Owing to this change in the pressure distribution, the south-easterly winds which usually prevail up the Gangetic plain were interrupted and winds forming a continuation of the Arabian Sea monsoon currents blew straight into Northern India. These winds occasioned relatively little rain over the plains, but gave heavy rain to the hills and the submontane regions of the North-Western Provinces and of the Punjab. The result was that at the close of the week, while general and moderately heavy rain was falling over the north of the Punjab, the north side of the Gangetic plain, and over Bengal, hardly any rain was reported from other parts of India. In Burma the rainfall has been irregularly distributed. At the stations on the Arakan Coast and on the shores of the Gulf of Martaban rain has fallen fairly heavily and almost daily, while in the extreme north, in the neighbourhoods of Bhamo and Kindat, rain has also fallen moderately steadily, but in the more central regions any rainfall has been very light and very widely scattered. Thus, Mandalay had one shower, consisting of a few drops only, during the week, and some other stations were only slightly better. The table at the close of the summary shows the rainfall data. From this it will be seen that rain fell during the week in all the rainfall divisions except Rajputana (West), but that in the Punjab (South) the fall was quite unimportant, and in Rajputana (East), Central India (West), Kathiawar, and Madras (South) the fall was very light. The heaviest average actual rainfall reported was 12·23 inches in the hill districts of the Punjab. This was followed by 10·27 inches in Assam (Surma) and by 9·22 inches in Tenasserim. The column of the table giving the average normal rainfall for the week shows a fall of 8·11 inches in Tenasserim, of 7·74 inches in Assam (Surma), of 6·68 inches in Arakan, and of 6·31 inches in the Konkan, while the lightest rainfall was shown over Madras (South).

The above comparison shows that, with the exception of the heavy fall on the Punjab hills, the actual and normal distribution of rain for the week have not differred much in their general characteristics. The third column of the table shows that the actual rainfall has been in excess of the normal in twenty-eight of the rainfall divisions and in defect in twenty-three, so that the general condition was almost the same as that which prevailed in the previous week. The region of excessive rainfall included the Burma divisions, except Central and Upper Burma, the Assam divisions, the eastern, central, and northern divisions of Bengal, Chota Nagpur, and Bihar; all the North-Western Provinces divisions, except the central; all the Punjab divisions, except the south and central; the east of the Central Provinces, Sind, the East Coast (North and South), Hyderabad (South), and Madras (South Central). The above shows that, roughly, the

rainfall was, with a few exceptions, in excess over North-Eastern and Northern India, and, with a few exceptions, in defect over Central and Southern India. The most marked cases of excess were shown by the hill and submontane divisions of North-Western India, while the most marked cases of defect were shown on the west side of the Peninsula: thus, the amount received on the Punjab hills was more than three times the normal, while the amount received in the Konkan was less than half the normal.

The returns of the sudder stations show that rain occurred daily in Burma, with the exception of Upper Burma; daily in Bengal, Assam, and the North-Western Provinces; as scattered showers during the week in the Punjab; daily over the west of the Peninsula; and during the first days of the week over the central parts of the country and the east of the Peninsula.

The three concluding columns of the table exhibit the state of the seasonal rainfall. In the great majority of cases the rainfall since June 2nd has been about normal, *i.e.*, the actual shows a departure of less than 20 per cent. from the normal. In the case of Arakan, East Bengal, Deltaic Bengal, Central Bengal, Rajputana (East), Central India (West), Madras (Central), the East Coast (South), and Madras (South) this limit is exceeded, and the rainfall is deficient to an important extent.

The following are the more important amounts: Moulmein 9·22 inches, Akyab 10·42 inches, Kishorganj (Mymensingh) 11·20 inches, Cherra poonjee 37·61 inches, Bhagatpore (Jalpaiguri) 13·71 inches, Kurseong 11·25 inches, Colcong (Bhagalpur) 10·76 inches, Utraula (Gonda) 9·14 inches, Mawana (Meerut) 10·73 inches, Dehra Dun 23·20 inches, Una (Hoshiarpur) 7·85 inches, Dharmsala 23·68 inches, Udipi (South Kanara) 7·69 inches, Ankola (North Kanara) 7·23 inches, Hinganghat (Wardha) 8·02 inches, Tirutturaippúndi (Tanjore) 6·03 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending August 17th, 1895.			Rainfall data from June 2nd to August 17th, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, June 2nd to August 17th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	9·22	8·11	+ 1·11	95·23	108·32	— 12
	Lower Burma	4·54	4·08	+ 0·46	50·68	53·07	— 4
	Central Burma	2·42	2·82	— 0·40	27·35	33·72	— 19
	Upper Burma	1·05	?	?	13·26	?	?
	Arakan	7·92	6·68	+ 1·24	87·41	119·17	— 27
Bengal and Assam	East Bengal	6·14	4·35	+ 1·79	35·54	49·81	— 29
	Assam (Surma)	10·27	7·74	+ 2·53	80·56	86·31	— 7
	Do. (Brahmaputra)	3·35	3·04	+ 0·31	41·54	38·25	+ 9
	Deltaic Bengal	2·75	2·97	— 0·22	20·32	30·00	— 32
	Central Bengal	2·79	2·66	+ 0·13	22·01	29·16	— 25
	North Bengal	6·19	4·17	+ 2·02	58·08	56·70	+ 2
	Orissa	2·42	2·70	— 0·28	38·25	28·37	+ 30
	Chota Nagpur	3·18	2·76	+ 0·42	28·83	29·67	— 3
	Bihar (South)	2·91	2·28	+ 0·63	22·25	24·44	— 9
	Do. (North)	4·82	2·42	+ 2·40	30·79	27·55	+ 12
North-Western Provinces and Oudh.	North-Western Provinces (East)	2·67	2·21	+ 0·46	22·45	22·40	0
	Do. (Submontane) (*a*)	6·14	2·19	+ 3·95	27·67	24·17	+ 1
	Oudh (South)	2·95	1·74	+ 1·21	23·52	20·98	+ 12
	Do. (North)	4·51	2·03	+ 2·48	25·89	22·93	+ 13
	North-Western Provinces (Central).	1·89	2·04	— 0·15	22·78	20·23	+ 13
	North-Western Provinces (West).	2·22	1·87	+ 0·35	19·02	16·92	+ 12
	North-Western Provinces (Submontane). (*b*)	5·47	2·34	+ 3·13	31·14	26·60	+ 17
Punjab	Punjab (South)	0·06	0·64	— 0·58	7·06	7·80	— 9
	Do. (Central)	1·08	1·25	— 0·17	11·71	12·63	— 7
	Do. (Submontane)	2·70	1·65	+ 1·05	14·08	16·57	— 15
	Do. (Hill Districts)	12·23	3·91	+ 8·32	51·90	44·30	+ 17
	Do. (North-West)	2·21	1·15	+ 1·06	10·71	10·51	+ 2
	Do. (West)	0·89	0·44	+ 0·45	4·30	4·13	+ 4
Bombay and Malabar Coast Districts (Madras).	Malabar	3·39	4·02	— 0·63	76·34	75·65	+ 1
	Madras (South Central)	1·45	1·10	+ 0·35	13·77	13·78	0
	Coorg	4·03	5·88	— 1·85	73·08	82·51	— 11
	Mysore	0·51	1·31	— 0·80	12·36	15·38	— 13
	Konkan	2·89	6·31	— 3·42	82·44	85·63	— 4
	Bombay Deccan	0·66	1·36	— 0·70	17·36	15·59	+ 11
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0·38	1·30	— 0·92	13·15	11·98	+ 10
Central Provinces and Berar.	Berar	0·99	1·29	— 0·30	17·28	21·26	— 19
	Central Provinces (West)	1·69	1·96	— 0·27	25·20	24·77	+ 2
	Ditto (Central)	1·63	2·69	— 1·06	33·78	34·44	— 2
	Ditto (East)	3·16	2·10	+ 1·06	39·22	31·73	+ 24
Bombay (North)	Gujarat	1·32	2·47	— 1·15	25·69	30·71	— 16
	Kathiawar	0·31	0·78	— 0·47	12·42	14·07	— 12
	Sind	1·16	0·26	+ 0·90	3·52	3·64	— 3
Rajputana and Central India.	Central India (East)	0·83	1·98	— 1·15	22·72	24·99	— 9
	Rajputana (East), Central India (West).	0·19	1·94	— 1·75	13·04	17·98	— 22
	Rajputana (West)	0	0·64	— 0·64	7·33	8·67	— 15
Madras	East Coast (North)	1·86	1·55	+ 0·31	21·35	14·44	+ 49
	Ditto (ditto) (*a*)	1·75	3·32	— 1·57	32·22	34·68	— 7
	Hyderabad (South)	2·51	1·33	+ 1·18	13·21	12·35	+ 7
	Madras (Central)	0·65	1·19	— 0·54	6·76	8·62	— 21
	East Coast (Central)	1·27	0·91	+ 0·36	10·93	8·71	+ 25
	Ditto (South)	1·29	1·18	+ 0·11	6·48	8·10	— 20
	Madras (South)	0·31	0·39	— 0·08	1·49	3·09	— 52

Simla, *22nd August 1895.*

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

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 17th August.*—Rainfall good in the Circars and on the West Coast; fair rain elsewhere, except in parts of the Deccan, Central and Southern districts where only light and scattered showers have fallen. Irrigation supplies are inadequate in parts of the Central and Southern districts. Agricultural operations are progressing, and the standing crops generally are in fair condition, but more rain is needed in parts of the Deccan, Central, and Southern districts. Pasture is improving, and fodder is available generally. The condition of cattle is generally good. Prices generally are almost stationary, but are slightly easier in the Carnatic.

Bombay.—*For week ending 21st August.*—Rain has fallen throughout the Presidency, except in Satara, Thar and Parkar, and Wadhwan; generally moderate in Sind, Gujarat, and the Konkan; slight elsewhere. More rain is urgently wanted in parts of the Deccan and Carnatic for the standing crops which are withering in Bijapur and parts of Sholapur. The water-supply in parts of Sind is insufficient. Cotton in one taluka of Ahmedabad has been injured by excessive rain. Sowing of the early crops is progressing in seven, and transplanting in four, districts. Preparations for the late crops continue in six districts. Fodder is sufficient, and agricultural stock is in good condition. Prices are normal, except in parts of Ahmednagar and Sholapur.

Bengal.—*For week ending 19th August.*—There was general rain during the week, but in the Burdwan division and in some parts of the Presidency division it is still very deficient. Except in these two divisions the cultivation of winter rice is generally making good progress. The harvesting of early rice and jute and the manufacture of indigo are in progress, and promise a good outturn. The prospects of the autumn crops in Bihar continue favourable. Sugarcane is generally doing well. Cattle are in good condition, except in a part of Purneah. The price of common rice continues steady.

North-Western Provinces and Oudh.—*For week ending 21st August.*—Good and general rain has fallen during the week, except in Allahabad where the fall has been slight; more rain is, however, needed in Cawnpore. In Farukhabad some villages have been flooded. The prospects of the autumn crops continue favourable. Weeding and transplanting are in active progress. The fields are being prepared for the spring sowings. Supplies and fodder are sufficient. Prices are generally stationary.

Punjab.—*For week ending 21st August.*—Rain has fallen throughout the Province. Weeding of the autumn crops has commenced, and ploughing for

the spring crops is in progress. Cotton-picking is going on in Lahore. The standing crops are generally good, and their condition has been improved by the recent rain. The crops are flourishing in all districts, except in Hissar where they are withering for want of more rain which is urgently needed. Cattle are generally in good condition, and fodder is sufficient in all districts, except in Hissar and Lahore. Prices continue high in Umballa, rising in Jullundur, normal in Ferozepore and Sialkot, and low elsewhere.

Central Provinces.—*For week ending 21st August.*—There has been a break in the rains in most districts during the past week which has been beneficial where the season's rainfall is up to the average, but in Damoh, Seoni, and Nimar more rain is now wanted. In Chhattisgarh the rainfall has been sufficient, and the rice crop is in good condition. Prices are steady.

Burma.—*For week ending 17th August.*—In Lower Burma agricultural operations are progressing favourably, and the crop prospects are good everywhere, except in the Paungde, Sub-division of the Prome district, where they are reported to be very poor. In Upper Burma no rain has fallen during the week in Sagaing and Pakokku, and very little in Shwebo, Lower Chindwin, Magwe, and Kyaukse. Meiktila has received nearly half an inch, Myingyan nearly an inch, and Yamethin nearly one and a half inches. It is now reported that the standing crops in Shwebo are dead in parts, and that in Pakokku the paddy nurseries have withered, and maize on high-land has failed. The sesamum crop in Meiktila is almost a total failure. In the other districts of the dry zone the position of affairs previously reported has been accentuated. The price of paddy has risen slightly in Rangoon and Shwebo; elsewhere prices are stationary.

Assam.—*For week ending 20th August.*—Weather seasonable. Harvesting of the early and transplanting of the late rice continue. Prospects of tea are good. The condition of cattle is fair, and fodder is sufficient, except in Kamrup and Nowgong. The water-supply is abundant.

Mysore and Coorg.—*For week ending 21st August.*—MYSORE: Good rain has fallen in parts of the Kadur and Shimoga districts; slight rain elsewhere. The standing crops are in good condition. Prices have fallen in Hassan, and risen in the Kolar, Kadur, and Shimoga districts.

COORG: Rainfall good. Transplanting of rice is in progress. The coffee and cardamom crops are fair, but the *ragi* (*Eleusine coracana*) crop is suffering from the past heavy rains. Water and fodder for cattle are abundant. Prices are normal.

Berar and Hyderabad.—*For week ending 21st August.*—BERAR: Weather cool and cloudy with occasional light showers. The crops generally are in thriving condition, except in parts of Akola where cotton and *tur* (*Cajanus indicus*) have been attacked by insects. Land is being prepared for the cold weather crops. Sowings still continue in two districts, and weeding is well advanced. The fodder and water-supply are sufficient. Prices are almost stationary.

HYDERABAD: Rainfall good. The prospects of the autumn crops are generally good. Preparations for the irrigated crops are progressing. Prices continue normal.

Central India.—*For week ending 21st August.*—Rain fell in all Agencies, except Western Malwa, but more rain is still wanted in three districts of Gwalior. Agricultural operations are in progress in all Agencies. The crops have been damaged in one district of Gwalior; elsewhere they are in good condition. Cattle are in indifferent condition in four districts of Gwalior and part of Bhopal, but their condition is good elsewhere. Pasturage is good and sufficient everywhere. Prices of food-grains are high in Bhopal and Goona, and rising in part of Gwalior; elsewhere prices are normal.

Rajputana.—*For week ending 21st August.*—Good rain in Bikanir; slight in ten other States. More rain is wanted in Meywar and Haraoti. Agricultural operations are satisfactory. The standing crops, prospects, agricultural stock, pasturage, and fodder are generally good. Prices are falling in five States, and rising in one, but are steady elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 20th August.*—Rainfall moderate. The prospects of the standing crops are good. Water is ample for irrigation. Ploughing for the spring crops has commenced. Prices are slightly above normal.

JAMMU PROVINCE.—*For week ending 21st August.*—Rainfall moderate. Weather clear. The standing crops are in good condition. Fodder is sufficient. Prices show a tendency to fall.

Nepal.—*For week ending 17th August.*—Weather cloudy with occasional showers. Prospects of the rice crop are good.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway Statistics.

Results of the working of continuous automatic brakes in use on railways in India during the six months ended the 31st December 1894.

No. 324 R. S., dated Simla, the 2nd August, 1895.

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

Read again—

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

Public Works Department letter No. 354 R. Stat., dated the 4th September 1894.

Public Works Department order No. 55 R. Stat., dated the 6th March 1895.

Read also—

Endorsement No. 304 Stat., dated the 26th July 1895, by the Director General of Railways, forwarding tables Nos. I and II showing the railways on which continuous automatic brakes were in use, the number and proportion of rolling stock fitted with the brakes, the progress made in fitting stock since the previous half-year, and the results of working the brakes during the six months ended the 31st December 1894.

ORDER.—Ordered, that tables Nos. I and II be forwarded, for information, to the Local Governments and Administrations, and to the officers noted in the margin.

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

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

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

F. B. HEBBERT,
Under Secretary.

TABLE No. I.

Statement showing, for the half-year ended the 31st December 1894, the railways on which automatic vacuum brakes were in use, the mileage run by trains fitted with the brakes, the number and proportion of rolling stock fitted, and the progress made in fitting stock since the previous half-year.

Railways (including branch lines worked).	Period.	Locomotives.		Vehicles.*			Number of miles run by trains fitted.	Total number of instances in which the brakes failed to act or caused delay in the working of trains.	Proportion per cent.		Number of failures as compared with mileage run by trains fitted.
		Fitted.	Not fitted.	Braked.	Piped.	Not fitted.			Of vehicles braked or piped on total.	Of mileage run by trains fitted or partially fitted on total train-mileage.	
1	2	3	4	5	6	7	8	9	10	11	12
STANDARD GAUGE.											
State lines worked by companies.											
East Indian	1st-half, 1894	62	518	208	149	10,147	529,243	7	3·40	9·43	1 in 75,606
	2nd-half, 1894	62	518	235	178	10,146	538,016	22	3·91	10·14	1 in 24,455
Indian Midland	1st-half, 1894	7	105	10	...	2,567	(a)	...	0·39	...	...
	2nd-half, 1894	17	100	38	6	2,495	(a)	...	1·73	...	...
State lines worked by the State.				(b)		(c)					
North Western (state)	1st-half, 1894	317	271	1,415	134	10,555	1,036,830	9	12·80	21·16	1 in 115,203
	2nd-half, 1894	(b) 337	251	(c) 1,429	159	10,516	1,247,744	12	13·12	27·10	1 in 103,978
Oudh and Rohilkhand (state)	1st-half, 1894	15	142	111	13	4,828	210,732	8	2·50	14·12	1 in 26,341
	2nd-half, 1894	15	141	111	15	4,826	280,003	1	2·54	17·85	1 in 280,003
Eastern Bengal (state)	1st-half, 1894	15	82	104	31	2,441	245,714	1	5·24	27·36	1 in 245,714
	2nd-half, 1894	15	82	104	34	2,438	253,333	...	5·36	22·70	...
Lines worked by guaranteed companies.											
Great Indian Peninsula	1st-half, 1894	95	510	260	130	9,198	531,690	9	4·07	10·07	1 in 59,077
	2nd-half, 1894	102	503	326	116	9,146	599,246	13	4·61	15·39	1 in 46,096
Bombay, Baroda and Central India	1st-half, 1894	67	75	384	55	3,583	314,186	12	10·23	23·26	1 in 26,182
	2nd-half, 1894	70	73	410	54	4,057	462,994	6	10·26	39·48	1 in 77,165
Madras	1st-half, 1894	Returns	not received	...	...	...	...	...	...	...	...
	2nd-half, 1894	...	163	6	36	3,485	(a)	...	1·19	...	...
TOTAL OF *all* RAILWAYS (STANDARD GAUGE)	1st-half, 1894	578	2,059	2,492	512	52,831	2,868,395	46	5·38	12·40	1 in 62,356
	2nd-half, 1894	618	2,028	2,659	598	52,962	3,381,336	54	5·79	16·12	1 in 62,617
METRE GAUGE.											
State lines worked by companies.											
Southern Mahratta	1st-half, 1894	Returns	not received	...	...	...	...	...	...	...	...
	2nd-half, 1894	...	220	...	1	5,586	(a)	...	0·02	...	...
South Indian	1st-half, 1854	20	184	26	†5	4,180	(a)	...	†0·74	...	...
	2nd-half, 1894	20	184	44	9	4,176	(a)	...	1·25	...	...
State line worked by the State.											
Eastern Bengal (state)—											
Northern and Behar sections	1st-half, 1894	4	66	45	4	2,126	(a)	...	2·25	...	...
	2nd-half, 1894	7	63	84	12	2,092	54,883	3	4·41	6·59	1 in 18,294
TOTAL OF *all* RAILWAYS (METRE GAUGE)	1st-half, 1894	24	1,232	71	9	31,174	...	...	0·26	...	...
	2nd-half, 1894	27	1,249	128	22	31,155	54,883	3	0·48	0·56	1 in 18,294

* Excluding cranes.
† Revised figures.
(a) Brakes not yet brought into use.
(b) Excluding 4 locomotives made over to the Mushkaf-Bolán railway.
(c) Excluding 47 vehicles made over to the Mushkaf-Bolán railway.

TABLE No. II.

Statement showing, for the half-year ended the 31st December 1894, all cases in which the automatic vacuum brakes failed to act when required to be brought into action, or caused delay in the working of trains.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required. (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with automatic vacuum brakes.
STANDARD GAUGE.				
East Indian	Vacuum Automatic.		(i) and (ii)—*Nil.*	
		6th July 1894	(iii) Failure of material.—No. 2 down mail detained ten minutes at Ásansol and five minutes at Raneegunge, in consequence of the train pipe leaking.	
		21st July 1894	(iii) Failure of material.—No. 1 up mail lost ten minutes between Bhaupur and Túndla, owing to a defect in the train pipe.	
		24th July 1894	(iii) Failure of machinery.—No. 1 up mail started ten minutes late from Howrah owing to vacuum universal coupling of a carriage having broken in starting.	
		6th August 1894	(iii) Failure of material.—No. 2 down mail lost 13 minutes between Umballa and Thánesar-Kurukshetra, owing to the engine train pipe leaking.	
		10th August 1894	(iii) Failure of material.—No. 1 up mail detained two minutes at Dhúlkot in releasing brakes. **The driver was unable to maintain vacuum, owing to the drip valve being defective.**	
		14th August 1894	(iii) Neglect of servants.—No. 1 up mail detained three minutes at the Mokameh station. Vacuum failed whilst running over the points in consequence of the driver having allowed the steam pressure to drop.	
		14th August 1894	(iii) Neglect of servants.—No. 2 down mail lost 30 minutes between Thánesar-Kurukshetra and Gháziabad, owing to mismanagement on the part of the driver.	
		31st August 1894	(iii) Failure of material.—No. 2 down mail detained five minutes at Muhár to release carriage brakes, owing to a defect in the train pipe.	
		30th September 1894.	(iii) Failure of material.—No. 1 up mail delayed 14 minutes between Phaphúnd and Achalda in releasing brakes, owing to engine train pipe having broken.	
		10th October 1894	(iii) Failure of machinery.—No. 2 down mail lost four minutes between Moghal Sarai and Buxar. The driver was unable to maintain sufficient vacuum, owing to a leak in relief valve of the Oudh and Rohilkhand (state) railway carriage next the brake-van.	
		11th October 1894	(iii) Failure of machinery.—No. 2 down mail detained six minutes near Muthroopore block hut, owing to the engine, train pipe having broken.	
		15th October 1894	(iii) Failure of machinery.—No. 1 up mail detained 19 minutes at Dinapore in consequence of a defect in ejector relief valve.	
		21st October 1894	(iii) Neglect of servants.—No. 10 down loop mail detained six minutes at Sultangunge, owing to mismanagement on the part of the driver.	
		25th October 1894	(iii) Failure of machinery.—No. 10 down loop mail detained six minutes at Rampore Haut, owing to the driver not being able to create vacuum in consequence of a defect in the ejector.	

See page 1228.

TABLE No. II—*contd.*

Statement showing, for the half-year ended the 31st December 1894, all cases in which the automatic vacuum brakes failed to act when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required. (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with automatic vacuum brakes.
STANDARD GAUGE—*contd.*				
East Indian—*concld.*	Vacuum Automatic.	29th October 1894	(iii) Neglect of servants.—No. 2 down mail delayed five minutes at Dinapore, owing to coupling hose not having been recoupled after shunting.	538,016.
		29th October 1894	(iii) Failure of machinery.—No. 2 down mail lost 43 minutes between Túndla and Cawnpore, owing to the release valve of the front brake-van being defective.	
		30th October 1894	(iii) Neglect of servants.—No. 1 up mail detained three minutes at Bankipore, owing to the train pipes not having been properly coupled up after shunting.	
		11th November 1894.	(iii) Failure of machinery—No. 1 up mail started five minutes late from Cawnpore in consequence of a defect in the hose coupling on tender.	
		7th December 1894	(iii) Failure of material.—No. 10 down loop mail worked non-vacuum from Mollárpore to Howrah. The driver was unable to obtain sufficient vacuum in consequence of a leak in train pipes.	
		7th December 1894	(iii) Neglect of servants.—No. 9 up loop mail lost 27 minutes between Nalhátí and Jamálpur, owing to mismanagement on the part of the driver.	
		8th December 1894	(iii) Failure of material.—No. 2 down mail detained 11 minutes at Sonépat, owing to vacuum having failed in consequence of a defect in train pipes.	
		15th December 1894.	(iii) Neglect of servants.—No. 1 mail detained five minutes at mile 134¾ in consequence of failure of vacuum, owing to hose not having been properly coupled at Ásansol.	
North Western (state)	Vacuum Automatic.		(i) and (ii)—*Nil.*	See page 1229.
		13th July 1894	(iii) Neglect of servants.—No. 33 up local detained ten minutes at Muhiuddinpur to release brake block, owing to brake gear jamming.	
		15th August 1894.	(iii) Neglect of servants.—No. 25 up mixed started one hour late from Ráwalpindi, owing to vacuum not having been in proper condition.	
		28th September 1894.	(iii) Failure of machinery.—No. 15 up goods lost one hour and thirty minutes between Nákus and Shahrigh, owing to piston rod packing ring drawing air.	
		2nd November 1894.	(iii) Neglect of servants.—No. 17 up mixed detained ten minutes at Gháziabad after hooking on to train. The driver could not get the vacuum brake off, two pipes near the rear end of the train not having been coupled.	
		13th November 1894.	(iii) Neglect of servants and failure of material.—No. 12 down mixed detained five minutes over the Hindon bridge. Vacuum brake worked only in front brake-van and engine from Nágal to Begamabad, owing to a bogie third class carriage having been out of order. Vacuum could not be maintained on account of leakage somewhere in the carriage, owing probably to some defect in rubber washers.	

TABLE No. II—*contd.*

Statement showing, for the half-year ended the 31st December 1894, all cases in which the automatic vacuum brakes failed to act when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required. (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with automatic vacuum brakes.
STANDARD GAUGE—*contd.*				
North Western (state)—*concld.*	Vacuum Automatic.	22nd November 1894.	(iii) Failure of material.—No. 3 up mail detained five minutes at Murádnagar, owing to leakage of vacuum pipe of a horse box of the Great Indian Peninsula railway.	1,247,744
		26th November 1894.	(iii) Neglect of servants.—No. 3 up mail detained eight minutes at Umballa, owing to vacuum pipe washer being deficient.	
		27th November 1894.	(iii) Neglect of servants.—No. 6 down mail detained three minutes at mile 1,116 between Saháranpur and Sarsáwa. The vacuum pipe between two third class carriages was disconnected, owing to vacuum pipe on a luggage van having been cut and causing leakage.	
		8th December 1894.	(iii) Neglect of servants.—No. 3 up mail detained five minutes at Meerut, owing to vacuum pipe coming off brake dummy.	
		14th December 1894.	(iii) Inexperience of servants.—No. 12 down mixed detained three minutes at Khanna. **Brakes could not be released owing to the handle of guard's van having been pressed down.**	
		15th December 1894.	(iii) Neglect of servants.—No. 5 up mail started five minutes late from Saháranpur, attaching the rear vacuum brake pipe.	
		26th December 1894.	(iii) Failure of material.—No. 19 up mixed detained one minute at Muzaffarnagar, owing to leakage of vacuum pipe at the rear brake.	
Oudh and Rohilkhand (state).	Vacuum Automatic.		(i) and (ii)—*Nil.*	280,003.
		8th November 1894.	(iii) Inexperience of servants.—No. 6 down passenger detained ten minutes between Sandíla and Rahimabad, owing to hose pipe in front of the engine having been damaged.	
Great Indian Peninsula	Vacuum Automatic.		(i) and (ii)—*Nil.*	See page 1231.
		6th July 1894	(iii) Failure of material.—The driver of No. 158 up could not maintain sufficient vacuum to keep the blocks off the wheels of some of the vehicles, owing to a leakage which could not be traced. Two minutes lost at Shelárvádi station and 12 minutes at mileage 102-13 in leaking off the train and creating fresh vacuum.	
		9th July 1894	(iii) Failure of machinery.—Brake blocks of a 2nd class carriage on No. 158 up jammed on wheels and could not be released. A small piece of cane was found jammed in the air passage leading to the top of the cylinder. The train was detained 22 minutes at Byculla searching for the defect and uncoupling the brake of this carriage.	
		17th July 1894	(iii) Neglect of servants.—On No. 192 up, steam having been allowed to drop, the vacuum fell and the brake applied itself. The train was detained three minutes between Masjid and Victoria terminus in getting up sufficient vacuum to release the blocks.	

TABLE No. II—*contd.*

Statement showing, for the half-year ended the 31st December 1894, all cases in which the automatic vacuum brakes failed to act when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required. (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with automatic vacuum brakes.
STANDARD GAUGE—*contd.*				
Great Indian Peninsula—*contd.*	Vacuum Automatic.	19th July 1894 .	(iii) Neglect of servants.—Owing to the engine and brake on No. 130 up having been coupled up without washer of Clayton coupling on the brake-van, 53 minutes were lost between Ráichúr and mileage 396 in consequence of the driver being unable to maintain vacuum. The train was worked non-automatic from this mileage to Sholápur.	
		25th July 1894 . .	(iii) Failure of machinery.—No. 158 up detained 11 minutes at Masjid in uncoupling the brake gear of a 2nd class carriage, the brake of which could not be released at starting time.	
		12th November 1894.	(iii) Neglect of servants.—Fourteen minutes' delay to No. 174 down, at Mu-jid station, disconnecting brake on 3rd class carriage. The roller ring got over the top of the cylinder in consequence of working with brake blocks too thin.	
		14th November 1894.	(iii) Neglect of servants. No. 306 detained five minutes at Thána. The driver allowed steam to fall and was, in consequence, unable to maintain a working vacuum.	
		17th November 1894.	(iii) Neglect of servants.—Eighteen minutes lost in uncoupling the brake gear of a 3rd class carriage on No. 200 up train at the Kurla station. Roller ring was slack and required renewing.	
		17th November 1894.	(iii) Neglect of servants.—Seven minutes were lost by No. 236 up at Kurla. The roller ring of a 3rd class carriage was slack and required renewing. The train worked non-automatic from Kurla to Bombay.	See page 1231.
		25th November 1894.	(iii) Neglect of servants.—The drip valve on engine of No. 6 up mail was displaced, and the clappet valve failed to close properly, in consequence of some waste having got in. The train was detained 53 minutes at the Bhore Ghât Reversing station in trying to work and finally the driver had to give up the train.	
		11th December 1894.	(iii) Failure of machinery.—The driver reports that the brake of a 3rd class carriage on No. 152 up, Poona to Lonávla, could not be released and the piston was, therefore, uncoupled. The piston was coupled up again at Karjat and worked into Bombay. It is supposed the ball valve stuck, but released itself later on the journey. Thirteen minutes lost in trying to start at Shelárvádi and uncoupling the piston.	
		20th December 1894.	(iii) Neglect of servants.—Brake blocks of a 2nd class carriage on No. 147 down Poona passenger taken up, owing to insufficient clearance allowed between wheels and blocks. Two minutes lost at Neral on account of leaking of brake and ten minutes at Karjat in detaching the carriage.	

TABLE No. II—*concld.*

Statement showing, for the half-year ended the 31st December 1894, all cases in which the automatic vacuum brakes failed to act when required to be brought into action, or caused delay in the working of trains—concld.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required. (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by train fitted with automatic vacuum brakes.
STANDARD GAUGE—*concld.*				
Great Indian Peninsula—*concld.*	Vacuum Automatic.	20th December 1894.	(iii) Neglect of servants.—A composite carriage was attached to No. 112 up passenger without India-rubber washers in the train pipe couplings. Four minutes lost at Kirkee in examining brake and 15 minutes in working non-automatically over the Ghauts.	599,246
Bombay, Baroda and Central India.	Vacuum Automatic.		(i)—*Nil.*	
		28th September 1894.	(ii) Neglect of servants.—Vacuum brake on No. 3 down ordinary train did not act properly when applied to stop the train at Church Gate, owing to brake blocks being at fault. No delay.	
		21st July 1894 .	(iii) Failure of material.—Owing to three pipe joints on 24 up local train leaking, sufficient vacuum could not be maintained. Six minutes lost between Bandra and Colaba using hand brake.	
		21st August 1894 .	(iii) Failure of material.—Vacuum chamber indicator pipe on engine of No. 8 up ordinary train broke. Twenty-five minutes were lost in repairing it at Ahmedabad station.	
		29th September 1894.	(iii) Failure of machinery.—Tender brake on the down mail train could not be released properly, owing to piston getting fast on account of a piece of dirt getting in. Five minutes' delay at Kósambá.	462,994
		5th October 1894 .	(iii) Inexperience of servants.—Piston on No. 127 down local train stuck up on account of insufficiency of steam pressure. Eight minutes' delay at Charni road.	
		3rd November 1894.	(iii) Failure of material.—After leaving Pálghar there was a little difficulty in keeping the brake off properly on the up mail train, and on examination at Virár the pipes between the tender and the front brake-van were found to be leaking on account of a chip of cast-iron from the face of the pipe getting in between the washers. Four minutes' delay at Virár.	
METRE GAUGE.				
Eastern Bengal (state)—Northern and Behar sections.	Vacuum Automatic.		(i) and (ii)—*Nil.*	
		3rd July 1894 .	(iii) Failure of machinery.—No. 21 up mail detained five minutes at Jalpáiguri, owing to the coupling pipe of a saloon carriage having come off the plug. Cause unknown.	
		16th July 1894 .	(iii) Failure of machinery.—No. 21 up mail of the 15th July 1894, while approaching Jalpáiguri, was detained five minutes about a mile from the station to put the vacuum brake out of operation on account of the small vacuum chamber of pipe having become disconnected through stripped screw.	54,883
		22nd September 1894.	(iii) Failure of machinery.—No. 22 down mail detained seven minutes at Párbatipur to put the vacuum brake out of operation on account of the vacuum steam pipe nut packing having blown out.	

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 11TH AUGUST 1894, AND FROM 1ST JULY TO 10TH AUGUST 1895.

N.B.—As regards the figures in column *Total Earnings from 1st July 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 2nd-half of 1894.	Week ending 11th August 1894.			Week ending 10th August 1895.			Earnings from 1st July to 11th August 1894.	Earnings from 1st July to 10th August 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	556	1,683	7,58,587	451	1,710	7,72,400	452	50,84,428	49,63,767	...	1,20,661
Bengal-Nágpur	109	862	72,558	84	862	59,060	69	4,24,707	3,94,206	...	30,501
Indian Midland (*a*)	132	752	94,212	125	752	57,302	76	5,31,692	3,96,782	...	1,34,910
Bezwada Extension	198	21	3,866	184	21	2,875	137	19,440	17,268	...	2,172
Metre gauge—											
Rajputana-Malwa (*b*)	236	1,710	4,38,668	255	1,790	2,57,420	144	21,52,895	18,98,120	...	2,54,775
Pálanpur-Deesa	37	17	478	28	17	710	42	3,043	4,480	1,437	...
South Indian	154	1,042	1,47,509	142	1,042	1,54,485	148	9,49,356	9,87,182	37,826	...
Máyavaram-Mutupet	82	54	3,571	66	54	3,807	71	24,374	30,336	5,962	...
Southern Mahratta (*c*)	90	1,165	1,07,456	92	1,165	1,02,372	88	6,51,895	6,77,487	25,592	...
Bengal and North-Western (*d*)	121	756	74,287	98	756	74,100	98	5,42,314	4,95,150	...	47,164
Rohilkund and Kumaon (Lucknow-Bareilly section)	87	200	7,604	38	200	8,819	44	65,611	62,361	...	3,250
Assam-Bengal	...	...	...	...	128	5,958	47	...	31,689	31,689	...
TOTAL	232	8,271	17,08,796	207	8,497	14,99,308	176	1,04,49,755	99,58,828	...	4,90,927
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	242	2,511	3,87,097	154	2,511	5,68,298	226	31,92,611	38,52,898	6,60,287	...
Oudh and Rohilkhand (state)	238	797	1,62,572	204	797	1,23,570	155	10,75,265	9,83,892	...	91,373
Eastern Bengal (state) (including metre and 2' 6" gauges)	382	813	2,53,703	312	813	2,47,450	304	12,68,114	11,51,340	...	1,16,774
Bengal Central (*f*)	127	125	18,689	150	125	15,460	124	85,429	86,820	1,391	...
East Coast (state)	90	321	21,371	67	397	20,625	67	1,38,227	1,88,582	50,355	...
Metre gauge—											
Burma (state)	131	730	81,526	112	747	1,01,926	136	6,66,737	5,62,037	...	1,04,700
Special gauges—											
Jorhát (state provincial)	61	25	2,007	80	25	2,339	94	11,071	10,663	...	408
Cherra-Companyganj (state provincial)	59	8	361	45	8	477	60	2,383	1,662	...	721
TOTAL	235	5,330	9,26,916	174	5,423	10,86,145	200	64,39,837	68,37,894	3,98,057	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	341	1,490	4,24,628	285	1,490	3,20,645	215	24,62,360	21,17,125	...	3,45,235
Bombay, Baroda and Central India	510	461	2,64,789	574	461	1,61,000	349	10,96,023	11,02,000	95,977	...
Madras	236	840	1,96,407	234	840	1,96,367	234	12,12,441	12,32,999	20,558	...
TOTAL	340	2,791	8,85,824	317	2,791	6,78,012	243	47,70,824	45,42,124	...	2,28,700
TOTAL (GUARANTEED AND STATE)	251	16,392	35,21,536	215	16,711	32,63,465	195	2,16,60,416	2,13,38,846	...	3,21,570
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	152	161	19,041	118	161	20,363	126	1,35,652	1,40,703	5,051	...
Tarkessur	222	22	4,640	211	22	4,661	212	29,645	30,835	1,190	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	116	67	5,551	83	66	5,510	83	41,258	42,743	1,485	...
Bengal Dooars	148	36	4,379	122	36	4,590	128	23,527	27,990	4,463	...
Dibru-Sadiya	130	78	11,939	153	78	12,565	161	67,996	66,322	...	1,674
Special gauge—											
Darjeeling-Himalayan	248	51	10,809	212	51	10,971	215	68,262	68,703	441	...
TOTAL	157	415	56,359	136	414	58,660	142	3,66,340	3,77,296	10,956	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	171	333	57,193	172	333	48,254	145	3,31,074	2,89,521	...	41,553
The Gaekwar's Petlád	89	13	827	64	13	1,110	85	5,321	5,740	419	...
Rájpura-Bhátinda	257	108	21,653	200	108	16,800	156	1,22,266	1,47,169	24,903	...
Kolar Gold-fields	241	10	3,342	334	10	2,782	278	17,932	19,883	1,951	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	87	362	29,754	82	362	29,490	81	1,78,270	1,88,620	10,350	...
The Gaekwar's Mehsána	60	93	4,468	48	93	3,750	40	24,519	24,810	291	...
Kolhápur	71	29	2,021	70	29	1,801	62	11,776	10,425	...	1,351
Special gauge—											
The Gaekwar's Dabhoi	47	72	2,977	41	72	2,610	36	12,509	14,700	2,191	...
Cooch Behar	40	22	629	29	22	470	21	3,712	2,680	...	1,032
TOTAL	126	1,042	1,22,864	118	1,042	1,07,067	103	7,07,379	7,03,548	...	3,831
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	81	334	23,829	71	334	17,382	52	1,12,731	1,06,376	...	6,355
Jetalsar-Rájkot	61	46	2,600	57	46	2,625	57	13,695	14,605	910	...
Jodhpur-Bickaneer	48	364	18,784	52	364	13,000	36	1,11,190	86,900	...	24,290
Oodeypore-Chitor	...	...	...	...	60	520	9	...	(*i*) 930	930	...
Special gauge—											
Morvi	56	94	4,967	53	94	5,514	59	24,962	31,608	6,646	...
TOTAL	63	838	50,180	60	898	39,041	43	2,62,578	2,40,419	...	22,159
GRAND TOTAL	234	18,687	37,50,939	201	19,065	34,68,233	182	2,29,96,713	2,26,60,109	...	3,36,604

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Includes the Guntakal-Mysore frontier section.
(*d*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*e*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*i*) Total earnings from 1st to 10th August 1895.

Simla, the 22nd August 1895.

F. B. HEBBERT,
Under Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. XVII OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	Week ending 11th August 1894.			Week ending 10th August 1895.			Earnings from 1st April to 11th August 1894.	Earnings from 1st April to 10th August 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	599	1,683	7,58,587	451	1,710	7,72,400	452	1,88,35,594	1,96,42,338	8,06,774	...
Bengal-Nágpur	152	862	72,558	84	862	59,060	69	23,05,138	23,78,456	73,318	...
Indian Midland (*a*)	144	752	94,212	125	752	57,302	76	21,50,299	10,51,875	...	4,98,424
Bezwada Extension	170	21	3,866	184	21	2,875	137	53,454	59,511	6,057	...
Metre gauge—											
Rajputana-Malwa (*b*)	279	1,719	4,38,668	255	1,790	2,57,420	144	96,77,940	92,14,024	...	4,63,916
Pálanpur-Deesa	44	17	478	28	17	710	42	13,859	16,204	2,345	...
South Indian	154	1,042	1,47,509	142	1,042	1,54,485	148	30,74,691	33,71,771	2,97,080	...
Máyavaram-Mutupet	75	54	3,571	66	54	3,807	71	(*c*) 72,925	96,237	23,312	...
Southern Mahratta (*d*)	105	1,105	1,07,456	92	1,105	1,02,372	88	25,87,381	26,29,234	41,853	...
Bengal and North-Western (*e*)	146	756	74,287	98	756	74,100	98	22,78,584	21,48,230	...	1,30,354
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	7,604	38	200	8,819	44	3,15,435	2,87,511	...	27,924
Assam-Bengal	...	...	...	...	128	5,958	47	...	(*f*) 31,689	31,689	...
TOTAL	259	8,271	17,08,796	207	8,497	14,99,308	176	4,13,95,270	4,15,27,080	1,61,810	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*g*)	252	2,511	3,87,097	154	2,511	5,68,298	226	1,15,23,241	1,43,71,639	28,48,398	...
Oudh and Rohilkhand (state)	270	797	1,62,572	204	797	1,23,570	155	40,31,305	38,35,817	...	1,95,488
Eastern Bengal (state) (including metre and 2' 6" gauges)	339	813	2,53,293	312	813	2,47,450	304	40,20,584	39,49,405	...	71,179
Bengal Central (*h*)	130	125	18,689	150	125	15,460	124	2,93,583	2,94,305	722	...
East Coast (state)	99	321	21,371	67	397	26,625	67	5,52,454	7,20,985	1,68,531	...
Metre gauge—											
Burma (state)	164	730	81,526	112	747	1,01,926	136	22,32,914	22,76,826	43,912	...
Special gauges—											
Jorhát (state provincial)	55	25	2,007	80	25	2,339	94	27,704	32,003	4,299	...
Cherra-Companyganj (state provincial)	64	8	361	45	8	477	60	8,921	6,151	...	2,770
TOTAL	243	5,330	9,26,916	174	5,423	10,86,145	200	2,26,90,706	2,54,87,131	27,96,425	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	442	1,490	4,24,628	285	1,490	3,20,645	215	1,32,86,628	1,14,90,464	...	17,96,164
Bombay, Baroda and Central India	678	461	2,64,789	574	461	1,61,000	349	64,39,312	73,92,818	9,53,506	...
Madras	243	840	1,96,407	234	840	1,96,367	234	38,57,749	41,29,747	2,71,998	...
TOTAL	421	2,791	8,85,824	317	2,791	6,78,012	243	2,35,83,689	2,30,13,029	...	5,70,660
TOTAL (GUARANTEED AND STATE)	281	16,392	35,21,536	215	16,711	32,63,465	195	8,76,39,665	9,00,27,240	23,87,575	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	165	161	19,041	118	161	20,363	126	5,12,417	5,41,962	29,545	...
Tarkessur	269	22	4,640	211	22	4,661	212	1,22,619	1,19,752	...	2,867
Metre gauge—											
Rohilkund and Kumaon (Company's section)	121	67	5,551	83	66	5,510	83	1,76,479	1,74,066	...	2,413
Bengal Dooars	161	36	4,379	122	36	4,590	128	60,504	74,521	14,017	...
Dibru-Sadiya	136	78	11,939	153	78	12,565	161	1,98,263	2,07,677	9,414	...
Special gauge—											
Darjeeling-Himalayan	249	51	10,809	212	51	10,971	215	2,43,323	3,04,058	60,735	...
TOTAL	164	415	56,359	136	414	58,660	142	13,13,605	14,22,036	1,08,431	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	187	333	57,193	172	333	48,254	145	12,08,275	11,45,714	...	62,561
The Gaekwar's Petlád	105	13	827	64	13	1,110	85	27,643	30,038	2,395	...
Rájpura-Bhátinda	271	108	21,653	200	108	16,800	156	4,46,623	4,67,197	20,574	...
Kolar Gold-fields	260	10	3,342	334	10	2,782	278	(*j*) 31,151	56,508	25,357	...
Metre gauge—											
Southern Mahratta (Mysore section) (*k*)	89	362	29,754	82	362	29,490	81	6,15,018	6,32,617	17,599	...
The Gaekwar's Mehsána	74	93	4,468	48	93	3,750	40	1,40,561	1,28,029	...	12,532
Kolhápur	81	29	2,021	70	29	1,801	62	50,974	45,957	...	5,017
Special gauges—											
The Gaekwar's Dabhoi	59	72	2,977	41	72	2,610	36	91,610	1,05,989	14,379	...
Cooch Behar	45	22	629	29	22	470	21	14,513	13,371	...	1,142
TOTAL	136	1,042	1,22,864	118	1,042	1,07,067	103	26,26,368	26,25,420	...	948
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	103	334	23,829	71	334	17,382	52	6,94,960	8,23,600	1,28,640	...
Jetalsar-Rájkot	68	46	2,600	57	46	2,625	57	56,932	67,924	10,992	...
Jodhpur-Bickaneer	58	364	18,784	52	364	13,000	36	4,66,455	3,82,632	...	83,823
Oodeypore-Chitor	...	...	...	...	60	520	9	...	(*l*) 930	930	...
Special gauge—											
Morvi	65	94	4,967	53	94	5,514	59	1,22,703	1,54,197	31,494	...
TOTAL	78	838	50,180	60	898	39,041	43	13,41,050	14,29,283	88,233	...
GRAND TOTAL	261	18,687	37,50,939	201	19,065	34,68,233	182	9,29,20,688	9,55,03,979	25,83,291	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 11th August 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Total earnings from 1st July to 10th August 1895.
(*g*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*j*) Total earnings from 1st June to 11th August 1894.
(*k*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*l*) Total earnings from 1st to 10th August 1895.

Simla, the 22nd August 1895.

F. B. HEBBERT,
Under Secretary.

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SUPPLEMENT TO

The Gazette of India.

No. 35.} CALCUTTA, SATURDAY, AUGUST 31, 1895.

OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2nd HALF OF JULY 1895.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	11 8	12 0	13 4	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	12 0	12 0
Tavoy	...	...	...	...	13 0	13 0	14 0	14 15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	17 15	17 15
Moulmein and Amherst	7 0	7 0	...	...	14 0	14 0	17 7	17 7	...	...	...	...	...	...	...	...	11 6	11 6	14 0	14 0	7 12	7 12	140 0	140 0	14 0	14 0
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	20 8	20 8	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 0	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	6 0	6 0	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	9 8	9 8	11 10	11 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 3	14 3
Bassein	...	...	...	...	11 14	11 6	12 5	12 5	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	...	9 1	...	9 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tharrawaddy	...	...	...	...	12 5	12 5	14 12	14 12	...	...	...	...	...	...	...	...	9 8	9 8	...	...	...	7 0	...	200 0	...	14 2
Henzada	...	...	...	...	12 3	9 10	12 3	9 10	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	440 0	440 0	14 3	14 3
Prome	10 6	10 6	...	...	9 15	10 12	13 4	13 4	...	...	...	...	...	...	...	...	11 14	14 14	...	...	5 12	5 12	183 8	183 8	16 2	16 2
Toungoo	...	...	...	...	12 2	12 2	13 8	13 8	...	...	...	...	...	...	...	...	13 10	13 10	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Thayetmyo	12 12	12 3	...	...	11 10	11 10	13 12	13 12	...	...	...	...	...	...	...	...	16 0	16 0	...	†	8 10	8 10	435 0	245 0	11 9	11 9
Upper Burma—																										
Mandalay	...	...	...	...	11 12	11 13	12 13	12 13	...	...	...	...	...	...	...	...	12 5	13 9	27 8	27 8	9 13	10 9	85 0	85 0	15 2	15 2
Bamo*	...	...	...	...	8 3	8 6	11 10	11 6	...	...	...	...	...	...	...	...	10 6	10 6	...	...	7 3	7 3	220 0	220 0	9 10	9 10
Pakôkku	...	...	...	...	9 2	9 2	11 9	10 10	41 0	48 0	...	...	...	...	...	...	24 0	20 0	...	...	5 9	5 9	113 0	113 0	14 3	14 3
Meiktila	...	...	...	...	14 4	14 4	16 5	16 5	...	...	...	...	...	...	...	...	13 8	13 8	51 6	51 6	7 12	7 2	222 8	222 8	14 4	14 4
Arakan—																										
Sandoway	...	...	...	...	13 8	13 8	16 0	16 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	28 0	28 0
Kyaukpyu	...	...	...	...	11 4	11 1	12 0	11 11	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	25 0	25 0
Akyab	...	...	...	...	9 4	9 4	11 8	11 8	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	160 0	160 0	10 0	10 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	13 0	13 0	20 0	20 0	...	...	...	...	...	...	...	...	13 8	13 8	...	...	...	...	...	...	10 8	10 8
Cachar	8 15	8 15	...	...	11 4	10 10	16 0	16 6½	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	80 0	80 0	10 0	10 5
Khási and Jaintia Hills	7 3	6 8	...	...	6 1	5 1	8 0	7 10	...	...	...	...	...	...	...	...	8 2	8 4	16 0	0	...	...	70 0	70 0	8 0	7 4
Garo Hills	...	...	...	...	4 0	4 0	14 0	17 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	100 0	100 0	7 0	7 0
Brahmaputra—																										
Goálpára	16 0	16 0	...	...	7 0	7 8	14 8	14 8	...	...	...	...	...	...	...	...	13 4	13 8	...	...	...	...	200 0	220 0	10 8	10 8
Kámrúp	9 0	9 0	...	...	13 0	12 0	16 0	16 0	...	...	...	...	...	...	...	...	13 0	12 0	...	...	...	...	49 0	49 0	10 0	10 0
Darrang	9 0	9 0	...	...	6 0	6 0	13 0	13 0	...	...	...	...	...	...	...	...	11 8	12 0	...	...	...	...	...	...	10 0	10 0
Nowgong	...	...	...	...	8 0	8 0	11 0	11 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	8 0	8 0	10 8	9 0	...	...	...	...	...	...	...	...	10 8	9 0	...	...	...	...	120 0	120 0	8 0	8 0
Lakhimpur	8 0	8 0	...	...	6 8	6 8	13 0	13 0	...	...	...	...	...	...	...	...	11 0	11 0	12 0	11 0	...	...	140 0	140 0	8 0	8 0
Manipur	...	...	...	...	20 0	21 0	26 0	26 0	...	...	...	...	...	...	...	...	...	...	...	...	3 0	3 0	85 0	85 0	2 11	2 11

Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hill Tippera(a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	...	...	...	...	6 8	6 8	...	...	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	16 8	16 0	20 0	21 0	...	...	...	...	...	...	...	...	14 0	13 0	...	...	...	...	60 0	60 0	10 8	10 0
Noakhali	...	...	...	...	14 0	14 0	18 0	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	9 8	9 8
Chittagong	9 12	9 12	...	...	12 0	12 4	14 0	14 0	...	...	...	...	...	...	...	...	11 12	12 0	...	...	...	...	80 0	80 0	10 12	10 8
Tippera	10 0	10 0	...	...	11 6	11 6	18 5	18 5	...	...	...	...	...	...	...	...	13 5	13 5	...	...	8 0	8 0	...	...	10 0	9 12
Dacca	12 8	12 0	16 0	16 0	12 12	12 12	17 0	17 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	11 12	11 12	120 0	120 0	10 8	10 8
Mymensingh	9 8	9 8	...	...	12 0	12 0	15 0	15 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	110 0	110 0	8 0	8 0
Deltaic—																										
Khulna	...	...	...	...	16 0	16 0	18 0	18 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	11 0	11 0	160 0	160 0	9 12	9 12
24-Parganas	...	...	...	...	10 0	10 0	14 0	14 0	...	...	...	...	...	...	...	...	15 0	16 0	...	...	12 0	12 0	95 0	95 0	11 4	11 4
Midnapore	18 0	19 0	...	...	15 0	15 0	19 0	19 0	...	...	...	...	...	...	...	...	17 0	17 0	...	...	13 0	11 0	240 0	240 0	11 0	11 0
Howrah	...	...	...	...	10 8	10 8	14 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	11 0	11 0	105 0	105 0	11 0	11 0
Calcutta	12 4	12 8	16 6	16 13	8 3	8 4	12 8	12 12	17 12	17 12	14 8	15 3	...	...	...	...	10 0	10 5	15 9	15 3	16 6	16 13	14 8	14 14	91 6	91 6
Hooghly	13 0	13 0	20 0	20 0	5 7	5 8	15 0	15 0	...	...	...	...	...	...	...	...	15 0	16 0	...	...	...	...	91 6	91 6	11 3	11 6
Nadia (Krishnagar)	16 0	16 8	...	24 9	7 0	8 0	15 8	16 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	13 0	13 0	160 0	160 0	11 0	11 0
Jessore	12 8	13 0	16 0	...	14 0	13 0	18 8	18 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	17 8	17 8	128 0	128 0	11 6	11 6
Faridpur	16 0	16 0	22 0	22 0	8 0	8 0	18 0	18 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 0	20 0	120 0	120 0	10 4	10 14
																					15 0	15 0	120 0	120 0	10 10	10 13
Central—																										
Bankura	15 8	15 8	...	...	16 0	15 12	20 0	20 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	12 0	12 0	300 0	320 0	11 2	11 2
Burdwan	17 0	16 0	...	...	15 0	10 8	15 12	18 6	...	...	...	...	...	...	...	...	18 0	18 0	...	...	16 0	17 8	110 0	130 0	11 4	11 0
Birbhum	15 12	15 12	...	...	15 0	13 8	19 8	17 4	...	...	...	...	...	...	...	...	18 0	18 0	...	...	12 0	12 0	160 0	160 0	10 8	10 8
Murshidabad	17 0	17 0	...	...	10 8	10 8	15 8	15 8	...	...	...	...	...	...	...	...	20 0	20 0	...	...	18 0	18 0	190 0	190 0	11 0	11 0
Sonthal Parganas	13 0	13 0	...	...	13 8	13 8	18 0	18 0	...	...	...	...	...	...	...	...	16 0	16 0	22 0	22 0	18 0	18 0	130 0	130 0	10 8	10 8
Pabna	19 8	19 8	22 8	22 8	6 6	6 6	18 0	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	18 12	18 12	200 0	200 0	9 12	9 12
Bogra	15 0	15 12	...	...	10 8	12 0	15 0	17 4	...	...	...	...	...	...	...	...	15 0	15 0	...	...	...	...	90 0	90 0	8 4	9 12
Rajshahi	17 4	17 4	30 0	30 0	13 8	14 4	15 0	15 12	...	...	...	...	...	...	...	...	21 0	20 4	...	...	20 9	20 9	240 0	240 0	9 9	9 9
Malda	17 0	17 0	...	...	14 0	13 0	15 0	17 0	...	...	18 0	18 0	...	...	13 0	13 0	19 0	18 0	...	...	12 0	12 0	160 0	160 0	10 0	9 8
Northern—																										
Rangpur	...	...	...	...	7 14	8 0	13 0	13 13½	...	...	...	...	...	...	...	...	17 8	16 0	...	...	10 0	8 0	44 0	48 0	9 0	10 0
Dinajpur	15 4	15 10	16 0	16 0	12 0	11 0	15 10	16 10	...	...	...	...	...	...	...	...	17 12	17 12	...	...	16 0	...	110 0	120 0	10 0	10 0
Jalpaiguri	12 0	11 0	...	...	10 0	10 0	15 0	15 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	10 0	10 0	160 0	160 0	10 0	10 0
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	13 0	13 0	...	...	13 0	12 8	...	...	...	...	12 8	12 8	18 0	16 0	7 0	7 8	120 0	120 0	8 0	8 0
Orissa—																										
Puri	10 8	10 8	...	...	13 2	13 2	21 0	21 0	...	...	...	...	...	...	...	...	14 7	14 7	...	...	13 2	13 2	80 0	80 0	12 0	11 8
Cuttack	13 2	14 7	...	...	11 13	11 13	20 6	20 6	...	...	...	...	...	...	...	...	15 12*	15 12*	...	...	14 7	13 2	80 0	80 0	9 4	9 4
Balasore	16 0	16 0	8 0	8 0	16 0 to 17 0	16 0	21 0 to 22 0	21 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	10 8	10 8	120 0	120 0	10 8	10 8
Chota-Nagpur—																										
Singhbhum	12 0	12 0	...	...	12 0	15 0	18 0	19 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	16 0	16 0	100 0	100 0	8 0	8 0
Manbhum	13 4	13 4	24 0	24 0	16 0 to 17 0	17 0 to 18 0	19 0 to 20 0	19 0 to 22 0	...	...	...	16 0	...	...	...	...	16 0 to 17 0	17 0	...	...	16 0	17 0	...	...	10 10	10 2
Lohardaga	7 8 to 11 0	7 12 to 11 0	16 0	16 0	13 0	13 0	16 0	18 0	...	...	28 0	28 0	...	...	...	...	12 0 to 12 8	12 0 to 12 4	18 0	16 0	9 8 and 12 0	9 8 and 12 0	160 0	160 0	9 0	8 8
Palámau	14 1	14 1	19 2	20 4	9 9	10 2	12 6	12 6	...	...	16 14	16 14	...	...	...	...	14 1	14 1	20 2	19 0	20 4	20 4	...	...	8 7	8 7
Hazáribágh	11 8	11 0	20 0	20 0	8 0	8 0	16 8	16 0	...	...	22 8	22 8	...	...	...	...	15 0	14 0	20 0	19 0	14 8	13 4	240 0	240 0	8 0	8 0

* Kalai.

† Not procurable.

(a) Not stated.

RETAIL PRICES FOR THE 2nd HALF OF JULY 1895—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jawar or cholum (*Sorghum vulgare*). Present fortnight.	Jawar or cholum (*Sorghum vulgare*). Past fortnight.	Bajra or cumbu (*Penicillaria spicata*). Present fortnight.	Bajra or cumbu (*Penicillaria spicata*). Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi (*Eleusine coracana*). Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Past fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
Bengal—*continued.*	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bihár, south—																										
Moughyr	16 8	15 0 to 17 0	25 0	22 0 to 23 0	10 8	10 0	15 0	14 0 to 15 0	12 0	11 0 to 12 0	...	...	...	...	13 8	13 0 to 14 0	20 8	20 0 to 21 0	20 0	16 0 to 18 0	18 8	18 0	168 0	150 0	10 8	10 0
Gaya	13 4	12 8	23 0	23 0	11 0	11 0	16 0	15 0	15 8	16 0	25 8	...	12 0	12 0	18 8	18 8	...	...	19 8	18 0	160 0	160 0	11 14	10 8		
Patna	15 0 and 18 0	15 0 and 18 0	23 0	23 0	12 0	12 0	17 14	17 14	21 0	...	...	...	...	...	16 0	16 0	20 0	20 0	24 0	24 0	22 0	22 0	130 0	130 0	11 0	11 0
Shahabad	13 0	13 0	20 0	20 0	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	18 0	19 0	20 0	20 0	20 0	20 0	120 0	120 0	11 0	11 0
Bihár, north—																										
Purnea	16 0	16 0	...	...	13 0	14 0	17 0	18 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	15 0	320 0	320 0	10 0	10 0
Bhágalpur	16 6	16 6	22 11	22 11	12 10	13 14	17 10	17 10	...	...	...	...	...	...	...	...	20 3	20 3	21 7	20 3	17 10	17 10	151 8	151 8	10 4	10 0
Darbhanga	16 0	16 0	22 0	22 0	10 8	10 8	16 0	15 0	...	...	...	...	24 0	24 0	...	...	16 0	16 0	20 0	20 0	22 0	22 0	160 0	160 0	12 0	10 0
Muzaffarpur	15 0	15 0	23 0	22 8	9 0	8 0	15 0	14 8	...	...	...	...	25 0	...	...	...	18 0	18 8	23 0	22 0	24 0	24 8	160 0	160 0	11 0	11 0
Saran	14 8	14 0	20 0	20 0	11 0	11 0	15 0	16 0	...	...	...	...	22 0	16 0	14 0	13 0	19 0	19 0	22 0	20 0	22 0	22 0	120 0	120 0	10 8	10 4
Champaran	16 4	16 4	26 4	25 8	7 8	7 8	16 0	16 0	...	...	...	...	25 0	26 0	...	...	19 8	19 8	24 0	25 4	20 4	26 4	180 0	180 0	10 8	10 4
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 0	13 0	16 8	16 8	6 0	6 0	13 0	13 0	17 0	17 0	...	...	...	...	10 0	10 0	17 0	17 0	17 0	17 0	12 0	12 0	90 0	90 0	9 0	9 0
Benares	13 15½	14 1½	16 12½	17 14	9 1½	9 3½	11 15	12 3	16 1	15 14	13 8½	13 13½	...	...	14 5	14 4	17 10	17 5	...	...	12 12	12 3½	120 0	120 0	9 4½	9 4½
Ghazipur	13 8	12 12	17 0	17 8	7 12	7 12	14 0	12 12	14 0	14 0	13 0	14 12	...	...	14 8	11 0	17 8	18 0	18 0	18 0	18 8	18 0	160 0	160 0	9 8	9 8
Jaunpur	14 8	14 8	17 8	19 4	7 0	7 0	10 0	10 8	...	...	...	...	...	...	...	...	18 0	20 0	...	...	12 0	14 0	150 0	160 0	10 0	10 0
Allahabad	12 4	12 4	17 0	17 8	9 8	9 0	13 0	13 4	16 0	16 0	15 0	15 0	...	...	14 0	14 8	18 8	18 12	...	...	18 12	18 8	90 0	80 0	10 0	10 0
Central—																										
Bánda	13 8	13 8	21 0	21 0	8 0	8 0	11 0	11 0	8 0	8 0	...	...	...	...	...	...	22 8	23 0	...	...	16 0	17 0	160 0	140 0	10 0	10 0
Futehpur	13 4	13 4	16 0	18 0	8 0	8 0	11 0	12 0	...	...	...	...	...	...	...	...	19 0	18 0	...	...	14 8	14 8	160 0	160 0	10 8	10 0
Hamírpur	16 0	15 8	18 0	18 8	9 0	8 0	11 8	11 8	...	...	...	...	...	...	...	...	19 12	20 8	...	...	15 0	14 0	140 0	140 0	10 8	10 4
Jalaun	15 0	15 0	24 0	24 0	9 0	9 0	10 0	10 0	20 0	20 0	16 0	16 0	...	18 0	18 0	18 0	23 0	24 0	18 0	18 0	19 0§	19 0	200 0	200 0	11 0	11 0
Cawnpore	16 8	16 8	19 8	20 8	7 8	7 8	12 0	12 0	...	...	...	...	...	15 0	15 0	15 0	19 12	20 0	...	...	22 0	22 0	130 0	130 0	11 4	11 4
Etáwah	16 0	16 0	20 0	20 0	5 0	5 0	11 0	11 0	18 0	18 0	15 0	15 0	18 0	18 0	12 0	12 0	20 0	20 0	20 0	20 0	18 0	18 0	140 0	140 0	10 0	11 0
Farukhabad	15 0	15 0	19 12	19 0	6 8	6 8	11 0	11 0	14 8	10 4	15 8	16 0	...	...	13 0	...	19 0	21 0	...	...	16 0	16 0	120 0	120 0	10 0	10 8
Mainpuri	17 0	16 12	21 8	21 8	4 8	4 8	10 0	10 0	14 8	14 8	13 0	13 0	...	...	...	...	22 0	21 8	15 8	15 8	17 8	17 8	160 0	160 0	11 8	11 4
Etah	17 4	17 8	24 8	25 8	6 0	6 0	9 4	11 8	...	...	17 8	16 8	19 8	19 8	10 8	10 8	22 8	23 8	...	...	18 8	18 8	120 0	120 0	11 8	11 4
Western—																										
Dehlí	14 11	14 8	23 2	23 10	7 0	7 8	11 0	11 0	18 5	18 4	16 0	16 0	...	...	...	...	23 7	23 10	...	...	22 0	22 0	160 0	160 0	11 0	11 0
Agra	15 0	15 0	22 0	23 0	5 0	5 4	11 0	11 0	21 0	21 0	18 0	18 0	...	...	10 0	10 0	22 0	23 8	18 0	18 0	14 8	14 8	95 0	95 0	11 8	11 8
Muttra	16 8	16 8	22 0	24 0	7 8	7 8	11 8	11 8	20 0	20 0	18 0	16 0	...	...	12 0	12 0	25 0	26 0	...	...	26 0	28 0	120 0	120 0	11 8	11 8
Aligarh	16 4	16 8	23 0	24 0	5 4	5 4	10 0	10 0	18 0	17 8	17	16 12	...	...	15 0	14 0	24 0	24 4	22 0	21 0	18 8	18 0	140 0	140 0	11 8	11 8
Bulandshahr	18 0	18 4	22 12	25 0	6 0	6 0	16 0	10 0	18 0	18 0	20 0	16 0	...	...	13 0	12 0	22 10	22 12	20 0	18 0	18 0	20 0	120 0	120 0	11 4	11 4
Sub-montane—																										
Ballia	14 0	14 0	19 0	19 0	10 0	9 0	14 0	14 0	...	19 0	...	14 0	...	...	...	...	18 0	19 0	...	19 0	18 0	18 0	115 0	115 0	11 0	11 0
Azamgarh	12 12	12 0	17 8	16 8	7 8	7 8	12 0	12 0	...	...	...	...	...	...	...	...	16 8	16 8	...	...	13 8	12 0	177 8	177 8	9 13	
Gorakhpur	12 2	12 2	17 9	17 9	8 9	8 9	13 1	13 1	...	...	...	...	...	...	15 5	12 10	17 9	16 10	16 3	16 3	13 10	13 3	144 0	160 0	10 8	9 13
Basti	14 4	14 0	19 12	19 12	9 4	9 4	13 8	13 8	16 0	16 0	...	...	...	...	8 8	8 8	18 8	18 8	19 0	19 0	13 0	13 0	200 0	200 0	11 8	9 10
Sháhjahánpur	15 4	15 4	20 0	21 0	7 4	7 4	12 4	12 4	16 0	16 0	10 0	15 0	...	...	8 0	8 0	19 8	20 4	20 0	22 0	14 8	14 8	120 0	120 0	10 4	10 4
Bedaun	15 0	15 8	20 8	21 0	6 0	6 0	12 0	12 0	18 0	18 0	21 0	21 0	...	...	13 0	13 0	20 0	21 0	15 0	15 0	17 8	17 8	144 0	144 0	10 8	10 8
Pilibhit	14 8	14 0	24 4	15 0	5 4	5 0	12 8	12 8	18 0	...	13 0	...	...	...	...	...	19 4	20 4	20 0	...	21 4	15 0	120 0	120 0	10 8	10 8
Bareli	14 0	13 13	18 12	18 12	6 9	6 9	11 12	11 12	17 9	15 4	12 12	12 14	...	...	10 0	10 0	18 12	18 12	14 0	14 1	15 0	15 0	125 0	125 0	10 0	10 0
Moradabad	15 8	16 0	23 10	24 0	5 0	5 0	11 2	11 4	16 0	16 0	14 0	14 0	...	...	8 0	8 0	21 4	22 7	12 8	12 8	17 0	17 0	110 0	110 0	11 0	11 0
Nainí Tal	11 0	12 0	17 0	17 0	5 8	5 8	9 0	9 0	15 0	15 0	12 8	12 8	...	...	10 0	10 0	14 8	14 8	...	...	8 0	8 0	160 0	160 0	7 0	7 0
Almora	10 4	10 0	13 8	13 8	8 0	8 0	8 8	8 8	...	...	...	...	...	...	10 0	10 0	12 8	12 8	...	...	10 0§	10 0§	160 0	160 0	7 8	7 8
Dhyor	17 2	18 0	27 0	28 2	10 2	10 4	11 4	11 4	...	...	...	...	...	...	11 0	12 0	20 13	23 1	...	...	22 8	23 1	90 0	90 0	11 0	11 0
Mussúrie-nagger	19 1	19 4	25 5	28 9	5 8	5 8	11 0	11 0	19 14	19 14	16 8	16 8	...	...	...	...	24 1	25 5	...	...	12 1	12 1	110 0	110 0	11 0	11 0
Meerut	16 0	17 0	24 0	26 0	5 0	5 0	13 0	13 0	18 0	18 0	17 0	17 0	...	...	...	10 0	21 0	23 0	19 0	19 0	15 0	15 0	100 0	100 0	11 4	11 4
Saháránpur	15 0	17 0	23 0	24 0	5 0	5 0	10 0	11 0	20 0	18 0	14 0	15 0	20 0	16 0	16 0	15 0	21 0	24 0	16 0	15 0	12 0	15 0	100 0	100 0	10 0	10 0
Dehra Dún	15 12	16 0	24 0	25 0	10 0	10 0	11 0	11 0	15 0	15 0	16 0	16 0	18 0	18 0	...	...	19 8	20 0	8 0	8 0	13 0	13 0	160 0	160 0	10 0	10 0
Garhwál	10 0	12 0	16 0	18 0	4 0	4 0	...	...	...	...	...	...	14 0	14 0	16 0	16 0	9 0	9 0	...	...	6 0	6 0	160 0	160 0	6 0	6 0
Oudh—																										
Southern—																										
Partabgarh	13 10	13 0	17 6	16 8	9 4	8 13	12 8	11 8	16 8	...	...	...	...	...	...	...	18 0	17 2	...	...	11 14	12 8	218 0	140 0	11 4	10 10
Sultanpur	13 0	13 0	17 8	18 4	8 0	8 0	12 0	12 0	15 0	17 0	12 0	13 0	13 0	14 0	14 8	14 8	17 8	18 8	17 0	18 8	18 8	18 8	160 0	160 0	10 0	10 0
Rae-Bareli	14 8	14 8	17 8	17 8	8 0	8 0	12 0	12 12	16 0	14 0	13 0	13 0	...	...	12 0	12 0	19 8	20 0	14 0	14 0	13 0	12 0	200 0	200 0	10 12	10 0
Unao	14 8	14 4	19 0	19 8	8 0	8 0	12 0	11 8	16 0	16 0	14 0	14 0	...	...	14 0	14 0	20 0	20 8	15 0	15 0	16 0	16 0	160 0	160 0	11 0	10 4
Lucknow	14 8	14 4	19 8	20 0	6 0	7 0	11 8	11 8	18 0	16 8	18 0	16 8	20 4	20 12	14 0	12 0	20 0	20 0	18 8	18 8	19 12	19 8	100 0	110 0	10 8	10 8
Hardoi	16 8	16 9	21 0	22 0	7 0	14 0	14 0	14 0	...	...	...	...	...	...	...	...	21 4	22 0	...	...	14 0	14 0	120 0	120 0	10 0	10 8
Northern—																										
Fyzabad	14 9	14 12	19 8	19 8	10 8	10 8	12 12	12 12	19 0	16 14	16 8	16 8	...	...	9 4	9 4	19 8	20 8	17 8	17 8	14 12	14 12	150 0	150 0	10 8	10 8
Barabanki	14 0	14 0	19 0	19 0	8 0	8 0	11 8	11 8	19 8	20 0	16 0	15 12	23 8	23 0	16 0	23 0	19 8	20 0	20 0	20 0	13 0	13 0	120 0	120 0	11 0	11 0
Gonda	14 2	14 0	19 0	19 0	11 8	11 8	13 0	13 0	17 0	16 0	13 0	13 0	...	...	6 0	6 0	19 4	19 4	16 8	16 8	22 0	22 0	200 0	200 0	10 4	10 0
Bahraich	15 0	15 0	22 0	22 4	9 11	12 0	12 4	15 0	15 8	14 0	14 0	28 0	28 0	10 0	10 0	19 0	18 8	20 0	19 8	24 0	22 4	160 0	160 0	10 4	10 4	10 8
Sítapur	15 0	15 0	21 0	22 0	10 0	13 0	12 0	17 0	17 0	17 0	14 0	...	...	...	16 0	14 0	19 0	20 0	18 0	16 0	15 0	15 0	120 0	120 0	10 0	10 0
Kheri	14 0	15 0	20 0	22 0	8 0	7 0	13 0	13 1	...	...	...	...	...	...	...	...	20 0	21 0	...	...	19 0	18 0	140 0	160 0	10 0	10 0
Rajputana—																										
Eastern—																										
Partábgarh	16 4	16 4	21 14	21 14	7 8	7 8	11 4	11 4	20 0	17 8	11 14	12 8	...	...	...	...	23 12	25 0	23 12	22 8	23 7	21 14	...	...	13 2	13 12
Bánswara	21 0	21 4	25 0	25 0	7 8	7 8	13 12	...	...	...	...	...	...	...	...	...	37 8	37 8	33 12	32 8	18 12	18 12	...	...	9 6	9 6
Meywar (Oodeypore)	14 1	14 7½	21 14	21 14	8 9½	9 6	10 2½	22 10½	22 10½	10 15	Nil	Nil	14 1	13 4½	20 5	20 11½	21 14	22 10½	9 12½	10 2½	160 0	160 0	9 6	9 12¼		
Sirohee	12 8	12 8	25 0	25 0	6 0	5 8	...	...	...	...	16 0	16 0	...	...	...	...	21 0	21 0	18 0	18 0	...	...	160 0	160 0	11 8	11 8
Erinpura	14 4	14 9½	25 1	25 8	7 10	...	9 3	9 2	17 8	17 8	18 10	18 8	...	...	...	...	23 1	24 13½	...	...	...	...	200 0	200 0	12 4	11 8
Ajmere	14 5	14 3	20 8	22 13	5 0	5 0	8 0	8 0	20 8	20 0	16 8	17 0	...	...	15 0	15 0	21 4	23 6	19 8	21 0	...	...	90 0	90 0	11 8	12 4
Abu	14 5½	14 0	19 8	19 4	5 12	5 12	7 4	7 4	...	...	14 0	13 6	...	...	...	...	19 4	19 8	...	...	...	...	160 0	160 0	11 0	11 0
Kishengarh	13 0	13 0	21 4	23 8	8 0	8 4	9 0	9 8	24 4	23 8	17 0	19 8	†	†	†	†	22 0	23 12	16 12	22 0	†	†	*	*	13 0	13 0
Boondee	17 0	17 8	27 8	28 0	7 8	7 8	8 0	8 0	...	29 0	...	...	...	...	...	...	31 0	31 4	...	...	...	...	160 0	160 0	10 4	10 4
Kotah	15 0	15 0	24 0	24 0	7 0	7 0	8 0	8 0	22 0	22 0	14 0	14 0	...	...	...	...	27 0	27 0	23 0	23 0	23 0	23 0	240 0	240 0	10 4	10 4
Jhalawar	13 4½	13 4	20 4	20 4	7 2	11 0	11 0	20 12	20 12	17 3	17 3	...	...	7 12	7 12	24 12	24 15	24 8	24 8	11 0	11 0	175 0	175 0	9 3	10 4
Tonk	12 8	12 12	17 14	20 0	5 0	4 0	8 0	8 0	17 8	20 0	...	...	...	...	...	...	19 0	23 8	...	...	...	...	100 0	100 0	10 4	10 4
Jeypore	14 8	15 0	23 0	23 9	5 0	5 0	7 8	7 8	18 0	19 0	17 8	19 0	†	†	21 0	21 0	19-0 & 22 0	20-0 & 23 8	20 8	23 8	28 0	28 0	95 0	95 0	12 0	12 0
Kerowlee	14 11	15 0	20 0	20 0	10 0	11 4	11 4	20 0	20 0	20 0	16 4	16 4	...	...	15 0	15 0	20 0	20 0	...	...	28 12	27 8	200 0	200 0	10 10	10 10
Dholpur	15 12¾	16 5	22 6½	23 8	8 2½	8 2½	9 9	9 9	14 8½	14 7½	17 10½	18 0	...	...	15 14	15 12	24 0¼	24 7½	...	...	29 12	29 11¼	90 0	90 0	11 4	11 8
Bhurtpore	16 8	17 3	22 4	24 0	5 2½	5 2½	5 5	5 5½	16 3	16 13	14 10	14 10	...	...	11 12	11 12	25 5	26 5	18 0	20 0	28 0	28 0	140 0	120 0	11 8	12 8
Ulwur	16 8	17 8	19 5	22 7	6 10	6 10	9 2¼	9 2¼	20 8	20 8	19 2	19 2	...	...	14 0	14 0	22 8	24 15	20 5	23 3	28 6	31 12	140 0	140 0	12 8	12 6
Deoli Cantonment	14 11	15 2	24 2½	24 12	5 0	6 0	8 0	7 0	26 4	26 0	28 0	28 0	...	...	...	...	23 10	25 2	...	...	...	...	190 0	190 0	11 8	11 7
Nusseerabad Cantonment	15 0	15 0	...	...	6 8	6 8	7 0	7 0	22 0	25 0	15 0	16 0	†	†	...	...	24 8	25 0	...	...	†	†	190 0	110 0	13 0	13 0
Hilly Tracts of Meywar	15 0	15 0	31 0	31 0	...	...	15 0	15 8	...	...	...	...	...	...	...	...	22 0	28 0	30 0	25 0	...	...	¶	‡	11 0	11 8
Bálmer	11 12	11 12	...	...	5 8	5 8	7 8	7 8	...	...	19 8	19 8	...	...	...	...	14 10	14 10	...	...	...	...	260 0	260 0	12 8	12 8
Anádra	15 13½	15 6	23 0	23 0	6 8	6 8	9 0	9 0	...	...	15 12	15 4	...	...	...	...	22 0	22 0	...	...	...	...	340 0	400 0	12 0	12 0
Shahpoora	15 0	14 8	24 0	23 4	8 0	8 4	12 0	14 0	22 0	24 0	18 0	20 0	...	...	...	...	21 8	21 4	18 0	20 0	...	...	140 0	160 0	11 6	11 6
Western—																										
Jodhpore	12 13	13 7	11 4	18 12	6 4	6 4	7 8	7 8	16 4	16 14	13 12	15 0	...	...	...	...	19 11	20 10	16 4	16 4	10 10	...	...	...	13 7	13 7
Jeysulmere	10 0	10 6	...	...	7 0	6 12	10 4	10 12	14 6	15 4	11 0	12 6	...	...	...	...	15 0	15 4	...	...	...	...	240 0	240 0	21 0	21 0
Bickaneer	12 0	12 0	...	...	3 0	3 0	6 0	6 0	...	...	13 12	14 0	...	...	...	...	18 0	16 13	...	...	8 0	8 5	80 0	80 0	12 0	12 0
Central India—																										
Indore	13 12	13 8	17 8	18 0	8 0	8 0	9 0	9 0	20 8	20 0	20 0	20 0	...	...	...	...	18 8	19 0	17 8	18 0	18 12	18 12	120 0	120 0	10 8	10 8
Nimach Cantonment	14 8	14 0	...	...	8 0	8 0	12 0	12 0	23 0	22 0	15 0	16 0	†	†	...	...	21 0	23 0	...	...	25 0	25 0	120 0	120 0	12 4	12 4
Goona	12 0	12 0	19 0	20 0	7 12	8 0	8 8	9 0	19 0	20 8	...	...	...	...	...	...	23 0	24 0	...	...	...	...	200 0	200 0	10 0	9 12
Gwalior	14 9½	14 3½	23 6	23 14½	5 5	5 5	8 8	8 8	17 0	17 0	13 13	14 14	...	...	15 15	15 15	17 0	17 0	...	...	17 0	15 15	170 0	170 0	11 11	11 2½

* Sold in bundles. † Not sold. ‡ One anna per bundle. § Husked. ¶ Nine pies per bundle.

RETAIL PRICES FOR THE 2nd HALF OF JULY 1895—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer aristinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Panjab—																										
Southern—																										
Hissar	19 0	18 0	28 0	29 0	...	...	12 0	12 0	23 0	21 0	22 0	20 0	†	†	†	†	31 0	29 0	†	†	†	†	100 0	100 0	11 0	10 8
Ferozepore	18 0	20 0	33 0	34 0	...	...	9 0	9 0	23 0	21 0	19 0	20 0	‡	‡	15 0	16 0	29 0	29 0	19 0	21 0	10 0	11 0	100 0	100 0	12 4	11 12
Montgomery	20 0	19 0	25 0	25 0	...	...	10 0	10 0	18 0	18 0	†	†	‡	‡	†	†	26 0	24 0	19 0	18 0	10 0	8 0	180 0	170 0	12 0	12 0
Central—																										
Gurgáon	19 0	19 0	26 0	27 0	...	...	9 0	9 0	18 0	18 0	21 0	21 0	‡	‡	†	†	26 0	26 0	20 0	18 0	25 0	26 0	100 0	100 0	10 0	10 0
Delhi	18 0	19 0	25 0	25 0	...	...	12 0	12 0	20 0	20 0	19 0	19 0	‡	‡	11 0	11 0	25 0	25 0	20 0	19 0	24 0	24 0	70 0	70 0	11 0	11 0
Rohtak	18 0	17 0	29 0	30 0	...	...	12 0	12 0	20 0	20 0	16 0	16 0	†	†	12 0	12 0	29 0	28 0	20 0	20 0	18 0	18 0	120 0	120 0	11 0	11 0
Karnál	17 0	18 0	27 0	28 0	...	...	12 0	12 0	25 0	20 0	15 0	15 0	16 0	16 0	12 0	12 0	28 0	29 0	20 0	20 0	15 0	15 0	120 0	120 0	10 0	10 8
Lahore	18 0	20 0	32 0	34 0	...	...	12 0	12 0	20 0	22 0	19 0	19 0	‡	‡	18 0	19 0	25 0	28 0	22 0	24 0	11 0	11 0	90 0	88 0	12 10	12 10
Sub-montane—																										
Ambala	20 0	21 0	29 0	29 0	...	...	13 0	13 0	22 0	22 0	20 0	20 0	‡	‡	8 0	8 0	25 0	26 0	26 0	26 0	‡	‡	120	120 0	11 12	12 0
Ludhiána	19 0	20 0	28 0	29 0	...	...	13 0	13 0	26 0	26 0	18 0	20 0	‡	‡	17 0	17 0	25 0	27 0	24 0	23 0	12 0	13 0	110	110 0	13 0	12 0
Jullundur	21 0	21 0	28 0	30 0	...	...	10 0	10 0	24 0	24 0	16 0	16 0	‡	‡	20 0	20 0	24 0	28 0	24 0	26 0	‡	‡	100 0	100 0	12 12	13 0
Hoshiárpur	19 0	20 0	27 0	27 0	...	...	10 0	10 0	25 0	24 0	20 0	20 0	14 0	14 0	16 0	16 0	22 0	24 0	22 0	23 0	10 0	10 0	120 0	120 0	12 8	12 0
Gurdáspur	20 0	22 0	32 0	32 0	...	...	14 0	14 0	20 0	22 0	26 0	20 0	20 0	20 0	12 0	12 0	24 0	20 0	10 0	10 0	‡	‡	120 0	120 0	12 0	12 0
Amritsar	18 0	20 0	28 0	34 0	...	...	11 0	11 0	23 0	24 0	20 0	22 0	†	†	14 0	15 0	24 0	28 0	13 0	15 0	†	†	100 0	100 0	12 0	12 0
Hills—																										
Simla	12 0	12 0	15 0	16 0	...	...	8 0	7 0	14 0	14 0	10 0	10 0	14 0	15 0	9 0	8 0	15 0	15 0	14 0	15 0	9 0	8 0	80 0	80 0	8 0	8 0
Kángra	16 0	16 0	25 0	25 0	...	...	12 0	12 0	10 0	16 0	14 0	14 0	24 0	24 0	6 0	6 0	18 0	17 0	20 0	18 0	13 0	13 0	120 0	120 0	10 0	10 0
North-western—																										
Sialkot	18 0	19 0	30 0	30 0	...	...	12 0	13 0	24 0	18 0	‡	‡	‡	‡	‡	‡	23 0	24 0	13 0	18 0	‡	‡	130 0	130 0	13 8	13 8
Gujránwála	19 0	20 0	32 0	35 0	...	...	13 0	13 0	20 0	16 0	16 0	‡	‡	‡	20 0	20 0	25 0	27 0	20 0	‡	‡	‡	110 0	110 0	13 0	13 0
Gujrát	20 0	23 0	31 0	33 0	...	...	14 0	14 0	21 0	23 0	21 0	‡	‡	‡	10 0	10 0	24 0	25 0	21 0	‡	‡	‡	110 0	110 0	14 0	13 0
Jhelum	21 0	22 0	29 0	29 0	...	...	14 0	14 0	21 0	21 0	26 0	29 0	‡	‡	‡	‡	25 0	25 0	24 0	26 0	11 0	10 0	120 0	120 0	14 0	14 0
Ráwalpindi	21 0	22 0	29 0	28 0	...	...	8 0	8 0	23 0	24 0	29 0	29 0	‡	‡	18 0	18 0	23 0	23 0	29 0	29 0	*	*	60 0	60 0	13 10	13 10
Hazára	21 0	21 0	33 0	33 0	...	...	13 0	13 0	‡	‡	‡	‡	‡	‡	‡	‡	20 0	20 0	27 0	28 0	†	†	90 0	90 0	11 0	11 0
Peshawar	19 0	20 0	29 0	30 0	...	...	10 0	10 0	24 0	22 0	24 0	23 0	‡	‡	19 0	20 0	20 0	20 0	30 0	29 0	17 0	17 0	77 0	76 0	36 0	35 0 0
Kohát	21 0	22 0	36 0	36 0	...	...	15 0	13 0	*	*	31 0	31 0	†	†	†	†	22 0	21 0	31 0	31 0	†	†	128 0	127 0	53 9	51 0
Western—																										
Sháhpur	23 0	24 0	30 0	32 0	...	...	10 0	10 0	24 0	25 0	22 0	22 0	24 0	24 0	22 0	22 0	28 0	28 0	20 0	20 0	†	†	160 0	160 0	12 0	12 0
Jhang	17 0	19 0	24 0	23 0	...	...	10 0	10 0	20 0	10 0	20 0	20 0	28 0	20 0	25 0	14 0	21 0	22 0	20 0	20 0	8 0	10 0	160 0	160 0	11 8	11 12
Multan	18 0	17 0	22 0	22 0	...	...	16 0	16 0	23 0	23 0	20 0	20 0	†	†	19 0	19 0	22 0	24 0	23 0	23 0	†	†	100 0	100 0	12 4	12 4
Shahpur	30 0	30 0	51 0	52 0	...	...	14 0	14 0	40 0	40 0	35 0	33 0	9 0	9 0	8 0	9 0	31 0	31 0	50 0	50 0	13 0	13 0	90 0	90 0	55 0	55 0
Bannu	22 0	23 0	30 0	29 0	...	...	8 0	8 0	33 0	33 0	20 0	29 0	4 0	4 0	27 0	27 0	28 0	30 0	11 0	11 0	118 0	118 0	28 0	27 8
D. I. Khan	20 0	20 0	26 0	26 0	...	...	14 0	17 0	23 0	23 0	20 0	20 0	‡	‡	21 0	21 0	27 0	21 0	‡	‡	9 0	8 0	100 0	140 0	11 0	11 0
Muzaffargarh	18 0	18 0	23 0	23 0	...	...	8 0	8 0	31 0	31 0	25 0	26 0	20 0	20 0	18 0	18 0	20 0	22 0	15 0	15 0	‡	‡	125 0	125 0	10 4	10 4
D. G. Khan																					8 0 and 10 0	9 0 and 10 0	71 0	80 0	14 8	14 8
Sind and Baluchistan—																										
Karáchi	13 0	14 0	...	...	8 0	8 0	10 0	10 0	17 0	20 0	15 0	16 0	‡	‡	...	...	18 0	18 0	...	...			106 11	116 6	12 8	12 8
Hyderabad	14 0	14 0	...	...	8 0	8 0	10 0	10 0	18 0	18 0	16 0	16 0	‡	‡	...	...	17 0	17 0	...	...	...	...	213 0	213 0	12 0	12 8
Thar and Párkar (Umarkot)	17 0	12 0	...	...	10 0	11 0	12 0	13 0	11 0	12 0	14 0	14 0	‡	‡	...	...	8 0	8 4	...	...	9 0	10 0	142 0	142 0	11 8	11 8
Sukkur (Shikárpur)	15 0	16 0	...	...	8 0	9 0	10 0	12 0	20 0	23 0	20 0	21 0	‡	‡	...	...	15 0	16 8	...	...	...	...	100 0	100 0	11 0	11 0
Upper Sind Frontier	15 0	16 0	...	...	9 8	10 0	12 8	13 0	24 0	20 0	20 0	...	‡	‡	...	...	20 0	22 0	...	...	...	...				
Quetta	17 0	17 0	21 12	22 8	5 0	5 0	7 0	7 0	24 4	24 0	13 0	13 0	...	‡	6 0	6 0	18 0	18 0	21 12	20 8	9 0	9 0	80 0	80 0	9 0	9 0
Bombay—																										
Konkan—																										
Kanara (Kánara)	10 3	10 3	...	...	10 2	10 2	11 2	11 2	16 2	16 2	15 0	15 0	21 9	18 3	...	...	13 7	13 7	...	...	...	...	312 0	312 0	9 12	10 10
Ratnágiri	10 13	10 13	...	...	10 14	10 14	11 6	11 6	14 7	15 12	15 4	15 4	16 7	16 7	...	...	13 14	13 14	...	...	*	*	134 6	134 6	10 6	11 11
Alibág (Colába)	9 4	9 4	...	...	10 13	10 13	11 11	11 11	11 9	11 9	12 12	12 12	*	*	...	...	13 10	13 10	...	...	*	*	89 10	89 10	11 14	11 14
Bombay	13 0	13 0	...	...	8 5	8 5	11 1	11 1	14 11	14 11	13 15	13 15	14 10	14 10	...	...	15 10	15 10	...	...	13 4	13 4	97 1	97 1	11 9	11 9
Tanna	12 12	12 12	...	...	10 3	10 3	11 2	11 2	*	*	14 6	14 6	*	*	...	...	16 0	16 0	...	...	*	*	112 0	112 0	12 4	12 4
Deccan—																										
Dharwar	21 2	21 2	...	...	10 8	10 8	11 8	11 8	21 11	21 11	20 8	20 8	...	...	...	...	11 6	12 5	...	...	12 15	12 8	100 0	100 0	11 1	11 6
Belgaum	18 4	17 11	...	...	10 8	10 3	11 0	11 0	22 13	22 13	20 15	20 8	27 0	28 0	...	...	14 0	14 0	...	...	13 8	13 8	80 8	124 13	11 0	10 7
Satara	14 1	13 12	...	...	8 2	8 2	9 7	9 7	17 0	17 5	15 15	15 15	*	*	...	...	11 13	11 13	...	...	*	*	91 3	91 3	12 10	12 10
Sholapur	16 12	16 12	...	...	7 10	7 10	11 11	11 11	11 11	11 11	25 0	20 9	*	*	...	...	16 3	16 3	...	...	*	*	80 0	85 5	11 13	11 10
Bijápur	19 8	19 8	...	...	9 4	8 13	11 6	10 15	28 13	26 2	*	22 15	...	...	...	...	13 6	14 5	...	...	...	...	80 0	80 0	11 6	11 6
Poona	13 15	13 15	...	...	9 11	9 11	10 13	10 13	20 0	20 0	16 2	14 15	15 13	15 13	...	...	16 2	16 2	...	...	17 2	17 2	81 1	81 1	11 5	11 5
Khandesh—																										
Ahmadnagar	17 6	17 6	...	...	8 14	8 14	9 13	9 13	25 7	23 6	21 3	19 4	*	*	...	...	16 10	16 10	...	...	16 15	17 11	80 0	80 0	12 6	12 6
Násik	17 4	17 4	...	...	8 14	8 14	11 11	11 11	*	*	18 6	18 6	20 11	20 11	...	...	17 2	17 2	...	...	*	*	128 0	128 0	12 11	12 1
Dhulia (Khandesh)	16 10	16 10	...	...	7 7	7 7	9 7	9 7	21 9	22 7	18 6	18 6	*	*	...	...	14 14	14 14	...	...	*	*	80 0	80 0	10 9	10 9
Guserat—																										
Surat	14 13	14 13	...	...	7 6	7 6	8 5	8 5	14 13	14 13	13 7	13 7	*	*	...	...	14 13	14 13	...	...	14 5	14 5	74 0	78 15	12 0	12 0
Broach	16 0	16 0	...	...	8 8	8 8	11 8	11 8	17 0	17 0	14 0	14 0	*	*	...	...	20 0	20 0	...	...	18 0	18 0	101 0	101 0	13 0	13 0
Kaira	13 0	13 0	...	...	*	*	11 8	11 8	13 0	13 0	12 8	12 8	19 0	19 0	...	...	18 0	18 0	...	...	*	*	106 11	106 11	12 0	12 0
Baroda (Camp)	12 0	12 0	...	...	8 0	8 0	10 0	10 0	16 0	16 0	12 0	12 0	18 0	18 0	...	...	17 0	16 8	...	...	*	*	91 7	91 7	11 8	11 8
Ahmadabad	12 0	12 0	...	...	11 0	11 0	13 0	13 0	14 8	15 0	14 0	14 0	...	...	...	...	20 0	20 0	...	...	...	...	80 0	80 0	13 10	13 10
Godhra (Panch Mahals)	13 0	13 0	...	...	10 0	10 0	12 0	12 0	...	...	15 8	15 8	21 8	21 8	...	...	22 8	22 8	...	...	20 0	20 0	182 0	182 0	12 8	12 8
Deesa Cantonment	12 8	12 8	...	...	8 0	8 0	10 0	10 0	14 8	14 8	14 8	14 8	*	*	...	...	20 0	20 0	...	...	*	*	183 0	202 0	11 0	11 0
Kattywar—																										
Rájkot	14 7	13 14	...	...	5 8	5 8	7 0	7 0	16 5	16 5	13 10	13 1	*	*	...	...	15 9	15 9	...	...	*	*	60 0	80 0	60 0	60 0
Central Provinces—																										
Western—																										
Nimar	14 3	14 3	...	...	6 12	6 12	12 7	12 7	20 10	20 10	...	...	...	...	...	...	17 4	17 4	...	...	12 13	12 13	100 0	100 0	11 6	11 6
Khandwa-Asirgarh Cant.	14 0	13 4	...	...	9 0	9 0	11 0	12 0	21 0	20 0	20 0	20 0	*	*	...	...	16 0	16 0	...	...	*	*	160 0	160 0	10 8	10 0 8
Hoshangabad	13 13	13 13	...	...	8 1	8 1	11 4	11 4	18 5	16 13	...	...	...	...	...	...	17 4	16 10	...	...	12 0	12 0	180 0	180 0	9 8	9 8
Betúl	14 6	14 6	...	...	...	...	9 0	8 13	16 0	16 0	...	...	...	...	...	...	13 8	13 8	...	...	11 6	11 6	240 0	240 0	8 0	8 0
Chhindwára	11 6	12 10	7 4	7 4	10 0	10 0	16 0	16 0	...	...	...	...	...	...	...	...	16 14	16 14	...	...	10 5	10 5	150 0	140 0	8 0	8 0
Nágpur	15 10	15 0	10 0	10 0	11 14	11 4	18 2	18 2	...	...	...	...	...	...	...	...	16 14	16 4	...	...	11 4	11 4	115 0	115 0	10 8	10 4
Wardha	16 0	16 0	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 5	13 5	120 0	120 0	10 10	10 10
Central—																										
Narsinghpur	13 1	13 1	...	...	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	200 0	200 0	9 4	9 4
Saugor	11 15	11 12	...	...	10 3	10 3	11 1	11 1	...	...	...	...	...	...	...	...	17 10	17 10	...	...	15 12	15 12	130 0	130 0	9 9 2	9 9 2
Damoh	11 4	11 4	...	...	10 0	10 0	11 4	11 4	...	...	...	...	...	...	...	...	15 0	15 0	...	...	9 0	9 0	100 0	100 0	9 9 0 0	9 9 4 0
Jubbulpore	12 4	12 8	...	...	9 0	9 12	15 4	15 12	...	...	...	...	...	...	...	...	16 4	16 8	...	...	11 4	11 0	130 0	140 0	9 9 0 0	9 9 4 0
Baghalkhand (Sutna)	13 12	13 10	20 0	21 0	7 0	7 0	15 0	14 1	12 0	12 0	*	*	*	*	8 8	8 8	19 0	19 0	*	...	22 0	22 8	160 0	160 0	10 8 0 0	10 4 0 0
Mandla	15 0	16 0	...	...	10 0	10 0	12 0	12 0	...	...	...	...	...	...	...	...	19 0	20 0	...	...	13 0	13 0	200 0	200 0	8 9 0 0	8 9 2 0
Seoni	14 7	14 7	...	...	8 10	8 10	11 8	11 8	...	...	...	...	...	...	...	...	14 7	14 7	...	...	11 8	11 8	190 0	190 0	9 8 2 0	9 8 2 0
Bálághát	11 0	12 8	...	...	8 0	9 0	11 0	12 8	...	...	...	...	...	...	...	...	11 0	13 0	...	...	8 0	9 0	120 0	160 0	9 8 0 0	9 8 2 0
Bhandára	16 0	16 0	...	...	...	...	12 8	12 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	10 0	10 0	240 0	240 0	9 0 0	...
Chánda	14 12	14 12	...	...	...	...	12 13	12 13	15 2	15 2	...	...	...	...	...	...	11 13	11 13	...	...	10 10	10 10	320 0	320 0	...	...
Eastern—																										
Bilaspur	16 11	17 12	...	...	11 3	11 3	16 15	16 15	...	...	...	...	...	...	...	...	12 8	13 10	...	...	...	...	110 0	110 0	8 0 0	8 0 0
Raipur	15 9	15 9	...	...	10 0	10 0	14 0	18 12	...	...	...	...	...	...	...	...	16 4	16 3	...	...	8 0	10 2	...	100 0	8 8 12	11 4 12
Sambalpur	14 0	14 0	...	...	11 13	12 4	17 8	19 4	...	...	...	...	...	...	...	...	15 12	14 14	...	...	9 0	9 0	120 0	120 0	8 12	8 12
Berar—																										
Buldana	18 0	18 0	...	...	7 0	7 0	10 0	10 0	25 0	24 0	22 0	21 0	...	...	...	...	17 0	17 0	...	...	14 0	14 0	182 0	182 0	10 0	10 0
Basim	19 0	16 0	...	...	7 0	7 0	11 0	11 0	25 0	23 0	...	...	...	...	...	...	16 0	15 0	...	...	11 0	10 8	70 0	75 0	8 0 0	8 8
Akola	17 8	16 8	...	...	6 0	6 0	7 8	7 8	24 8	23 8	...	...	...	...	...	...	16 0	15 8	...	...	11 8	11 8	96 0	96 0	11 8	12 8
Ellichpur	15 0	15 0	...	...	6 0	6 0	8 0	8 0	21 0	21 0	15 0	15 0	...	...	...	...	13 0	13 0	...	...	14 0	14 0	120 0	120 0	10 0	10 0 8
Amraoti	15 0	16 0	8 0	8 0	7 8	7 8	10 0	10 0	19 0	20 0	15 0	14 0	...	...	...	...	15 0	15 0	...	...	12 8	13 0	90 0	90 0	11 0	11 8 0
Wún	10 0	16 0	...	...	6 0	6 0	8 0	8 0	19 0	19 0	15 0	15 0	...	...	...	...	13 0	12 0	...	...	18 0	18 0	240 0	240 0	9 0	9 0
Nizam's Territories—																										
Secunderabad	13 8	12 3	*	*	6 13	6 14	9 13	10 3	15 15	14 7	17 12	17 12	22 3	24 14	*	*	12 3	11 11	*	*	16 12	16 12	100 0	95 0	9 4	9 0
Bolárum	14 0	13 11	*	*	7 0	7 0	9 14	10 5	21 0	20 2	*	*	*	*	*	*	12 4	12 8	*	*	*	*	116 14	110 14	8 12	8 12
Chadarghat	12 0	12 0	*	*	7 8	7 4	10 0	10 0	24 0	25 0	20 0	20 0	*	*	*	*	13 12	13 12	*	*	*	*	80 0	100 0	9 0	9 0

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

RETAIL PRICES FOR THE 2nd HALF OF JULY 1895—*concluded*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or Cholum (*Sorghum vulgare*). Present fortnight.	Jowar or Cholum (*Sorghum vulgare*). Past fortnight.	Bajra or Cumbu (*Penicillaria spicata*). Present fortnight.	Bajra or Cumbu (*Penicillaria spicata*). Past fortnight.	Marua or Ragi (*Eleusine coracana*). Present fortnight.	Marua or Ragi (*Eleusine coracana*). Past fortnight.	Kangni or Kakun, Italian Millet (*Setaria italica*). Present fortnight.	Kangni or Kakun, Italian Millet (*Setaria italica*). Past fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Present fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar, or Thúr, Cadian Pea (*Cajanus indicus*). Present fortnight.	Arhar, or Thúr, Cadian Pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	...	...	...	...	...	...	...	...	...	...	...	...	30 0	30 0	26 0	26 0	11 8	12 0	...	...	11 8	12 0	96 0	96 0	10 0	10 0
S. Canara	...	...	...	...	...	...	...	...	...	...	...	...	27 3	27 3	...	...	10 8	11 8	...	...	12 8	12 8	90 0	90 0	10 0	10 0
South, central—																										
Coimbatore	...	...	...	...	...	...	...	...	...	...	19 2	23 3	28 ...	25 ...	13 0	14 0	10 8	11 8	12 0	13 0	13 0	14 0	192 0	410 0	9 0	10 8
Nilgiris	...	...	...	...	...	...	...	...	...	...	19 2	...	23 14	24 13	38 0	35 0	10 8	11 8	12 0	13 0	14 0	15 0	224 0	224 0	9 0	9 0
Salem	...	...	...	...	...	...	...	...	...	...	21 5	21 11	23 14	24 13	42 0	40 0	10 8	11 8	12 0	13 0	14 0	15 0	200 0	200 0	9 0	9 0
Central—																										
Bellary	...	...	...	...	...	...	...	...	...	...	...	...	30 0	30 0	26 0	26 0	11 8	12 0	...	...	11 8	12 0	96 0	96 0	10 0	10 0
Anantapur	...	...	...	...	...	...	...	...	...	...	...	...	27 3	27 3	...	...	10 8	11 8	...	...	12 8	12 8	90 0	90 0	10 0	10 0
Cuddapah	...	...	...	...	...	...	...	...	...	...	23 3	25 8	28 ...	28 ...	13 0	14 0	10 8	11 8	12 0	13 0	13 0	14 0	192 0	410 0	9 0	10 8
Kurnool	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38 0	35 0	10 8	11 8	12 0	13 0	14 0	15 0	224 0	224 0	9 0	9 0
East Coast, north—																										
Ganjam	...	...	...	...	...	...	...	...	...	...	...	...	24 13	24 13	...	...	10 8	11 8	12 0	13 0	13 0	14 0	200 0	200 0	9 0	9 0
Vizagapatam	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10 8	11 8	12 0	13 0	13 0	14 0	240 0	240 0	9 0	9 0
Godavari	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10 8	11 8	12 0	13 0	13 0	14 0	320 0	320 0	9 0	9 0
East Coast, central—																										
Kistna	...	...	...	...	...	...	...	...	...	...	...	...	26 13	26 13	40 0	40 0	10 8	11 8	12 0	13 0	13 0	14 0	320 0	320 0	9 0	9 0
Nellore	...	...	...	...	...	...	...	...	...	...	...	...	26 14	26 14	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, south—																										
Madras	...	...	...	...	...	...	...	...	...	...	...	...	21 3	21 3	...	...	11 8	12 0	21 8	21 8	...	...	110 0	110 0	9 8	9 8
Chingleput	...	...	...	...	...	...	...	...	...	...	...	...	20 10	21 10	21 0	21 0	9 4	9 4	9 4	9 4	...	...	65 5	65 5	32 0	32 0
N. Arcot	...	...	...	...	...	...	...	...	...	...	21 6	21 10	24 13	25 11												
S. Arcot	...	...	...	...	...	...	...	...	...	...	24 10	24 14	24 10	23 14												
Tanjore	...	...	...	...	...	...	...	...	...	...	20 5	24 3	24 3	24 3												
Trichinopoly	...	...	...	...	...	...	...	...	...	...	20 5	21 10	21 10	21 10												
Southern—																										
Tinnevelly	...	...	...	...	...	...	...	...	...	...	...	...	...	...												
Madura	...	...	...	...	...	...	...	...	...	...	17 10	21 11	21 11	21 11												
Mysore—																										
Mysore	12 0	12 8	12 0	12 0	7 12	7 12	9 4	9 8	28 0	28 0	25 0	25 0	26 0	25 0												
Bangalore	13 8	13 8	10 8	10 0	8 0	8 0	9 0	9 8	21 8	23 8	... ...	... ...	28 8	29 8												
Kolar	11 8	11 8	10 0	10 0	10 8	10 8	10 12	10 12	21 0	21 0	18 0	17 0	33 0	32 0												
Tumkur	13 0	13 0	11 0	11 0	9 0	9 0	10 0	10 0	25 0	25 0	36 0	30 0	34 0	34 0												
Hassan	...	...	12 8	11 0	9 0	9 0	10 0	10 0	... ...	20 0	... ...	... ...	40 0	40 0												
Kadur	10 0	10 0	11 0	11 0	8 0	8 0	10 0	10 0	24 0	24 0	... ...	... ...	24 0	24 0												
Shimoga	12 10	12 10	...	...	8 11	8 11	11 13	11 9	29 6	29 6	... ...	... ...	37 4	30 12												
Chitaldroog	15 0	15 0	14 0	13 0	10 0	10 0	11 0	11 0	36 0	36 0	20 0	20 0	48 0	40 0												
Coorg—																										
Coorg	8 8	9 0	7 8	8 0	8 8	9 0	10 0	10 8	...	...	...	...	26 8	27 8												
Ajmere	7 0	7 0	...	...	5 14	5 14	6 9	6 9	10 3	10 3	9 4	9 4	...	...												

* Not sold.

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

FINANCE AND COMMERCE DEPARTMENT

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, August 24th, 1895.

During the week under review the weather over the Indian region has been governed by two very different sets of conditions. During the first part of the week the low pressure trough, which ordinarily lies, during the monsoon months, over the south side of the Gangetic plain, was pushed northward over the hills, and as a result there were none of the south-easterly winds which ordinarily prevail between the Himalayas and the Ganges. In place of the south-easterly winds, a westerly current was reported both there and over the central parts of the country and the Peninsula. This westerly current was dry, and, during its continuance, rain was practically confined to the extreme south of the Peninsula, Burma, Bengal, and a few places along the foot of the hills. These conditions lasted from the 18th to 21st. On the 22nd a depression began to appear over the head of the Bay, and at the same time easterly winds began to blow up the Gangetic plain, and rain to fall on the North-West Himalayas. From that date until the close of the week the storm very slowly intensified, and on the 24th was shown as a well-defined though shallow disturbance off the Orissa Coast, while the trough of low pressure over the Gangetic plain and other characteristics of the normal monsoon distribution of pressure began to appear. At the same time rain very slowly extended over India.

Daily Summary.—*Sunday, 18th August.*—Pressure had decreased over the Bay area and increased elsewhere, the change being rapid in the Indus Valley. Readings were highest in Ceylon, decreased slowly northward, and were lowest along the foot of the hills. The winds were variable in North-Eastern India and generally westerly elsewhere, with an inclination to draw into north on the West Coast. The mean temperature was excessive in the south and in defect in the north. Showers of rain had fallen in the south of the Peninsula, North-Eastern India, and along the line of the hills.

Monday.—Pressure had decreased briskly over Lower Burma and increased briskly over Lower Sind, but elsewhere the changes were generally small. The distribution of pressure was unaltered, and the wind directions were practically unchanged. The mean temperature was in defect in the extreme north and extreme south and in excess elsewhere. Rain had fallen over a considerable part of the Peninsula and a large part of North-Eastern India.

Tuesday.—Pressure had decreased almost everywhere, but the general distribution was still practically unchanged, readings decreasing from Ceylon northwards to the Himalayas. The winds were southerly in Burma and the Indus Valley and westerly to north-westerly elsewhere. The mean temperature was lower than usual in Assam and Madras and higher than usual elsewhere. Rain had again fallen over the south of the Peninsula and in North-Eastern India, while there had been practically none elsewhere.

Wednesday.—Pressure had decreased over North-Western India and increased elsewhere—most in Burma. The distribution was again unchanged in its main features, though there were indications of the appearance of a low pressure area over the Bay. The winds were southerly to south-easterly over Burma and Bengal, southerly in the Indus Valley, and generally westerly in other parts of the country, though on the West Coast the directions were variable. The mean temperature was generally excessive, except in Madras, Orissa, and Assam. Rain continued to fall over the south of the Peninsula and over North-Eastern India.

Thursday.—Pressure had changed very little, but the general inclination was upward. There were now evident signs of the development of a depression over the head of the Bay, but elsewhere the changes in the distribution were small. The winds were variable with a slight cyclonic tendency over North-Eastern India, but remained generally westerly elsewhere. The mean temperature was low in Madras, Assam, and North Bengal, and high in all the other provinces, the abnormal excess being large in the Punjab and Sind. Rain had again fallen over the Peninsula and North-Eastern India, but the fall was now extending, and rain was also reported from the North-West Himalayas.

Friday.—Pressure changes were small, comprising a slight fall over the Bay and a slight rise elsewhere. The depression over the Bay was developing, but was still a very feeble disturbance. The winds were cyclonic over North-Eastern India and easterly winds were beginning to spread up the Gangetic plain. In other places the winds were little changed. The mean temperature was low over the Bay area, North-Eastern India and the Indus Valley, and was high elsewhere. Rain continued over the Peninsula and North-Eastern India, and was extending slightly over the Central Provinces and the Gangetic plain.

Saturday.—Pressure was increasing over Upper Burma, the Gangetic plain and the Punjab, and decreasing in all other parts of the Indian region. The storm over the Bay was now a well defined though still very feeble disturbance. Gradients were steeper than of late—more particularly over the Bay. The winds were northerly on a large part of the West Coast, were cyclonic over Eastern and North-Eastern India, and south-westerly elsewhere. The mean temperature was in defect of the normal in North and West Bengal, the Indus Valley and the south of the Peninsula, and in considerable to large excess over North-Western and Central India. Rain continued to extend very slowly both over the Central Provinces and up the Gangetic plain.

Temperature.—As shown above, the rainfall of the week has been mainly confined to the south of the Peninsula and to North-Eastern India, and even in these two localities has been far from heavy. As a result, the temperature has been generally higher than usual, but especially so over the central and north-western parts of India, where practically no rain fell during the week. The following table gives the variations of the mean temperature from the normal in the different provinces of India for each day of the week:

Province.	August 1895.							Mean variation of week.
	18th	19th	20th	21st	22nd	23rd	24th	
	°	°	°	°	°	°	°	°
Burma	+0·5	+0·4	+1·4	+0·8	−0·4	−0·5	+0·9	+0·4
Bengal and Assam	−0·8	0	+1·3	+0·4	+0·5	−0·2	+0·1	+0·2
North-Western Provinces and Oudh	−1·3	+0·3	+1·3	+2·9	+3·2	+2·8	+2·2	+1·6
Punjab	−4·0	−0·6	+1·8	+3·6	+4·4	+4·4	+4·2	+2·0
Bombay	+1·3	+1·5	+1·1	+1·2	+0·2	+1·0	+0·7	+1·0
Central Provinces and Berar	+0·2	+1·6	+1·5	+2·1	+3·1	+2·9	+1·6	+1·9
Central India and Gujarat	+0·2	+0·4	+0·6	+1·3	+2·1	+2·3	+1·1	+1·1
Sind and Rajputana	−0·9	+0·2	+0·7	+1·9	+2·0	+1·3	+0·6	+0·8
Madras	+1·6	+0·6	−1·3	−1·4	−1·3	+0·9	+0·3	−0·1
Mean for whole of India	−0·4	+0·5	+0·9	+1·4	+1·6	+1·7	+1·3	+1·0

The means for the whole country show that temperature rose steadily during the greater part of the week, the coolest day relatively to the average having been the 18th—the warmest the 23rd; and that the mean variation for the week for India was 1·0° above the normal. On the 24th the mean temperature of all the provinces of India exceeded the normal average. The provincial variations show that the general temperature of the week was about normal in Burma, Bengal, Assam, Sind, Rajputana, and Madras, and was in excess in all the other provinces. The abnormal excess was greatest in the Punjab, where during the last four days of the week the variation was considerable. In Bombay and the whole of the central parts of India the mean temperature was steadily above the average throughout the week. The following were the highest temperatures recorded on each day:

On August	18th	the highest maximum reported was	101·5°	at Jacobabad.
,,	19th	,, ,,	103·1°	,, Sirsa.
,,	20th	,, ,,	103·9°	,, Jacobabad.
,,	21st	,, ,,	106·1°	,, Sirsa.
,,	22nd	,, ,,	106·6°	,, ,,
,,	23rd	,, ,,	105·6°	,, ,,
,,	24th	,, ,,	104·6°	,, ,,

The above shows that the area of greatest heat during the week lay over the south of the Punjab and Upper Sind.

Rain.—At the beginning of the week conditions were the same as those reported at the close of the last period. The trough of lowest pressure lay along and close to the Himalayas and there were no south-easterly winds blowing from the Bay into Upper India, while at the same time the monsoon current passing from the Arabian Sea into India was moderate in force and brought up very little rain. As a result, there was little or no rain over a large part of India, *viz.*, the north-west and the centre of India and the head of the Peninsula, during the early part of the week. On the other hand, in Burma, Assam, and Bengal, which were under the influence of the Bay current, the rainfall was fairly steady and continuous though not very heavy. About the middle of the week a change commenced. A depression appeared over the head of the Bay and the Bay current began to curve round towards Northern India and to penetrate some distance up the Gangetic plain. In addition, the appearance of the depression over the Bay occasioned a slight increase in the strength and rain bearing qualities of the Arabian Sea current, so that from both sides of India rainfall increased and at the close of the week became more general than at the commencement. Still, notwithstanding this improvement, the week's rainfall, as will be seen from the table at the close of the summary, has been generally and in places largely defective. In Central and Upper Burma the rainfall throughout the week was very light: thus, Yamethin had four light showers with a total of 0·13 inch, Myingyan one shower of 0·19 inch, and Kyaukse one shower of 0·19 inch. The table at the close shows the rainfall data. From this it will be seen that in only fourteen districts was the rainfall in excess of the average, while in thirty-seven it was in defect. The region of excess included the following divisions:—Tenasserim and Lower Burma, Assam (Surma), North Bengal, North Bihar, Madras (south-central), Mysore, the East Coast (all divisions), Hyderabad (south), and Madras (central and south). Roughly, the regions of excess were the centre and east of the Peninsula, the south of the Burma Peninsula and the foot of the Eastern Himalayas. The only case of large excess was the Tenasserim Division. The deficiency was largest, exceeding 2 inches, in the North-Western Provinces (east, central, and submontane divisions), Oudh, the hill districts of the Punjab, Coorg, the Konkan, the Central Provinces (west and centre), Central India, and Rajputana (east). The heaviest average actual rainfall was 12·38 inches in Tenasserim, followed by 6·26 inches in Assam (Surma), by 5·10 inches in North Bengal, and by 4½ inches in Lower Burma and Tenasserim; while Sind, Rajputana, and Central India (west) had absolutely no rain during the week, and the North-Western Provinces (central and west), the Punjab (south and west), Berar, and Central India (east) had less than one-tenth of an inch as the total fall for the week.

The returns of the sudder stations show that rain fell daily in Lower Burma, the greater part of Bengal and Bihar, as well as in Malabar, the Konkan, and Ganjam, and as scattered showers during the week in Upper Burma, Mysore, the Deccan, and Madras, while in other parts of India the rainfall occurred mostly on the first and on the last day of the week.

The three concluding columns of the table exhibit the state of the seasonal rainfall. Notwithstanding the shortness of the rain during the week under review, the rainfall since the beginning of June had in the great majority of cases been nearly normal, *i.e.*, it shows a departure from the average of less than 20 per cent. The exceptions are as follows. In Central Burma, Arakan, East Bengal, Deltaic Bengal, Central Bengal, Punjab (submontane), Berar, Gujarat, Rajputana, Central India (west), and Madras (south) the total rainfall is in defect by amounts varying between 21 and 34 per cent., while in Orissa and the East Coast (north and central) there is an abnormal excess of between 28 and 52 per cent.

The following are the more important totals recorded during the week:—Amherst 12·38 inches, Cherra Poonjee 14·91 inches, Kurseong 13·25 inches, Madhubani (Darbhanga) 8·94 inches, Karkala (South Kanara) 6·47 inches, Devala (Nilgiris) 8·76 inches, Bovda (Kolhapur) 5·44 inches, Drug (Raipur) 5·54 inches, Chipurupalle (Vizagapatam) 7·45 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending August 24th, 1895.			Rainfall data from June 2nd to August 24th, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date	Average normal rainfall, June 2nd to August 24th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	12·38	7·96	+ 4·42	107·61	116·28	— 7
	Lower Burma	4·52	4·43	+ 0·09	55·20	57·49	— 4
	Central Burma	1·40	2·86	— 1·46	28·74	36·58	— 21
	Upper Burma	1·61	?	?	14·84	?	?
	Arakan	4·40	5·73	— 1·33	91·81	124·90	— 26
Bengal and Assam	East Bengal	2·82	3·70	— 0·88	38·36	53·50	— 28
	Assam (Surma)	6·26	6·15	+ 0·11	80·82	92·70	— 6
	Do. (Brahmaputra)	3·17	3·23	— 0·06	44·71	41·47	+ 8
	Deltaic Bengal	2·08	2·96	— 0·88	22·40	32·96	— 32
	Central Bengal	1·83	2·75	— 0·92	23·84	31·91	— 25
	North Bengal	5·10	3·83	+ 1·27	63·18	60·54	+ 4
	Orissa	1·43	2·62	— 1·19	39·67	30·99	+ 28
	Chota Nagpur	1·49	3·13	— 1·64	30·37	32·80	— 7
	Bihar (South)	1·83	2·61	— 0·78	24·03	27·05	— 11
	Do. (North)	3·69	2·18	+ 1·51	34·48	29·73	— 16
North-Western Provinces and Oudh.	North-Western Provinces (East)	0·18	2·68	— 2·50	22·64	25·08	— 10
	Do. (Submontane) (*a*)	1·43	2·21	— 0·78	29·09	26·38	+ 10
	Oudh (South)	0·19	2·45	— 2·26	23·71	23·13	+ 1
	Do. (North)	0·36	2·36	— 2·00	26·25	25·28	+ 4
	North-Western Provinces (Central).	0·01	2·53	— 2·52	22·80	22·77	0
	North-Western Provinces (West).	0·03	1·78	— 1·75	19·05	18·69	+ 2
	North-Western Provinces (Submontane). (*b*)	0·17	2·40	— 2·23	31·31	29·00	+ 8
Punjab	Punjab (South)	0·06	0·77	— 0·71	7·12	8·57	— 17
	Do. (Central)	0·13	1·12	— 0·99	11·84	13·75	— 14
	Do. (Submontane)	0·13	1·51	— 1·38	14·21	18·08	— 21
	Do. (Hill Districts)	0·59	3·54	— 2·95	52·49	47·84	+ 10
	Do. (North-West)	0·14	1·12	— 0·98	10·85	11·63	— 7
	Do. (West)	0·04	0·42	— 0·38	4·34	4·56	— 5
Bombay and Malabar Coast Districts (Madras).	Malabar	1·86	3·28	— 1·42	78·20	78·93	— 1
	Madras (South Central)	2·69	1·04	+ 1·65	16·46	14·83	+ 11
	Coorg	3·41	5·88	— 2·47	76·49	85·39	— 13
	Mysore	1·22	0·83	+ 0·39	13·58	16·21	— 15
	Konkan	1·90	4·51	— 2·61	84·34	90·14	— 6
	Bombay Deccan	0·28	0·85	— 0·57	17·04	16·44	+ 7
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0·19	1·15	— 0·96	13·34	13·13	+ 2
Central Provinces and Berar.	Berar	0·07	1·46	— 1·39	17·35	22·73	— 24
	Central Provinces (West)	0·13	2·16	— 2·03	25·33	26·93	— 6
	Ditto (Central)	0·79	2·85	— 2·06	34·58	37·28	— 7
	Ditto (East)	2·33	2·96	— 0·63	41·55	34·69	+ 20
Bombay (North)	Gujarat	0·26	2·18	— 1·92	25·94	32·89	— 21
	Kathiawar	0·10	0·57	— 0·47	12·52	14·64	— 14
	Sind	0	0·17	— 0·17	3·52	3·80	— 7
Rajputana and Central India.	Central India (East)	0·07	2·10	— 2·03	22·80	27·09	— 16
	Rajputana (East), Central India (West).	0	2·15	— 2·15	13·04	20·13	— 34
	Rajputana (West)	0	1·02	— 1·02	7·33	9·69	— 24
Madras	East Coast (North)	2·51	1·28	+ 1·23	23·86	15·73	+ 52
	Ditto (ditto) (*a*)	3·85	2·15	+ 1·70	36·07	36·83	— 2
	Hyderabad (South)	1·60	1·58	+ 0·02	14·81	13·03	+ 6
	Madras (Central)	1·25	0·65	+ 0·60	8·01	9·28	— 14
	East Coast (Central)	1·88	0·87	+ 1·01	12·81	9·58	+ 34
	Ditto (South)	1·96	1·03	+ 0·93	8·45	9·13	— 7
	Madras (South)	1·28	0·47	+ 0·81	2·76	3·56	— 22

SIMLA, *29th August 1895.*

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

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 24th August.*—The rainfall has been general in most districts, but light in Tinnevelly. Agricultural operations are progressing and the standing crops are generally in fair condition, but are suffering for want of rain in parts of the Deccan, Central, and Southern districts, where irrigation supplies are also inadequate. Some harvest is in progress in almost every district, with generally moderate yield. Pasturage and fodder are sufficient. The condition of cattle is generally good. Prices are generally stationary, but some dry grains are cheaper in parts of the Carnatic, Central, and Southern districts.

Bombay.—*For week ending 28th August.*—Rain throughout the Presidency Proper, except in two districts and in Karachi; generally slight. More rain is required in Thana and in parts of Baroda territory and in all districts of the Deccan and Karnatak for the standing crops which are withering in Bijapur and parts of Ahmednagar and Sholapur. The water-supply is deficient in parts of Sind. Sowing of the early crops is progressing in five, and transplantation in three, districts. Transplantation is retarded in parts of Baroda territory for want of rain. Preparations for the late crops continue in eight districts. Fodder is scarce in parts of three districts. Agricultural stock in good condition, except in parts of Sholapur. Prices are normal, except in parts of Ahmednagar, Sholapur, and Satara.

Bengal.—*For week ending 26th August.*—There was rain throughout the Province during the week. The prospects of the winter rice crop are generally favourable, except in the Burdwan and Presidency divisions where considerable portions of land remain yet uncultivated for want of sufficient rain. The early rice and jute are being harvested. The former is expected to yield a good and the latter a fair outturn. The state of the autumn crops in Bihar and Chota Nagpur is satisfactory. Sugarcane is promising. The price of common rice is almost stationary. The flooding of the Raidak river which occurred in Jalpaiguri on the 9th of July is reported to have caused much loss of property and cattle in tahsil Kumangram. Advances are being given under the Agriculturists Loans Act.

North-Western Provinces and Oudh.—*For week ending 28th August.*—The rainfall has been very light during the week, and in four districts no rain fell. In most districts more rain is much needed. Slight damage to the crops from floods is reported from Gorakhpur and Meerut. The autumn crops are thriving and prospects continue favourable. Weeding and transplanting are still going on. Sugarcane is doing well. Preparations for the spring sowings are progressing. Fodder and supplies are sufficient. Prices are generally stationary, but are rising in a few districts.

Punjab.—*For week ending 28th August.*—Rain has fallen in eight districts only. The autumn sowings are completed and irrigation is in progress. Ploughings for the spring crops have commenced in some districts. The standing crops are generally flourishing, and their condition is said to be good to average. The crops in Hissar are withering, and more rain is urgently needed in most districts. Rats are damaging the crops in parts of Ferozepore. Cattle are generally in good condition and fodder is sufficient throughout the Province. Prices continue high in Umballa and are rising in Jullundur, but are normal in Ferozepore and Sialkot and continue low elsewhere.

Central Provinces.—*For week ending 28th August.*—There was but little rain during the first part of the week; since then good seasonable showers have fallen in most districts. The rainfall in Nagpur on the 25th was exceptionally heavy. Prospects have improved in Seoni and Damoh. The crops generally are in good condition, though more rain is required in the south of the Nerbudda Valley. Prices are above normal in the plateau districts.

Burma.—*For week ending 24th August.*—In Lower Burma the crop prospects are still very poor in the Paungde sub-division of the Prome district, but are good in all other districts. In Upper Burma prospects in Bhamo, Myitkyina, Katha, and the Ruby Mines are good. Fair rainh as fallen in Mandalay, Shwebo, Sagaing, Lower Chindwin, Pakokku, Thayetmyo, Minbu, and Magwe. This has had the effect of reviving some of the paddy nurseries and enabling agricultural operations to be carried on. More rain is still required for all crops, and if it comes a fair crop may still be obtained in these districts. Very little rain has fallen during the week in Kyaukse, Meiktila, Yamethin and Myingyan, and prospects in these districts are worse than last week. The standing crops in the Upper Chindwin are said to be backward. The price of paddy has risen slightly in Thongwa, Shwebo, and Magwe and fallen considerably in Thayetmyo; elsewhere prices are stationary.

Assam.—*For week ending 27th August.*—Weather seasonable. Reaping of the early and transplanting of the late rice continue. Tea blight is reported from Cachar. The condition of cattle is fair. The fodder-supply is indifferent, but water is sufficient.

Mysore and Coorg.—*For week ending 28th August.*—MYSORE: Rainfall good in parts of Bangalore, Kolar, and Mysore; slight rain elsewhere. The standing crops are in good condition. *Ragi* (*Eleusine coracana*) has been sown in parts. Prices have slightly risen in the Kadur and Chitaldroog districts.

COORG: Rainfall good. Transplanting of rice continues. The coffee and cardamom crops are maturing. *Ragi* (*Eleusine coracana*) is coming into ear. Fodder and water for cattle are abundant. Prices are normal.

Berar and Hyderabad.—*For week ending 28th August.*—BERAR: Weather cool. The crops are reported to be in good condition in Amraoti, Buldana, and Wun, and fair in the remaining districts, where more rain is much needed. Ploughing of fields for the ensuing winter crop is in progress. Sowings are nearing completion. Scarcity of water prevails in the Khamgaon taluka. The fodder-supply is sufficient. Prices are stationary.

HYDERABAD: Rainfall good. Sowings of the autumn crops are completed and of the irrigated crops are progressing. The general prospects are good throughout. The water-supply is increasing. Prices continue normal.

Central India.—*For week ending 28th August.*—Rain fell throughout Central India during the week, but more rain is still wanted in Bhopal, Bundelkhand, Baghelkhand, and the greater portion of Gwalior. Agricultural operations are in progress in all Agencies. Land is being prepared for winter sowings in Bhopawar. The crops have been damaged for want of rain in four districts of Gwalior and in Bhopal; elsewhere the crops are in good condition. Cattle are in indifferent condition in some districts of Gwalior and in parts of Bhopal, but are in good condition elsewhere. Pasturage is good and sufficient everywhere, except in some districts of Gwalior. Prices of food-grains are rising in three districts of Gwalior, and are high in Bhopal and Goona, but are normal elsewhere.

Rajputana.—*For week ending 28th August.*—No rain during the week, except at Abu and Jhallawar. More rain is needed in Sirohi, Marwar, Meywar, Haraoti, Kerauli, Dholepore, Ulwar, and Tonk. Agricultural operations and the standing crops are generally good, but the crops are suffering for want of rain in Meywar and Ulwar. Prospects, pasturage, and fodder are generally fair. Prices have fallen in two States and are rising in six others, but are steady elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 27th August.*—Rainfall moderate. The standing crops are very good. Water is ample for irrigation. Prices are slightly above the normal.

JAMMU PROVINCE.—*For week ending 28th August.*—Rainfall moderate. The weather is cloudy. The crops are in good condition. Fodder is sufficient. Prices are normal.

Nepal.—*For week ending 24th August.*—The days are clear, but the nights are wet and the weather is warm. The prospects of the crops are good.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT

DEPARTMENT OF REVENUE

STATIS

OF INDIA.

AND AGRICULTURE.

TICS.

IMPORTS OF COTTON, WHEAT, LINSEED, AND INDIGO.

Statement showing in maunds the imports of Cotton, Wheat, Linseed, and Indigo by rail and river into Calcutta, Bombay Town and Karachi, during the month of June and from 1st January 1895 to 30th June 1895, compared with the corresponding periods of the years 1893 and 1894.

Articles, and whence exported.	Imports in June.												Imports from January to June, inclusive.												Articles, and whence exported.
	Calcutta.			Bombay Town.			Karachi.			Total.			Calcutta.			Bombay Town.			Karachi.			Total.			
	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	
COTTON, RAW—																									COTTON, RAW—
Madras	...	...	...	60,994	24,150	13,541	...	...	...	60,994	24,150	13,541	...	...	...	80,728	34,506	33,828	...	...	...	80,728	34,506	33,828	Madras.
Bombay	19	...	...	559,385	594,921	446,436	...	...	...	559,404	594,921	446,436	19	242	...	3,075,128	3,003,646	2,629,253	...	...	...	3,075,147	3,003,888	2,629,253	Bombay.
Sind	...	...	...	...	...	...	16,542	51,253	35,946	16,542	51,253	35,946	...	...	...	...	...	...	134,180	353,351	273,394	134,180	353,351	273,394	Sind.
Bengal	10,185	8,573	13,152	...	...	...	...	...	...	10,185	8,573	13,152	72,065	47,995	56,030	19	...	...	...	...	...	72,084	47,995	56,030	Bengal.
N.-W. P. & O.	5,091	314	44,023	696	2,568	3,011	...	...	...	5,787	2,882	47,034	126,893	317,894	262,738	194,719	243,603	178,795	...	...	...	321,612	561,497	441,533	N.-W. P. & O.
Panjab	456	1,417	8,206	158	1,964	12,668	2,110	6,268	15,240	2,724	9,649	36,114	39,897	53,947	68,688	60,383	68,081	73,351	176,693	167,621	158,649	276,973	289,649	300,688	Panjab.
Cent. Provs.	354	361	...	2,289	10,463	8,226	...	...	...	2,643	10,824	8,226	4,528	8,405	6,377	79,252	124,775	119,555	...	...	...	83,780	133,180	125,932	Cent. Provs.
Berar	198	...	1,680	107,640	39,820	26,743	...	...	...	107,838	39,820	28,423	2,071	4,801	18,898	955,310	1,010,538	838,697	...	...	...	957,381	1,015,339	857,595	Berar.
Assam	1,520	1,524	666	...	...	...	...	...	...	1,520	1,524	666	30,152	23,839	16,173	...	...	...	...	...	...	30,152	23,839	16,173	Assam.
Raj. & C. I.	1,420	9,321	5,539	23,579	84,010	132,046	...	...	...	24,999	93,331	137,585	11,559	45,640	35,541	558,829	740,909	844,184	...	...	...	570,388	786,549	879,725	Raj. & C. I.
Nizam's Terr.	...	...	...	10,328	10,933	16,105	...	...	...	10,328	10,933	16,105	...	...	...	11,712	14,410	21,000	...	...	...	11,712	14,410	21,000	Nizam's Terr.
Mysore	...	...	...	...	46	...	...	...	...	...	46	...	...	...	...	606	86	78	...	...	...	606	86	78	Mysore.
TOTAL	19,243	21,510	73,266	765,069	768,875	658,776	18,652	57,521	51,186	802,964	847,906	783,228	287,184	532,763	464,445	5,016,686	5,240,554	4,738,741	310,873	520,972	432,043	5,614,743	6,294,289	5,635,229	TOTAL.
WHEAT—																									WHEAT—
Madras	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	122	140	...	...	...	...	122	140	Madras.
Bombay	...	...	...	51,721	58,429	176,142	...	...	...	51,821	58,429	176,142	...	...	...	1,416,313	702,171	1,077,487	...	...	...	1,416,313	702,171	1,077,487	Bombay.
Sind	...	...	...	...	...	...	518,421	373,226	584,871	518,421	373,226	584,871	...	...	...	...	...	...	875,630	1,154,990	950,893	875,630	1,154,990	950,893	Sind.
Bengal	149,136	28,852	208,968	...	...	...	...	...	...	149,136	28,852	208,968	472,722	155,264	473,697	...	...	...	...	...	...	472,722	155,264	473,697	Bengal.
N.-W. P. & O.	485,283	210,860	442,687	58,090	156,969	506,658	556	...	...	543,929	367,829	949,345	1,726,206	1,022,371	1,549,589	265,745	161,645	743,121	586	...	...	1,992,307	1,184,016	2,292,710	N.-W. P. & O.
Panjab	45,251	38,601	46,691	84,679	146,883	668,083	854,894	993,709	1,859,906	984,824	1,179,193	2,575,580	55,698	241,972	168,486	110,729	380,802	969,863	950,382	2,967,496	3,002,984	1,116,809	3,590,270	4,141,333	Panjab.
Cent. Provs.	37,212	...	558	979,095	96,075	266,339	...	...	...	1,016,307	96,075	266,897	162,621	28,242	26,560	3,750,665	1,086,794	936,127	...	...	...	3,913,286	1,115,036	962,687	Cent. Provs.
Berar	...	...	...	5,365	421	17,987	...	...	...	5,365	421	17,987	...	...	64	41,548	27,040	68,530	...	...	...	41,548	27,040	68,594	Berar.
Assam	840	631	...	...	...	...	...	...	...	840	631	...	840	631	...	...	...	...	...	...	...	840	631	...	Assam.
Raj. & C. I.	...	...	...	207,614	34,521	176,149	...	...	...	207,614	34,521	176,149	2,193	...	...	1,010,190	363,037	441,408	...	...	...	1,012,383	363,037	441,408	Raj. & C. I.
Nizam's Terr.	...	...	...	...	...	852	...	...	...	...	...	852	...	...	...	2,286	...	1,668	...	...	...	2,286	...	1,668	Nizam's Terr.
Mysore	...	...	...	...	2,133	...	...	...	...	...	2,133	...	...	...	...	...	2,133	...	...	...	...	...	2,133	...	Mysore.
TOTAL	717,722	278,944	698,904	1,386,564	495,431	1,813,110	1,373,871	1,366,935	2,444,777	3,478,157	2,141,310	4,956,791	2,420,280	1,448,480	2,218,396	6,597,476	2,723,744	4,238,344	1,826,568	4,122,486	3,953,877	10,844,324	8,294,710	10,410,617	TOTAL.
LINSEED—																									LINSEED—
Madras	...	...	...	5,274	2,207	499	...	...	...	5,274	2,207	499	...	...	...	59,315	97,794	74,820	...	...	...	59,315	97,794	74,820	Madras.
Bombay	...	...	...	43,898	156,529	137,838	...	...	...	43,898	156,529	137,838	...	...	...	969,461	1,632,569	1,499,877	...	...	...	969,461	1,632,569	1,499,877	Bombay.
Sind	...	...	...	...	...	...	...	131	...	131	...	...	...	...	...	...	...	...	...	681	...	...	681	...	Sind.
Bengal	863,853	546,450	503,273	...	...	...	...	...	...	863,853	546,450	503,273	3,003,939	2,453,034	1,576,539	...	...	...	...	...	...	3,003,939	2,453,034	1,576,539	Bengal.
N.-W. P. & O.	496,833	377,952	354,565	27,889	37,763	9,916	...	1,919	...	524,722	417,634	364,481	1,488,331	1,450,657	791,598	188,100	304,936	45,447	...	1,919	2,328	1,676,431	1,757,512	839,283	N.-W. P. & O.
Panjab	...	970	683	516	325	3,750	...	14,647	13,679	516	15,942	18,112	...	1,656	683	631	1,520	4,371	12	20,312	21,473	643	23,488	26,527	Panjab.
Cent. Provs.	51,699	15,029	29,803	281,817	70,669	46,053	...	...	...	333,516	85,698	75,856	153,873	343,294	66,449	1,680,568	1,130,584	422,280	...	...	...	1,834,441	1,473,878	488,729	Cent. Provs.
Berar	...	...	2,842	72,018	55,710	49,935	...	...	...	72,018	55,710	52,777	...	10,927	2,842	786,712	1,269,999	603,279	...	...	...	786,712	1,280,926	606,121	Berar.
Assam	4,800	15,497	3,022	...	...	...	...	...	...	4,800	15,497	3,022	6,922	23,734	7,986	...	...	...	...	...	...	6,922	23,734	7,986	Assam.
Raj. & C. I.	22,887	22,370	...	216,447	323,947	96,284	...	...	...	239,334	346,317	96,284	80,157	133,082	4,517	960,039	1,613,350	266,077	...	...	...	1,040,196	1,745,432	270,594	Raj. & C. I.
Nizam's Terr.	...	...	...	29,997	32,381	39,762	...	...	...	29,997	32,381	39,762	...	...	...	338,844	540,691	493,720	...	...	...	338,844	540,691	493,720	Nizam's Terr.
Mysore	...	...	...	...	136	...	...	...	...	...	136	...	...	...	...	83	410	566	...	...	...	83	410	566	Mysore.
TOTAL	1,440,072	978,268	894,188	677,856	679,667	384,037	...	16,697	13,679	2,117,928	1,674,632	1,291,904	4,733,222	4,416,384	2,450,524	4,983,753	6,590,853	3,410,437	12	22,912	23,801	9,716,987	11,030,149	5,884,762	TOTAL.
INDIGO—																									INDIGO—
Madras	...	...	...	46	114	161	...	...	...	46	114	161	...	...	...	731	1,057	884	...	...	...	731	1,057	884	Madras.
Bombay	...	...	...	19	42	...	...	...	...	19	42	...	...	...	...	406	452	427	...	...	...	406	452	427	Bombay.
Sind	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21	...	...	5,287	5,781	3,761	5,308	5,781	3,761	Sind.
Bengal	8	11	279	...	...	...	37	3,020	894	37	3,020	894	6,254	6,585	22,132	...	...	4	...	...	...	6,254	6,585	22,136	Bengal.
N.-W. P. & O.	2	59	19	...	9	3	...	...	...	8	11	279	551	3,263	7,196	141	201	5	...	...	...	692	3,464	7,201	N.-W. P. & O.
Panjab	...	...	...	...	...	20	71	291	209	71	291	229	...	248	1,942	3	1	26	2,060	2,331	3,687	2,063	2,580	5,655	Panjab.
Cent. Provs.	...	...	8	...	...	...	...	...	...	...	...	8	...	5	8	2	18	...	...	...	...	7	18	8	Cent. Provs.
Berar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Berar.
Assam	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Assam.
Raj. & C. I.	...	...	...	1	46	44	...	...	...	1	46	44	...	...	24	572	677	399	...	...	...	572	677	423	Raj. & C. I.
Nizam's Terr.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14	...	...	...	...	...	14	Nizam's Terr.
Mysore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Mysore.
TOTAL	10	70	306	66	211	228	108	3,311	1,103	184	3,592	1,637	6,810	10,096	31,302	1,876	2,406	1,759	7,347	8,112	7,448	16,033	20,614	40,509	TOTAL.

Simla, the 30th August 1895.

J. E. O'CONOR,
Director General of Statistics.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

C

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 18TH AUGUST 1894, AND FROM 1ST JULY TO 17TH AUGUST 1895.

N.B.—As regards the figures in column *Total Earnings from 1st July 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 2nd-half of 1894.	Week ending 18th August 1894. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Week ending 17th August 1895. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Earnings from 1st July to 18th August 1894.	Earnings from 1st July to 17th August 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	556	1,683	7,43,364	442	1,710	7,54,955	441	58,27,792	56,80,001	...	1,47,791
Bengal-Nágpur	109	862	50,161	65	862	50,681	66	4,80,818	4,52,219	...	28,649
Indian Midland (*a*)	132	752	86,670	115	752	58,419	78	6,18,302	4,55,201	...	1,63,161
Bezwada Extension	198	21	3,251	155	21	2,299	109	22,691	19,567	...	3,124
Metre gauge—											
Rajputana-Malwa (*b*)	236	1,719	3,74,992	218	1,790	2,66,720	149	25,27,887	22,05,502	...	3,22,385
Pálanpur-Deesa	37	17	456	27	17	640	38	3,430	4,741	1,242	...
South Indian	154	1,042	1,48,091	142	1,042	1,60,873	154	10,97,447	11,50,650	53,203	...
Mávavaram-Mutupet	82	54	3,263	60	54	3,488	65	27,937	33,927	6,200	...
Southern Mahratta (*c*)	90	1,165	1,04,198	89	1,165	1,00,025	91	7,50,093	7,83,512	27,419	...
Bengal and North-Western (*d*)	121	756	78,426	104	756	71,100	94	6,20,740	5,66,250	...	54,490
Rohilkund and Kumaon (Lucknow-Bareilly section)	87	200	9,569	48	200	10,935	55	75,180	73,296	...	1,884
Assam-Bengal	...	...	...	...	128	5,788	45	...	37,477	37,477	...
TOTAL	232	8,271	16,08,441	194	8,497	14,97,923	176	1,20,58,196	1,14,62,343	...	5,95,853
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	242	2,511	3,70,515	148	2,511	5,21,044	208	35,63,126	44,10,144	8,47,018	...
Oudh and Rohilkhand (state)	238	797	1,83,759	231	797	1,17,713	148	12,59,024	10,81,699	...	1,77,325
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	382	813	2,55,952	315	813	2,90,410	357	15,24,066	14,41,750	...	82,316
Bengal Central (*f*)	127	125	15,713	126	125	14,760	118	1,01,142	1,01,580	438	...
East Coast (state)	90	321	24,043	75	397	20,995	68	1,62,270	2,15,577	53,307	...
Metre gauge—											
Burma (state)	131	730	75,188	103	746	96,888	130	7,41,925	6,58,925	...	83,000
Special gauges—											
Jorhát (state provincial)	61	25	2,009	80	25	2,576	103	13,080	13,239	159	...
Cherra-Companyganj (state provincial)	59	8	373	47	8	462	58	2,756	2,123	...	633
TOTAL	235	5,330	9,27,552	174	5,422	10,70,848	198	73,67,389	79,25,037	5,57,648	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	341	1,490	3,90,376	262	1,490	3,48,005	234	28,52,736	24,65,130	...	3,87,606
Bombay, Baroda and Central India	530	461	2,38,791	518	461	1,66,000	360	13,34,814	13,57,399	22,585	...
Madras	236	840	1,92,306	229	840	2,10,356	250	14,04,747	14,50,051	45,904	...
TOTAL	340	2,791	8,21,473	294	2,791	7,24,361	260	55,92,297	52,73,180	...	3,19,117
TOTAL (GUARANTEED AND STATE)	251	16,392	33,57,466	205	16,710	32,93,132	197	2,50,17,882	2,46,60,560	...	3,57,322
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	152	161	20,924	130	161	21,420	133	1,56,576	1,58,416	1,840	...
Tarkessur	222	22	4,723	215	22	4,166	189	34,368	30,240	1,872	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	116	67	5,839	87	66	9,289	141	47,097	52,032	4,935	...
Bengal Dooars	148	36	4,596	128	36	4,630	129	28,123	32,350	4,227	...
Dibru-Sadiya	130	78	11,315	145	78	10,445	134	79,311	76,767	...	2,544
Special gauge—											
Darjeeling-Himalayan	248	51	12,299	241	51	12,545	246	80,561	81,248	687	...
TOTAL	157	415	59,696	144	414	62,495	151	4,26,030	4,37,053	11,017	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
Bina Guna	...	...	...	...	73	1,000	14	...	6,731	6,731	...
The Nizam's guaranteed state	171	333	56,052	174	333	50,938	153	3,89,126	3,40,459	...	48,667
The Gaekwar's Petlád	89	13	1,768	136	13	850	65	7,089	6,792	...	297
Rájpura-Bhátinda	257	108	21,653	200	108	16,274	151	1,43,919	1,63,443	19,524	...
Kolar Gold-fields	241	10	2,691	269	10	3,717	372	20,023	23,091	2,468	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	87	362	28,745	79	362	37,979	105	2,07,015	2,26,599	19,584	...
The Gaekwar's Mehsána	60	93	5,093	55	93	3,450	37	20,012	28,109	...	1,443
Kolhápur	71	29	1,832	63	29	2,397	83	13,608	12,822	...	786
Special gauge—											
The Gaekwar's Dabhoi	47	72	3,460	48	72	3,010	42	15,969	17,961	1,992	...
Cooch Behar	40	22	622	28	22	670	30	4,334	3,350	...	984
TOTAL	126	1,042	1,23,916	119	1,115	1,20,285	108	8,31,295	8,29,417	...	1,878
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	81	334	22,791	68	334	16,034	48	1,35,522	1,24,735	...	10,787
Jetalsar-Rájkot	61	46	2,434	53	46	2,334	51	16,129	17,825	1,696	...
Jodhpur-Bickaneer	48	364	20,453	56	364	14,100	39	1,31,043	1,00,660	...	30,983
Oodeypore-Chitor	...	...	...	...	61	880	14	...	(*i*) 1,810	1,810	...
Special gauge—											
Morvi	56	94	4,968	53	94	4,327	46	29,930	35,935	6,005	...
TOTAL	63	838	50,646	60	809	37,675	42	3,13,224	2,80,965	...	32,259
GRAND TOTAL	234	18,687	35,91,724	192	19,138	35,13,587	184	2,65,88,437	2,62,07,995	...	3,80,442

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Includes the Guntakal-Mysore frontier section.
(*d*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*e*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*i*) Total earnings from 1st to 17th August 1895.

SIMLA, *the 29th August 1895.*

F. B. HEBBERT,
Under Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. XVIII of 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	Week ending 18th August 1894. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Week ending 17th August 1895. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Earnings from 1st April to 18th August 1894.	Earnings from 1st April to 17th August 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	530	1,683	7,43,364	442	1,710	7,54,955	441	1,95,78,928	2,03,58,572	7,79,644	...
Bengal-Nágpur	152	862	50,161	65	862	50,681	66	23,61,299	24,36,469	75,170	...
Indian Midland(*a*)	144	752	86,670	115	752	58,419	78	22,36,969	17,10,294	...	5,26,675
Bezwada Extension	170	21	3,251	155	21	2,299	109	56,705	61,810	5,105	...
Metre gauge—											
Rajputana-Malwa (*b*)	279	1,719	3,74,992	218	1,790	2,66,720	149	1,00,52,932	95,21,406	...	5,31,526
Pálanpur-Deesa	44	17	456	27	17	640	38	14,315	16,465	2,150	...
South Indian	154	1,042	1,48,091	142	1,042	1,60,873	154	32,22,782	35,35,239	3,12,457	...
Mávavaram-Mutupet	75	54	3,263	60	54	3,488	65	(*c*) 76,188	90,828	23,640	...
Southern Mahratta (*d*)	105	1,105	1,04,198	89	1,165	1,06,025	91	26,91,579	27,35,259	43,680	...
Bengal and North-Western (*e*)	146	756	78,426	104	756	71,100	94	23,57,010	22,13,157	...	1,43,853
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	9,569	48	200	10,935	55	3,25,004	2,99,741	...	25,263
Assam Bengal	...	...	...	...	128	5,788	45	...	(*f*) 37,477	37,477	...
TOTAL	259	8,271	16,08,441	194	8,497	14,97,923	176	4,29,73,711	4,30,25,717	52,006	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*g*)	252	2,511	3,70,515	148	2,511	5,21,044	208	1,18,93,756	1,49,28,998	30,35,242	...
Oudh and Rohilkhand (state)	270	797	1,83,759	231	797	1,17,713	148	42,15,664	39,78,821	...	2,36,243
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	339	813	2,55,952	315	813	2,90,410	357	42,76,536	42,39,339	...	37,197
Bengal Central (*h*)	130	125	15,713	126	125	14,760	118	3,09,296	3,09,336	40	...
East Coast (state)	99	321	24,043	75	397	26,995	68	5,76,497	7,47,980	1,71,483	...
Metre gauge—											
Burma (state)	164	730	75,188	103	746	96,888	130	23,08,102	23,73,714	65,612	...
Special gauges—											
Jorhát (state provincial)	55	25	2,009	80	25	2,576	103	29,713	34,577	4,864	...
Cherra-Companyganj (state provincial)	64	8	373	47	8	462	58	9,294	6,612	...	2,682
TOTAL	243	5,330	9,27,552	174	5,422	10,70,848	198	2,36,18,358	2,66,19,377	30,01,119	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	442	1,490	3,90,376	262	1,490	3,48,005	234	1,36,77,004	1,18,38,469	...	18,38,535
Bombay, Baroda and Central India	678	461	2,38,791	518	461	1,66,000	360	66,78,103	75,58,217	8,80,114	...
Madras	243	840	1,92,306	229	840	2,10,356	250	40,50,955	43,47,399	2,97,344	...
TOTAL	421	2,791	8,21,473	294	2,791	7,24,361	260	2,44,05,162	2,37,44,085	...	6,61,077
TOTAL (GUARANTEED AND STATE)	281	16,392	33,57,466	205	16,710	32,93,132	197	9,09,97,131	9,33,89,179	23,92,048	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	165	161	20,924	130	161	21,420	133	5,33,341	5,59,675	26,334	...
Tarkessur	269	22	4,723	215	22	4,166	189	1,27,342	1,25,157	...	2,185
Metre gauge—											
Rohilkund and Kumaon (Company's section)	121	67	5,839	87	66	9,289	141	1,82,318	1,80,445	...	1,873
Bengal Dooars	161	36	4,596	128	36	4,630	129	65,100	81,980	16,880	...
Dibru-Sadiya	136	78	11,315	145	78	10,445	134	2,09,578	2,18,122	8,544	...
Special gauge—											
Darjeeling-Himalayan	249	51	12,299	241	51	12,545	246	2,55,622	3,16,603	60,981	...
TOTAL	164	415	59,696	144	414	62,495	151	13,73,301	14,81,982	1,08,681	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
Bina Guna	...	...	...	...	73	1,000	14	...	(*j*) 12,014	12,014	...
The Nizam's guaranteed state	187	333	58,052	174	333	50,938	153	12,66,327	11,96,652	...	69,675
The Gaekwar's Petlád	105	13	1,768	136	13	850	65	29,411	31,090	1,679	...
Rájpura-Bhátinda	271	108	21,653	200	108	16,274	151	4,68,276	4,83,471	15,195	...
Kolar Gold-fields	260	10	2,691	269	10	3,717	372	(*k*) 33,842	59,716	25,874	...
Metre gauge—											
Southern Mahratta (Mysore section) (*l*)	89	362	28,745	79	362	37,979	105	6,43,763	6,70,596	26,833	...
The Gaekwar's Mehsána	74	93	5,093	55	93	3,450	37	1,45,654	1,31,388	...	14,266
Kolhápur	81	29	1,832	63	29	2,397	83	52,806	48,354	...	4,452
Special gauges—											
The Gaekwar's Dabhoi	59	72	3,460	48	72	3,010	42	95,070	1,09,250	14,180	...
Cooch Behar	45	22	622	28	22	670	30	15,135	14,128	...	1,007
TOTAL	136	1,042	1,23,916	119	1,115	1,20,285	108	27,50,284	27,56,659	6,375	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	103	334	22,791	68	334	16,034	48	7,17,751	8,41,959	1,24,208	...
Jetalsar-Rájkot	68	46	2,434	53	46	2,334	51	59,366	71,144	11,778	...
Jodhpur-Bickaneer	58	364	20,453	56	364	14,100	39	4,86,908	3,96,392	...	90,516
Oodeypore-Chitor	...	...	...	...	61	880	14	...	(*m*) 1,810	1,810	...
Special gauge—											
Morvi	65	94	4,968	53	94	4,327	46	1,27,671	1,58,625	30,954	...
TOTAL	78	838	50,646	60	899	37,675	42	13,91,696	14,69,930	78,234	...
GRAND TOTAL	261	18,687	35,91,724	192	19,138	35,13,587	184	9,65,12,412	9,90,97,750	25,85,338	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 18th August 1894.
(*d*) Total earnings from 2nd April to 18th August 1894.
(*e*) Includes the Guntakal-Mysore frontier section.
(*f*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*g*) Total earnings from 1st July to 17th August 1895.
(*h*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*i*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*j*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*k*) Total earnings from 1st May to 17th August 1895.
(*l*) Total earnings from 1st July to 18th August 1894.
(*m*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*n*) Total earnings from 1st to 17th August 1895.

SIMLA, *the 29th August 1895.*

F. B. HEBBERT,
Under Secretary.

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SUPPLEMENT TO

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OFFICIAL PAPERS.

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1895, COMPARED WITH THE WAGES IN THE CORRESPONDING PERIOD OF THE PRECEDING YEAR.

DISTRICTS.	AVERAGE WAGES PER MONTH.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter, or Blacksmith.	
	1894.	1895.	1894.	1895.	1894.	1895.
	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.
Burma—						
Tenasserim—						
Mergui	15 0 0	15 0 0	15 0 0	15 0 0	30 0 0	30 0 0
Tavoy	12 0 0	12 0 0	15 0 0	15 0 0	35 0 0	35 0 0
Moulmein and Amherst	22 8 0	15 0 0	12 0 0	12-0 to 15-0	12 0 0	15-0 to 30-0
Pegu (Deltaic)—						
Pegu	12 8 0	12 8 0	10 0 0	10 0 0	15 0 0	15 0 0
Rangoon	15 0 0	15 0 0	12 0 0	12 0 0	25-0 to 30-0	25-0 to 30-0
Thôngwa	12 0 0	12 0 0	12 0 0	15 0 0	30 0 0	20 0 0
Bassein	15 0 0	15 0 0	14 0 0	14 0 0	25 0 0	25 0 0
Pegu (inland)—						
Shwegyin	12 0 0	20 0 0	12 0 0	15 0 0	30 0 0	30 0 0
Tharrawaddy	15-0 to 20-0	15-0 to 20-0	12-0 to 15-0	12-0 to 15-0	30-0 to 45-0	30-0 to 45-0
Henzada	15 0 0	15 0 0	12 0 0	12 0 0	22 0 0	22 0 0
Prome	16 0 0	10 0 0	15 0 0	15 0 0	30 0 0	30 0 0
Toungoo	14 0 0	14 0 0	14 0 0	14 0 0	30 0 0	30 0 0
Thayetmyo	15 0 0	15 0 0	12 0 0	12 0 0	30 0 0	30 0 0
Upper Burma—						
Mandalay	12 0 0	10 0 0	15 0 0	15 0 0	20-0 to 25-0	30 0 0
Bhamo	15 0 0	15 0 0	20 0 0	20 0 0	30-0 „ 45-0	30-0 to 45-0
Pakôkku	15 0 0	13 0 0	15 0 0	14 0 0	22 0 0	15 0 0
Meiktila	10 0 0	12 0 0	18 0 0	15 0 0	22-0 to 30-0	20 0 0
Arakan—						
Sandoway	15 0 0	15 0 0	11 0 0	11 0 0	30 0 0	30 0 0
Kyaukpyu	8-0 to 9-0	8-0 to 9-0	10 0 0	10 0 0	30 0 0	30 0 0
Akyab	15-0 „ 20-0	15-0 „ 20-0	10-0 to 12-0	10-0 to 12-0	15-0 to 20-0	15-0 to 20-0

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1895, COMPARED WITH THE WAGES IN THE CORRESPONDING PERIOD OF THE PRECEDING YEAR—*continued.*

Districts.	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter or Blacksmith.	
	1894.	1895.	1894.	1895.	1894.	1895.
	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.
Assam—						
Surma—						
Sylhet	7 0 0	7 0 0	7-0 to 8-0	7-0 to 8-0	13-0 to 30-0	13-0 to 30-0
Cachar	6-0 to 7-0	6-0 to 7-0	7-0 „ 8-0	7-0 „ 8-0	15-0 „ 20-0	15-0 „ 20-0
Khási and Jaintiá Hills	7-0 „ 15-0	8-0 „ 15-0	7-0 „ 12-0	9-0 „ 15-0	10-0 „ 50-0	10-0 „ 60-0
Garo Hills	6-0 „ 8-0	6-0 „ 8-0	10-0 „ 12-0	10-0 „ 12-0	20-0 „ 40-0	20-0 „ 40-0
Brahmaputra—						
Goálpára	7-0 to 9-0	7-0 to 9-0	8-0 to 10-0	8-0 to 10-0	15-0 to 40-0	15-0 to 40-0
Kámrúp	9-0 „ 12-0	10-0 „ 12-0	8-0 „ 12-0	9-0 „ 12-0	20-0 „ 50-0	20-0 „ 50-0
Darrang	5-0 „ 10-0	10-0 „ 12-0	8-0 „ 10-0	10 0 0	6-0 „ 30-0	15-0 „ 30-0
Nowgong	7-0 „ 9-0	8-0 „ 9-0	8-0 „ 10-0	8-0 to 10-0	10-0 „ 30-0	10-0 „ 30-0
Sibságar	8-0 „ 10-0	10 0 0	8-0 „ 10-0	9-0 „ 12-0	15-0 „ 35-0	18-0 „ 30 0
Lakhimpur	8-0 „ 10-0	8 0 to 11-0	10-0 „ 15-0	10-0 „ 14-0	12-0 „ 60-0	12-0 „ 60-0
Bengal—						
Eastern hill tracts—						
Hill Tippera	*	*	*	*	*	*
Nágá Hills	15-0 to 22-8	15-0 to 22-8	15-0 to 18-0	15-0 to 18-0	23-0 to 45-0	30-0 to 50-0
Eastern—						
Backergunge	6 0 0	7 0 0	7 0 0	7 0 0	13-8 to 15-0	7-8 to 15-0
Noakhali	5-0 to 7-0	5-0 to 7-0	5-0 to 7-0	5-0 to 7-0	10-0 „ 15-0	10-0 „ 15-0
Chittagong	11 0 0	7-0 „ 12-0	8 0 0	6-0 „ 9-0	6-0 „ 20-0	7-0 „ 18-0
Tippera	7-0 to 10-0	7-0 „ 10-0	6-0 to 10-0	6-0 „ 10-0	6-0 „ 20-0	6-0 „ 20-0
Dacca	5-0 „ 7-0	5-0 „ 7-0	5-0 „ 7-0	5-0 „ 7-0	7-0 „ 15 0	7-0 „ 15-0
Mymensingh	7 8 0	7 8 0	8 0 0	8 0 0	10-0 „ 15-0	10-0 „ 15-0
Deltaic—						
Khulna	7-8 to 9-6	7-8 to 9-6	7-0 to 9	7-0 to 9-0	10-0 to 30-0	10-0 to 30-0
24-Parganas	9-0 „ 10-0	9-0 „ 10-0	6-0 „ 7	6-0 „ 7-0	15-0 „ 20-0	15-0 „ 20-0
Midnapore	6 0 0	6 0 0	6 0 0	6 0 0	7-8 „ 12-0	7-8 „ 12-0
Howra	9 0 0	7-0 to 8-0	8 0 0	7 0 0	12-0 „ 20-0	12-0 „ 20-0
Calcutta	...	...	8 0 0	8 0 0	15-0 „ 16-0	16-0 „ 17-0
Hooghly	9 6 0	8 0 0	6-0 to 7-0	7 0 0	8-0 „ 30-0	12-0 „ 15-0
Nadia (Krishnagar)	7 8 0	7 8 0	7 0 0	6 0 0	7-8 „ 15 0	7-8 „ 15-0
Jessore	7 8 0	7 8 0	6 0 0	6 0 0	10-0 „ 20-0	10-0 „ 20 0
Faridpur	5-0 to 8-0	5-0 to 8-0	6-0 to 8-0	6-0 to 8-0	8-0 „ 16-0	8-0 „ 16-0
Central—						
Bankura	5-0 to 6-8	5-0 to 6-8	4-0 to 6-0	4-0 to 6-0	10-0 to 15-0	10-0 to 15-0
Burdwan	9 6 0	7 8 0†	6 0 0	6 0 0	12-3 „ 16-14	12-0 „ 15-0
Birbhum	6-0 to 7-8	6-0 to 7-8	4-0 to 6-0	4-0 to 6-0	7-8 „ 12-0	7-8 „ 12-0
Murshidabad	3 12 0	5 0 0	4-0 „ 5-0	5-0 „ 6-0	10-0 „ 12-0	10-0 „ 12-0
Sonthal Parganas	4-0 to 5-0	4-11 to 5-0	5-0 „ 6-0	5-0 „ 6 0	6-9 „ 15-0	7-8 „ 15-0
Patna	5-0 „ 7-0	5-0 „ 7-0	6-0 „ 8-0	6-0 „ 8-0	7-0 „ 20-0	7-0 „ 20-0
Bogra	7 8 0	7 8 0	5-0 „ 7-0	5-0 „ 7-0	10-0 „ 20-0	10-0 „ 20-0
Rajshahi	5-0 to 7-0	5-0 to 7-0	5-0 „ 6-0	5-0 „ 6-0	10-0 „ 16-0	10-0 „ 16-0
Malda	7 0 0	7 0 0	5 0 0	5 0 0	8-0 „ 15-0	8-0 „ 15-0
Northern—						
Rangpur	7 0 0	7 8 0	6-0 to 8-0	6-0 to 8-0	15-0 to 30-0	10-0 to 20-0
Dinajpur	7 8 0	7 8 0	6-0 „ 8-0	6-0 „ 8-0	10-0 „ 20-0	10-0 „ 20-0
Jalpaiguri	7 8 0	7 8 0	8 0 0	8 0 0	12-0 „ 20-0	12-0 „ 20-0
Darjeeling	7 0 0	7-0 to 15-0	8-0 to 9-0	7-0 to 9-0	12-0 „ 30-0	10-0 „ 30-0
Orissa—						
Puri	4 0 0	4 0 0	5 0 0	5 0 0	7-8 to 10-0	7-8 to 10-0
Cuttack	5 10 0	5 10 0	5 0 0	5 0 0	7-8 „ 11-4	7-8 „ 11-4
Balasore	4-0 to 5-0	4-0 to 5-0	4-0 to 6-0	4-0 to 6-0	8-0 „ 12-0	8-0 „ 12-0
Chota Nagpur—						
Singhbhum	4 0 0	5 0 0	7 0 0	6 0 0	15 0 0	12 0 0
Manbhum	4-10 to 5-10	4-11 to 5-10	5-0 to 6-0	5-0 to 6-0	11-4 to 22-8	11-4 to 22-8
Lohardaga	3 12 0	3 12 0	4-0 „ 6-0	4-0 „ 6-0	5-10 „ 11-4	5-10 „ 11-4
Palámau	5 14 3	5 14 3	3-8 „ 5-0	3-0 „ 5-0	7 8 0	7-8 „ 9-6
Hazáribágh	5 0 0	5-0 to 6-0	6 0 0	4-0 „ 6-0	7 8 0	7-8 „ 8-8
Bihár, South—						
Monghyr	3-12 to 4-11	3-12 to 5-10	3 12 0	3-0 to 4-0	5-10 to 7-8	5-10 to 11-4
Gaya	3-8 „ 5-10	3-8 „ 5-0	4-0 to 5-0	4-0 „ 5-0	5-10 „ 14-0	5-10 „ 12-0
Patna	4-0 „ 5-0	4-0 „ 5-0	4-8 „ 5-0	4-8 „ 5-0	7-0 „ 8-0	7-0 „ 8-0
Shahabad	4-4 „ 5-0	4-0 „ 5-0	4-0 „ 6-4	4-4 „ 6-4	3-4 „ 10 4	3-8 „ 10-4
Bihár, North—						
Purnea	3-12 to 5-10	4-11 to 5-10	4-0 to 6-0	4-0 to 6-0	8-0 to 15-0	8-0 to 15-0
Bhágalpur	5 0 0	3 12 0	5 0 0	4 8 0	9-0 „ 11-0	7 0 0
Darbhanga	3 12 0	3 12 0	3-0 to 4-0	3-0 to 4-0	6-9 „ 7-8	6-9 to 7-8
Muzaffarpur	3-12 to 5-10	3-12 to 5-10	3-0 „ 4-0	3-0 „ 4-0	5-10 „ 9-6	3-12 „ 9-6
Saran	3-12 „ 5-10	3-12 „ 5-10	4-0 „ 7-0	4-0 „ 8-0	6-9 „ 10-0	7-8 „ 10-0
Champaran	4 0 0	4 0 0	4 0 0	4 0 0	6-0 „ 8-0	8-0 „ 9-0

* Not stated. † Besides food.

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1895, COMPARED WITH THE WAGES IN THE CORRESPONDING PERIOD OF THE PRECEDING YEAR—*continued.*

Districts.	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter or Blacksmith.	
	1894.	1895.	1894.	1895.	1894.	1895.
	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.
N.-W. Provinces—						
Eastern—						
Mirzapur	4 0 0	4 0 0	5 0 0	5 0 0	8 0 0	8 0 0
Benares	4 0 0	4 0 0	4 8 0	4 8 0	8 11 0	8 11 0
Ghazipur	3 0 0	3 0 0	5 0 0	4 0 0	7 8 0	7 8 0
Jaunpur	3 8 0	3 8 0	5 0 0	5 0 0	7 8 0	7 8 0
Allahabad	4 8 0	4 8 0	5 0 0	5 0 0	12 8 0	12 8 0
Central—						
Bánda	2-0 and 3-0	2-0 and 3-0	4-0 and 4-8	4-0 to 5-0	7-8 and 9-0	8-0 and 10-0
Fatehpur	2 8 0	2 8 0	3-8 to 4-0	3-8 „ 4-0	5-10 to 7-8	5-10 to 7-8
Hamírpur	3 0 0	3 0 0	4 0 0	4 0 0	8 0 0	8 0 0
Jalaun	3-0 to 4-0	3-0 to 4-0	4-0 to 6-0	4-0 to 6-0	8 0 0	8 0 0
Cawnpore	3 12 0	3 12 0	5-0 and 6-0	5-0 and 6-0	7-8 and 9-6	7-8 and 9-6
Etáwah	4 4 0	4 4 0	5 0 0	5 0 0	9 8 0	9 8 0
Farukhabad	5 0 0	5 0 0	5 0 0	5 0 0	10 0 0	10 0 0
Mainpuri	4-0 and 5-0	4-0 and 5-0	4-0 to 6-0	4-0 to 6-0	8-0 to 12-0	8-0 to 12-0
Etah	5 0 0	5 0 0	4-8 and 5-0	4-8 and 5-0	9-0 „ 12-0	9-0 „ 12-0
Western—						
Jhánsi	3-0 and 3-8	3-0 and 3-8	5-0 and 6-0	5-0 and 6 0	10-0 and 12-0	10-0 and 12-0
Agra	4-0 „ 5-0	4-0 „ 5-0	5-0 „ 6-0	5-0 „ 6-0	10-0 „ 12-0	10-0 „ 12-0
Muttra	4 11 0	5 10 0	5 0 0	5 0 0	9 4 0	9 4 0
Aligarh	3 12 0	3 12 0	4-0 and 5-0	4-0 and 5-0	10 0 0	10-0 and 15-0
Bulandshahr	4 0 0	4-0 and 5-0	5 0 0	4-0 „ 4-11	8-0 and 10-0	8-0 „ 10-0
Sub-montane—						
Ballia	3 12 0	3 12 0	4 0 0	4 0 0	7-8 and 8-0	7-8 and 8-0
Azamgarh	3 12 0	3 12 0	5 0 0	5 0 0	7 8 0	7 8 0
Gorakhpur	3 12 0	3 12 0	4-0 and 5-0	4-0 and 5-0	7-8 and 9-12	7-8 and 9-12
Basti	3 12 0	3 12 0	4-0 „ 5-0	4-0 „ 5-0	8-0 to 12-0	8-0 to 12-0
Sháhjahánpur	2-0 and 3-0	2-0 and 3-0	3-8 to 6-0	3-8 to 6-0	7-0 „ 10-0	7-0 „ 10-0
Budaun	3 0 0	3 0 0	4 0 0	4 0 0	7 8 0	7 8 0
Pilibhit	4 0 0	4 0 0	4 8 0	4 8 0	10 0 0	10 0 0
Bareli	5 0 0	5 0 0	5 0 0	5 0 0	7 8 0	7-8 and 9-6
Moradabad	4 0 0	5 0 0	5 4 0	5 4 0	10 0 0	10 0 0
Naini Tal	5 0 0	5 0 0	6 0 0	6 0 0	10 0 0	10 0 0
Almora	4-0 to 8-0	4-0 to 8-0	5-0 and 6-0	5-0 and 6-0	10-0 to 12-0	10-0 to 12-0
Bijnor	4 0 0	4 0 0	5 0 0	5 0 0	7 8 0	7 8 0
Muzaffarnagar	5 0 0	5 0 0	4-0 and 5-0	4-0 and 5-0	12-0 and 14-0	12-0 and 14-0
Meerut	4-0 and 5-0	5-0 and 6-0	5-0 „ 6-0	5-0 „ 6-0	12-0 „ 15-0	12-0 „ 15-0
Saháranpur	5-0 „ 6-0	5-0 „ 6-0	5-0 „ 6-0	5-0 „ 6-0	10-0 „ 12-0	10-0 „ 12-0
Dehra Dun	6-0 „ 7-0	6-0 to 7-0	5-0 to 6-0	5-0 to 7-0	12-0 to 15-0	12-0 to 16-0
Garhwál	5 10-0	5 10 0	5-0 „ 6-0	5-0 „ 6-0	10-0 „ 15-0	10-0 „ 15-0
Oudh—						
Southern—						
Partabgarh	3 0 0	3 0 0	3 8 0	3 8 0	6 0 0	6 0 0
Sultanpur	3 12 0	3 12 0	5 0 0	5 0 0	7 8 0	7 8 0
Rae-Bareli	4 0 0	4 0 0	4 8 0	4 8 0	8 0 0	8 0 0
Unao	4 0 0	4 0 0	5 0 0	5 0 0	8 0 0	8 0 0
Lucknow	4 0 0	4 0 0	4 8 0	4 8 0	11-4 and 15-0	11-4 to 15-0
Hardoi	4 0 0	3 0 0	4 0 0	4 0 0	8 0 0	8 0 0
Northern—						
Fyzabad	2 13 0	2 13 0	4 0 0	4 0 0	7-8 and 9-6	7-8 and 9-6
Barabanki	4 0 0	4 0 0	4 0 0	4 0 0	8 0 0	8 0 0
Gonda	3 0 0	3 0 0	3 8 0	3 8 0	8 0 0	8 0 0
Bahraich	3 0 0	3 0 0	4-0 and 5-0	4-0 and 5-0	10 0 0	10 0 0
Sitapur	4 0 0	4 0 0	4 0 0	4 0 0	8 0 0	8 0 0
Kheri	3 12 0	4 0 0	4 8 0	4 8 0	8-0 and 8-8	8-0 and 8-8
Rajputana—						
Eastern—						
Partábgarh	7 8 0	7 8 0	5 10 0	5 10 0	15-0 to 16-13	15-0 to 18-12
Bánswára	5 0 0	5 0 0	5 0 0	5 0 0	11-4 „ 18-12	11-4 „ 18-12
Meywar (Oodeypore)	4-0 to 6-0	4-0 to 6-0	5-8 to 7-0	5-8 to 7-0	25-0 „ 35-0	25-0 „ 35-0
Sirohee	5 8 0	5-0 and 6-0	4 8 0	5 0 0	10 0 0	10 0 0
Erinpura	6 0 0	6 0 0	6 0 0	6 0 0	12 0 0	12 0 0
Ajmere	5-0 to 8-0	4-0 to 7-8	5-0 to 8-0	5-0 to 8-0	7-8 to 15-0	10-0 to 15-0
Abu	7 0 0	7 0 0	6 5 0	6 5 0	18 12 0	18 12 0
Kishengarh	4-0 to 5-0	4-0 to 5-0	5-0 to 7-0	5-0 to 7-0	4-0 to 15-12	4-8 to 15-12
Boondee	5 10 0	5 10 0	5 10 0	5 10 0	7-8 „ 15-0	7-8 „ 15-0
Kotah	4 0 0	4 0 0	4 0 0	4 0 0	7-8 „ 8-0	7-8 „ 8-0
Jhallawar	4-0 to 5-0	4-0 to 5-0	4-0 to 7-0	4-0 to 7-0	5-0 „ 30-0	5-0 „ 30-0
Tonk	5 10 0	5 10 0	5 10 0	5 10 0	7-8 „ 15-0	7-8 „ 15-0
Jeypore	2-0 to 3-0	2-0 to 3-0	3-8 to 6-0	3-8 to 6-0	7-8 „ 10-5	7-8 „ 10-5
Kerowlee	4 0 0	2 8 0	...	...	6-0 „ 8-0	6-0 „ 8-0
Dholpur	1-14 to 4-11	1-14 to 4-11	...	...	5-10 „ 20-0	5-10 „ 20-0

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1895, COMPARED WITH THE WAGES IN THE CORRESPONDING PERIOD OF THE PRECEDING YEAR—*continued.*

Districts.	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter or Blacksmith.	
	AVERAGE WAGES PER MONTH.					
	1894.	1895.	1894.	1895.	1894.	1895.
	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.
Rajputana—*contd.*						
Eastern—contd.						
Bhurtpore	1-8 to 3-0	1-8 to 3-0	...	...	4-0 to 17-0	4-0 to 17-0
Ulwur	4-0 „ 6-0	2-0 to 6-0	3-0 to 7-0	4-0 to 5-0	6-0 „ 15 0	6-0 „ 15-0
Deoli Cantonment	5 10 0	5 10 0	5 15 0	5 10 0	7-8 „ 9-6	9 6 0
Nusseerabad Cantonment	7 8 0	7 8 0	6-0 to 9-0	6-0 to 9-0	10-0 „ 15-0	10-0 to 15-0
Hilly Tracts of Meywar	5 4 0	5 4 0	4 9 0	4 9 0	9-6 „ 15-0	9-6 „ 15-0
Bálmer	5 10 0	5 10 0	...	...	9 0 0	9 6 0
Anádra	7 0 0	7 0 0	6 0 0	6 5 0	...	...
Shahpoora	5 10 0	5 10 0	5 10 0	5 10 0	7-8 to 15-0	7-8 to 15-0
Western—						
Jodhpore	4 11 0	4 11 0	5 10 0	5 10 0	13 2 0	13 2 0
Jeysulmere	11 0 0	11 0 0	5 0 0	5 0 0	15 0 0	15 0 0
Bickaneer	4 11 0	5 2 6	4 3 6	4 3 6	8-7 to 10-12-6	9-6 to 12-6-9
Central India—						
Indore	5 8 0	5 8 0	7 0 0	7 0 0	15 0 0	15 0 0
Nimach Cantonment	5 10 0	5 10 0	7 0 0	7 0 0	12-0 to 13-0	12-0 to 13-0
Goona	4-0 to 5-0	4-0 to 5-0	4-0 to 5-0	4-0 to 5-0	12-0 „ 15-0	12-0 „ 15-0
Gwalior	4 11 0	4-11 to 5-10	5 0 0	4-0 „ 6-0	14 1 0	7-8 „ 15-0
Panjab—						
Southern—						
Hissar	5 0 0	5 0 0	6 0 0	6 0 0	10 0 0	10 0 0
Ferozepore	6 9 0	15 0 0	6 0 0	6 8 0	15 0 0	15 0 0
Montgomery	9 0 0	10 0 0	6 0 0	6 0 0	18 5 4	20 0 0
Central—						
Gurgaon	5 8 0	4 0 0	6 8 0	5 0 0	13 8 0	8 0 0
Delhi	5 10 0	5 10 0	5 10 0	5 10 0	12 3 0	13 2 0
Rohtak	6 0 0	6 0 0	6 0 0	6 0 0	9 5 4	9 5 4
Karnál	7 8 0	7 8 0	6 0 0	6 0 0	15 0 0	15 0 0
Lahore	8 0 0	7 8 0	6 8 0	7 0 0	15 0 0	10 14 0
Sub-montane—						
Ambala	7 8 0	7 8 0	5 0 0	5 0 0	12 0 0	12 0 0
Ludhiána	5 0 0	5 0 0	6 0 0	6 0 0	11 2 8	11 2 8
Jullundur	5 0 0	6 0 0	6 0 0	5 0 0	10 0 0	11 0 0
Hoshiárpur	5 0 0	5 0 0	6 0 0	6 0 0	10 0 0	10 0 0
Gurdáspur	5 10 0	5 10 0	6 0 0	6 0 0	15 0 0	15 0 0
Amritsár	7 0 0	7 0 0	5 8 0	5 8 0	14 8 0	14 8 0
Hills—						
Simla	6 9 0	6 9 0	6 1 6	7 0 6	13 9 6	13 8 6
Kángra	7 8 0	8 0 0	5 10 0	6 0 0	15 0 0	15 0 0
North-western—						
Siálkot	6 0 0	6 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Gujránwála	5 8 0	5 0 0	5 8 0	5 8 0	13 8 0	13 8 0
Gujrát	4 0 0	4 0 0	4 0 0	4 0 0	10 7 0	10 9 5
Jhelum	6 0 0	6 0 0	6 0 0	7 0 0	15 0 0	15 0 0
Rawalpindi	7 0 0	7 8 0	6 9 0	6 7 0	24 6 0	21 14 0
Hazára	7 0 0	7 0 0	7 8 0	7 8 0	20 0 0	22 8 0
Pesháwar	5 8 0	5 8 0	6 8 0	6 8 0	18 0 0	22 0 0
Kohát	7 0 0	7 0 0	6 0 0	6 0 0	23 0 0	23 0 0
Western—						
Shahpur	3 8 0	3 8 0	6 0 0	6 0 0	13 0 0	13 0 0
Jhang	7 0 0	7 0 0	8 0 0	8 0 0	20 0 0	20 0 0
Multan	9 0 0	10 0 0	7 0 0	7 0 0	17 8 0	18 0 0
Bannu	6 1 4	6 0 0	6 0 0	6 0 0	15 13 4	15 13 4
D. I. Khan	5 0 0	5 0 0	6 0 0	6 0 0	21 4 0	21 4 0
Muzaffargarh	6 9 0	7 8 0	5 9 0	7 0 0	18 12 0	21 4 0
D. G. Khan	7 8 0	4 0 0	6 0 0	6 9 0	15 0 0	15 0 0
Sind and Baluchistan—						
Karáchi	10-0 to 18-0	10-0 to 18-0	10-0 to 15-0	10-0 to 15-0	20-0 to 40-0	20-0 to 40-0
Hyderabad	10 0 0	10 0 0	10 0 0	10 0 0	30 0 0	30 0 0
Thar and Párkar (Umarkot).	11 0 0	10 0 0	8 0 0	8 0 0	22 0 0	20 0 0
Sukkur (Shikárpur)	15 0 0	12 0 0	10 0 0	10 0 0	30-0 to 45-0	30 0 0
Upper Sind Frontier	8 0 0	6 0 0	8-0 to 9-0	8-0 to 9-0	22-8 „ 30-0	22-8 to 30-0
Quetta	15 0 0	15 0 0	10-12 and 15-0	12 8 0	30-0 „ 40-0	35 0 0

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1895, COMPARED WITH THE WAGES IN THE CORRESPONDING PERIOD OF THE PRECEDING YEAR—*continued.*

Districts.	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter or Blacksmith.	
	AVERAGE WAGES PER MONTH.					
	1894.	1895.	1894.	1895.	1894.	1895.
	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.
Bombay—						
Konkan—						
Karwar	8 7 0	7 8 0	10 0 0	7 8 0	18-12 to 22-8	18-12 to 26-4
Ratnágiri	7 13 9	6 12 1	8 0 2	7 10 7	9-6-10 to 15-1-4	10-8-9 to 13-13-4
Alibág (Colába)	7 8 0	7 8 0	10 0 0	10 0 0	18-12 „ 22-8	18-12 „ 22-8
Bombay	[illegible] 0 0	[illegible] 0 0	9 8 0	9 8 0	27-8 „ 42-0	27-8 „ 42-0
Tanna	7-8 to 11-4	7-8 to 11-4	7-0 to 12-0	7-0 to 12-0	18-12[illegible], 30-0	18-12 „ 30-0
Deccan—						
Dharwar	7 0 0	7 0 0	6 0 0	7 0 0	12-0 to 18-0	13-0 to 19-0
Belgaum	6 14 11	6 14 0	8 15 [illegible]	8 12 8	15 13 7	15 13 0
Satara	6 9 0	6 9 0	8 0 0	[illegible] 0 0	15-0 to 18-12	15-0 to 18-12
Sholapur	7 0 0	8 0 0	10 0 0	8 0 0	15-0 „ 22-8	20-0 „ 22-8
Bijápur	7 8 0	7 [illegible] 0	8 0 0	9 0 0	18-12 „ 22-8	18-12 „ 30-0
Poona	7-8 to 9-6	7-8 to 9-6	6-0 to 7-8	6-8 to 7-8	15-0 „ 22-8	15-0 „ 22-8
Khandesh—						
Ahmadnagar	8-0 to 10-0	10 0 0	8-0 to 11-0	10 0 0	22-0 to 30-0	20 0 0
Násik	9 0 0	9 0 0	9 0 0	9 0 0	15-0 „ 30 0	15-0 to 30-0
Dhulia (Khandesh)	9 6 0	9 6 0	9 3 0	9 0 0	22 8 0	22 8 0
Guzerat—						
Surat	6-0 to 9-0	6-0 to 9-0	7-0 to 10-0	7-0 to 10-0	19-0 to 30-0	20-0 to 30-0
Broach	7 0 0	7 0 0	7 8 0	7 8 0	16-0 „ 30-0	16-0 „ 30-0
Kaira	3 4 6	3 12 0	9 0 0	9 0 0	5-5-3 „ 18-12	9-6 „ 18-12
Baroda (Camp)	7 8 0	7 [illegible] 0	7 0 0	7 0 0	18-12 „ 22-8	18-12 „ 22-8
Ahmadabad	7 0 0	7 0 0	8 0 0	8 0 0	18 12 0	18 12 0
Godhra (Panch Máhals)	5 0 0	5 0 0	7 0 0	7 0 0	15-0 to 19-0	15-0 to 19-0
Deesa Cantonment	5 10 0	5 10 0	8 0 0	8 0 0	18 12 0	18 12 0
Kattywar—						
Rájkot	10 0 0	10 0 0	8 0 0	8 0 0	15-0 to 22-8	15-0 to [illegible]
Central Provinces—						
Western—						
Nimár	6 0 0	6 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Khandwa-Asirgarh Cantonment	6 0 0	6 0 0	6 0 0	...	15 0 0	15 0 0
Hoshangabad	6-0 to 8-0	5-0 to 6-0	6-0 to 7-0	6-0 to 7-0	15-0 to 30-0	12-0 to 30-0
Betúl	6 0 0	4 0 0	7 0 0	7 0 0	14-0 „ 19-0	15 0 0
Chhindwára	5 0 0	5 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Nágpur	4 0 0	4 0 0	6 0 0	7 0 0	15 0 0	15 0 0
Wardha	5 0 0	5 10 0	6 0 0	6 0 0	15 0 0	15 0 0
Central—						
Narsinghpur	4 0 0	4 0 0	6 0 0	6 0 0	12-0 to 16-0	12-0 to 16-0
Saugor	3-0 to 5-0	3-0 to 5-0	5-0 to 7-0	5-0 to 7-0	8-0 „ 12-0	8-0 „ 12-0
Damoh	4 11 0	4 0 0	6 0 0	6 0 0	11 4 0	11 0 0
Jubbulpore	3-0 to 4-0	4 0 0	4-0 to 6-0	6 0 0	10-0 to 15-0	11 4 0
Baghalkhand (Sutna)	4 8 0	4 8 0	5 0 0	5 0 0	14 0 0	14 0 0
Mandla	4 0 0	4 0 0	6 0 0	6 0 0	12 0 0	10-0 to 12-0
Seoni	4 0 0	4 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Bálághát	3 0 0	3 0 0	4-0 to 5-0	4-0 to 5-0	6-0 to 10-0	10-0 to 2[illegible]
Bhandára	4 0 0	4 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Chánda	3 15 0	5 3 0	5 1 0	5 8 0	9-14-6 to 13-2	11-2 to 13-10
Eastern—						
Biláspur	6 0 0	5 0 0	8 0 0	6 0 0	15 0 0	20 0 0
Raipur	4-0 to 6-0	6 0 0	6-0 to 8-0	8 0 0	15-0 to 25-0	12 0 0
Sambalpur	2 12 4	2 9 0	7 0 0	7 0 0	12-0 „ 30-0	15 0 0
Berar—						
Buldána	6 0 0	6 0 0	7 0 0	7 8 0	22 8 0	22 8 0
Básim	6 0 0	5 0 0	7 0 0	6 8 0	20 0 0	18 11 0
Akola	7 8 0	7 8 0	6 9 0	6 9 0	22 8 0	21 4 0
Ellichpur	7 11 0	6 10 0	8 7 0	7 10 0	21 11 0	20 6 0
Amráoti	6 0 0	6 0 0	7 0 0	7 0 0	19 5 0	19 5 0
Wún	5 0 0	5 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Nizam's Territories—						
Secunderabad	4-4-5 to 5-15-10	5-0 to 7-0	4-4-5 to 5-15-10	5-0 to 7-0	11-1-11 to 25-10-7	13-0 to 30-0
Bolárum	...	...	5-2-1 „ 6-13-6	6-0 „ 8-0	9-11-0 „ 19-3-6	15-0 „ 30-0
Chadarghat	6 6 8	7 2 0	6 13 6	8 0 0	12 13 4	15 0 0

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1895, COMPARED WITH THE WAGES IN THE CORRESPONDING PERIOD OF THE PRECEDING YEAR—*concluded.*

Districts.	AVERAGE WAGES PER MONTH.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter or Blacksmith.	
	1894.	1895.	1894.	1895.	1894.	1895.
	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
Madras—						
Malabar Coast—						
Malabar	7 5 8	7 5 8	6 11 2	6 11 2	14-8-8 to 16-0-8	14-8-8 to 16-0
S. Canara	6 14 0	7 13 0	6 12 0	6 12 0	16-14 „ 18-12	16-14 „ 18-1
South, central—						
Coimbatore	5 0 0	5 0 0	6 5 4	6 5 4	16-4 to 18-12	16-4 to 18-12
Nilgiris	7 8 0	7 8 0	8 12 0	8 12 0	23 12 0	23 12 0
Salem	3 12 0	3 12 0	5 2 8	5 2 8	11-10-8 to 12-10-8	11-10-8 to 12-8
Central—						
Bellary	6 4 0	6 4 0	7 0 0	7 0 0	18-12 to 20-10	18-12 to 20-10
Anantapur	6 0 0	5 0 0	8 0 0	6 0 0	20 0 0	15 0 0
Cuddapah	7 8 0	7 8 0	7 8 0	7 8 0	15 0 0	15 0 0
Kurnool	5 10 0	5 10 0	6 0 0	6 0 0	15-0 to 18-12	15-0 to 18-12
East Coast, north—						
Ganjam	4 2 6	5 1 6	5 12 0	5 12 0	9-3-6 to 11-11-6	9-3-6 to 11-11-6
Vizagapatam	4 10 9	4 10 9	5 8 0	5 8 0	11-5-6 „ 13-9-0	11-5-6 „ 13-9-0
Godávari	5 13 4	5 13 4	6 2 8	6 2 8	15-10-8„ 16-0-0	15-10-8 „ 16-0-0
East Coast, central—						
Kistna	7 2 8	7 2 8	7 5 4	7 5 4	17-4 to 19-9-4	17-4 to 19-9-4
Nellore	6 0 0	6 0 0	6 12 0	6 12 0	15-0 „ 17-8	15-0 „ 17-8
East Coast, south—						
Madras	6 0 0	6 0 0	6 8 0	6 8 0	13-0 to 16-0	13-0 to 16-0
Chingleput	4 15 0	4 15 0	5 4 0	5 4 0	13-8 „ 16-6	13-8 „ 16-6
N. Arcot	5 14 5	5 14 5	6 6 5	6 6 5	15-11-2 „ 17-14-5	15-3-2 „ 17-14-5
S. Arcot	5 1 4	5 1 4	6 3 4	6 3 4	11-14 „ 13-2	11-14 „ 13-2
Tanjore	5 4 4	5 12 2	6 8 0	6 8 0	15-12 „ 15-15	15-12 „ 15-15
Trichinopoly	5 11 3	5 13 8	7 0 0	7 0 0	13-2 „ 14-1	12-3 „ 14-1
Southern—						
Tinnevelly	5 4 0	5 4 0	6 10 8	6 10 8	12-6-8 to 14-13-4	12-6-8 to 14-13-4
Madura	5 9 0	5 11 0	5 14 0	5 14 0	12-13 „ 13-7	13-2 „ 13-7
Mysore—						
Mysore	7 0 0	7 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Bangalore	5-0 to 10-0	5-0 to 10-0	5-0 to 7-0	7-0 to 10-0	11-0 to 22-8	10-0 to 22-8
Kolar	5 0 0	5 0 0	7 0 0	7 0 0	15 0 0	18 12 0
Túmkúr	7 8 0	7 8 0	6 0 0	6 0 0	15-0 to 25-0	15-0 to 25-0
Hassan	5 10 0	3-2 to 6-4	8 0 0	8 0 0	30 0 0	22-8 „ 30-0
Kadur	7 0 0	7 8 0	8 0 0	8 0 0	22 8 0	30 0 0
Shimoga	2-8 to 5-0	2-8 to 5-0	3-0 to 8-0	3-0 to 8-0	10-0 to 25-0	10-0 to 25-0
Chitaldroog	2-0 „ 5-0	2-0 „ 5-0	5-0 „ 7-0	5-0 „ 7-0	15-0 „ 30-0	15-0 „ 30-0
Coorg—						
Coorg	7-8 to 9-6	7-8 „ 9-6	8 0 0	8 0 0	22 8 0	22 8 0
Aden	...	...	10-0 to 15-0	10-0 to 15-0	30-0 to 37-8	30-0 to 37-8

J. F. FINLAY,

Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, August 31st, 1895.

It will be remembered that at the close of last week a well-defined depression lay off the Orissa Coast, and that the trough of low pressure over the Gangetic plain as well as other characteristics of the monsoon period were appearing. At the same time rain was slowly extending over India. These conditions continued and intensified during the week under review, which was one of fairly general, moderate, monsoon rainfall throughout. The days of most general rain were the 29th and 30th, when the shallow trough of low pressure extended from the Orissa Coast north-westward as far as the Indus Valley, and rain was received over Northern and Central India both from the Bay and from the Arabian Sea. On the latter date a considerable and very unusual fall of rain occurred over the southern districts of Madras. At first, when the rainfall was relatively slight, the mean temperature of India was about normal or even a little above normal, but as the heavier rain set in, towards the close of the week, the temperature fell, and the mean became slightly below the average.

Daily Summary.—*Sunday.*—Pressure had increased over Burma, Bengal, the Gangetic plain, and the Punjab, and decreased elsewhere. The depression over the Bay had become deeper and better defined, and advanced close to the Ganjam Coast, and pressure was in moderate defect throughout the Bay area. The winds were cyclonic within the depression area, and blew from about the normal monsoon directions elsewhere. The mean temperature was in defect over Madras, Assam, and North Bengal, and in excess in most other places. The rainfall was fairly general, except in parts of North-Western India, the amounts being considerable in parts of Madras and of the Central Provinces.

Monday.—Pressure had increased briskly in parts of North-Western India, and changed by small amounts elsewhere. The depression had advanced slowly north-westward and had filled up considerably. Pressure was in slight to moderate defect over the Peninsula and central parts of the country, and in slight excess over Northern India. The winds were fairly normal in direction. The temperature distribution was irregular. Abnormally low temperatures were reported from Madras, Assam, the North-Western Provinces, and the Indus Valley, and more or less excessive temperatures elsewhere. There had been no rain over a large part of North-Western India, of North Bombay, and of South Madras, but moderate general rain has occurred elsewhere.

Tuesday.—Pressure had generally changed by small amounts, but had on the whole increased, except in North-Eastern India. The depression had changed very little either in position or intensity. A well-defined trough of low pressure lay over Northern India, and ordinary monsoon winds prevailed over the greater part of the country. Temperature had risen over Madras, but abnormally low temperatures were reported from Burma, the North-Western Provinces, and the Indus Valley. General rain had fallen over North-Eastern India, and showery weather had been experienced elsewhere. In places the amounts received were heavy.

Wednesday.—Pressure changes were again small throughout the country, and the general distribution was very little altered. The depression had nearly disappeared. Readings decreased from a high pressure area in the south to a low pressure area over the Punjab, with the usual trough of low readings over the Gangetic plain. Calms prevailed within the trough, and normal monsoon breezes else. here. The mean temperature was in defect over the Bay area and in excess over the Western desert, and was nearly normal elsewhere. The weather was again showery over nearly the whole country, with heavy falls of rain in parts of Northern India.

Thursday.—Pressure had risen briskly over the Punjab and part of Madras, and changed slightly elsewhere. The distribution of pressure was fairly normal, and the winds in most places blew from the usual monsoon directions. The mean temperature was below the normal average over a large part of the country, but particularly so over the Punjab, Ganjam, Orissa, and the east of the Central Provinces. The rainfall had been fairly general, except over parts of the Peninsula and of Sind and Kathiawar.

Friday.—Pressure had decreased over Burma, Bengal, the Gangetic plain, and the Punjab, and increased in other parts of India. The fall was brisk over Burma, but elsewhere the changes were slight. The distribution of pressure and the circulation of the winds remained fairly normal. The mean temperature was low over Northern and Central India and slightly excessive over the Peninsula.

There had been very little rain over the extreme north-west of India and the centre and east of the Peninsula, but elsewhere rain had been fairly general and in places heavy.

In South Madras and in parts of North-Western India the fall was exceptionally heavy for the time of year.

Saturday.—Pressure had decreased briskly over Burma, Assam, and East Bengal. In all other places the changes were generally slight. The trough of low pressure over the Gangetic plain was moving northward towards the hills, but this was the only important alteration in the distribution. Calms prevailed over the Gangetic plain, whence the normal south-easterly winds had disappeared. In all other places the usual monsoon circulation was shown. Showery weather was reported from nearly all parts of the country, but the rainfall was generally lighter than on the preceding day. The mean temperature was normal over Bengal, Bombay, and the Central Provinces; in excess in Burma and Madras; and in defect over the North-Western Provinces, the Punjab, Gujarat, Central India, Sind, and Rajputana.

Temperature.—As mentioned above, the rainfall gradually increased as the week advanced, and was heaviest on the 30th. The temperature returns show a general agreement with these conditions. Thus on the 25th the mean temperature was excessive in all provinces, except Madras; on the 26th in all provinces, except the North-Western Provinces and Madras; on the 27th in all provinces, except Burma, the North-Western Provinces, and Bombay; and on the 28th in all provinces, except Burma. On the 29th a change set in agreeing with the increase in the extent and amount of rain, and from that date until the close of the week the mean temperature was low in the majority of provinces. The following table gives the variations of the mean temperature from the normal in the different provinces of India for each day of the week:

Province.	August 1895.							Mean variation of week.
	25th	26th	27th	28th	29th	30th	31st	
	°	°	°	°	°	°	°	°
Burma	+0·4	+0·2	—1·3	—0·9	—0·3	+0·5	+1·4	0
Bengal and Assam	+0·2	+0·6	+0·6	+0·5	—0·2	—0·1	+0·7	+0·3
North-Western Provinces and Oudh	+1·1	—1·2	—0·6	+0·9	+0·1	—2·1	—1·4	—0·5
Punjab	+4·4	+3·3	+2·4	+0·5	—2·8	—5·7	—4·3	—0·3
Bombay	+0·6	+0·1	—0·1	+0·9	+1·3	+0·7	+0·2	+0·5
Central Provinces and Berar	+2·3	+1·4	+0·7	+0·6	—1·3	—2·0	—0·3	+0·2
Central India and Gujarat	+1·2	+1·8	+2·8	+0·2	—1·1	—1·2	—1·5	+0·3
Sind and Rajputana	+1·2	+2·1	+2·4	+2·0	—0·4	—1·1	—1·6	+0·7
Madras	—2·3	—1·4	+0·7	+1·5	—0·2	+1·1	+1·6	+0·1
Mean for whole of India	+1·0	+0·8	+0·8	+0·7	—0·5	—1·1	—0·6	+0·2

The means for the whole country show that for the whole week the variation from the normal was very small, but there was a slight excess on the first four days and a slight defect on the last three days. The provincial variations for the week show that the mean temperature was normal throughout, but the daily variations show that there were, in some places, large changes during the week: thus, in the Punjab the variation on the 25th was +4·4° and on the 31st —4·3°, showing a change of nearly 9°. The following were the highest temperatures recorded on each day:

On August	25th	the highest temperature was	105·4°	at	Montgomery.
,,	26th	,, ,,	106·9°	,,	,,
,,	27th	,, ,,	107·9°	,,	,,
,,	28th	,, ,,	104·4°	,,	Mooltan.
,,	29th	,, ,,	101·0°	,,	Jacobabad.
,,	30th	,, ,,	102·5°	,,	,,
,,	31st	,, ,,	102·5°	,,	,,

Rainfall.—As stated above, moderate monsoon conditions have prevailed fairly generally throughout the Indian area during the week under review. At first the distribution of pressure was somewhat abnormal. A low pressure area existed over the Punjab and a second low pressure area over the north-west of the Bay, but the characteristic trough of low readings over the Gangetic plain was not properly developed. In consequence, the rainfall area was somewhat restricted and no rain was falling over North-Western India. As the depression from the Bay advanced north-westward this condition was changed. The trough became better developed and extended from the Punjab south-eastward to Orissa, south-easterly winds blew up the Gangetic plain, and by Wednesday, 28th, rain was reported from as far west as Peshawar. Conditions favourable for rainfall over Northern and Central India lasted until Saturday, 31st, when the trough showed a tendency to travel northward to the hills, the south-easterly winds ceased, and the rainfall area began to contract. Over the Peninsula the rainfall has been less steady than over Northern India, and the weather has been nothing more than showery. At times these showers have been few and light, as on the 28th, when the heaviest fall was 0·69″ at Ratnagiri; and at other times they have been heavy, as on the 30th, when Cuddalore received 2·75,″ Trichinopoly 2·05″, and Salem 1·04″. The effect of these rainfall conditions has been to occasion a somewhat irregular distribution of rainfall for the week. The table at the close exhibits the rainfall data. From this it will be seen that the heaviest average rainfall, 11·44 inches, was received in Tenasserim. This was followed by about 4 inches in Lower Burma, Arakan, Assam (Surma), the Punjab (Hill districts), the Central Provinces (Centre and East), and Rajputana (West), while the lightest rainfall was reported from Khandesh and Sind. In normal years the rainfall is heaviest, 7 inches, in Tenasserim, and this is followed by about 6 inches in Arakan and Assam (Surma), while the smallest amount is reported from Sind. Consequently, the general features of the actual and normal distribution agree fairly well. There are, however, considerable local variations between the two, and these are shown in the third column of the table. From this it will be seen that twenty-five of the rainfall divisions report an excess and twenty-six report a deficiency of rain for the week. This result is a considerable improvement as compared with last week, when only fourteen divisions recorded an excess. The regions which received excessive rainfall included the following divisions:—Tenasserim and Central Burma, Orissa, all the North-Western Provinces and Oudh divisions, all the Punjab divisions, except the central, all the Central Provinces divisions, all the Central India and Rajputana divisions, the East Coast (North and South divisions), and Madras (South). In all other parts of the Indian region the rainfall was in defect. The most important cases of excess were Tenasserim with an excess of over 4 inches, Rajputana (West) with an excess of $3\frac{1}{4}$ inches, and the Punjab (Submontane) with an excess of 2·48 inches; while the most important instances of deficiency were Coorg with a defect of $3\frac{1}{4}$ inches, North Bengal with a defect of 2·61 inches, and Assam (Surma) with a defect of 2·42 inches. The excess in the case of Rajputana (West) was very marked, as the

actual rainfall received was four times the normal average of the week; on the other hand, Mysore received only a quarter and Coorg only a half of its normal supply. In Upper Burma much heavier falls were received in some places than was the case last week, but Saigaing and Bhamo received only two light showers during the present week.

The returns of the sudder stations show that rain was received daily over the whole of North-Eastern India except Upper Burma, and that it fell principally on the last four days of the week in Upper India. In the west of the Peninsula the showers were scattered throughout the week, while in the central parts of the country the falls were also daily. In the south-east of the Peninsula heavy rain fell during the last three days of the week.

The three concluding columns of the table show the state of the seasonal rainfall. As was the case last week and for several previous weeks, the general rainfall of India since the beginning of June approximates very closely to the normal. Taking a variation of less than twenty per cent. from the normal to represent a normal condition, the last column of the table shows that only in Arakan, East Bengal, Deltaic Bengal, Central Bengal, Mysore, Berar, Gujarat, Rajputana (East), Central India (West), and Madras (Central) is there any important deficiency of rainfall, while only in Orissa, the Central Provinces (East), the East Coast (North), and the East Coast (Central) is there any important excess.

The following are the more important totals recorded during the week:—Moulmein 11 inches, Fenny (Noakhalli) 6·05 inches, Sunamganj (Sylhet) 6·42 inches, Kurseong 5·60 inches, Jajpur (Cuttack) 7·92 inches, Rai Bareilly 9·87 inches, Mirganj (Bareilly) 10·72 inches, Karuprayag (Garhwal) 12·34 inches, Ferozepore 6·24 inches, Umballa 6·73 inches, Dharmsala 9·58 inches, Karkala (Mangalore) 5·27 inches, Bavda (Kolhapur) 6·00 inches, Nagpur 9·96 inches, Lanji (Balaghat) 14·09 inches, Kurwai (Bhopal) 7·29 inches, Narasannapeta (Ganjam) 7·01 inches, Tiruvadi (Tanjore) 6·57 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending August 31st, 1895.			Rainfall data from June 2nd to August 31st, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, June 2nd to August 31st.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	11·44	7·35	+ 4·09	119·05	123·63	— 4
	Lower Burma	4·01	4·78	— 0·77	61·45	65·89	— 7
	Central Burma	2·76	2·47	+ 0·29	31·50	39·04	— 19
	Upper Burma	2·23	?	?	17·09	?	?
	Arakan	4·14	6·13	— 1·99	95·95	131·03	— 27
Bengal and Assam	East Bengal	2·52	2·97	— 0·45	40·88	56·47	— 28
	Assam (Surma)	4·07	6·49	— 2·42	90·89	98·96	— 8
	Do. (Brahmaputra)	1·40	2·93	— 1·53	46·11	44·40	+ 4
	Deltaic Bengal	1·48	2·03	— 0·55	23·88	34·99	— 32
	Central Bengal	1·15	2·52	— 1·37	25·00	34·43	— 27
	North Bengal	2·03	4·64	— 2·61	65·21	65·18	0
	Orissa	3·71	1·84	+ 1·87	43·38	32·82	+ 32
	Chota Nagpur	1·81	2·31	— 0·50	32·17	35·11	— 8
	Bihar (South)	1·85	2·16	— 0·31	25·13	29·21	— 14
	Do. (North)	2·02	2·82	— 0·80	30·50	32·55	— 12
North-Western Provinces and Oudh.	North-Western Provinces (East)	3·43	2·08	+ 1·35	26·07	27·16	— 4
	Do. (Submontane) (*a*)	2·74	2·43	+ 0·31	31·83	28·80	+ 11
	Oudh (South)	3·25	2·41	+ 0·84	26·96	25·84	+ 4
	Do. (North)	2·70	2·47	+ 0·23	28·95	27·74	+ 4
	North-Western Provinces (Central).	3·02	2·20	+ 0·82	25·81	24·96	+ 3
	North-Western Provinces (West).	2·59	1·90	+ 0·69	21·64	20·59	+ 5
	North-Western Provinces (Submontane). (*b*)	3·70	2·91	+ 0·79	35·01	31·91	+ 10
Punjab	Punjab (South)	1·74	0·67	+ 1·07	8·85	9·24	— 4
	Do. (Central)	1·23	1·26	— 0·03	13·07	15·01	— 13
	Do. (Submontane)	3·88	1·40	+ 2·48	18·09	19·47	— 7
	Do. (Hill Districts)	4·37	2·66	+ 1·71	56·80	50·50	+ 13
	Do. (North-West)	1·26	0·94	+ 0·32	12·11	12·57	— 4
	Do. (West)	0·48	0·34	+ 0·14	4·82	4·90	— 2
Bombay and Malabar Coast Districts (Madras).	Malabar	1·91	3·50	— 1·59	80·11	82·43	— 3
	Madras (South Central)	1·09	1·27	— 0·18	17·55	16·10	+ 9
	Coorg	2·25	5·46	— 3·21	78·74	93·74	— 16
	Mysore	0·29	1·24	— 0·95	13·86	17·45	— 21
	Konkan	2·68	4·36	— 1·68	87·02	94·49	— 7
	Bombay Deccan	0·47	1·14	— 0·67	18·10	17·59	+ 3
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0·11	1·16	— 1·05	13·45	14·30	— 6
Central Provinces and Berar.	Berar	0·95	1·81	— 0·86	18·29	24·54	— 21
	Central Provinces (West)	3·51	2·14	+ 1·37	28·83	29·66	— 1
	Ditto (Central)	4·29	2·65	+ 1·64	38·86	39·94	— 3
	Ditto (East)	4·30	2·35	+ 1·95	45·85	37·04	+ 24
Bombay (North)	Gujarat	0·88	1·30	— 0·42	26·82	34·20	— 22
	Kathiawar	0·59	0·83	— 0·24	13·10	15·46	— 15
	Sind	0·09	0·14	— 0·05	3·61	3·94	— 8
Rajputana and Central India.	Central India (East)	2·66	1·89	+ 0·77	25·45	28·98	— 12
	Rajputana (East), Central India (West).	2·44	1·65	+ 0·79	15·49	21·77	— 29
	Rajputana (West)	4·27	1·06	+ 3·21	11·60	10·75	+ 8
Madras	East Coast (North)	2·16	1·86	+ 0·30	26·02	17·59	+ 48
	Ditto (ditto) (*a*)	2·50	1·84	+ 0·66	38·57	38·66	0
	Hyderabad (South)	1·05	1·12	— 0·07	15·86	15·04	+ 6
	Madras (Central)	0·20	1·12	— 0·92	8·22	10·40	— 21
	East Coast (Central)	0·43	1·31	— 0·88	13·24	10·90	+ 22
	Ditto (South)	2·12	1·26	+ 0·86	10·57	10·39	+ 2
	Madras (South)	0·82	0·73	+ 0·09	3·58	4·29	— 16

SIMLA, *5th September 1895.*

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

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 31st August.*—Rainfall general and good in the greater portion of the Circars, South Arcot, Trichinopoly, and Tanjore; fair or moderate elsewhere, except in the Deccan districts, Nellore, and Tinnevelly, where only light or scattered showers have fallen. Irrigation supplies are inadequate in some of the Deccan, Carnatic, Central, and Southern districts. Agricultural operations are progressing, and the standing crops are generally in fair condition, but are suffering in parts of the Deccan, Central, and Southern districts, and have withered in parts of Tinnevelly. Some harvest is in progress in almost every district with generally fair outturn. Pasture and fodder are generally sufficient. Cattle are in good condition. Prices are easier in the greater portion of the Circars; elsewhere prices are generally stationary.

Bombay.—*For week ending 4th September.*—Rain throughout the Presidency, but the fall was generally slight. More rain is required in parts of Thar and Parkar, Gujarat, Kathiawar, the Deccan, and Carnatic for the standing crops, which are withering in parts of nine districts. Deficiency of water continues in parts of Sind. Preparations for the late crops are progressing in parts of seven districts. Agricultural operations have been retarded for want of rain in parts of Bijapur, Dharwar, and Baroda territory. Fodder is scarce in parts of two districts. Agricultural stock in good condition, except in one taluka of Sholapur. Prices are normal, except in parts of Ahmednagar, Sholapur, and Satara.

Bengal.—*For week ending 2nd September.*—Fine weather prevailed for the greater part of the week over the Province, and the rainfall was slight in almost all districts. Want of rain continues to be felt in most parts of the Burdwan and Presidency divisions; elsewhere the general prospects of the winter rice crop are favourable. Early rice and jute are being harvested. In Bihar the autumn crops are reported good. *Marua* (*Eleusine coracana*) and indian-corn are being harvested. The price of common rice continues steady.

North-Western Provinces and Oudh.—*For week ending 4th September.*—Rain has been ample and in most districts somewhat heavy. The crops are flourishing. Slight damage by floods is reported from Moradabad, and by continued rainfall from Garhwal; otherwise prospects are good. Harvesting of the autumn crops has commenced in some of the eastern districts, and preparations for spring sowings are in active progress. Supplies are sufficient, and prices are generally stationary.

Punjab.—*For week ending 4th September.*—Rainfall general. Agricultural operations, sowings, and weedings of the autumn crops are in progress. Ploughings for the spring crops are going on in some districts. The condition of the standing crops is reported to be good to average, but more rain is wanted in Hissar and Shahpur. Rats are damaging the crops in parts of Ferozepore. Cattle are generally in good condition, and fodder is sufficient throughout the Province. Prices continue high in Umballa, are rising in Jullundur and Peshawar, normal in Ferozepore and Sialkot, and low elsewhere.

Central Provinces.—*For week ending 4th September.*—There has been good rain in the north and east of the Provinces. In Sambalpur a break would be welcomed for sowing sesamum and pulses. Nimar has received only two-thirds of its average rainfall, and more rain is required. The prospects of the autumn crops are generally good; in Saugor and Damoh prospects are excellent. Land is being prepared for winter sowings. Prices are steady.

Burma.—*For week ending 31st August.*—In Lower Burma rain is badly wanted in parts of the Tharrawaddy district. Prospects are very poor in the Paungde and Thegon townships and not good in the Mahathaman township of the Prome district; elsewhere prospects are good. In Upper Burma good rain has fallen during the week in Mandalay, Shwebo, Thayetmyo, Pakokku, Minbu, Magwe, Meiktila, and Yamethin; Lower Chindwin and Myingyan received nearly an inch. The standing crops in these districts have somewhat revived, and if rain continues it is probable that fair crops will be obtained. In the Gangaw sub-division of the Pakokku district the crops are said to be withering for want of rain. Paddy and sesamum are said to have completely failed in the unirrigated tracts in Minbu. Rain is badly wanted in Bhamo. Cultivation is very backward in the Minzu and Singaing townships of Kyaukse, and broadcast sowing of short-lived paddy is being resorted to. On the whole, however, the general prospects have considerably improved during the week. The price of paddy has risen slightly in Thayetmyo, fallen considerably in Tharrawaddy, and slightly in Thongwa; elsewhere prices are stationary.

Assam.—*For week ending 3rd September.*—The weather is seasonable. Reaping of early and transplanting of late rice are progressing. Tea blight is reported from Cachar. The condition of cattle is fair. Fodder is scarce in Kamrup, Darrang, and Nowgong. Water is sufficient.

Mysore and Coorg.—*For week ending 4th September.*—MYSORE: Slight rain has fallen in parts. The crops and prospects are good. Prices have slightly fallen in Kolar and Chitaldroog and risen in Hassan and Kadur.

COORG: Rainfall moderate. Transplanting of rice continues. The *ragi* (*Eleusine coracana*), coffee, and cardamom crops are in good condition. Fodder and water for cattle are abundant. Prices are normal.

Berar and Hyderabad.—*For week ending 4th September.*—BERAR: Weather warm and cloudy with moderate rainfall during the week. Cotton and *jowar* (*Sorghum vulgare*) are withering in Akola and Basim owing to the long break in the rains. Land is being prepared for the next cold weather crop. Sowings have been completed throughout the Province, and weeding operations are now well in hand. Fodder and water are reported insufficient in the Khamgaon taluka. Prices are fluctuating in Buldana and Wun.

HYDERABAD: Rainfall moderate. The water-supply is increasing. The autumn crops are in good condition. Sowing of the irrigated crops is progressing, but more rain is required. Prices continue normal.

Central India.—*For week ending 4th September.*—Rain throughout Central India during the week, but more rain is still wanted in Neemuch, parts of Gwalior, and in the Bhopawar Agency. Agricultural operations are in progress in all Agencies. The crops have been damaged for want of rain in two districts of Gwalior. Agricultural stock in good condition in all Agencies, except parts of Gwalior. Pasturage is generally good, except in four districts of Gwalior. Prices are high in Bhopal and Goona, rising in three districts of Gwalior, low in Bhopawar, and normal elsewhere.

Rajputana.—*For week ending 4th September.*—Good rain has fallen almost throughout Rajputana, but more rain is wanted in Meywar, Ulwar, and Tonk. Agricultural operations and the standing crops are generally good. Prospects are fair. Agricultural stock are generally in good condition. Pasturage and fodder are generally sufficient. Prices have risen in one State, are falling in two, and fluctuating in one, but are steady elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 3rd September.*—Rainfall moderate. The standing crops are excellent. Water is ample for irrigation. Prices continue a little above normal.

JAMMU PROVINCE.—*For week ending 4th September.*—Rainfall moderate. Weather clear. The crops are in good condition. Fodder is sufficient.

Nepal.—*For week ending 31st August.*—The weather is warm. Upland rice is doing well, but lowland rice requires more rain.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 25TH AUGUST 1894, AND FROM 1ST JULY TO 24TH AUGUST 1895.

N.B.—As regards the figures in column *Total Earnings from 1st July 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 2nd-half of 1894.	Week ending 25th August 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 24th August 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st July to 25th August 1894.	Earnings from 1st July to 24th August 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	556	1,683	7,63,211	453	1,710	7,22,191	422	65,95,003	64,03,082	...	1,87,921
Bengal-Nagpur	109	862	71,903	84	862	68,700	74	5,52,801	5,27,177	..	25,684
Indian Midland (*a*)	132	752	74,827	100	752	69,780	93	6,03,189	5,24,681	...	1,68,208
Bezwada Extension	198	21	4,168	198	21	5,119	101	26,882	21,989	...	5,173
Metre gauge—											
Rajputana-Malwa (*b*)	236	1,719	3,48,914	203	1,790	2,64,220	148	28,76,801	24,83,862	...	3,92,939
Pálanpur-Deesa	37	17	308	18	17	710	42	5,807	5,349	1,542	...
South Indian	154	1,042	1,50,841	145	1,042	1,52,845	147	12,48,288	13,05,124	50,830	...
Mayavaram-Mutupet	82	54	3,098	68	54	3,955	73	31,335	37,938	6,603	...
Southern Mahratta (*c*)	90	1,165	1,00,610	86	1,165	1,05,793	91	8,51,703	8,48,569	...	8,134
Bengal and North-Western (*d*)	121	756	95,138	126	750	68,920	91	7,15,978	6,35,170	...	80,708
Rohilkund and Kumaon (Lucknow-Bareilly section)	87	200	8,878	44	200	8,688	43	84,058	81,984	...	2,074
Assam-Bengal	...	...	...	...	128	5,476	43	...	43,611	43,611	...
TOTAL	232	8,271	16,22,586	196	8,497	14,08,403	173	1,30,80,782	1,20,18,533	...	7,62,249
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	242	2,511	5,72,085	228	2,548	5,37,289	211	41,35,211	43,66,670	5,31,459	...
Oudh and Rohilkhand (state)	238	797	1,08,163	211	797	1,42,532	179	14,27,187	12,24,231	...	2,02,956
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	382	813	2,93,240	361	813	3,01,080	370	18,17,300	17,42,830	...	74,476
Bengal Central (*f*)	127	125	13,791	110	125	16,990	134	1,14,933	1,18,270	3,337	...
East Coast (state)	90	321	53,040	165	397	22,819	57	2,15,310	2,38,390	23,080	...
Metre gauge—											
Burma (state)	131	730	78,452	107	746	94,509	127	8,20,377	7,53,822	...	66,555
Special gauges—											
Jorhát (state provincial)	61	25	1,762	70	25	1,899	76	14,842	15,186	344	...
Cherra-Companyganj (state provincial)	59	8	467	58	8	471	59	3,223	2,594	...	629
TOTAL	235	5,330	11,81,000	222	5,450	11,17,289	205	85,48,389	90,61,999	5,13,610	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	341	1,490	3,75,334	252	1,490	3,22,015	216	32,28,070	28,02,569	...	4,25,501
Bombay, Baroda and Central India	530	401	2,10,300	476	401	1,79,000	388	15,54,114	15,32,610	...	21,498
Madras	236	840	1,80,996	223	840	1,92,550	229	15,91,743	16,56,017	64,274	...
TOTAL	340	2,791	7,81,630	280	2,791	6,93,565	249	63,73,927	59,91,802	...	3,82,125
TOTAL (GUARANTEED AND STATE)	251	16,392	35,85,216	219	16,747	32,79,317	196	2,86,03,098	2,79,72,334	...	6,30,764
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	152	161	10,399	120	161	22,285	138	1,75,975	1,79,460	3,485	...
Tarkessur	222	22	3,614	164	22	3,545	161	37,982	40,024	2,042	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	116	67	5,774	86	66	8,024	122	52,871	60,056	7,185	...
Bengal Dooars	148	36	6,232	173	36	6,530	181	34,355	38,880	4,525	...
Dibru-Sadiya	130	78	9,889	127	78	10,605	136	89,200	87,372	..	1,828
Special gauge—											
Darjeeling-Himalayan	248	51	10,252	201	51	12,469	244	90,813	93,717	2,904	...
TOTAL	157	415	55,160	133	414	63,458	153	4,81,196	4,99,509	18,313	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
Bina Guna	...	...	...	...	73	900	12	...	7,631	7,631	...
The Nizam's guaranteed state	171	333	48,357	145	333	54,703	164	4,37,483	3,95,162	...	42,321
The Gaekwar's Petlád	89	13	1,070	82	13	830	64	8,159	7,853	...	306
Rájpura-Bhátinda	257	108	21,653	200	108	18,122	168	1,65,572	1,81,565	15,993	...
Kolar Gold-fields	241	10	2,730	273	10	3,503	350	23,353	20,594	3,241	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	87	362	30,155	83	362	31,494	87	2,37,170	2,51,787	14,617	...
The Gaekwar's Mehsána	60	93	4,012	43	93	3,450	37	33,024	30,966	...	2,058
Kolhápur	71	29	1,817	63	29	1,908	66	15,425	14,828	...	597
Special gauge—											
The Gaekwar's Dabhoi	47	72	2,691	37	72	2,470	34	18,160	20,408	1,748	...
Cooch Behar	40	22	1,072	49	22	780	35	5,400	4,130	...	1,276
TOTAL	126	1,042	1,13,557	109	1,115	1,18,160	106	9,44,852	9,40,924	...	3,928
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	81	334	20,192	60	334	18,021	54	1,55,714	1,42,603	...	13,111
Jetalsar-Rájkot	61	46	2,334	51	46	2,772	60	18,463	20,589	2,126	...
Jodhpur-Bickaneer	48	364	19,640	54	364	14,400	40	1,51,283	1,13,287	...	37,996
Oodeypore-Chitor	...	...	...	...	61	720	12	...	(*i*) 2,530	2,530	...
Special gauge—											
Morvi	56	94	4,362	46	94	5,422	58	34,292	41,553	7,261	...
TOTAL	63	838	46,528	56	899	41,335	46	3,59,752	3,20,562	...	39,190
GRAND TOTAL	234	18,687	38,00,461	203	19,175	35,02,270	183	3,03,88,898	2,97,33,329	...	6,55,569

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Includes the Guntakal-Mysore frontier section.
(*d*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*e*) Includes the Jammu and Kashmir, Hyderabad-Shadipalli and Wazirabad-Lyallpur railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.
(*i*) Total earnings from 1st to 24th August 1895.

SIMLA, *the 5th September 1895.*

F. B. HEBBERT,
Under Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. XIX OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	Week ending 25th August 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 24th August 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st April to 25th August 1894.	Earnings from 1st April to 24th August 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	599	1,683	7,63,211	453	1,710	7,22,191	422	2,03,45,139	2,10,81,653	7,39,514	...
Bengal-Nagpur	152	862	71,903	84	862	68,700	74	24,33,292	25,11,427	78,135	...
Indian Midland (*a*)	141	752	74,827	100	752	69,780	93	23,11,799	17,80,074	...	5,31,722
Bezwada Extension	170	21	4,168	198	21	5,119	101	66,873	63,929	3,056	...
Metre gauge—											
Rajputana-Malwa (*b*)	279	1,719	3,48,914	203	1,790	2,64,220	148	1,04,01,846	97,99,766	...	6,02,080
Pálanpur-Deesa	44	17	308	18	17	710	42	14,623	17,073	2,450	...
South Indian	154	1,042	1,50,841	145	1,042	1,52,845	147	33,73,623	36,89,713	3,16,090	...
Mayavaram-Mutupet	75	54	3,098	68	54	3,955	73	(*c*) 79,886	1,03,839	23,953	...
Southern Mahratta (*d*)	105	1,165	1,00,610	86	1,165	1,05,793	91	27,92,189	28,00,316	8,127	...
Bengal and North-Western (*e*)	146	756	95,138	126	750	68,920	91	24,52,148	22,82,077	...	1,70,071
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	8,878	44	200	8,688	43	3,33,882	3,09,741	...	24,141
Assam Bengal	...	...	...	...	128	5,476	43	...	(*f*) 43,611	43,611	...
TOTAL	259	8,271	10,22,580	196	8,497	14,08,403	173	4,45,90,297	4,44,83,219	...	1,13,078
State lines worked by the State.											
Standard gauge—											
North Western (state) (*g*)	252	2,511	5,72,085	228	2,548	5,37,289	211	1,24,05,841	1,54,85,525	30,19,684	...
Oudh and Rohilkhand (state)	270	797	1,08,163	211	797	1,42,532	179	43,83,227	41,21,353	...	2,61,874
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	339	813	2,93,240	361	813	3,01,080	370	45,69,776	45,40,419	...	29,357
Bengal Central (*h*)	130	125	13,791	110	125	16,990	134	3,23,087	3,26,026	2,939	...
East Coast (state)	99	321	53,040	165	397	22,819	57	6,29,537	7,70,799	1,41,262	...
Metre gauge—											
Burma (state)	164	730	78,452	107	746	94,509	127	23,86,554	24,79,400	92,846	...
Special gauges—											
Jorhát (state provincial)	55	25	1,762	70	25	1,899	76	31,475	36,524	5,049	...
Cherra-Companyganj (state provincial)	64	8	467	58	8	471	59	9,701	7,083	...	2,678
TOTAL	243	5,330	11,81,000	222	5,450	11,17,289	205	2,47,90,358	2,77,07,129	29,67,871	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	412	1,490	3,75,334	252	1,490	3,22,015	216	1,40,52,338	1,21,75,908	...	18,76,430
Bombay, Baroda and Central India	678	401	2,10,300	470	401	1,79,000	388	68,07,403	77,35,434	8,36,031	...
Madras	243	840	1,80,996	223	840	1,92,550	229	42,37,051	45,53,365	3,16,314	...
TOTAL	421	2,791	7,81,630	280	2,791	6,93,565	249	2,51,80,792	2,44,02,707	...	7,24,085
TOTAL (GUARANTEED AND STATE)	281	16,392	35,85,216	219	16,747	32,79,317	196	9,45,82,347	9,67,13,055	21,30,708	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	165	161	19,399	120	161	22,285	138	5,52,740	5,80,719	27,979	...
Tarkessur	209	22	3,614	164	22	3,545	161	1,30,950	1,28,941	...	2,015
Metre gauge—											
Rohilkund and Kumaon (Company's section)	121	67	5,774	86	66	8,024	122	1,88,092	1,92,711	4,619	...
Bengal Dooars	161	36	6,232	173	36	6,530	181	71,332	88,510	17,178	...
Dibru-Sadiya	130	78	9,889	127	78	10,605	136	2,19,407	2,28,727	9,260	...
Special gauge—											
Darjeeling-Himalayan	249	51	10,252	201	51	12,469	244	2,65,874	3,29,072	63,198	...
TOTAL	194	415	55,160	133	414	63,458	153	14,28,461	15,48,080	1,20,219	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
Bina Guna	...	...	...	...	73	900	12	...	(*j*) 12,914	12,914	...
The Nizam's guaranteed state	187	333	48,357	145	333	54,703	164	13,14,684	12,51,355	...	63,329
The Gaekwar's Petlad	105	13	1,070	82	13	830	64	30,481	32,151	1,670	...
Rajpura-Bhátinda	271	108	21,653	200	108	18,122	168	4,89,929	5,01,593	11,664	...
Kolar Gold-fields	200	10	2,730	273	10	3,503	350	(*k*) 30,572	63,219	26,647	...
Metre gauge—											
Southern Mahratta (Mysore section) (*l*)	89	362	30,155	83	362	31,494	87	6,73,918	6,96,738	22,820	...
The Gaekwar's Mehsána	74	93	4,012	43	93	3,450	37	1,49,666	1,34,185	...	15,481
Kolhapur	81	29	1,817	63	29	1,908	66	54,623	50,598	...	4,025
Special gauges—											
The Gaekwar's Dabhoi	59	72	2,691	37	72	2,470	34	97,761	1,11,697	13,936	...
Cooch Behar	45	22	1,072	49	22	780	35	16,207	14,908	...	1,299
TOTAL	136	1,042	1,13,557	109	1,115	1,18,160	106	28,03,841	28,69,358	5,517	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	103	334	20,192	60	334	18,021	54	7,37,943	8,59,827	1,21,884	...
Jetalsar-Rájkot	68	46	2,334	51	40	2,772	60	61,700	73,908	12,208	...
Jodhpur-Bickaneer	58	364	19,640	54	364	14,400	40	5,06,548	4,09,019	...	97,529
Oodeypore-Chitor	...	...	...	...	61	720	12	...	(*m*) 2,530	2,530	...
Special gauge—											
Morvi	65	94	4,362	46	94	5,422	58	1,32,033	1,64,243	32,210	...
TOTAL	78	838	46,528	56	899	41,335	46	14,38,224	15,09,527	71,303	...
GRAND TOTAL	261	18,687	38,00,461	203	19,175	35,02,270	183	10,03,12,873	10,26,40,620	23,27,747	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 25th August 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Total earnings from 1st July to 24th August 1895.
(*g*) Includes the Jammu and Kashmir, Hyderabad-Shadipalli and the Wazirabad-Lyallpur railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*j*) Total earnings from 1st May to 24th August 1895.
(*k*) Total earnings from 1st July to 25th August 1894.
(*l*) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.
(*m*) Total earnings from 1st to 24th August 1895.

SIMLA, *the 5th September 1895.*

F. B. HEBBERT,
Under Secretary.

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SUPPLEMENT TO

The Gazette of India.

No. 37.] SIMLA, SATURDAY, SEPTEMBER 14, 1895.

OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

HOME DEPARTMENT.

REVIEW OF THE REPORTS ON THE ADMINISTRATION OF JAILS IN THE SEVERAL PROVINCES OF BRITISH INDIA FOR THE YEAR 1894.

No. $\frac{\text{8-Jails}}{379\text{-}390}$.

Extract from the Proceedings of the Government of India in the Home Department (Jails),—under date Simla, the 10th September 1895.

Read again—

The Reports on the Administration of Jails in the Provinces of British India for the year 1893, the orders of the Local Governments and Administrations thereon, and Home Department Resolution No. $\frac{\text{9—Jails}}{593\text{—}604}$, dated the 30th October 1894, and accompaniments.

Despatch to the Secretary of State, No. 49 $\frac{\text{Judicial}}{\text{Jails}}$, dated the 21st November 1894.

Read also—

The Reports on the Administration of Jails in the Provinces of British India for the year 1894, with the orders of the Local Governments and Administrations thereon.

RESOLUTION.

THE Provincial Reports on the Administration of Jails should, under standing orders, reach the Government of India by the 1st June. The statement in the margin shows that the Reports for 1894 were on the whole submitted with fair punctuality, the Report of only one Province (the North-Western Provinces and Oudh) being delayed beyond the month in which it was due.

PROVINCE.	DATE OF RECEIPT BY THE GOVERNMENT OF INDIA OF THE REPORT FOR	
	1893.	1894.
MADRAS	30th May 1894 ...	11th June 1895.
BOMBAY	9th July 1894 ...	22nd June 1895.
BENGAL	14th June 1894 ...	10th June 1895.
NORTH-WESTERN PROVINCES AND OUDH.	2nd August 1894 ...	8th July 1895.
PUNJAB	2nd June 1894 ...	18th June 1895.
CENTRAL PROVINCES ...	28th July 1894 ...	29th June 1895.
BURMA	1st June 1894 ...	31st May 1895.
ASSAM	4th June 1894 ...	19th June 1895.
COORG	24th May 1894 ...	10th June 1895.
HYDERABAD	4th June 1894 ...	5th June 1895.

2. The general distribution of prisoners of all classes in the jails and subsidiary jails of British India is shown in Statement No. 1 appended to this Resolution. The number of Central Jails (39) increased by two owing to the abolition of the District Jail at Hyderabad in the Bombay Presidency and the construction of a second class Central Jail at that station, and the conversion of the District Jail at Montgomery in the Punjab into a Central Jail. The number of District Jails (196) was less by four than in 1893 (200). The statistics of only 497 subordinate jails and lock-ups are included in the returns as compared with 623 in the preceding year. This change was mainly the result of the orders conveyed in paragraph 3 of Home Department letter No. $\frac{9\text{-Sanitary}}{285}$, dated the 9th October 1894, that only the statistics of lock-ups administered by the Jail Department should be included in the Jail Statements, in consequence of which the figures relating to 126 lock-ups in charge of Magistrates in the Punjab have been excluded from the returns for 1894. The year opened with a somewhat smaller jail population (95,096, of whom 92,234 were males and 2,862 females) than did 1893, (95,296, of whom 92,261 were males and 3,035 females). The number admitted during the year was 436,377 (415,973 males and 20,404 females), compared with 451,836 (430,847 males and 20,989 females) admitted during 1893. As in the previous year, admissions were highest in the North-Western Provinces and Oudh, where 98,982 convicts (93,400 males and 5,582 females) were received into jail. The corresponding figures in the other large Provinces were Bengal 91,740 (88,130 males and 3,610 females), Madras 73,388 (69,979 males and 3,409 females), Bombay 67,329 (64,161 males and 3,168 females), the Punjab 46,933 (45,372 males and 1,561 females), and Burma 30,220 (29,254 males and 966 females).

The largest decrease in the number of prisoners admitted into jails occurred in the Punjab, where, chiefly owing to the orders already referred to, nearly 10,000 fewer under-trial prisoners were received.

The total jail population of the year amounted to 531,473; the corresponding figure in the preceding year was 547,132.

The number of prisoners discharged from all causes fell from 452,080 in 1893 to 435,162 in 1894, the greatest number of releases (96,570) having occurred, as in the preceding year, in the North-Western Provinces and Oudh. The year closed with a jail population of 96,311, as compared with 95,052 at the close of 1893. The jail population was higher at the end than at the beginning of the year in the North-Western Provinces and Oudh (26,809 prisoners in 1893 and 29,221 in 1894), Burma (11,826 in 1893 and 13,625 in 1894), the Central Provinces (4,506 in 1893 and 4,719 in 1894), Assam (1,413 in 1893 and 1,429 in 1894) and Coorg (110 in 1893 and 137 in 1894). The number of persons in jail, at the close of 1894 was very much larger in the North-Western Provinces and Oudh than in any other Province. The total daily average number of prisoners (95,177) was greater than in 1893 (94,964). The figures for the larger Provinces were: Madras (10,025), Bombay (8,139), Bengal (17,343), the North-Western Provinces and Oudh (27,947), the Punjab (11,586), the Central Provinces (4,505), Burma (12,647).

3. Statement No. 2 contains statistics relating to convicts only. The year opened with 88,279 (85,641 males and 2,638 females) convicts in jail against 88,572 (85,791 males and 2,781 females) at the beginning of 1893. The number imprisoned during the year was 174,305 (164,830 males and 9,475 females), as compared with 176,458 (166,690 males and 9,768 females) imprisoned during the year 1893. These figures when combined show a decrease in the total number of convicts in jail from 265,030 (252,481 males and 12,549 females) in 1893 to 262,584 (250,471 males and 12,113 females) in 1894. The number of convicts released will be gathered from the following figures:

		Males.	Females.	
Released on appeal ...	1893 ...	12,975	368	
	1894 ...	13,034	323	
Released on expiry of sentence ...	1893 ...	137,672	9,093	
	1894 ...	122,792	8,288	
Released under remission rules ...	1893 ...	13,116	325	
	1894 ...	23,374	612	
Released by order of Government (*a*) on account of sickness	1893 ...	113	3	
	1894 ...	109	3	
(*b*) on other grounds	1893 ...	120	1	
	1894 ...	167	3	
		Males.	Females.	Total.
TOTAL ...	1893 ...	163,996	9,790	173,786
	1894 ...	159,476	9,229	168,705

Bengal as usual heads the list in the matter of releases by the order of Government on the ground of sickness. The number so released in that Province was 67 excluding 13 moribund prisoners who were released, not in the hope that they would recover, but that they might have the comfort of dying at home, and are therefore shown among the deaths in the Jail statistics. Nineteen prisoners were released on account of sickness in Assam, and 13 in Burma; in the rest of India only 13 were released on this ground. Of the 167 male convicts liberated on grounds other than sickness, 119 were discharged in Burma, compared with 74 in 1893. During the year, 903 convicts (of whom 49 were females) were transported beyond the sea either to the Andamans or from Burma to India; 74 (3 females) were transferred to lunatic asylums; 66 (males) escaped; 382 (11 females) were executed; and 2,822 (93 females) died. The year closed with 1,009 more convicts in jail than there were when it began. The daily average number (88,064, the average of females being 2,691) was also higher than in 1893 (87,554, the average of females being 2,723).

An increase was noticed last year in the number of convicts deported to Port Blair, or from Burma to Indian jails, from 726 in 1892 to 800 in 1893, and there was a further rise in the year under report to 903. The greater part of the increase (103 to 166) took place among Burman convicts transferred to Indian jails. There was an increase of 40 in the numbers transported to the Andamans, but even so the number of women transported there declined from 65 in 1893 to 49 in 1894. The steady decline in the number of women deported to the Settlement is causing some inconvenience.

The number of convicts who escaped and were not recaptured fell from 120 in 1892 to 59 in 1893. There was a slight rise to 66 in the year under review. More than one-third (23) of the number escaped in Assam, where owing to the large number of convicts who broke jail, (60, of which 37 were recaptured), the number of escapes was higher than in any previous year. The escape of so many convicts undoubtedly displays a laxity of discipline; and the Governor General in Council trusts that the orders issued by the Chief Commissioner regarding the enforcement of proper discipline, and the recent increase in the pay of the warders, will prevent the recurrence of such discreditable results. The number of convicts who escaped and were not recaptured was 15 in Bombay. In all other Provinces the numbers were very small.

4. The religion, age, education and previous occupation of convicts are exhibited in Statement No. 3. The number of Christians increased from 2,162 in 1893 to 2,215 in 1894. The number of Europeans and Eurasians rose respectively from 630 and 185 to 694 and 191, while the number of Natives recorded as professing the Christian religion fell from 1,347 to 1,330. There was also a decrease in the number of Muhammadans from 46,288 to 43,494, and of Hindus and Sikhs from 112,698 to 109,061. But the number of Buddhists and Jains rose from 12,162 to 15,875, and the miscellaneous classes from 3,064 to 3,583. The proportion of convicts of each religion to the total convict population and to the total free population of their respective persuasions are compared below:

Religion.	Ratio per mille of each class of convicts to			
	Total convict population.		Total free population of each class.	
	1893.	1894.	1893.	1894.
Christians	12·3	12·7	0·9	0·9
Muhammadans	262·4	249·6	0·8	0·8
Hindus and Sikhs	639·0	626·0	0·5	0·5
Buddhists and Jains	68·9	91·1	1·4	1·8
All other classes	17·4	20·6	0·3	0·4

The classification of convicts according to the four main age-periods during the years 1893 and 1894 is as follows:

	Number of convicts admitted.	
	1893.	1894.
Under 16 years of age	2,051	1,825
From 16 to 40 years	141,243	138,261
From 40 to 60 years	29,836	30,866
Over 60 years	3,244	3,276

The Governor General in Council is glad to notice the decline (10·5 per cent.) in the number of juveniles of less than 16 years of age admitted into jails.

5. The figures just referred to do not include boys admitted to Reformatory Schools, the statistics of which will now be noticed. The Reformatory School at Chingleput had been 7½ years in existence on the 31st December 1894, and during this period 299 pupils had been received into the school. There were 151 boys in the school at the beginning of 1894, and 35 were admitted during the year. Thirty-three were discharged and of these 10, or over 30 per cent., continued to follow the trades they learnt at the Reformatory. Of the 126 boys who had left the school up to the 31st December 1894, only 23, or 18 per cent., had taken to the trades they had been taught in school; 16 had resorted to cultivation; 25 were pursuing occupations facilitated by the training received in school; 37 had resumed the occupations followed previous to conviction; 4 had emigrated; information could not be procured about 8; 2 had died; the conduct of 6 was not satisfactory; and 5 were in jail. There was a marked improvement in the general conduct of the boys, as evidenced by the comparatively small number of recorded punishments. The technical education of the school includes instruction in cabinet-making, blacksmith's work, weaving, tailoring, and drawing; and the pupils appear to have made satisfactory progress in every department except drawing. The health of the boys was satisfactory, though the number of patients in hospital increased. There was one death—the second in the record of the school. The number in the school at the close of the year was 149.

The number of boys at the Reformatory School at Yeraoda at the beginning of the year was 102. Twenty-seven boys were admitted during the year; while 25 were released, 2 were transferred to jails, and one died. There was an improvement in the conduct of the boys, as shown by the decline in the percentage of punishments from 44·2 in 1892 to 36·7 in 1893 and 33·7 in 1894. The total number of boys released on expiry of sentence since the opening of the Reformatory was 98. Eighteen were reported to be following the trades learnt in the school, 17 were otherwise employed, 2 died, and 3 had been relegated to jail. The information procured regarding their subsequent careers was imperfect. The accounts of the year showed a satisfactory increase in the factory receipts from Rs. 973 in 1893 to Rs. 1,300 in 1894. The increase in the profit per boy over the rate for the preceding year was over Rs. 10. The number of admissions to hospital rose slightly from 130 in 1893 to 134 in 1894.

There were 528 boys in the Alipur and Hazaribagh Reformatory Schools at the beginning of the year, and 143 were admitted during the year. One hundred and five were released and 4 died during the year and at its close there were 224 boys at Alipur and 338 at Hazaribagh. The health of the boys was good, and only 4 deaths (3 at Alipur and 1 at Hazaribagh) occurred. One boy escaped from Hazaribagh but was recaptured. The reports received of boys released from these schools show that 133 were well-behaved, 2 were viewed with suspicion, 2 bore bad characters, 11 were in jail, 3 had died, and only 4 were following trades taught in school. Many of the boys are said to be proficient in gymnastics, which were introduced into the course at Alipur in 1891 and at Hazaribagh in 1893. There is a day and a night school at both institutions at which attendance will in future be compulsory. The profits from manufactures amounted to Rs. 16,640.

The Bareilly Reformatory School, which was opened on the 1st April 1889, has accommodation for 232 boys. There were 193 boys at the school at the beginning of the year and 65 were admitted during the year. Six were transferred to jail, 3 were released by order of Government, 1 was released on appeal, and 44 were discharged on completion of sentence. There were thus 204 boys left in school at the end of the year. The conduct of the boys was not satisfactory. Out of 55 boys discharged from the Reformatory, only 4 relapsed into criminal habits, while 38 were engaged in agricultural or industrial occupations. The health of the boys was fairly good, and no deaths occurred. All the boys are put through a course of drill and gymnastics for an hour on alternate days. The occupations taught in the school are farming, gardening, cane-work, shoe-making, tailoring and carpet-weaving. Of these that carried on with the most satisfactory results is cane-work. The working of the farm and factories resulted in a net profit of Rs. 802.

The year opened with 80 boys in the Reformatory School at Jubbulpore. Seventeen were received during the year and 15 were released. There were thus 2 more on the rolls at the close of the year than at the beginning. The daily average rose from 69 in 1893 to 86 in 1894, and the cost of their maintenance from Rs. 4,795 to Rs. 5,546. Their health and discipline were satisfactory.

There were 75 boys in the Paungdè Reformatory School at the beginning of the year, and 18 were admitted during the year. Of these 13 were released on expiry of sentence, 4 on revision, 2 under the Reformatory Schools Act, and 3 were sent back to jail. The year thus closed with 71 boys on the rolls. Instruction was given in tinsmith's work, carpentry, farming and gardening. The conduct of the boys was good and their health excellent. It is observed that good progress was made in the construction of the Reformatory at Insein.

The Punjab Government is strongly convinced of the evil of sending boys to jail, but it has been compelled up to the present time to set aside the proposal to establish a Reformatory in that Province for want of funds.

The reports on the working of these institutions are, in the opinion of the Government of India, on the whole satisfactory, but the information as to the manner in which boys discharged from Reformatory Schools have managed to earn their living is imperfect. It is, however, not easy to obtain accurate information as to the manner of life of discharged boys without inquiries which are likely to be conducted in an inquisitorial manner so as to suggest that the persons regarding whom inquiry is made are still under the supervision of the police. The Governor General in Council is upon the whole inclined to agree with His Honour the Lieutenant-Governor of Bengal, who has directed that inquiries on this point shall only be made as to boys discharged during the particular year to which a report relates.

6. Of the 174,228 convicts received during the year under review, 148,724 (85·4 per cent.) were wholly illiterate, 7,595 (4·4 per cent.) were able to read, and 17,909 (10·3 per cent.) were able to read and write. The corresponding percentages in 1893 were 86·5, 6·3, and 7·2. The education imparted in jail is now restricted, under the orders in paragraph 25 of Home Department Resolution No. $\frac{10\text{-Jails}}{610\text{-}23}$, dated the 9th November 1892, to those prisoners under the age of 18 under sentences of at least one year. These are instructed not only in reading and writing, but also, if possible, in some simple handicraft.

7. The figures regarding the occupation of male convicts previous to admission into jail show that fewer convicts came during 1894 from persons employed under Government or municipal or local authorities, or engaged in agriculture, commerce and trade, mechanical arts, or miscellaneous pursuits. On the other hand there was an increase among professional persons and those in service or performing personal offices. By far the largest number of convicts (93,339) continue to come from the agricultural class, and the smallest number from persons in the service of Government or of municipal or local bodies. The following figures compare the numbers who had been following the avocations, among which the convicts are distributed in Statement 3, in 1893 and 1894:

	1893.	1894.
Employed under Government or municipal or local authorities	4,441	4,410
Professional persons	6,083	6,631
In service or performing personal offices	15,432	15,513
Engaged in agriculture or with animals	93,842	93,339
Engaged in commerce and trade	8,127	7,991
Employed in mechanical arts, manufactures, engineering operations, etc.	6,389	5,793
Engaged in miscellaneous pursuits	32,289	31,074

The following figures compare the condition of the female convicts in 1893 and 1894:

	1893.	1894.
Married	5,969	5,889
Unmarried	516	489
Widows	2,846	2,699
Prostitutes	440	400

8. The distribution of the convicts admitted into jail during the years 1893 and 1894, according to the length of their sentences, is shown in the following statement:

	Number of admissions.		Ratio per cent. on total admissions.	
	1893.	1894.	1893.	1894.
Not exceeding one month	63,582	59,483	36·05	34·14
Above one month and not exceeding three months.	33,890	33,855	19·22	19·43
Above three months and not exceeding six months.	29,934	31,274	16·97	17·95
Above six months and not exceeding one year.	24,249	24,474	13·75	14·05
Above one year and not exceeding two years.	13,872	14,608	7·87	8·39
Above two years and not exceeding five years.	6,812	6,365	3·86	3·65
Above five years and not exceeding ten years.	1,822	1,985	1·03	1·14
Exceeding ten years	85	94	0·05	0·06
Transportation ... (*a*) for life ...	1,007	1,079	0·57	0·62
Transportation ... (*b*) for a term ...	537	441	0·30	0·25
Sentenced to death	575	558	0·33	0·32

9. Statement No. 5 is designed to show what number of the convicts admitted into jail had been previously convicted. Of those admitted during 1894 (174,228), 22,740 (13·1 per cent.) were ascertained to have been previously convicted. The corresponding percentage in 1893 was 12·2. Fourteen thousand seven-hundred and fifty-one convicts (380 females) were found to have been previously convicted once; 4,424 (106 females) twice; and 3,565 (83 females) more than twice. More convicts were found to have been convicted more than twice in the North-Western Provinces and Oudh than in any other Province, but the proportion of convicts admitted to jail who were ascertained to have more than two convictions against them was larger in Bombay (3·8 per cent.) than elsewhere. The number of juveniles admitted to jail who had been previously convicted was 207 compared with 201 in 1893.

In Madras the general working of the Bertillon system of anthropometry for the recognition of habitual offenders is entrusted to the Police, but the descriptions of prisoners admitted into Central and District Jails will in future be

recorded in accordance with this system. The percentage (14·6) of convicts received into the Central and District Jails of the Province in 1894 who were recognized as old offenders was higher than in any of the four preceding years. The Bertillon system was introduced into Bombay during the year under review, but the system is yet in its infancy and no marked results can be expected from it yet. In Bengal 143 re-convictions were directly due to the identification afforded by this system, as compared with 23 identified the previous year. The progress is satisfactory, and still further improvement is expected from the co-operation of the Jail authorities with the Police. The anthropometric system is not yet in full working order in the North-Western Provinces and Oudh, and the percentage (10) of old offenders recognized remains much the same as in previous years. Here, as well as in the Punjab, the system is worked by the Police, who inspect weekly the prisoners confined in jail. The Jail authorities are required to afford every facility for the identification of old offenders and to report at once to the District Magistrate and the District Superintendent of Police every case of an under-trial prisoner who is known to have been previously in jail. Out of 2,106 convicts who were found in the Punjab to have been previously convicted, 251 were recognized by the Jail officials after arrival in jail after conviction. In the Central Provinces the number of previous convictions proved, increased from 1,173 in 1893 to 1,310 in 1894. In Burma, out of a total of 2,265 old offenders admitted during the year, 64 were identified by the Jail officials. In Assam out of 405 old offenders admitted, 260 were recognized before conviction, 38 were identified in jail, and 107 (nearly one-fourth the number) themselves admitted that they had been in jail.

10. The employment of convicts in jail during the years 1893 and 1894 is shown in Statement No. 6. The average number under sentence of labour on working days rose from 83,924 to 85,342. The actual number (76,652) available for labour in 1894, which is ascertained by deducting the average number sick (3,578), convalescent and infirm (4,450), and not employed for other reasons (661), was 2,710·47 in excess of the number (73,942) available in 1893. The following figures show the disposal of the convicts available for labour in the year under review:

	Average number employed.
Unremunerative labour	1,779
Prison officers	7,984
Prison servants	8,442
Gardening	5,739
Preparation of articles for consumption in jails ...	11,276
Jail repairs	2,799
Jail buildings	3,829
Manufactures	32,508
Labour under the Public Works Department	1,399
Labour under Municipalities, etc.	907

Of the number sentenced to labour (85,342), 9·58 per cent. were employed as prison officers, 10·13 per cent. as prison servants, and 39·01 per cent. on manufactures.

11. Statement No. 7 shows the prison offences committed by convicts and the punishments inflicted on them. The number of offences rose from 134,284 in 1893 to 138,265 in 1894. The number dealt with by Criminal Courts (374) was less than in 1893 (376). The increase in offences dealt with by Jail Superintendents was no doubt due to the greater accuracy with which prison offences have now to be recorded, but the proportion of offences to the prison population in different Provinces indicates that there is still great variety of treatment. The record was again highest in Bengal (41,348). In Burma, where the daily population in jail was 12,139, the number of offences was 39,623; in the Punjab, with an average population of 10,643, the number was 27,732; in Madras, where the average population was 8,891, there were 10,205 offences; in the North-Western Provinces and Oudh with a prison population of 26,039, there were 9,629 offences; in Bombay (population 7,227) 4,214; in the Central Provinces (population 4,264) 3,049; in the Hyderabad Assigned Districts (population 1,303) 1,266; and in Assam (population 1,367) 1,132

offences. The number of offences relating to work dealt with by Jail Superintendents diminished from 70,800 to 68,025; but there was an increase in the number relating to prohibited articles (from 15,356 to 16,687), in the number of cases of assault, mutiny and escape (from 1,997 to 2,539), and in other breaches of jail discipline (from 45,755 to 50,640). The number of offences relating to work was highest in Bengal (20,334); and the number relating to prohibited articles (4,778), cases of assault, mutiny and escape (882), and other breaches of jail rules (18,400) in Burma. In Bengal, the cases of assault, mutiny and escape numbered 661; in the North-Western Provinces and Oudh 307; in Madras 243; in Bombay 167; and in the Punjab 162.

Punishments are shown in Statement No. 7. The number rose from 134,273 in 1893 to 138,262 in the year under review. The increase occurred among punishments entered as minor in the Statement, which numbered 125,617 in 1894, as compared with 121,329 in 1893. The minor punishments consisted of warnings (29,248 in 1894, as compared with 32,321 in 1893), penal diet (13,553 in 1894, and 14,625 in 1893), separate and solitary confinement, under 14 and 7 days respectively, (11,182 in 1894 and 13,247 in 1893), imposition of handcuffs and link fetters (for not more than 30 days) (18,095 in 1894 and 18,322 in 1893), and other punishments (53,539 in 1894 and 42,814 in 1893). There was an increase among the major punishments of separate (over 14 days) solitary (over 7 days) and cellular confinement (from 700 to 1,144) and penal diet with solitary confinement (from 4,309 to 4,851); but fetters (link fetters for more than 30 days, bar fetters, and crossbar fetters) were imposed in fewer cases (from 2,980 to 2,526) and there were fewer corporal punishments (from 1,892 to 1,696). Major punishments of all kinds numbered 298 less than in 1893. The rise in the number of cases of separate, cellular and solitary confinement was due almost entirely to the fact that no such punishments were recorded in Madras or in the Punjab in 1893, while in 1894, 273 were shown against the former Province and 161 against the latter. The increase in the number of instances in which penal diet was combined with solitary confinement as a punishment was owing chiefly to a large increase in Burma from 1,443 to 2,183. Fetters were imposed in 446 cases in Burma compared with 179 in the previous year, but there was a substantial decline in their use in Bengal from 2,706 to 1,813 cases. They were not used as a punishment in Madras or Coorg; and only in 63 cases in the Central Provinces, 61 cases in the Punjab, 57 cases in the Hyderabad Assigned Districts, 46 cases in Bombay, and 25 cases in Assam. Corporal punishment was administered in more cases in the North-Western Provinces and Oudh (397), than elsewhere, and Burma (286), and Bengal (277) were the two next Provinces in this respect. But in each of these Provinces there was a substantial reduction as compared with the figures of the previous year, which were 440, 342 and 326 respectively, and the total number of whippings inflicted in all jails (1,696) and the percentage of male prisoners whipped (0·54) are the lowest recorded for some years. The average ratio of this form of punishment was exceeded in the Bombay Presidency (0·55 per cent.), the Punjab (0·56 per cent.), the Central Provinces (1·13 per cent.), Burma (0·91 per cent.), Assam (2·04 per cent.), Coorg (1·89 per cent.), and the Hyderabad Assigned Districts (0·55 per cent.). The proportion borne by corporal punishments to the total of major punishments imposed in jails fell from 15·04 per cent. in 1893 to 13·81 per cent. in 1894.

12. The working of the system of remission of sentence as the reward of good conduct is exhibited in Statement No. 12. The revised mark rules for the working of this system, which were approved by the Government of India in paragraph 36 of the Home Department Resolution of the 9th November 1892, received legal sanction under section 59 (5) of Act IX of 1894, which came into force on the 1st July of that year. The number of convicts who came under the remission system was nearly doubled during the year under review (13,467 in 1893 and 24,613 in 1894), and the number who actually gained remission was 24,550 compared with 13,441 in the preceding year. Seventy-five per cent. of those who earned remission were convicts sentenced for periods not exceeding two years. The largest number of convicts who gained remission in the jails of the North-Western Provinces and Oudh (8,031); the number in Bengal

was 4,529; in the Punjab 4,043; in Burma 2,680; in Madras 1,749; and in Bombay 1,651. The maximum remission in days (795) was earned by a convict in Burma under a sentence of ten years. The average remission earned by convicts under sentences exceeding ten years rose from 349 in 1893 to 457 days in 1894. The maximum gratuity earned by any convict released during the year was Rs. 20 (Central Provinces), as compared with Rs. 18, which was the maximum earned by a convict of the same Province in 1893. The highest amount earned in the Punjab was Rs. 18-12-0; in Madras, Rs. 15-3-3; in Bombay, Rs. 12; in the North-Western Provinces and Oudh, Rs. 3-6-0; and in Coorg, Rs. 3-2-9. The Government of India are, as has been previously observed, not desirous of rewarding, with larger sums than they need immediately on release, industrious and well-conducted prisoners, who by earning marks can gain a substantial reduction of their sentences. The Governor General in Council prefers that the working of the system should be made attractive to convicts so as to influence their conduct in jail for good, and that they should realize not only that the reduction of their sentences, but also that the grant of prison privileges and their selection for promotion to the grades of prison officer, largely depend upon the number of marks earned by them. It appears to the Government of India that the statistics of the year testify to the satisfactory working of the mark system, and that the system affords a powerful inducement to convicts to maintain good behaviour.

13. The financial aspect of the year's administration can be gathered from Statements Nos. 8 and 9, which show the expenditure in guarding and maintaining prisoners and their cash earnings during the years 1893 and 1894. The gross expenditure, which had fallen from Rs. 58,43,211 in 1892 to Rs. 57,02,019 in 1893, was still further reduced in 1894 to Rs. 56,16,756. The expenditure was highest in Bengal (Rs. 12,96,603), where it was in excess of that in 1893 (Rs. 12,02,131). In the North-Western Provinces and Oudh the expenditure was Rs. 11,56,944, as compared with Rs. 11,56,823 in 1893; in Burma, Rs. 8,27,891 against Rs. 8,60,192 in 1893; in the Punjab, Rs. 6,75,389 against Rs. 7,82,061; in Madras, Rs. 6,36,582 against Rs. 6,66,609; in Bombay, Rs. 5,53,495 against Rs. 5,60,401; in the Central Provinces, Rs. 2,67,387 against Rs. 2,72,113; in Assam, Rs. 1,06,819 against Rs. 1,03,350; in the Hyderabad Assigned Districts, Rs. 84,711 against Rs. 87,626; and in Coorg, Rs. 10,935 against Rs. 10,713. The gross cost of each prisoner was Rs. 58-11-9 compared with Rs. 60-5-4 in 1893.

The cost of rationing the prisoners fell from Rs. 24,39,862 to Rs. 22,74,728, and the cost per head of average strength from Rs. 25-14-9 to Rs. 23-14-6. The average charge on this account was reduced in every Province except Bengal, where it rose from Rs. 25-0-10 to Rs. 26-2-0. Excluding the small Province of Coorg, the cost per head was highest in Assam (Rs. 33-4-7). It was lowest in the Punjab (Rs. 17-2-8), where the rate for 1893 had been Rs. 23-1-2.

The cost of Jail establishments, which had risen from Rs. 19,61,688 in 1892 to Rs. 19,99,906 in 1893, rose again in the year under report to Rs. 20,95,081. An increase occurred under this head in all Provinces, but as a set-off against the increased expenditure of Rs. 95,175 shown under it must be taken the saving under police guards of Rs. 81,088, which is mainly the result of the substitution of warder guards charged under the head of Jail establishments for police guards debited against the police budget in the North-Western Provinces and Oudh from Rs. 3,79,403 to Rs. 4,23,865. The cost of Jail establishments per head of average strength was highest in Bengal (Rs. 27-5-0, compared with Rs. 25-11-10 in 1893). In Madras the rate was Rs. 25-4-2 against Rs. 23-5-3 in 1893; in the Punjab, Rs. 24-15-4 against Rs. 22-1-9; in Bombay, Rs. 24-14-3 against Rs. 23-11-6; in Burma, Rs. 23-14-7 against Rs. 25-1-9; in the Central Provinces, Rs. 23-6-10 against Rs. 23-0-1. The rate was lowest in Assam (Rs. 14-11-2).

The expenditure on account of hospital charges rose from Rs. 1,85,864 in 1893 to Rs. 1,97,779 in 1894. Charges under this head increased considerably in Bengal (from Rs. 52,541 to Rs. 70,148), and the North-Western Provinces

and Oudh (from Rs. 33,280 to Rs. 41,730). The increase in these two Provinces was due to the unhealthiness of the year, which was very marked among the free as well as among the jail population. The average of hospital charges per head of the prisoners in jail (Rs. 2-1-4) was higher than in 1893 (Rs. 1-15-6), but the cost per head of daily average number of prisoners in hospital fell from Rs. 56-4-8 to Rs. 53-1-1.

The total cost of clothing (Rs. 3,06,511) was slightly higher than in 1893 (Rs. 3,01,158), the amount being highest in the North-Western Provinces and Oudh (Rs 74,502), and, excluding Coorg, lowest in the Hyderabad Assigned Districts (Rs. 4,793). The average cost per head (Rs. 3-4-0) was much the same as in 1893 (Rs. 3-3-2). The rate was highest in Assam (Rs. 5-13-5) and lowest in Madras (Rs. 1-15-2).

The cost of contingencies rose from Rs. 5,36,209 to Rs. 5,81,795. This was due mainly to the great increase in Bengal from Rs 1,86,910 to Rs. 2,26,894, and in the North-Western Provinces and Oudh from Rs. 57,540 to Rs. 79,720. The increase in Bengal occurred chiefly under the following items: transfer charges, municipal taxes, cows, carts and bullocks and pumps. The excess under "transfer charges" was consequent on the transfer of a large number of prisoners for the benefit of their health and to relieve overcrowding. That under "cows, carts and bullocks" was due to the extension of the jail dairies and to the replacing of cattle which had died of foot-and-mouth disease. In the case of the North-Western Provinces and Oudh the increase was due to certain items being debited for the first time to the head of "Contingencies:" for instance, the Rs. 12,118 on account of the uniform and equipments of the reserve warder guard, the transfer of some lock-ups hitherto under the separate charge of Magistrates to the interior of jails, charges incidental to epidemics (cholera, influenza, etc.), water-taxes, badges and belts for the new grade of convict overseer, etc. Charges under the head of contingencies have not hitherto been debited on an uniform system in the different Provinces, but orders have recently been issued by the Government of India for the classification of such charges which will render comparison between the results in different Provinces easier in future years. The average cost per head on account of contingencies rose from Rs. 5-10-9 to Rs. 6-2-2, the rate being highest in Bengal (Rs. 13-1-4) and lowest in the North-Western Provinces and Oudh (Rs. 2-13-8).

14. The cash earnings of prisoners, which amounted to Rs. 12,51,424 in 1892 and Rs. 15,26,035 in 1893, rose to Rs. 16,70,557 in the year under review. They were highest in Bengal (Rs. 4,90,535) and in Burma (Rs. 4,83,125), and a great advance was made in both these Provinces. In the North-Western Provinces and Oudh the receipts (Rs. 2,10,338) were stationary; in the Punjab, there was a slight falling off from Rs. 1,55,748 to Rs. 1,44,395-8-0; in Madras they rose from Rs. 45,565 to Rs. 1,14,859. In Bombay there was a falling off from Rs. 1,34,397 to Rs. 92,787 and in the Central Provinces from Rs. 186,939 to Rs. 72,005. In Assam, (Rs. 34,921); the Hyderabad Assigned Districts, (Rs. 19,299), and Coorg, (Rs. 8,289), cash earnings slightly increased. The reduction of profits in Bombay and the Central Provinces is disappointing. In Bombay there was a decrease of Rs. 34,000 earned extramurally as no work could apparently be found for the Deccan and Sind gangs. This has now, it is understood, been remedied. The decrease in factory profits was also serious. There was a large falling off in the cash earnings of prisoners in the Central Provinces (from Rs. 1,86,939-5-0 in 1893 to Rs. 72,005-10-0 in 1894). This result was to a certain extent due to earnings of 1892 having been included in the accounts for 1893 at the Jubbulpore Jail, but also to the fact that clothing made for the Police at the Raipur Central Jail was not issued during the year and also to a falling off in the printing work at the Nagpur Central Jail.

After deducting the cash earnings from the gross cost of maintaining the jails and prisoners during 1893-94, the net cost in the former year is shown as Rs. 41,75,983, and in the latter as Rs. 39,46,198. The average net cost of a prisoner in India, which was Rs. 47-14-10 in 1892 and Rs. 44-3-0 in 1893, was Rs. 41-1-1 in 1894. These results are, in the opinion of the Government

of India, very satisfactory. The average net cost of a prisoner in the different Provinces during 1893 and 1894 is contrasted below:—

	1893.			1894.		
	Rs.	A.	P.	Rs.	A.	P.
Madras	58	4	10	52	0	8
Bombay	52	5	10	56	9	8
Bengal	46	5	3	46	7	9
North-Western Provinces and Oudh ...	35	9	1	32	3	10
Punjab	50	7	8	47	2	0
Central Provinces	19	4	5	43	5	11
Burma	42	15	4	27	4	2
Assam	53	12	8	48	3	8
Coorg	32	6	8	20	15	4
Hyderabad Assigned Districts ...	51	2	11	47	13	7

There was a marked increase in the Central Provinces, due to the falling off in the cash earnings of the prisoners noticed above, and, a reduction in all other Provinces except Bombay and Bengal.

15. The Government of India observe with regret that the health of the jail population in India, which had improved in 1893, again fell away in 1894. The ratios per mille of average strength of admissions into hospital (1,030 in 1894 and 907 in 1893), daily average number sick (39·29 in 1894 and 34·94 in 1893), and deaths (31·84 in 1894 and 24·30 in 1893) were all higher in the year under report than in 1893. There were 179 deaths from fever in 1894 against 178 in 1893; 933 deaths from bowel-complaints against 639; and 255 deaths from cholera against only 92 in 1893. The number of deaths from all three causes was highest in the North-Western Provinces and Oudh, where 59 resulted from fever, 262 from bowel-complaints, and 94 from cholera.

Of the prisoners discharged during the year (178,457), 38,017 (21 per cent.) had lost weight, 37,589 (21 per cent.) had neither gained nor lost weight, and 97,124 (54 per cent.) had gained weight while serving their sentences. Particulars regarding the remainder are not available.

16. The following statement compares the number of deaths and the ratio of mortality in each Province during 1893 and 1894, and also contrasts the jail death-rates with the maximum and minimum death-rates reported among the free population:—

		Number of deaths in jails.	Ratio per 1,000 of deaths in jails.	Provincial death-rate per 1,000 among free population.	Highest ratio of deaths among free population in any one district.	Lowest ratio of deaths among free population in any one district.
Madras	1893	247	23·19	19·3	41·4	12·3
	1894	199	19·85	...	...	...
Bombay	1893	207	25·44	27·20	38·00	14·62
	1894	261	32·07	...	...	...
Bengal	1893	573	32·33	28·21	42·93	16·78
	1894	817	47·12	34·88	52·95	22·23
North-Western Provinces and Oudh...	1893	457	17·17	24·10	37·16	18·78
	1894	902	32·28	42·51	...	...
Punjab	1893	330	26·60	28·13	37·01	19·55
	1894	211	18·73	36·52	55·86	21·23
Central Provinces	1893	84	19·01	27·70	33·73	22·98
	1894	143	31·74	...	...	...
Burma	1893	290	24·65	21·75*	31·63*	13·33*
	1894	364	28·78	23·56*	37·41*	15·46*
Assam	1893	62	46·99	30·28	47·93	19·50
	1894	77	51·65	30·69	43·28	21·03
Coorg	1893	8	75·56	24·97	24·97	24·97
	1894	7	58·41	24·59	23·88	23·88
Hyderabad Assigned Districts ...	1893	38	28·00	32·6	39·9	27·4
	1894	39	28·53	42·0	44·5	39·1

* For Lower Burma only.

The comparison with the recorded death-rate among the free population must, however, be accepted with reserve.

17. In the Madras Presidency, although the ratios per mille of admissions into hospital (627) and daily average number sick (24·89) were higher than in 1893 (510 and 22·33, respectively), the death-rate (19·85) was lower (23·19) in 1893. Of the deaths which occurred in the jails of the Province 107 occurred among men who had been less than 6 months in jail. There was a decrease in the number of deaths from the chief diseases, except fever, respiratory diseases and ulcers and boils. There were 1,691 admissions to hospital on account of fever with 10 deaths, as compared with 1,172 admissions with 2 deaths in 1893. The number admitted suffering from respiratory diseases was greater than in the preceding year, but the number of deaths (32) was the same. There were 221 admissions for ulcers and boils with one death in 1894, against 165 admissions with no deaths in 1893. The jails which returned high death-rates in 1894 were Parvatipuram (135·20), Cuddapah (45·63), Mangalore (40·10), Palamcottah (31·98), Bellary (30·34), and Madura (29·68). In the Criminal Leper Ward at Madras the death-rate was 320 per 1,000, but only 4 deaths occurred. Similarly, the rate in the Mangalore District Jail (40·10 per 1,000) was occasioned by 3 deaths. The District Jail at Parvatipuram was visited by an epidemic of dysentery and diarrhœa which lasted from August to December, with the result that the jail returns show the appalling death-rate already mentioned. The jail was seriously overcrowded during the year, and short term prisoners employed on the jail buildings were accommodated in temporary sheds. A special inquiry made into the outbreak failed to ascertain its causation satisfactorily, but it was found that the jail yard had been overcrowded by the new buildings, and arrangements have now been made to remedy this. The Governor General in Council trusts that, under the orders of the Madras Government, the overcrowding of the jail will be prevented in future. Of the 140 prisoners admitted to hospital, 69 were suffering from dysentery and diarrhœa, and 20 of these died. The percentage of admissions from these diseases, which proved fatal at Parvatipuram (28·9), was out of all proportion to the rate for other jails of the Province (2·5).

Year.	Average daily strength.	Admissions.	Deaths.	Death-rate per 1,000.
1889	196	34	6	30·61
1890	202	77	5	24·75
1891	188	68	4	22·28
1892	204	61	4	19·61
1893	170	41	3	17·65
Average of quinquennium.	192	56·2	4·4	22·69
1894	214	69	20	93·46

The statement in the margin shows that the death-rate from dysentery and diarrhœa (93·46 per thousand) was higher than in any year of the preceding quinquennium, though the number of admissions (69) was almost equalled in 1891 (68). The striking feature of the outbreak, therefore, was not the number of cases, but the extreme gravity of the attacks. A description of the state of the prisoners' health on admission might have been useful towards forming an opinion as to the outbreak. It is difficult to avoid a suspicion that the disease was complicated by that scorbutic condition which always renders it so fatal.

The average jail population in 11 out of the 19 jails in the Bombay Presidency was in excess of the accommodation available, and two of the remainder were overcrowded at some period of the year. The death-rate per mille (33·21) was smaller than that for 1892 (36·5 per mille), but considerably higher than that for 1893 (25·8 per mille). One hundred and three out of the 240 deaths resulted from respiratory diseases and 41 from bowel-complaints. In 8 jails, the death-rate exceeded 40 per mille, and in Kaira and Shikarpur it was 113·1 and 52·1 respectively. The Kaira Jail has now been closed, and the opening of a new Central Prison at Hyderabad will prevent future overcrowding at Shikarpur. The Dhuliakot and Ahmedabad City Prisons, in which the mortality was 46·4 and 41·0 per mille, respectively, have been closed, and the status of the jail at Surat (death-rate 46·6 per mille) has been reduced. The Governor General in

Council trusts that the overcrowding which occurred in the year under report will not be permitted to recur.

As a result of the special inquiries instituted in Bengal regarding the state of the prisoners' health in 1892, much has been done to improve their hygienic surroundings. The provision of well-cooked and suitable food and adequate clothing has been a matter of solicitude to medical superintendents, arrangements for a better supply of water have been made in numerous instances, and many of the defects pointed out have been remedied. These improvements will, the Government of India entertain no doubt, tend to render the general health of the prison population more satisfactory. There has been a very material decline in the average death-rate in the last ten years (40·71 per 1,000) as compared with that of the previous decade (61·5). But the results for the year 1894 have not been satisfactory, owing to well-defined causes, and the death-rate (47·1 per 1,000) is higher than it has been since 1885, when it was 58·4 per 1,000. The exceptional unhealthiness of the year in Lower Bengal was no doubt the chief cause of the unsatisfactory condition of the health of the convicts, among whom the ratios per mille of admissions (1,244 per 1,000), daily sick (44), and deaths (46·8) were all higher than in 1893, when they were, respectively, 1,046, 37, and 32·9 per 1,000. Cholera proved fatal in 65 cases against 20 in the previous year. The disease appeared in 16 jails and was severest in Gaya (18 deaths), Chaibassa (13), and Darbhanga (6). The other diseases which contributed largely to the high death-rate were anæmia and general debility (60), scrofula and phthisis (71), respiratory diseases (105), and dysentery and diarrhœa (314). Of the prisoners released during the year, 54·56 per cent. had gained weight while in prison.

The year was an unhealthy one in the North-Western Provinces and Oudh, and the death-rate among the free population rose from 24·10 to 42·51. The general unhealthiness of the year is reflected in the statistics regarding sickness and mortality of the prisoners. The ratio per mille of admissions to hospital rose from 695 to 869, the daily average sick from 33·53 to 43·26, and the death-rate from 17·17 to 32·28. The deaths from cholera rose from 1 to 94, and the rate per mille from 0·04 to 3·36. There were serious outbreaks of cholera at Gorakhpur and Fatehgarh, and minor ones at Cawnpore, Benares and Banda. The Governor General in Council takes the opportunity of here calling public attention to the Report for 1894 of Mr. Hankin, Chemical Examiner for the North-Western Provinces and Oudh, containing the results of his bacteriological inquiries and investigations into cholera outbreaks which occurred during the year. In the opinion of the Government of India this report should be in the hands of every Superintendent of a Jail not only in the North-Western Provinces and Oudh but throughout India. Deaths from bowel-complaints rose from 111 to 262. In fact, Statement XVI shows that all the principal diseases were more fatal than in the preceding year. The increase in mortality was contributed to by no less than 42 (including all the Central Jails) out of the 54 jails in the Province. In the jails marginally noted the proportion of deaths which occurred among convicts who had been less than 6 months in jail was very marked and the figures support the conclusion that the increased mortality in the jails was in a great measure due to the unhealthiness of the year. There was, however, the Government of India regret to notice, some overcrowding in these jails.

	Number of deaths.	Number of deaths among convicts under 6 months in jail.
Banda	29	20
Gorakhpur	105	49
Gonda	47	23
Mirzapur	23	21
Bahraich	21	13
Ghazipur	27	20
Hamirpur	7	5
Total ...	259	151

In the Punjab the ratio of admissions to hospital was 179 per thousand in excess of that for 1893, but the fact that the daily average number sick fell from 40 to 39 per 1,000, and the death-rate from 26·60 to 18·73, shows that the sickness was of a milder type. There was an increase in the admission-rates for intermittent fever and dysentery and diarrhœa, but the death-rates diminished. There was a

marked decrease in the admission and death-rates from respiratory diseases and "other fevers." Prophylactics are generally used in the jails during the season in which malarial fever is most prevalent, and it is claimed that their use has not only helped to reduce the deaths from intermittent fever, but that it has also led to a great fall in the number of admissions to hospital for respiratory diseases and of deaths from these causes. While the Government of India think that it would be premature to conclude that the latter effect is entirely due to the use of prophylactics, the apparent success attending their use is of great interest, and it is, in the opinion of the Governor General in Council, desirable that the plan of distributing quinine or sulphate of cinchonidine to prisoners when malarial fever is present should be adopted in the jails of other Provinces. His Excellency in Council will await with interest the further result of the experiment now being made in the Punjab jails of the use of anti-malarial remedies and of those ordered in paragraph 14 of the Punjab Government's Resolution reviewing the provincial statistics in boiling the drinking water for prisoners. The Government of India consider this a most useful precaution, and they trust that Local Governments and Administrations will insist on the careful boiling of the water used for drinking purposes whenever there is any reason to suspect its purity.

The year was one of scarcity in some parts of the Central Provinces and was unhealthy. Four thousand two hundred and twenty-four convicts were admitted into jail hospitals against 3,501 the previous year, and the daily average number sick and the death-rate rose from 29·6 and 19·5 per 1,000, respectively, in 1893, to 35·3 and 32·3 per 1,000 in 1894. The deterioration in the health of the convicts was doubtless largely due to their bad state of health on admission and 68 of the 138 deaths occurred among prisoners who had been less than six months in jail. But this circumstance appears to have been only one factor in the general unhealthiness of the jails, for the number of convicts under six months in jail was nearly half the total jail population; and in the three Central Jails, while the mortality among convicts less than six months in jail was 18·02 per 1,000, the mortality among those from six to twelve months in jail was 27·48 per 1,000, and the mortality among those from one to two years in jail was 21·58 per 1,000. In District Jails, the ratios for the corresponding periods were 53·84, 63·02 and 87·15 per 1,000. There was some overcrowding especially in the jails at Narsinghpur and Bilaspur. Scurvy broke out in the Nagpur Jail towards the end of the year, and it appears from paragraph 88 of the Report that the Inspector-General is of opinion that the supply of vegetables to the prisoners previous to the outbreak was insufficient. The Government of India are disposed to agree with the remarks of the Inspector-General in paragraph 94 of the Report that the prisoners in the Jubbulpore Central Jail were not overtasked, as contended by the medical officer in charge of the jail, for it appears from Statement B that of the 1,361 prisoners discharged from the jail 253 were under-trial prisoners who were not weighed on release, and that of the remaining 1,108, 55 had neither gained nor lost weight; 115 (10·4 per cent.) had lost weight, while 938 (84·7 per cent.) had gained weight.

In Burma, the ratios of admission into hospital (875 per 1,000) and the daily average number sick (42·54 per 1,000) were lower than in 1893 (894 and 48·61, respectively), but the death-rate (28·78) was higher (24·65 per 1,000 in 1893). The rate of admission was highest in the Rangoon Central Jail for natives, (1,539 per 1,000), the provincial average being only 881 per 1,000 and the average for other Central Jails being less than half (763 per 1,000). The increase in the provincial death-rate was mainly due to the increase in the mortality from cholera (2·04 per 1,000) and bowel-complaints (6·69 per 1,000). There was an increase in the death-rates from most other causes, but "other fevers" and anæmia were less fatal than in 1893. The prevalence of scurvy in the Rangoon Jail, in spite of prophylactic measures, deserves attention. In 1894 there were 37 cases with 5 deaths and in 1893, 40 cases with one death.

The absence of cholera from the Assam jails in 1894 is satisfactory; but both sickness and mortality were nevertheless greater than in 1893, the ratio of the daily average number sick having risen from 51·36 per 1,000 in 1893 to 61·56 per 1,000 in 1894, and the death-rate from 51·0 to 58·73. The high death-rate in the Tezpur Jail (87·96 per 1,000) has been noticed in separate correspondence with the Chief Commissioner of Assam, and no further remarks are

called for here. The great mortality in the Assam jails generally is often attributed to the anæmic condition of the prisoners on admission; but this theory loses sight of the fact that, although prisoners received into jail in bad health are particularly liable to die, those who survive should, if properly cared for, improve in health and increase in weight. It is to be regretted in this connection that the figures in Statement B appended to the Report, which are reproduced in the margin, show a falling off in the health of prisoners released during 1894. It appears from Statement A that the superficial area allotted to each prisoner in the Sylhet, Tezpur, Nowgong and Dibrugarh jails during 1894, when the mortality was high, was far below what was recommended by the Jail Committee and the Government of India have no doubt that this contributed to the ill-health of the prisoners. They trust that in future years care will be taken to prevent such overcrowding.

Year.	Percentage of prisoners released who neither gained nor lost weight.	Percentage of those who gained weight.	Percentage of those who lost weight.
1893 ...	41·9	36·2	21·8
1894 ...	38·4	35·04	26·5

The health of the convicts in the Mercara Jail (Coorg) improved, the ratio per mille of the daily average sick and deaths having fallen from 32·37 and 82·73 per 1,000, respectively, to 24·72 and 55·55 per 1,000. All the convicts who died (6) had been less than six months in jail and 5 had been admitted in bad or indifferent health.

The health of the prisoners in Berar was much worse than in 1893. The admissions to hospital per mille rose from 905 to 1,381, the average daily sick from 28·13 to 51·52, and the death-rate from 28·72 to 29·13. The increase in sickness was general, but was specially marked in the jails at Akola and Amraoti. More than half the total deaths occurred at Akola, where scurvy was prevalent during the first three months of the year.

ORDER.—Ordered that a copy of this Resolution be forwarded to all Local Governments and Administrations for information and guidance and to the Department of Finance and Commerce for information.

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

[True Extract.]

J. P. HEWETT,

Offg. Secretary to the Government of India.

No.

GENERAL SUMMARY SHOWING the DISTRIBUTION of the PRISONERS of all CLASSES CON

1		2			3			4			5		
Name of Province.		Places of confinement.			Prisoners in jail at the commencement of the year.			Received during the year.			Total.		
		Central jails.	District jails.	Subordinate jails and lock-ups.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
Madras	1893	7	(a) 15	306	10,559	291	10,850	75,931	3,962	79,893	86,490	4,253	90,743
	1894	7	*13	304	10,359	279	10,638	69,979	3,409	73,388	80,338	3,688	84,026
Bombay	(b) 1893	1	20†	27‡	7,620	273	7,893 (d)	66,578	2,972	69,550	74,198	3,245	77,443
	1894	2	19†	28‡	7,870	238	8,108	64,161	3,168	67,329	72,031	3,406	75,437
Bengal	1893	7	40	85	17,337	457	17,794	88,105	3,737	91,842	105,442	4,194	109,636
	1894	7	40	85	17,077	453	17,530	88,130	3,610	91,740	105,207	4,063	109,270
North-Western Provinces and Oudh.	1893	6	44	16	25,423	1,098	26,521	92,189	5,142	97,331	117,612	6,240	123,852
	1894	6	43	18	25,816	993	26,809	93,400	5,582	98,982	119,216	6,575	125,791
Punjab	1893	§ 4	29	148	12,738	408	13,146	58,672	2,311	60,983	71,410	2,719	74,129
	1894	§ 5	28	22	12,286	412	(e) 12,698	45,372	1,561	46,933	57,658	1,973	59,631
Central Provinces	1893	3	15	1	4,206	293	4,499	11,631	1,156	12,787	15,837	1,449	17,286
	1894	3	15	1	4,217	289	4,506	12,691	1,247	13,938	16,908	1,536	18,444
Burma	1893	7	22	1	11,816	125	11,941	24,520	810	25,330	36,336	935	37,271
	1894	7	23	1	11,729	97	11,826	29,254	966	30,220	40,983	1,063	42,046
Assam	1893	...	9	13	1,252	31	1,283	8,656	554	9,210	9,908	585	10,493
	1894	...	9	13	1,364	49	1,413	8,664	538	9,202	10,028	587	10,615
Coorg	1893	...	1	25	94	6	100	860	73	(c) 933	954	79	1,033
	1894	...	1	25	102	8	110	928	38	966	1,030	46	1,076
Hyderabad Assigned Districts‖	1893	2	5	1	1,216	53	1,269	3,705	272	3,977	4,921	325	5,246
	1894	2	5	...	1,414	44	1,458	3,394	285	3,679	4,808	329	5,137
Total	1893	37	200	623	92,261	3,035	95,296	430,847	20,989	451,836	523,108	24,024	547,132
	1894	39	196	497	92,234	2,862	95,096	415,973	20,404	436,377	508,207	23,266	531,473

* Includes the Madras Debtors' Jail.
† Includes two extra-mural gangs, the Common Jail and the House of Correction, Bombay.
‡ Exclusive of Lock-ups.
§ Including the Female Jail, Lahore.
‖ Only figures of the Secunderabad Jail are incorporated in this and in the succeeding statements, but the figures for 1894 for the Wun Subsidiary Jail are not shown under the orders contained in Home Secretary's No. 266, dated 22nd January 1895; this jail being merely a lock-up, not under the control or management of the Jail Department.

I.

FINED in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the years 1893 and 1894.

6			7			8				
Discharged from all causes.			Remaining at the end of the year.			Total daily average number of prisoners.			Name of Province.	
Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.		
76,131	3,974	80,105	10,359	279	10,638	10,347·92	304·22	10,652·14	1893	Madras.
70,960	3,420	74,380	9,378	268	9,646	9,742·03	283·10	10,025·13	1894	
66,500	3,009	69,509	7,698	236	7,934	7,874·00	261·00	8,135·00	(b) 1893	Bombay.
64,332	3,177	67,509	7,699	229	7,928	7,901·00	238·00	8,139·00	1894	
88,365	3,741	92,106	17,077	453	17,530	17,261·56	462·34	17,723·90	1893	Bengal.
88,794	3,654	92,448	16,413	409	16,822	16,892·93	450·94	17,343·87	1894	
91,796	5,247	97,043	25,816	993	26,809	25,582·59	1,036·97	26,619·56	1893	North-Western Provinces and Oudh.
91,174	5,396	96,570	28,042	1,179	29,221	26,860·98	1,086·26	27,947·24	1894	
58,996	2,305	61,301	12,414	414	12,828	12,436·00	421·00	12,857·00	1893	Punjab.
46,623	1,602	48,225	11,035	371	11,406	11,210·00	376·00	11,586·00	1894	
11,620	1,160	12,780	4,217	289	4,506	4,122·28	296·35	4,418·63	1893	Central Provinces.
12,515	1,210	13,725	4,393	326	4,719	4,207·32	297·76	4,505·08	1894	
24,607	838	25,445	11,729	97	11,826	11,657·00	109·00	11,766·00	1893	Burma.
27,496	925	28,421	13,487	138	13,625	12,538·00	109·00	12,647·00	1894	
8,544	536	9,080	1,364	49	1,413	1,279·09	40·29	1,319·38	1893	Assam.
8,640	546	9,186	1,388	41	1,429	1,445·05	45·78	1,490·83	1894	
858	71	923	102	8	110	104·55	9·83	114·38	1893	Coorg.
898	41	939	132	5	137	120·44	5·80	126·24	1894	
3,407	281	3,788	1,414	44	1,458	1,311·17	47·11	1,358·28	1893	Hyderabad Assigned Districts.‖
3,476	283	3,759	1,332	46	1,378	1,319·20	47·93	1,367·13	1894	
430,918	21,162	452,080	92,190	2,862	95,052	91,976·16	2,988·11	94,964·27	1893	Total.
414,908	20,254	435,162	93,299	3,012	96,311	92,236·95	2,940·57	95,177·52	1894	

(a) Includes the Madras Debtors' Jail and the two District Jails of Kurnool and Guntur. The latter two were closed during the year.
(b) Exclusive of Civil Prisoners; the number of such prisoners admitted during 1893 was 1,814.
(c) Inclusive of 78 under-trials who were convicted and are twice counted over in the General Summary.
(d) The difference between the prisoners remaining at the end of 1893 and those in jail at the commencement of 1894 is due to the inclusion of Civil Prisoners and the figures for the Wadhwán Jail, incorporated for the first time this year.
(e) The difference between the prisoners remaining at the end of 1893 and those in jail at the commencement of 1894 is due to the exclusion of the statistics of 126 Judicial Lock-ups, not shewn this year, and 5 prisoners having been wrongly shewn as remaining in the Dera Ismail Khan Jail instead of 3 in 1893.

No.

STATEMENT SHOWING the NUMBER and DISPOSAL of the CONVICTS in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEARS 1893 and 1894.

1		2		3		4		5						6			7				
								RECEIVED BY						TRANSFER.			TRANSFERRED TO OTHER JAILS.				
								A.						B.			A.		B.		
		In jail at the commencement of the year.		Imprisoned during the year.		Total.		To undergo sentence.						In transit for transportation or to other Jails.			To undergo sentence.		For transportation beyond seas.		
Name of Province.								From jails in the province.		From subsidiary jails to district jails in the province.		From jails outside the province.		From jails in the province.	From jails outside the province.	Grand Total.					
		M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	Total.	M.	F.	M.	F.
Madras	1893	9,412	263	31,187	2,348	40,599	2,611	1,506	49	326	7	17	1	12,715	376	112	7	55,275	3,051	58,326	14,425	435	115	3
	1894	9,166	245	28,595	1,903	37,761	2,148	1,008	38	162	...	17	1	13,893	430	130	7	52,971	2,624	55,595	15,201	469	155	2
Bombay	1893	6,961	246	14,797	724	21,758	970	3,02	32	855	48	4	...	104	8	4	1	25,754	1,059	26,813	3,967	78	187	17
	1894	(a) 7,107	220	14,350	661	21,457	881	2,226	50	882	47	2	...	20	...	...	...	24,587	978	25,565	3,126	95	233	13
Bengal	1893	16,222	426	35,755	1,510	51,977	1,936	8,378	292	11,715	409	20	...	89	8	559	49	72,738	2,694	75,432	20,136	686	312	13
	1894	15,978	416	34,734	1,444	50,712	1,860	10,238	356	11,162	401	75	...	426	3	612	33	73,225	2,653	75,878	21,655	740	688	3
North-Western Provinces and Oudh.	1893	23,674	1,011	38,516	2,588	62,190	3,599	7,377	251	909	81	165	2	440	35	120	...	71,201	3,968	75,169	8,396	332	670	57
	1894	24,096	911	39,356	2,922	63,452	3,833	8,192	198	1,073	103	162	1	615	33	11	...	73,505	4,168	77,673	9,578	308	713	50
Punjab	1893	11,718	359	21,423	864	33,141	1,223	4,640	189	...	...	13	...	1,049	24	...	...	38,843	1,436	40,279	5,641	193	192	40
	1894	11,265	378	18,507	627	29,772	1,005	4,432	136	...	...	14	...	1,374	19	...	...	35,592	1,160	36,752	5,737	134	348	25
Central Provinces	1893	3,943	277	5,407	712	9,350	989	1,024	56	13	2	5	...	33	9	...	...	10,425	1,056	11,481	1,061	57	44	10
	1894	3,972	280	5,891	793	9,863	1,073	1,277	47	19	...	9	...	26	3	...	...	11,194	1,123	12,317	1,338	48	91	11
Burma	1893	11,471	116	13,623	540	25,094	656	2,653	38	...	...	310	...	299	2	...	...	28,356	696	29,052	2,713	38	258	2
	1894	11,387	96	17,337	651	28,724	747	1,996	24	...	...	484	...	239	...	...	...	31,443	771	32,214	2,059	24	190	...
Assam	1893	1,153	27	(b) 3,980	(b) 280	5,133	307	394	16	810	41	4	...	99	5	2	...	6,442	369	6,811	1,256	58	29	4
	1894	1,241	43	(b) 4,037	278	5,278	331	243	21	907	29	9	...	38	...	...	...	6,475	371	6,846	1,166	46	20	...
Coorg	1893	76	6	125	10	201	16	...	...	65	4	...	...	...	...	...	...	266	20	286	6	...	...	...
	1894	85	8	200	6	285	14	...	...	85	2	...	...	...	...	...	...	370	16	386	24	...	2	...
Hyderabad Assigned Districts.	1893	1,161	50	1,877	192	3,038	242	230	5	...	...	67	1	9	...	1	...	3,345	248	3,593	280	7	21	...
	1894	1,344	41	1,823	190	3,167	231	211	11	...	...	47	3	6	1	...	...	3,431	246	3,677	261	14	22	1
Total	1893	85,791	2,781	166,690	9,768	252,481	12,549	29,231	928	14,693	592	605	4	14,837	467	798	57	312,645	14,597	327,242	57,881	1,884	1,828	146
	1894	85,641	2,638	164,830	9,475	250,471	12,113	29,823	881	14,290	582	819	5	16,637	489	753	40	312,793	14,110	326,903	60,145	1,878	2,462	105

Name of Province.	
Madras.	1893
	1894
Bombay.	1893
	1894
Bengal.	1893
	1894
North-Western Provinces and Oudh.	1893
	1894
Punjab.	1893
	1894
Central Provinces.	1893
	1894
Burma.	1893
	1894
Assam.	1893
	1894
Coorg.	1893
	1894
Hyderabad Assigned Districts.	1893
	1894
Total.	1893
	1894

(a) The difference between the number of convicts in jail at the commencement of 1894 and those remaining in jail at the close of 1893 is due to the inclusion of the figures for the Wardwan jail for the first time this year.

(b) Inclusive of convicts re-admitted after having been out on bail, etc.

No. 2—

STATEMENT SHOWING the NUMBER and DISPOSAL of the CONVICTS in the JAILS and SUBSIDIARY JAILS in BRITISH INDIA during the YEARS 1893 and 1894—contd.

Name of Province.		8										9		10		11		12		13		14		15			Name of Province.
		Released during the year.												Transferred to lunatic asylum.		Escaped.		Executed.		Died.		Remained at the close of the year.		Daily average number.			
		A. On appeal.		B. On expiry of sentence.		C. Under remission rules.		D. By order of Government. (a) On account of sickness.		D. By order of Government. (b) On other grounds.		Transported beyond sea													
		M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	Total.	
Madras	1893	2,239	59	28,124	2,276	738	14	2	...	2	...	184	10	14	3	12	...	27	2	227	4	9,166	245	9,142·10	269·39	9,411·49	1893 Madras.
	1894	1,801	44	25,330	1,811	1,710	39	3	...	11	1	191	8	18	1	6	...	50	3	176	8	8,319	238	8,642·40	249·32	8,891·72	1894
Bombay	1893	748	28	12,418	678	1,104	35	3	...	7	...	...	...	1	...	12	...	34	...	182	4	7,091	219	6,967·00	231·00	7,198·00	1893 Bombay.
	1894	876	28	11,604	591	1,599	52	1	1	24	...	...	...	8	...	15	...	31	...	238	2	6,832	196	7,021·00	206·00	7,227·00	1894
Bengal	1893	1,898	33	31,593	1,453	1,747	24	42	2	9	...	448	55	10	...	6	...	30	...	529*	12*	15,978	416	16,015·10	412·19	16,427·29	1893 Bengal.
	1894	1,943	54	27,830	1,339	4,443	86	66	1	5	...	497	41	16	...	4	...	20	...	736†	18†	15,322	371	15,672·57	407·80	16,080·37	1894
North-Western Provinces and Oudh.	1893	3,496	95	29,951	2,388	4,020	165	8	...	24	...	...	...	8	3	7	...	113	2	412	15	24,096	911	23,666·75	955·25	24,622·00	1893 North-Western Provinces and Oudh.
	1894	3,812	57	25,166	2,370	7,215	252	2	1	7	2	...	...	11	1	6	...	134	8	807	38	26,054	1,081	25,034·75	1,004·60	26,039·35	1894
Punjab	1893	2,749	96	16,792	692	1,789	24	9	...	2	...	...	...	18	1	9	...	74	...	303	12	11,265	378	11,377·00	382·00	11,759·00	1893 Punjab.
	1894	2,454	62	12,712	493	3,942	101	5	...	1	...	...	...	10	1	4	...	53	...	193	8	10,133	336	10,295·00	348·00	10,643·00	1894
Central Provinces	1893	312	23	3,981	631	935	46	...	...	...	...	...	...	7	1	3	...	33	3	77	5	3,972	280	3,907·57	282·41	4,189·98	1893 Central Provinces.
	1894	298	20	4,088	665	1,056	53	...	...	...	...	...	...	2	...	3	...	23	...	122	16	4,173	310	3,981·18	283·04	4,264·22	1894
Burma	1893	949	24	10,103	525	2,422	4	30	1	74	1	103	...	...	...	3	...	51	...	263	5	11,387	96	11,265·00	103·00	11,368·00	1893 Burma.
	1894	1,149	45	11,588	571	2,674	6	13	...	119	...	166	...	3	...	3	...	52	...	345	1	13,082	124	12,039·00	100·00	12,139·00	1894
Assam	1893	481	8	3,130	247	218	7	19	...	...	...	...	...	1	...	7	...	6	...	54	2	1,241	43	1,163·65	35·32	1,198·97	1893 Assam.
	1894	541	7	3,003	270	315	7	19	...	...	...	...	...	2	...	23	...	2	...	71	1	1,313	40	1,325·42	41·93	1,367·35	1894
Coorg	1893	9	...	154	12	3	...	...	...	...	...	...	...	...	...	...	...	1	...	8	...	85	8	88·48	8·63	97·11	1893 Coorg.
	1894	24	1	191	9	8	3	...	...	...	...	...	...	...	...	1	...	...	...	6	...	114	3	103·63	5·36	108·99	1894
Hyderabad Assigned Districts.	1893	94	2	1,426	191	140	6	...	...	2	...	...	...	...	...	...	...	3	...	35	1	1,344	41	1,238·45	44·35	1,282·80	1893 Hyderabad Assigned Districts.
	1894	136	5	1,280	169	412	13	...	...	...	...	...	...	1	...	1	...	6	...	35	1	1,277	43	1,258·16	45·29	1,303·45	1894
Total	1893	12,975	368	137,672	9,093	13,116	325	113	3	120	1	735	65	59	8	59	...	372	7	2,090	60	85,625	2,637	84,831·10	2,723·54	87,554·64	1893 Total.
	1894	13,034	323	122,792	8,288	23,374	612	109	3	167	3	854	49	71	3	66	...	371	11	2,729	93	86,619	2,742	85,373·11	2,691·34	88,064·45	1894

* Including 32 males and 1 female moribund prisoners who were released under Rule 488 of the Jail Code.

† " 12 " and 1 " " " " " " "

No. 3.

STATEMENT SHOWING the RELIGION, AGE, STATE of EDUCATION and PREVIOUS OCCUPATION of the CONVICTS ADMITTED into the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEARS 1893 and 1894.

1		2												3								EDUCATION.				4				5																6			
		RELIGION.												AGE.														PREVIOUS OCCUPATION.																			
		A						B	C		D		E	A		B		C		D		A		B		C		D																			
		Christians.																										Males.								Females.											
Name of Province.		Europeans.		Eurasians.		Natives.		Muhammadans.		Hindus and Sikhs.		Buddhists and Jains.		All other classes.		Under 16.		16 to 40.		40 to 60.		Above 60.		Able to read and write.		Able to read only.		Illiterate.		Persons employed under Government or Municipal or other local authorities.	Professional persons.	Persons in service or performing personal offices.	Persons engaged in agriculture and with animals.	Persons engaged in commerce and trade.	Persons employed in mechanical arts, manufactures, and engineering operations, etc.	Miscellaneous persons not classed otherwise.	Married.	Unmarried.	Widows.	Prostitutes.	Total.				Name of Province.
		a		b		c																		B		C																					
		M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.																	M.	F.	Total.	
Madras	1893	31	...	47	4	730	79	2,347	96	28,020	2,167	12	...	...	...	478	115	25,562	1,736	4,833	465	314	32	1,042	1	1,303	1	13,509	793	620	1,221	3,560	17,236	2,150	1,872	4,528	1,400	235	659	54	31,187	2,348	33,535	1893	Madras.
	1894	20	...	53	5	714	61	2,288	84	25,508	1,753	12	...	...	...	467	93	23,291	1,412	4,507	356	330	40	2,886	6	1,112	5	24,597	1,892	585	1,223	3,930	15,647	1,867	1,977	3,366	1,201	170	445	87	28,595	1,903	30,498	1894	
Bombay	1893	86	...	20	1	227	10	5,419	135	8,964	575	44	3	37	...	86	19	13,195	575	1,432	125	84	5	1,040	3	921	1	12,836	720	508	243	2,051	7,114	1,051	1,756	2,045	404	17	264	39	14,797	724	15,521	1893	Bombay.
	1894	91	...	9	...	234	16	5,074	95	8,853	548	30	2	59	...	72	20	12,710	519	1,482	115	77	7	1,651	2	335	5	12,364	654	475	152	2,220	6,634	1,357	1,491	2,021	397	28	188	48	14,359	661	15,011	1894	
Bengal	1893	236	...	66	1	111	7	13,526	373	20,664	1,041	135	23	1,017	65	407	51	26,067	1,018	8,143	389	1,138	52	(b) 4,761	(b) 2	(c) 3,074	(c) 2	30,920	1,506	869	737	3,263	21,431	1,110	561	7,704	604	53	632	171	35,755	1,510	37,265	1893	Bengal.
	1894	180	1	69	...	115	4	13,375	327	19,712	1,007	86	13	1,197	92	429	40	25,141	938	8,089	388	1,108	69	2,106	1	2,070	2	30,558	1,441	763	849	3,099	20,870	1,192	474	7,487	566	40	708	130	34,734	1,444	36,178	1894	
North-Western Provinces and Oudh.	1893	29	...	14	1	41	2	5,472	261	32,060	2,334	...	...	...	...	207	69	30,384	1,945	7,171	533	814	41	1,284	2	866	...	36,366	2,586	687	3,622	2,469	23,415	328	212	7,884	1,747	60	721	70	38,516	2,538	41,104	1893	North-Western Provinces and Oudh.
	1894	14	1	9	1	40	...	5,437	259	33,856	2,661	...	...	...	...	145	69	30,237	2,132	8,004	657	970	64	1,184	1	1,004	...	37,168	2,921	630	3,996	2,443	25,058	165	6	7,038	1,933	93	840	56	39,356	2,922	42,278	1894	
Punjab	1893	3	...	4	...	15	1	15,051	601	6,350	262	...	...	...	...	266	6	17,899	739	2,792	109	486	10	127	...	270	1	21,026	863	487	41	1,556	13,408	1,121	817	3,099	635	25	154	30	21,423	864	22,287	1893	Punjab.
	1894	9	...	4	...	16	2	12,751	411	5,726	214	1	...	...	...	162	4	15,583	508	2,531	104	291	11	255	...	94	...	18,158	627	468	89	1,200	11,843	663	639	3,610	464	16	125	22	18,507	627	19,134	1894	
Central Provinces.	1893	1	...	5	...	35	2	500	52	3,816	495	22	1	1,028	162	125	73	4,356	535	868	96	58	8	393	1	134	...	4,380	711	204	8	644	2,379	336	627	1,209	444	45	202	21	5,407	712	6,119	1893	Central Provinces.
	1894	1	...	4	...	21	2	601	65	3,886	501	22	3	1,356	222	127	53	4,621	571	1,066	156	77	13	389	...	238	...	5,264	793	212	11	675	2,454	318	599	1,622	538	52	190	13	5,891	793	6,684	1894	
Burma	1893	241	...	19	...	45	4	802	24	833	25	11,431	486	252	1	113	12	11,611	413	1,784	109	115	6	5,497	36	3,159	13	4,967	491	831	134	362	5,526	1,321	463	4,486	373	46	97	24	13,623	549	14,163	1893	Burma.
	1894	376	...	30	...	59	1	772	21	857	20	15,091	609	152	...	89	11	14,776	515	2,333	113	139	12	8,962	38	2,443	12	5,932	601	1,004	225	453	7,487	2,227	444	5,497	463	59	103	21	17,337	651	17,988	1894	
Assam	1893	...	...	...	...	11	1	1,233	25	2,177	194	1	...	406	59	5	...	3,126	260	643	18	54	1	195	...	173	1	3,460	278	104	47	1,169	2,298	54	90	66	221	11	42	5	(d) 3,828	(d) 279	(d) 4,107	1893	Assam.
	1894	1	...	...	...	14	...	1,458	22	2,020	218	1	...	379	38	7	2	3,170	249	649	25	47	2	268	...	135	...	3,470	278	94	61	1,162	2,388	43	53	72	196	23	53	6	(d) 3,873	278	(d) 4,151	1894	
Coorg	1893	...	...	...	...	6	2	31	2	113	10	3	...	37	...	...	...	157	13	32	1	1	...	11	...	28	...	151	14	9	16	3	29	16	1	116	4	1	9	...	190	14	(a) 204	1893	Coorg.
	1894	...	...	1	...	8	...	67	...	124	6	...	...	85	2	3	...	245	8	34	...	3	...	19	...	39	...	227	8	11	10	10	69	22	...	163	4	...	2	2	285	8	(a) 293	1894	
Hyderabad Assigned Districts.	1893	3	...	3	...	17	1	316	22	1,537	163	1	...	...	...	12	7	1,577	155	264	29	24	1	119	1	85	...	1,666	190	122	15	361	976	140	91	172	117	23	26	26	1,877	192	2,069	1893	Hyderabad Assigned Districts.
	1894	...	...	6	...	21	2	369	18	1,421	170	5	...	1	...	16	5	1,533	153	257	30	17	2	141	...	101	...	1,581	190	148	15	321	884	137	120	198	122	8	45	15	1,823	190	2,013	1894	
Total	1893	630	...	198	7	1,238	109	44,697	1,591	105,434	7,864	11,649	513	2,777	287	1,699	352	133,854	7,389	27,962	1,874	3,088	156	11,469	46	10,013	19	129,781	8,152	4,441	6,083	15,432	93,842	8,127	6,389	32,289	5,969	516	2,846	440	166,603	9,771	176,374	1893	Total.
	1894	692	2	185	6	1,242	88	42,192	1,302	101,963	7,098	15,248	627	3,229	354	1,517	308	131,256	7,005	28,922	1,944	3,056	120	17,881	48	7,571	24	139,319	9,405	4,410	6,631	15,513	93,339	7,991	5,733	31,074	5,989	489	2,639	400	164,751	9,477	174,228	1894	

* Exclusive of figures for Subsidiary Jails.
(a) Inclusive of figures shown in column 5 of Statement No. 2.
(b) Able to read and write well.
(c) Able to read and write a little.
(d) These figures represent direct admissions only, and do not therefore agree with the figures entered in column 3 of Statement No. 4.

No. 4.

STATEMENT SHOWING the CONVICTS ADMITTED into the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEARS 1893 and 1894 and THOSE REMAINING on the 31st DECEMBER of those YEARS according to the NATURE and LENGTH of SENTENCES.

1		2																			
		NUMBERS ACCORDING TO LENGTH OF SENTENCE.																			
		A		B		C		D		E		F		G		H		I		J	
		Not exceeding one month.		Above one month and not exceeding three months.		Above three months and not exceeding six months.		Above six months and not exceeding one year.		Above one year and not exceeding two years.		Above two years and not exceeding five years.		Above five years and not exceeding ten years.		Exceeding ten years.		Sentenced to transportation beyond seas		Sentenced to death.	
																		A			
																		For life.			
NAME OF PROVINCE.		M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Madras	Admitted	1893 17,585	1,833	5,004	313	4,433	141	1,583	32	756	11	525	2	178	5	5	...	108	4	62	4
		1894 16,132	1,433	5,639	281	3,900	121	1,389	30	737	9	448	7	200	3	9	...	101	9	64	4
	Remaining on the 31st December.	1893 576	23	1,030	44	1,793	57	894	17	1,305	28	1,739	31	876	29	66	1	388	11	22	2
		1894 308	20	914	59	1,420	43	1,067	25	1,076	18	1,068	28	923	24	68	2	371	16	12	...
Bombay	Admitted	1893 5,650	407	3,042	168	2,700	79	1,504	17	867	22	564	14	152	3	6	...	134	11	52	3
		1894 5,517	300	2,940	141	2,042	84	1,619	25	801	21	454	10	148	2	5	...	152	11	58	1
	Remaining on the 31st December.	1893 275	14	538	37	1,010	25	1,071	18	1,154	33	1,343	42	722	11	81	1	597	27	8	...
		1894 232	13	452	21	894	27	1,075	17	1,129	31	1,430	44	770	11	79	1	452	19	13	...
Bengal	Admitted	1893 12,446	837	8,187	322	5,082	172	4,746	92	2,605	44	1,237	23	320	8	2	...	121	9	52	3
		1894 11,990	778	7,984	310	6,171	164	4,628	96	2,351	60	1,056	24	353	1	5	...	127	11	30	...
	Remaining on the 31st December.	1893 648	37	1,382	56	2,195	70	3,147	74	3,236	65	3,037	66	1,464	36	104	...	330	10	9	1
		1894 457	22	1,258	43	2,302	57	3,065	73	2,868	71	3,000	63	1,601	30	125	...	330	11	2	...
North-Western Provinces and Oudh.	Admitted	1893 11,428	1,312	6,747	494	6,330	353	6,866	202	4,241	118	1,853	64	538	8	39	...	251	20	140	4
		1894 10,289	1,334	6,041	667	6,803	444	7,578	246	5,958	101	1,896	63	624	17	45	...	317	33	170	16
	Remaining on the 31st December.	1893 628	52	1,364	100	2,905	150	5,047	151	5,695	139	4,516	173	1,920	47	240	0	1,022	65	34	1
		1894 705	64	1,410	148	2,959	218	5,492	175	6,070	154	4,495	151	2,752	74	382	12	1,042	64	38	3
Punjab	Admitted	1893 4,676	227	3,309	200	3,654	148	5,002	161	2,223	65	1,166	28	250	10	16	...	97	21	27	3
		1894 3,680	153	3,104	152	3,451	114	4,779	111	1,943	53	1,035	16	262	4	6	...	98	18	40	3
	Remaining on the 31st December.	1893 445	13	611	20	1,291	46	2,298	87	2,955	72	2,176	59	983	38	118	...	240	31	113	12
		1894 249	8	441	19	1,236	45	2,074	53	2,455	64	2,092	63	1,085	32	97	...	262	37	98	13
Central Provinces.	Admitted	1893 773	228	1,146	213	1,586	150	789	52	532	24	341	26	124	6	4	...	69	11	4	...
		1894 930	233	1,418	312	1,782	152	880	55	470	19	228	8	81	3	8	3	58	8	6	...
	Remaining on the 31st December.	1893 81	26	240	48	673	59	708	40	650	42	680	34	544	17	38	3	266	10	92	1
		1894 68	21	308	69	829	63	707	48	683	27	669	32	513	30	60	2	235	8	99	3
Burma	Admitted	1893 3,069	320	2,302	128	3,171	66	1,667	16	1,097	7	798	...	170	1	13	...	70	1	279	...
		1894 3,536	379	2,710	161	4,454	70	2,331	17	2,575	8	1,017	11	219	1	11	...	118	...	293	1
	Remaining on the 31st December.	1893 150	17	410	23	1,176	24	1,322	8	3,084	10	2,601	8	1,189	2	146	...	404	3	883	1
		1894 145	25	494	27	1,869	29	1,799	13	3,326	10	2,604	12	1,150	2	129	...	418	4	1,077	2
Assam	Admitted	1893 1,708	213	983	40	456	13	326	4	203	6	78	2	28	...	...	...	26	1	7	...
		1894 1,666	224	967	29	499	13	404	7	202	4	94	1	32	...	2	...	6	...	1	...
	Remaining on the 31st December.	1893 90	14	162	3	276	3	240	6	229	6	141	10	64	...	14	...	18	1	5	...
		1894 95	13	178	2	198	5	274	8	230	6	156	3	128	2	4	...	14	1	30	...
Coorg	Admitted	1893 60	6	58	4	38	1	20	2	2	...	11	1	...	...	...	...	...	...	...	...
		1894 82	6	93	2	41	...	21	...	9	...	35	...	1	...	...	...	2	...	1	...
	Remaining on the 31st December.	1893 2	...	10	1	11	1	18	...	7	1	24	3	12	2	1	...	...	...	...	...
		1894 3	...	19	...	7	...	12	...	10	...	47	1	14	2	1	...	...	...	1	...
Hyderabad Assigned Districts.	Admitted	1893 663	141	302	28	366	11	267	7	146	1	75	4	21	...	...	...	35	...	8	...
		1894 611	124	272	32	389	20	275	7	183	4	51	1	31	1	...	...	9	1	2	...
	Remaining on the 31st December.	1893 36	1	68	7	182	5	229	7	258	5	250	14	242	2	35	...	36	...	6	...
		1894 34	8	58	8	202	5	217	7	205	4	203	9	245	2	53	...	...	...	...	...
TOTAL	Admitted	1893 58,658	5,524	31,080	1,910	28,800	1,131	23,664	585	13,572	300	6,648	164	1,781	41	85	..	920	87	530	7
		1894 54,453	5,030	31,768	2,187	30,092	1,182	23,874	600	14,329	279	6,224	141	1,953	32	91	3	988	91	436	5
	Remaining on the 31st December.	1893 2,940	197	5,815	339	11,512	440	14,974	408	18,573	401	16,507	440	8,016	184	843	14	3,310	158	3,011	52
		1894 2,336	194	5,532	396	11,922	492	13,782	419	18,118	385	16,394	413	9,187	209	998	17	3,124	160	3,063	52

J						NAME OF PROVINCE.	
TOTAL.							
M.	F.	Total.					
31,179	2,347	33,526*	1893	Admitted		Madras.	
28,583	1,903	30,486*	1894				
9,102	245	9,407*	1893	Remaining on the 31st December.			
8,299	238	8,537*	1894				
14,797	724	15,521	1893	Admitted		Bombay.	
14,350	661	15,011	1894				
7,091	219	7,310	1893	Remaining on the 31st December			
6,832	196	7,028	1894				
35,755	1,510	37,265	1893	Admitted		Bengal.	
34,734	1,444	36,178	1894				
15,078	416	16,394	1893	Remaining on the 31st December.			
15,324	371	15,695	1894				
38,516	2,588	41,104	1893	Admitted		North-Western Provinces and Oudh.	
39,356	2,922	42,278	1894				
24,096	911	25,007	1893	Remaining on the 31st December.			
26,054	1,081	27,135	1894				
21,421	864	22,287	1893	Admitted		Punjab.	
18,507	627	19,134	1894				
11,265	378	11,643	1893	Remaining on the 31st December.			
10,133	336	10,469	1894				
5,407	712	6,119	1893	Admitted		Central Provinces.	
5,891	793	6,084	1894				
3,972	280	4,252	1893	Remaining on the 31st December.			
4,173	310	4,483	1894				
13,623	540	14,163	1893	Admitted		Burma.	
17,337	651	17,988	1894				
11,397	96	11,493	1893	Remaining on the 31st December.			
13,082	124	13,206	1894				
(b)3,828	(b) 270	(b)4,107	1893	Admitted		Assam.	
(b)3,873	278	(b)4,151	1894				
1,241	43	1,284	1893	Remaining on the 31st December.			
1,313	40	1,353	1894				
190	14	(a)204	1893	Admitted		Coorg.	
285	8	(a)293	1894				
85	8	93	1893	Remaining on the 31st December.			
114	3	117	1894				
1,827	102	2,069	1893	Admitted		Hyderabad Assigned Districts.	
1,823	190	2,013	1894				
1,344	41	1,385	1893	Remaining on the 31st December.			
1,277	43	1,320	1894				
65,595	9,770	176,365	1893	Admitted		TOTAL.	
64,739	9,477	174,210	1894				
85,421	2,637	88,258	1893	Remaining on the 31st December.			
86,599	2,742	89,341	1894				

* Criminal lunatics are excluded from the classification.
(a) Inclusive of figures shown in column 5 of Statement No. 2.
(b) *Vide* footnote (d) at page 9.

No.

5.

STATEMENT SHOWING the CONVICTS admitted into the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEARS 1893 and 1894 who had been PREVIOUSLY CONVICTED.

1		2			3									4	5							Name of Province.
Name of Province.		Number admitted during the year.			Number previously convicted.									Ratio per cent. of number previously convicted to number admitted during the year (column 3 D to column 2).	Juvenile prisoners under 16 years of age (Section 399 of the Criminal Procedure Code.)							
					A		B		C		D				A			B				
					Once.		Twice.		More than twice.		Total.				Number admitted during the year.			Number previously convicted.				
		M.	F.	Total.	M.	F.	M.	F.	M.	F.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.			
Madras	1893	31,187	2,348	33,535	1,877	42	494	13	408	9	2,779	64	2,843	8·91	2·73	8·48	478	115	593	34	6	40	1893	Madras.
	1894	28,595	1,903	30,498	2,105	62	539	5	461	16	3,105	83	3,188	10·86	4·36	10·45	467	95	562	53	8	61	1894	
Bombay	1893	14,797	724	15,521	1,252	19	433	6	563	12	2,248	37	2,285	15·19	5·11	14·72	86	19	105	9	...	9	1893	Bombay.
	1894	14,350	651	15,011	1,395	30	448	8	563	14	2,406	52	2,458	16·77	7·87	16·36	72	20	92	7	...	7	1894	
Bengal	1893	35,755	1,510	37,265	2,795	54	679	9	424	8	3,898	71	3,969	10·90	4·70	10·65	407	51	458	33	...	33	1893	Bengal.
	1894	34,734	1,444	36,178	2,827	56	667	21	504	11	3,998	88	4,086	11·51	6·09	11·29	429	49	478	42	1	43	1894	
North-Western Provinces and Oudh.	1893	38,516	2,588	41,104	2,349	118	930	37	675	19	3,954	174	4,128	10·27	6·72	10·04	207	69	276	44	2	46	1893	North-Western Provinces and Oudh.
	1894	39,356	2,922	42,278	2,559	114	963	31	656	22	4,178	167	4,345	10·62	5·72	10·28	145	69	214	18	2	20	1894	
Punjab	1893	21,423	864	22,287	2,159	32	800	12	674	10	3,633	54	3,687	16·96	6·25	16·54	266	6	272	18	...	18	1893	Punjab.
	1894	18,507	627	19,134	1,935	19	616	5	572	7	3,123	31	3,154	16·87	4·94	16·48	162	4	166	24	...	24	1894	
Central Provinces	1893	5,407	712	6,119	698	43	249	11	156	16	1,103	70	1,173	20·40	9·83	19·17	125	73	198	20	3	23	1893	Central Provinces.
	1894	5,891	793	6,684	719	53	293	28	207	10	1,219	91	1,310	20·69	11·48	19·60	127	53	180	24	8	32	1894	
Burma	1893	13,263	540	14,163	1,921	29	569	3	357	...	2,847	32	2,879	20·90	5·93	20·33	113	12	125	29	...	29	1893	Burma.
	1894	17,337	651	17,988	2,379	28	693	6	454	3	3,526	37	3,563	20·34	5·68	19·81	89	11	100	17	...	17	1894	
Assam	1893	(b) 3,828	(b) 279	(b) 4,107	323	6	56	2	24	...	403	8	411	10·53	2·87	10·01	5	...	5	1	...	1	1893	Assam.
	1894	(b) 3,873	278	(b) 4,151	339	16	55	2	28	...	422	18	440	10·90	6·47	10·60	7	2	9	...	...	...	1894	
Coorg	1893	190	14	(a)204	9	...	1	...	...	...	10	...	10	5·26	...	4·90	...	...	...	...	...	...	1893	Coorg.
	1894	285	8	(a)293	12	...	...	...	...	...	12	...	12	4·21	...	4·10	2	...	2	...	...	...	1894	
Hyderabad Assigned Districts.	1893	1,877	192	2,069	120	1	51	...	45	3	216	4	220	11·51	2·08	10·63	12	7	19	2	...	2	1893	Hyderabad Assigned Districts.
	1894	1,823	190	2,013	101	2	44	...	37	...	182	2	184	9·98	1·05	9·14	15	4	19	3	...	3	1894	
Total	1893	166,603	9,771	176,374	13,503	344	4,262	93	3,326	77	21,091	514	21,605	12·66	5·26	12·25	1,699	352	2,051	190	11	201	1893	Total.
	1894	164,751	9,477	174,228	14,371	380	4,318	106	3,482	83	22,171	569	22,740	13·40	6·00	13·05	1,515	307	1,822	188	19	207	1894	

(a) Figures shown in Column 5 of Statement No. 2.

No. 6.

STATEMENT SHOWING the EMPLOYMENT of CONVICTS in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEARS 1893 and 1894.

1	2	3	4	5	6	AVERAGE NUMBER						7 EMPLOYED ON WORKING DAYS.								8 RATIO PER CENT. ON NUMBER UNDER SENTENCE OF LABOUR (COLUMN 3) OF THOSE EMPLOYED AS			
						A	ON PRISON DUTIES.					ON JAIL BUILDINGS.				K	L						
												Additions and alterations.		New jails.			PUBLIC WORKS.						
							B	C	D	E	F	G	H	I	J								
NAME OF PROVINCE.		Average number of convicts not sentenced to labour.	Average number under sentence of labour on working days.	Average number sick.	Average number convalescent and infirm.	Average number not employed for other reasons.	On unremunerative labour.	Prison officers.	Prison servants.	Gardening.	Employed in preparing articles for use or consumption in jails, *e.g.*, wheat-grinding, manufacturing of prison clothing, &c.	Jail repairs.	Under Superintendent.	Under Public Works Department.	Under Superintendent.	Under Public Works Department.	Manufactures.	Public Works Jails.	Other extra-mural labour.	Number of prisoners hired out to Municipalities, private individuals, or Departments other than the Public Works Department.	Prison officers (7 B).	Prison servants (7 C).	On manufactures (7 K).	NAME OF PROVINCE.
Madras	1893	170·43	*9,225·99	227·48	347·70	...	...	725·64	895·34	1,364·60	1,630 14	319·14	161·88	93·71	...	...	3,219·92	...	...	31·23	7·87	9·70	34·90	1893 Madras.
	1894	168·23	8,731·43	239·76	313·51	200·55	...	623·42	752·97	1,302·92	1,336·22	323·66	55·85	88 83	...	...	3,489·25	...	...	4·49	7·14	8·62	39·96	1894
Bombay	1893	106·00	7,087·00	223·00	334·00	...	325·00	326·00	689·00	465·00	961·00	283·00	25·00	14·00	...	59·00	2,196·00	543·00	497·00	147·00	4·60	9·72	30·99	1893 Bombay.
	1894	84·00	7,143·00	224·00	222·00	111·00	389·00	461·00	685·00	470·00	969·00	299·00	12·00	4·00	53·00	330·00	2,237·00	185·00	324·00	168·00	6·45	9·59	31·32	1894
Bengal	1893	185·49	16,219·00	685·67	1,187·89	...	1,079·84	938·09	1,681·70	1,138·92	1,436·17	231·26	512·33	96·05	3·71	107·39	6,767·19	...	...	352·79	5·78	10·37	41·72	1893 Bengal.
	1894	154·46	15,900·34	787·20	1,398·80	32·67	1,131·47	951·65	1,748·95	1,071·77	1,501·06	197·56	689·66	124·39	10·38	208·03	5,860·41	...	...	186·34	5·99	11·00	36·86	1894
North-Western Provinces and Oudh.	1893	235·55	24,364·51	822·62	1,862·58	...	15·80	697·26	2,657·96	1,181·19	3,520·92	1,572·16	1,683·05	...	338·08	...	9,850·23	...	104 89	57·77	2·86	10·91	40·43	1893 North-Western Provinces and Oudh.
	1894	255·71	25,782·48	1,139·14	1,911·14	46·70	10 39	4 229·98	2,447·75	1,157·41	3,095·45	1,269·62	689·99	...	467·90	...	9,104·66	...	137·74	74·61	16·41	9·48	35·31	1894
Punjab	1893	163·00	(a) 11,591·00	484·00	2,533·00	...	...	615·00	1,152·00	637·00	2,848·00	222·00	579·00	100·00	...	217·00	4,076·00	530·00	...	20·00	5·31	9·94	35·17	1893 Punjab.
	1894	119·00	(c) 10,523·00	426·00	21·00	63·00	...	569·00	1,070·00	657·00	2,754·00	384·00	201·00	15·00	...	...	3,867·00	479·00	17·00	10·00	5·41	10·17	36·75	1894
Central Provinces.	1893	27·54	4,121·57	123·50	127 54	...	35·81	273·02	418·64	201·78	685·34	175·93	83·63	87·54	...	...	1,860·24	3·19		51·41	6·62	10·01	45·13	1893 Central Provinces.
	1894	26·41	(d) 4,202·58	152·02	90·27	25·45	26·85	311·61	432·58	193·64	590·49	167·58	122·32	62·50	...	...	1,974·89	...		55·76	7·41	10·29	46·99	1894
Burma	1893	67·00	†8,942·00	494·00	311·00	...	120·00	683·00	914·00	636·00	604·00	115·00	65·00	231·00	...	214·00	5,136·00	9·00	142·00	73·00	7·64	10·22	57·44	1893 Burma.
	1894	83·00	(e) 10,477·00	460·00	350·00	181·00	219·00	680·00	1,046·00	639·00	737·00	127·00	269·00	...	...	356·00	5,282·00	1·00	106·00	27·00	6·49	9·98	50·42	1894
Assam	1893	6·89	1,182·07	62·20	89·51	...	3·89	73·20	115·71	104·62	96·48	37·56	30·78	...	·08	...	133·18	135·68		299·18	6·19	9·79	11·27	1893 Assam.
	1894	7·41	1,352·60	80·80	115·57	1·00	2·89	78·24	125·20	112·76	103·91	28·08	33·55	0·01	...	...	197·45	125·67		347·47	5·78	9·26	14·60	1894
Coorg	1893	·53	(b) 81·32	3·26	...	...	...	5·00	12·19	2·85	10·29	5·32	...	...	...	...	50·25	...	...	1,991	6·15	14·99	61·79	1893 Coorg.
	1894	1·18	(f) 94·94	2·67	...	...	...	5·00	12·25	3·26	13·30	3·16	...	...	...	...	27·77	23·25	...	3·29	5·27	12·90	29·25	1894
Hyderabad Assigned Districts.	1893	11·05	1,110·16	35·76	27·90	...	·24	61·23	113·34	114·93	174·10	0·82	28·26	7·57	...	...	539·96	·20		5·88	5·52	10·21	48·64	1893 Hyderabad Assigned Districts.
	1894	17·19	1,135·07	66·46	27·85	0·40	...	74·94	121·84	131·83	176·41	0·14	27·00	7·45	...	1·72	468·09	0·87		30·07	6·60	10·73	41·24	1894
TOTAL	1893	973·48	83,924·62	3,161·49	6,821·12	...	1,580·58	4,397·44	8,643·85	5,846·89	11,966·44	2,962·19	3,168·93	629·87	341·87	597·39	33,828·97	1,082·00	743·89	3,029·26	5·24	10·30	40·31	1893 TOTAL.
	1894	916·59	85,342·44	3,578·05	4,450·14	661·77	1,779·60	7,584·84	8,442·54	5,739·59	11,276·84	2,799·80	2,100·37	302·18	531·28	895·75	32,508·52	139·07		907·03	9·58	10·13	39·01	1894
																		688·25	584·74					
																		126·54						

* Exclusive of prisoners on punishment diet, undergoing quarantine, &c., who are not accounted for in columns 4 to 7.
† Exclusive of figures shown in columns 4 and 5.
‡ The difference between this and the total of columns 4 to 7 is due to (*a*) some convalescents and simple imprisonment prisoners being included in column 7 and (*b*) some prisoners in the Chenavan Central Jail not having been employed on work owing to rains, &c.
§ Includes an average of 16 convicts in Taluk Lock-ups, of whom no details are given. The *total* number of prisoners hired out to Municipalities, &c., is shown in column 8, and hence the difference between columns 3 and 4 to 7.

(*a*) The difference of 10 between the total of the figures shown in columns 4 to 7 and those shown in column 3 is due to simple imprisonment prisoners being employed on work.
(*b*) The difference of 3·38 between the total of the figures shown in columns 4 to 7 and those shown in column 3 is due to simple imprisonment prisoners being employed on work.
(*c*) Excludes an average of 3 prisoners unemployed on account of Sundays and holidays.
(*d*) Includes an average of 0·99 prisoners in Taluk Lock-ups of whom no details are given in columns 4 to 7.

No. 7.

STATEMENT SHOWING the OFFENCES COMMITTED by the CONVICTS and the PUNISHMENTS INFLICTED on them in the JAILS and SUBSIDIARY JAILS in BRITISH INDIA during the YEARS 1893 and 1894.

1		2	3	4					5	6													
				Offences dealt with by Superintendents.						Punishments by Superintendents.													
														Minor.					Major.				
Name of Province.		Daily average population.	Offences dealt with by Criminal Courts.	a	b	c	d	e	By Criminal Courts.	a	b	c	d	e	f	a	b	c	d	e	f	Other punishments.	Total.
				Relating to work.	Relating to prohibited articles.	Relating to assaults, mutiny and escapes.	All other breaches of jail rules.	Total.		Warnings.	Penal diet.	Separate and solitary confinement.	Hand-cuffing and link-fetters.	Other punishments.	Total.	Separate cellular and solitary confinement.	Penal diet with solitary confinement.	Fetters.	Corporal punishment.	Other punishments.	Total.	Other punishments.	Total.
Madras	1893	9,411·49	29	4,451	1,185	176	2,248	8,060	29	1,378	4,601	...	...	1,403	7,382	...	469	...	88	121	678	8,089	78·44
	1894	8,891·72	23	5,601	1,803	243	2,335	10,182	23	2,366	3,559	80	...	3,061	9,066	273	580	...	115	148	1,116	10,205	101·96
Bombay	1893	7,198·00	23	2,475	684	68	1,225	4,452	23	445	774	92	5	2,213	3,529	10	419	46	123	325	923	4,475	49·03
	1894	7,227·00	29	1,990	709	167	1,319	4,185	29	583	457	229	86	1,588	2,943	52	776	46	136	232	1,242	4,214	40·72
Bengal	1893	16,427·29	61	24,799	4,157	546	15,574	45,076	60	11,871	1,115	944	18,109	8,888	40,927	84	219	2,706	326	815	4,150	45,137	249·14
	1894	16,080·37	53	20,334	4,750	661	15,540	41,295	53	11,312	596	886	16,012	9,365	38,171	88	266	1,813	277	680	3,124	41,348	237·38
North-Western Provinces and Oudh.	1893	24,622·00	44	4,210	1,385	190	4,002	9,787	44	2,463	860	2,188	81	2,064	7,656	524	628	13	440	526	2,131	9,831	31·09
	1894	26,039·35	27	4,081	1,377	307	3,837	9,602	27	2,602	739	1,675	78	3,036	8,190	403	385	15	397	212	1,412	9,629	31·45
Punjab	1893	11,759·00	122	19,828	2,684	121	6,797	29,430	113	8,731	274	9,145	...	9,702	27,852	...	882	...	328	368	1,578	29,543	236·86
	1894	10,643·00	115	17,779	2,473	162	7,203	27,617	119	5,830	290	6,918	30	13,371	26,439	161	540	61	200	220	1,182	27,740	248·42
Central Provinces	1893	4,189·98	18	1,834	316	83	886	3,119	18	1,019	342	251	24	1,053	2,689	46	76	4	129	175	430	3,137	64·18
	1894	4,264·22	19	1,716	258	65	991	3,030	19	868	288	264	73	999	2,492	87	75	63	127	186	538	3,049	58·44
Burma	1893	11,368·00	41	11,908	4,317	759	14,395	31,379	41	5,302	6,535	562	77	16,615	29,091	31	1,443	179	342	293	2,288	31,420	255·90
	1894	12,139·00	37	15,526	4,778	887	18,400	39,586	37	4,878	7,499	935	1,772	21,231	36,315	70	2,183	446	286	286	3,271	39,623	299·16
Assam	1893	1,198·97	35	1,058	139	17	278	1,492	31	794	18	31	22	440	1,305	...	2	26	98	61	187	1,523	108·84
	1894	1,367·35	65	712	121	10	224	1,067	50	371	31	49	5	381	837	...	...	25	132	77	234	1,121	61·21
Coorg*	1893	96·69	...	15	11	...	14	40	...	2	12	2	...	15	31	...	3	...	6	...	9	40	32·06
	1894	108·00	1	9	15	3	39	66	1	18	13	...	...	22	53	4	1	...	7	1	13	67	49·07
Hyderabad Assigned Districts.*	1893	1,282·80	3	222	478	37	336	1,073	†5	316	94	32	4	421	867	5	168	6	12	15	206	1,078	67·59
	1894	1,303·45	5	277	393	39	552	1,261	5	360	81	146	39	485	1,111	6	45	57	19	23	150	1,266	85·24
Total	1893	87,554·22	376	70,800	15,356	1,997	45,755	133,908	364	32,321	14,625	13,247	18,322	42,814	121,329	760	4,309	2,980	1,892	2,699	12,580	134,273	138·58
	1894	88,063·46	374	68,025	16,687	2,539	50,640	137,891	363	29,248	13,553	11,182	18,095	53,539	125,617	1,144	4,851	2,526	1,696	2,065	12,282	138,262	142·64

8	9	10	11	12	Name of Province.
Grand total of punishments.	Ratio of column 6 (*f*) to column 2.	Ratio of column 7 (*f*) to column 2.	Ratio of column 8 to column 2.	Ratio of column 7 (*d*) to column 8.	
8,089	78·44	7·20	85·95	1·09	1893 } Madras.
10,205	101·96	12·55	114·77	1·13	1894 }
4,475	49·03	12·82	62·17	2·75	1893 } Bombay.
4,214	40·72	17·18	58·31	3·23	1894 }
45,137	249·14	25·26	274·77	0·72	1893 } Bengal.
41,348	237·38	19·43	257·13	0·67	1894 }
9,831	31·09	8·65	39·93	4·48	1893 } North-Western Provinces and Oudh.
9,629	31·45	5·42	36·98	4·12	1894 }
29,543	236·86	13·42	251·24	1·11	1893 } Punjab.
27,740	248·42	11·11	260·64	0·72	1894 }
3,137	64·18	10·26	74·87	4·11	1893 } Central Provinces.
3,049	58·44	12·62	71·50	4·17	1894 }
31,420	255·90	20·13	276·39	1·09	1893 } Burma.
39,623	299·16	26·95	326·41	0·72	1894 }
1,523	108·84	15·60	127·03	6·43	1893 } Assam.
1,121	61·21	17·11	81·98	11·78	1894 }
40	32·06	9·31	41·37	15·00	1893 } Coorg.*
67	49·07	12·04	62·04	10·45	1894 }
1,078	67·59	16·06	84·03	1·11	1893 } Hyderabad Assigned Districts.
1,266	85·24	11·51	97·13	1·50	1894 }
134,273	138·58	14·37	153·36	1·41	1893 } Total.
138,262	142·64	13·95	156·94	1·23	1894 }

* Exclusive of the Taluk Lock-ups figures which are not given in the report.
† Including two prisoners under trial by Criminal Court at the end of December 1892.

No. 8.

STATEMENT SHOWING the EXPENDITURE in GUARDING and MAINTAINING the PRISONERS in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEARS 1893 and 1894 (excluding the cost of BUILDING NEW JAILS, of ADDITIONS, ALTERATIONS, or REPAIRS).

1	2				3		4		5	
	Daily average number of prisoners.				Rations.		Establishments.		Police Guards.	
					A	B	A	B	A	B
Name of Province.	Convicts.	Under-trial.	Civil.	Total.	Total cost.	Cost per head of daily average strength, excluding civil prisoners.	Total cost.	Cost per head of daily average strength.	Total cost.	Cost per head of daily average strength.
					Rs.	Rs. A. P.	Rs.	Rs. A. P.	Rs.	Rs. A. P.
Madras 1893	(a) 9,412·49	1,110·03	129·62	10,652·14	3,08,233	29 4 8	2,48,473	23 5 3	*	*
Madras 1894	(c) 8,902·06	986·48	136·59	10,025·13	2,83,470	28 10 8	2,53,252	25 4 2	*	*
Bombay† 1893	7,198·00	937·00	...	8,135·00	2,40,759	29 9 7	1,92,960	23 11 6	32,221	3 15 4
Bombay† 1894	7,227·00	795·00	117·00	8,139·00	2,25,139	28 1 1	2,02,580	24 14 3	32,288	3 15 6
Bengal 1893	16,427·29	1,240·80	52·81	(b) 17,720·90	4,42,617	25 0 10	4,56,100	25 11 10	*	*
Bengal 1894	16,080·37	1,207·92	51·48	(b) 17,339·77	4,51,660	26 2 0	4,73,574	27 5 0	*	*
North-Western Provinces and Oudh. 1893	24,622·00	1,877·50	120·06	26,619·56	5,12,793	19 5 7	3,70,403	14 4 1	1,09,951	4 2 1
North-Western Provinces and Oudh. 1894	26,039·35	1,801·45	106·44	27,947·24	5,02,762‡	17 5 7	4,23,865	15 2 8	34,365	...
Punjab 1893	11,759·00	600·00	48·00	(f) 12,407·00	2,85,186	23 1 2	2,74,309	22 1 9	74,618	6 0 3
Punjab 1894	10,643·00	570·00	54·00	(f) 11,267·00	1,92,464	17 2 8	2,81,228	24 15 4	68,916	6 1 10
Central Provinces 1893	4,189·98	217·74	10·91	4,418·63	1,17,826	26 11 8	1,01,644	23 0 1	*	*
Central Provinces 1894	4,264·22	231·01	9·85	4,505·08	1,11,776	24 13 10	1,05,534	23 6 10	*	*
Burma 1893	11,368·00	376·00	22·00	11,766·00	4,39,560	37 6 10	2,95,438	25 1 9	*	*
Burma 1894	12,139·00	467·00	41·00	12,647·00	4,18,299	33 2 11	3,02,415	23 14 7	*	*
Assam 1893	1,198·97	115·10	5·31	1,319·38	48,025	36 8 9	21,245	16 1 8	18,054	13 10 11
Assam 1894	1,367·35	120·19	3·29	1,490·83	49,518	33 4 7	21,913	14 11 2	17,656	11 13 6
Coorg 1893	97·11	15·05	2·22	114·38	5,159	45 15 11	2,548	22 4 5	1,587	13 14 0
Coorg 1894	108·99	14·38	2·87	126·24	5,484	44 7 3	2,556	20 3 11	1,790	14 2 10
Hyderabad Assigned Districts. 1893	1,282·54	72·91	1·90	1,357·35	39,664	29 4 2	27,786	20 7 6	5,519	4 1 1
Hyderabad Assigned Districts. 1894	1,303·45	60·45	3·23	1,367·13	34,156	25 0 8	28,164	20 9 7	5,847	4 4 5
Total 1893	87,555·38	6,562·13	392·83	94,510·34	24,39,862	25 14 9	19,99,906	21 2 7	2,41,950	2 9 0
Total 1894	88,074·79	6,253·88	525·75	94,854·42	22,74,728	23 14 6	20,95,081	22 1 5	1,60,862	1 14 3

* The Jails in Madras, Bengal, Central Provinces and Burma are guarded by warder guards.
† Excluding Civil Prisoners. The total charges for such prisoners amounted to Rs. 7,996 in 1893, the average cost per prisoner being Rs. 69-9-6.
‡ Including Rs. 19,739 on account of under-trials confined in out police stations, and as the number of such prisoners is not shown in the report the average cost per prisoner is worked out as Rs. 5,02,762—Rs. 19,739 = Rs. 4,83,023.
§ This sum represents only the cost of under-trials in Magistrates' Lock-ups and in Out-police stations. Hence the average cost per prisoner is not worked out.
¶ Partial exclusive of the figures for North-Western Provinces and Oudh.

6			7		8		9	10	
Hospital charges.			Clothing.		Contingencies.				
A	B	C	A	B	A	B			
Total cost.	Cost per head of daily average strength.	Cost per head of daily average number sick.	Total cost.	Cost per head of daily average strength, excluding civil prisoners.	Total cost.	Cost per head of daily average strength.	Grand total expended.	Total cost per head of daily average strength.	Name of Province.
Rs.	Rs. A. P.	Rs. A. P.	Rs.	Rs. A. P.	Rs.	Rs. A. P.	Rs.	Rs. A. P.	
18,340	1 11 7	77 1 10	22,502	2 2 3	69,061	6 7 9	6,66,609	62 9 3	1893 Madras.
17,962	1 12 8	72 0 0	19,267	1 15 2	62,631	6 4 0	6,36,582	63 8 0	1894 Madras.
14,121	1 11 9	60 6 10	24,989	3 1 2	55,311	6 12 9	5,60,401	68 14 2	1893 Bombay.†
15,508	1 14 6	65 14 6	20,892	2 9 8	57,088	7 0 3	5,53,495	68 0 1	1894 Bombay.†
52,541	2 15 5	81 13 6	63,963	3 9 11	1,86,910	10 8 9	12,02,131	67 13 4	1893 Bengal.
70,148	4 0 9	94 4 10	74,327	4 4 9	2,26,894	13 1 4	12,96,603	74 12 5	1894 Bengal.
33,280	1 0 0	37 4 8	66,786	2 8 4	57,540	2 2 7	(c.) 11,56,823	43 7 4	1893 North-Western Provinces and Oudh.
41,730	1 7 11	34 8 3	74,502	2 10 10	79,720	2 13 8	(d.) 11,56,944	39 12 3	1894 North-Western Provinces and Oudh.
27,563	2 3 7	55 9 2	50,720	4 1 8	69,665	5 9 10	7,82,061	63 0 6	1893 Punjab.
19,735	1 12 0	44 7 2	52,988	4 11 7	60,058	5 5 3	6,75,389	59 15 1	1894 Punjab.
4,263	0 15 5	34 0 7	21,718	4 14 10	26,662	6 0 7	2,72,113	61 9 4	1893 Central Provinces.
4,991	1 1 9	32 9 3	18,782	4 2 10	26,304	5 13 5	2,67,387	59 5 8	1894 Central Provinces.
31,319	2 10 7	54 12 1	37,724	3 3 5	56,151	4 12 4	8,60,192	73 1 9	1893 Burma.
21,401	1 11 1	39 12 6	31,948	2 8 7	53,828	4 4 1	8,27,891	65 7 5	1894 Burma.
2,020	1 8 6	32 4 7	7,430	5 10 6	6,576	4 15 9	1,03,350	78 5 4	1893 Assam.
2,545	1 11 4	30 7 6	8,686	5 13 5	6,501	4 5 9	1,06,819	71 10 5	1894 Assam.
179	1 9 0	54 14 6	573	5 1 9	667	5 13 4	10,713	93 10 7	1893 Coorg.
108	0 13 8	37 12 2	326	2 10 3	671	5 5 1	10,935	86 9 11	1894 Coorg.
2,238	1 10 5	60 13 10	4,753	3 8 1	7,666	5 10 4	87,626	64 8 11	1893 Hyderabad Assigned Districts.
3,651	2 10 9	54 1 0	4,793	3 8 3	8,100	5 14 10	84,711	61 15 5	1894 Hyderabad Assigned Districts.
1,85,864	1 15 6	56 4 8	3,01,158	3 3 2	5,36,209	5 10 9	57,02,019	60 5 4	1893 Total.
1,97,779	2 1 4	53 1 1	3,06,511	3 4 0	5,81,795	6 2 2	56,16,756	58 11 9	1894 Total.

(a) Including 1 State prisoner in the Vellore Central Prison.
(b) Excluding an average of 310 and 410 State prisoners confined in the Jails of Bengal during the years 1893 and 1894 respectively.
(c) Excludes Rs. 2,930 spent in the maintenance of Rampur State prisoners, of which details are given in columns 3 to 8, and includes the cost of under-trials in Magistrates' Lock-ups and in Out-Police Stations.
(d) Includes Rs. 1,871 recovered from the Rampur State on account of maintenance of the Rampur State prisoners, and includes Rs. 45,662, the cost of under-trials in Out-Police Stations. This latter sum has been left out of calculation in working the total cost of each prisoner.
(e) Including an average of 19·24 State prisoners.
Exclusive of Lock-ups.
(f) Including Rs. 45,662 the cost of under-trials in Out-Police Stations.

No. 9.

STATEMENT SHOWING the NET COST of PRISONERS in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEARS 1893 and 1894.

1		2	3	4	5	6	7		
Name of Province.		Total cost of maintenance (column 9, Statement 8).	Average cost of maintenance per head (column 10, Statement 8).	Total cash earnings.	Average cash earnings per head of average strength.	Net cost to Government (column 2, *minus* column 4).	Average net cost per head of average strength (column 3, *minus* column 5).		Name of Province.
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.		
Madras	1893	6,66,609 0 0	62 9 3	45,565 11 0	4 4 5	6,21,043 5 0	58 4 10	1893	Madras.
	1894	6,36,582 0 0	63 8 0	1,14,859 6 0	11 7 4	5,21,722 10 0	52 0 8	1894	
Bombay	1893	5,60,401 0 0	68 14 2	1,34,397 11 0	16 8 4	4,26,003 5 0	52 5 10	1893	Bombay.
	1894	5,53,495 0 0	68 0 1	92,787 2 0	11 6 5	4,60,707 14 0	56 9 8	1894	
Bengal	1893	12,02,131 0 0	67 13 4	3,81,086 8 0	21 8 1	8,21,044 8 0	46 5 3	1893	Bengal.
	1894	12,96,603 0 0	74 12 5	4,90,535 14 0	28 4 9	8,06,067 2 0	46 7 9	1894	
North-Western Provinces and Oudh	1893	11,56,823 0 0	43 7 4	2,10,001 6 0	7 14 3	9,46,821 10 0	35 9 1	1893	North-Western Provinces and Oudh.
	1894	*11,56,944 0 0	39 12 3	2,10,338 4 0	7 8 9	*9,46,605 12 0	32 3 10	1894	
Punjab	1893	7,82,061 0 0	63 0 6	1,55,748 9 0	12 8 10	6,26,312 7 0	50 7 8	1893	Punjab.
	1894	6,75,389 0 0	59 15 1	1,44,395 8 0	12 13 1	5,30,993 8 0	47 2 0	1894	
Central Provinces	1893	2,72,113 0 0	61 9 4	1,86,939 5 0	42 4 11	85,173 11 0	19 4 5	1893	Central Provinces.
	1894	2,67,387 0 0	59 5 8	72,005 10 0	15 15 9	1,95,381 6 0	43 5 11	1894	
Burma	1893	8,60,192 0 0	73 1 9	3,54,758 2 0	30 2 5	5,05,433 14 0	42 15 4	1893	Burma.
	1894	8,27,891 0 0	65 7 5	4,83,125 13 0	38 3 3	3,44,765 3 0	27 4 2	1894	
Assam	1893	1,03,350 0 0	78 5 4	32,380 0 0	24 8 8	70,970 0 0	53 12 8	1893	Assam.
	1894	1,06,819 0 0	71 10 5	34,921 1 0	23 6 9	71,897 15 0	48 3 8	1894	
Coorg	1893	10,713 0 0	93 10 7	7,005 0 0	61 3 11	3,708 0 0	32 6 8	1893	Coorg.
	1894	10,935 0 0	86 9 11	8,289 8 0	65 10 7	2,645 8 0	20 15 4	1894	
Hyderabad Assigned Districts	1893	87,626 0 0	64 8 11	18,153 0 0	13 6 0	69,473 0 0	51 2 11	1893	Hyderabad Assigned Districts.
	1894	84,711 0 0	61 15 5	19,299 0 0	14 1 10	65,412 0 0	47 13 7	1894	
Total	1893	57,02,019 0 0	60 5 4	15,26,035 4 0	16 2 4	41,75,983 12 0	44 3 0	1893	Total.
	1894	56,16,756 0 0	58 11 9	16,70,557 2 0	17 9 9	39,46,198 14 0	41 1 11	1894	

* Includes Rs. 1,871 recovered from the Rampur State and Rs. 45,662 the cost of under-trials in Out-Police Stations.

No.

10.

STATEMENT SHOWING the SICKNESS and MORTALITY among PRISONERS of ALL CLASSES in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEARS 1893 and 1894.

1		2			3			4			5			6			7		
Name of Provinces.		Number of prisoners that can be accommodated in the parts of the jails devoted to convicts, under-trials and civil prisoners respectively, but exclusive of hospital and observation cells.			Daily average strength.			Maximum population on any one day.			Number admitted into hospital.			Daily average number of sick.			Number of deaths in and out of hospital.		
		M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
Madras	1893	13,798	2,355	16,153	10,347·92	304·22	10,652·14	*10,743	*358	*11,101	5,274	159	5,433	231·94	5·88	237·82	243	4	247
	1894	13,800	2,278	16,078	9,742·03	283·40	10,025·13	*9,936	*305	*10,241	6,112	180	6,292	242·99	6·49	249·48	191	8	199
Bombay†	1893	8,594	1,954	10,548	7,874·00	261·00	8,135·00	15,185	535	15,720	6,398	171	6,569	225·45	8·24	233·69	201	6	207
	1894	9,433	2,142	11,575	7,901·00	238·00	8,139·00	12,825	743	13,568	6,452	141	6,593	227·40	7·90	235·30	258	3	261
Bengal	1893	18,956	1,086	20,042	17,258·56	462·34	17,720·90 (a)	23,318	1,064	24,382	18,001	434	18,435	625 32	16·65	641·97	560	13	573
	1894	19,104	1,101	20,205	16,889·53 (a)	450 24 (a)	17,339·77 (a)	22,818	1,072	23,890	20,961	402	21,363	727·75	16·10	743·85	797	20	817
North-Western Provinces and Oudh.	1893	30,669	2,154	32,223	25,582 59	1,036·97	26,619·56	31,250	1,427	32,677	17,846	680	18,526	854·77	37 60	892·46	437	20	457
	1894	30,143	2,152	32,295	26,860·98	1,086 26	27,947·24	32,343	1,457	33,800	23,385	910	24,295	1,160·25	48·76	1,209·01	860	42	902
Punjab*	1893	13,875	814	14,689	11,993·00	414·00	12,407·00	14,689	530	15,219	18,995	600	19,595	479·00	17·00	496·00	318	12	330
	1894	13,559	852	14,411	10,896·00	371 00	11,267·00	14,054	449	14,503	19,101	709	19,810	429·00	15·00	444·00	203	8	211
Central Provinces.	1893	4,467	558	5,025	4,122·28	296·35	4,418·63	4,896	429	5,325	3,320	228	3,548	117·04	8·21	125·25	79	5	84
	1894	4,528	463	4,991	4,207·32	297·76	4,505·08	5,234	431	5,665	4,074	212	4,286	145·59	7·62	163 21	127	16	143
Burma	1893	13,510	368	13,878	11,657·00	109·00	11,766·00	13,817	138	13,955	10,444	80	10,524	567·00	5·00	572·00	285	5	290
	1894	13,647	387	14,034	12,538 00	109·00	12,647·00	14,922	169	15,091	10,986	89	11,075	534·00	4·00	538·00	363	1	364
Assam	1893	1,795	192	1,987	1,279 09	40·29	1,319·38	2,105	153	2,258	1,811	54	1,865	60·44	2·12	62·56	60	2	62
	1894	1,946	192	2,138	1,445·05	45·78	1,490·83	2,308	150	2,458	2,020	84	2,104	70·69	3·84	83·53	76	1	177
*Coorg	1893	136	20	156	96·78	9·10	105·88	115	14	129	88	2	90	3·20	·06	3·26	8	...	8
	1894	136	20	156	114 42	5·42	119·84	136	8	144	69	...	69	2·86	...	2·86	7	...	7
Hyderabad Assigned Districts.	1893	1,345	113	1,458	1,310·35	47·00	1,357·35	1,579	74	1,653	1,135	33	1,168	35·65	1·12	36·77	37	1	38
	1894	1,345	113	1,458	1,319·20	47·93	1,367·13	1,603	65	1,668	1,733	56	1,814	65·99	2·24	67·53	38	1	39
Total	1893	106,545	9,614	116,159	91,521·57	2,980·27	94,501·84	117,647	4,722	122,419	83,312	2,441	85,753	3,199·81	101·97	3,301·78	2,228	68	2,296
	1894	107,641	9,700	117,341	91,913·53	2,934·49	94,848 02	116,179	4,849	121,028	94,918	2,783	97,701	3,614·82	111·95	3,726·77	2,920	100	3,020

8			9			10			11															
Deaths from fever.			Deaths from bowel-complaints.			Deaths from cholera.			Ratio per Mille of average strength.														Name of Provinces.
									A			B			C			D			E			
									Of admission into hospital.			Of daily average number sick.			Of deaths from cholera.			Of deaths from all other causes.			Of deaths from all causes both in and out of hospital.			
M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	
6	...	6	74	2	76	23	...	23	509·67	522·65	510·04	22·41	19·33	22·33	·22	...	2·16	21·26	13·15	21·03	23·48	13·15	23·19	1893 Madras.
12	1	13	52	3	55	16	1	17	627·38	635·82	627·62	24·94	22·92	24 83	1·64	3·53	1·70	17·97	24·73	18·15	19·61	28·26	19·85	1894 Madras.
16	1	17	43	2	45	22	1	23	812·55	6·5·17	807·53	28·63	31·57	28·73	2·79	3·83	2·82	22·73	19·16	22·62	25·52	22·99	25·44	1893 Bombay.
16	1	17	45	...	45	16	...	16	816·61	592·44	810·05	28·78	33·19	28·91	2·02	...	1·97	30·63	12·61	30·10	32·65	12·61	32·07	1894 Bombay.
41	1	42	319	6	‡ 325	20	1	21	1,043·02	938·70	1,040·30	36·23	36·01	36·23	1·16	2·16	1·18	31·29	25·96	31·15	32·45	28·12	32·33	1893 Bengal.
32	1	33	337	8	345	76	4	80	1,241·06	892·86	1,232·08	43·09	35·76	42·90	4·50	8·88	4·61	42·69	35·54	42·50	47·19	44·42	47·12	1894 Bengal.
18	2	20	108	3	111	1	...	1	697·58	655·76	695·95	33·41	36·35	33·53	0·04	...	0·04	17·04	19·29	17·13	17·08	19·29	17·17	1893 N.-W. P. and Oudh.
57	2	59	244	18	262	92	2	94	870·59	837·74	869·32	43·19	44·80	43·26	3·43	1·84	3·36	23·59	36·82	28·91	32·02	38·66	32·28	1894 N.-W. P. and Oudh.
53	1	54	56	1	57	...	...	...	1,583·84	1,449·28	1,579·35	39·94	41·06	39·98	...	...	...	26·52	28·99	26·60	26·52	28·99	26·60	1893 Punjab.
15	...	15	41	3	44	...	...	...	1,753·03	1,911·05	1,758·23	39·37	40·43	39·41	...	...	...	18·63	21·56	18·73	18·63	21·56	18·73	1894 Punjab.
3	...	3	21	2	23	...	1	1	895·38	769·26	892·96	28·59	27·76	28·35	...	3·37	0·23	19·16	13·50	18·78	19·16	16·87	19·01	1893 Central Provinces.
7	1	8	39	7	46	2	...	2	568·31	711·98	951·37	34·60	25·59	34·01	0·48	...	0·44	29·71	53·73	31·30	30·19	53·73	31·74	1894 Central Provinces.
26	...	26	65	3	68	17	1	18	895·94	733·94	894·44	48·64	45·87	48·61	1·46	9·17	1·53	22·99	36·70	23·12	21·45	45·87	24·65	1893 Burma.
21	...	21	94	...	94	46	...	46	876·22	816 51	875·70	42·59	36·70	42·54	3·67	...	3·64	25·28	9·17	25·14	23·95	9·17	28·78	1894 Burma.
7	...	7	23	2	25	5	...	5	1,415·85	1,340·28	1,413·54	47·25	52·62	47·42	3·91	..	3·79	43·00	49·64	43·20	46·91	49·64	46·99	1893 Assam.
12	...	12	32	1	33	...	...	...	1,327·88	1,834·86	1,411·29	45·15	83·88	46·03	...	...	...	52·59	21·84	51·65	52·59	21·84	51 ·65	1894 Assam.
1	...	1	4	...	4	...	...	...	939·28	219·78	850·02	33·06	6·59	30·79	...	...	...	82·66	...	75·56	82·66	...	75·56	1893 Coorg.*
...	...	...	2	...	2	...	...	...	603·04	...	575 77	25·00	...	23·87	...	...	...	61·18	...	58·41	61·18	...	58·41	1894 Coorg.*
2	...	2	5	...	5	...	...	...	866·18	702·13	860·50	27·21	23·83	27 09	...	...	...	28·24	21·28	28·00	28·24	21·28	28·00	1893 Hyderabad Assigned Districts.*
1	...	1	6	1	7	...	...	...	1,332·63	1,168·37	1,326·87	49·49	45·73	49·40	...	...	...	28·81	20·86	28·53	28 81	20·86	28·53	1894 Hyderabad Assigned Districts.*
173	5	178	618	21	639	88	4	92	910·30	819·05	907·42	34·96	34·22	34·94	0·96	1·34	0·98	23·38	21·48	23·32	24·34	22·82	24·30	1893 Total.
173	6	179	892	41	933	248	7	255	1,032·69	948·38	1,030·08	39·33	38·15	39·29	2·70	2·39	2·69	29·07	31·69	29·15	31·77	34·08	31·84	1894 Total.

* For central and district jails only.
† Excluding Civil Prisoners.
‡ Including 23 moribund prisoners who were released under Rule 488 of the Jail Code and 4 convicts who died out of hospital.
§ Includes 1 moribund prisoner.
(a) Excluding an average of 3·00 and 4·10 State prisoners confined in the jails of Bengal during the years 1893 and 1894 respectively.

No. II.

STATEMENT SHOWING the CONDITION of the PRISONERS DISCHARGED from the JAILS of BRITISH INDIA during the years 1893 and 1894.

1		2	3	4					5						
Name of Province.		Number discharged during the year.	Number who had neither lost nor gained weight in Jail.	Number who had gained weight.					Number who had lost weight.						Name of Province.
				A	B	C	D	Total.	A	B	C	D	Total.		
				Up to 1 lb.	From 1 to 5 lbs.	From 5 to 10 lbs.	Over 10 lbs.		Up to 1 lb.	From 1 to 5 lbs.	From 5 to 10 lbs.	Over 10 lbs.			
Madras	1893 ...	*16,893	3,176	1,260	4,504	2,743	1,630	10,137	777	1,951	665	185	3,578	1893	Madras.
	1894 ...	15,595	2,537	1,163	4,160	2,828	1,554	9,705	749	1,887	561	156	3,353	1894	
Bombay	1893 ...	16,048	3,233	1,548	4,290	1,993	860	8,691	905	2,209	792	218	4,124	1893	Bombay.
	1894 ...	15,210	2,801	1,429	4,104	1,865	729	8,127	942	2,260	805	275	4,282	1894	
Bengal	1893 ...	†41,102	11,034	6,022	9,773	4,323	1,694	21,812	3,004	3,338	1,102	279	7,723	1893	Bengal.
	1894 ...	42,713	11,060	5,537	10,157	5,094	2,518	23,306	2,919	3,689	1,333	406	8,347	1894	
North-Western Provinces and Oudh	1893 ...	49,613	9,561	6,994	12,121	6,364	3,276	28,755	4,172	4,890	1,624	611	11,297	1893	North-Western Provinces and Oudh.
	1894 ...	49,545	9,510	7,703	12,334	6,030	2,591	28,658	3,602	5,117	1,843	815	11,377	1894	
Punjab	1893 ...	22,153	6,935	2,670	5,479	1,832	616	10,597	1,432	2,206	724	254	4,621	1893	Punjab.
	1894 ...	19,770	5,872	2,591	4,425	1,919	997	9,932	1,221	1,886	632	227	3,966	1894	
Central Provinces...	1893 ...	(b) 8,649	516	505	1,559	1,453	1,131	4,648	206	389	160	55	810	1893	Central Provinces.
	1894 ...	‡9,136	820	524	2,027	1,356	849	4,756	234	393	168	66	861	1894	
Burma	1893 ...	§ 18,001	3,336	1,939	3,408	1,950	1,251	8,548	1,004	1,688	680	350	3,722	1893	Burma.
	1894 ...	(a)20,707	3,459	2,382	4,078	2,146	1,233	9,839	1,257	1,965	872	328	4,422	1894	
Assam...	1893 ..	3,220	1,351	496	433	162	76	1,167	254	295	121	32	702	1893	Assam.
	1894 ...	3,213	1,235	560	426	113	27	1,126	406	318	92	36	852	1894	
Coorg	1893 ...	168	58	15	44	15	6	80	8	15	3	4	30	1893	Coorg.
	1894 ...	211	20	12	73	28	26	139	10	22	9	11	52	1894	
Hyderabad Assigned Districts	1893 ...	(d) 2,200	325	211	598	327	198	1,334	140	273	62	30	505	1893	Hyderabad Assigned Districts.
	1894 ...	(c) 2,357	275	226	648	439	223	1,536	129	258	78	40	505	1894	
Total ...	1893 ...	178,047	39,525	21,660	42,209	21,162	10,738	95,769	11,907	17,254	5,933	2,018	37,112	1893	Total.
	1894 ...	178,457	37,589	22,127	42,432	21,818	10,747	97,124	11,469	17,795	6,393	2,360	38,017	1894	

* Includes 2 prisoners not shown in columns 3 to 5 who were released on appeal while out under the Prisoners' Testimony Act.
† Includes the figures (268 + 265) for the Barasat and Palamau Intermediate Jails, of which no details are given.
‡ Includes 2,699 under-trials released by Courts who were not weighed.
§ Includes 2,395 under trials released at Courts, who were not weighed.
(a) Includes 2,087 under-trials released by Courts who were not weighed.
(b) Includes 2,675 under-trials released by Courts, who were not weighed.
(c) Includes 41 under-trials who were not weighed.
(d) Includes 36 prisoners who were not weighed.

No. 12.

STATEMENT SHOWING the WORKING of the MARK SYSTEM in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEARS 1893 and 1894.

1		2	3										4									
			NUMBER OF CONVICTS RELEASED DURING THE YEAR WHO GAINED REMISSION UNDER THE MARK SYSTEM.										MAXIMUM REMISSION IN DAYS GAINED BY ANY CONVICT RELEASED DURING THE YEAR.									
			SENTENCED TO										SENTENCED TO									
NAME OF PROVINCE.		Number released during the year who came under the mark system, but failed to gain remission.	One year exactly.	Not exceeding two years.	Not exceeding three years.	Not exceeding four years.	Not exceeding five years.	Not exceeding six years.	Not exceeding seven years.	Not exceeding eight years.	Not exceeding nine years.	Not exceeding ten years.	Exceeding ten years.	One year exactly.	Not exceeding two years.	Not exceeding three years.	Not exceeding four years.	Not exceeding five years.	Not exceeding six years.	Not exceeding seven years.	Not exceeding eight years.	Not exceeding nine years.	Not exceeding ten years.	Exceeding ten years.
Madras	1893	2	...	310	160	67	110	22	31	12	3	26	5	...	116	149	170	324	301	414	308	324	624	833
	1894	28	615	637	184	82	119	25	42	6	2	20	11	27	55	155	160	267	296	344	422	145	505	781
Bombay	1893	10	...	726	200	73	85	14	16	2	...	14	9	...	151	164	183	241	342	369	250	...	299	545
	1894	20	535	640	236	73	86	20	33	...	2	13	13	37	103	149	188	238	287	327	...	126	605	1,268
Bengal	1893	7	...	970	359	121	165	48	58	3	9	32	6	...	127	189	224	259	316	386	259	118	979	462
	1894	8	2,058	1,562	380	160	191	47	81	12	...	28	10	48	168	157	187	268	322	380	292	...	505	792
North-Western Provinces and Oudh.	1893	...	...	2,497	754	308	316	102	87	16	3	67	35	...	107	151	219	256	259	312	280	262	588	1,120
	1894	...	3,204	3,204	660	334	267	108	168	17	5	40	24	51	113	155	200	310	281	338	336	342	396	942
Punjab	1893	...	...	912	378	172	163	6	85	16	6	17	3	...	124	154	242	319	315	467	329	470	591	295
	1894	...	1,564	1,512	437	189	137	54	113	14	9	8	6	44	112	179	256	289	304	415	410	370	554	477
Central Provinces	1893	...	...	707	121	62	34	23	24	1	3	...	6	...	119	140	206	258	210	537	158	277	...	959
	1894	2	415	425	100	56	58	17	23	3	1	5	6	50	97	174	198	265	261	347	296	225	412	804
Burma	1893	7	...	1,302	334	195	245	42	206	50	14	19	19	...	132	188	224	286	320	402	478	560	656	1,489
	1894	5	7	1,426	342	188	178	46	365	32	8	51	37	6	119	165	299	304	363	405	423	443	795	731
Assam	1893	...	...	177	22	6	7	2	3	3	...	5	...	...	105	142	104	222	323	269	349	...	365	...
	1894	...	165	99	26	4	11	5	8	1	...	2	1	42	193	156	183	304	242	412	260	...	339	446
Coorg	1893	...	...	1	1	...	...	...	...	...	...	1	...	...	51	123	...	...	...	...	...	...	405	...
	1894	...	1	5	3	...	1	1	...	...	...	...	...	19	74	121	..	244	307	...	...	...	...	...
Hyderabad Assigned Districts.	1893	...	...	61	32	19	10	3	15	1	...	3	2	...	90	143	178	260	160	389	307	...	439	463
	1894	...	163	151	54	11	20	12	5	1	1	2	5	28	103	164	150	269	269	373	255	218	500	599
TOTAL	1893	26	...	7,663	2,367	1,023	1,135	317	525	104	38	184	85	...	151	189	242	374	343	537	428	560	979	1,489
	1894	63	8,727	9,661	2,423	1,097	1,068	335	338	96	28	178	113	51	193	178	290	310	363	413	423	443	795	1,000

5											6	7		
AVERAGE REMISSION GAINED BY THE CONVICTS ENTERED IN COLUMN 3.														
SENTENCED TO														
One year exactly.	Not exceeding two years.	Not exceeding three years.	Not exceeding four years.	Not exceeding five years.	Not exceeding six years.	Not exceeding seven years.	Not exceeding eight years.	Not exceeding nine years.	Not exceeding ten years.	Exceeding ten years.	Maximum gratuity earned by any convict released during the year.	Average gratuity earned by the convicts entered in column 3.		NAME OF PROVINCE.
											Rs. A. P.	Rs. A. P.		
...	44	66	93	146	179	256	192	213	352	276	17 8 11	1 1 8	1893	Madras.
13	28	62	86	147	156	205	224	144	293	428	15 3 3	0 7 3	1894	
...	36	76	111	135	154	184	213	...	220	308	...	...	1893	Bombay.
21	41	76	107	159	165	212	...	308	295	555	12 0 0	4 5 0	1894	
...	58	92	110	160	160	286	215	255	299	304	...	...	1893	Bengal.
25	53	82	115	170	179	238	163	...	309	467	...	...	1894	
...	53	74	110	135	160	194	204	225	253	397	14 5 0	1 12 5	1893	North-Western Provinces and Oudh.
26	53	81	115	148	163	198	240	192	291	362	3 6 0	0 13 9	1894	
...	55	79	116	156	156	225	198	294	323	249	15 0 0	1 13 0	1893	Punjab.
16	41	80	123	163	174	221	250	251	343	307	18 12 0	1 12 0	1894	
...	31	81	112	144	140	228	158	172	...	614	18 0 0	0 6 11	1893	Central Provinces
25	45	79	108	157	160	232	229	225	304	630	20 0 0	2 8 1	1894	
...	59	84	133	180	180	176	203	195	272	303	...	...	1893	Burma.
4	58	86	133	165	226	187	176	159	360	390	...	...	1894	
...	40	76	134	171	251	198	290	...	293	...	...	...	1893	Assam.
22	46	74	157	176	192	279	260	...	304	446	...	...	1894	
...	51	173	...	...	...	...	...	...	403	...	3 12 3	1 12 1	1893	Coorg.
19	64	109	...	244	307	...	...	...	...	...	3 2 9	0 14 5	1894	
...	48	93	126	197	129	307	307	...	357	340	...	...	1893	Hyderabad Assigned Districts.
10	41	91	115	174	162	233	255	218	367	396	...	...	1894	
...	48	84	116	158	168	228	220	226	308	349	18 0 0	1 6 0	1893	TOTAL.
18	42	82	119	170	188	223	225	214	318	457	20 0 0	1 12 9	1894	

No. 13.

STATEMENT SHOWING the WHIPPINGS INFLICTED on the CONVICTS in the JAILS of BRITISH INDIA during the YEARS 1890 to 1894.

Name of Province.	Year.	Total number of male prisoners during the year.	Total number of punishments inflicted on males by jail officers for breaches of jail rules.	Total number of cases of corporal punishment.	Percentage of prisoners whipped to total number of male prisoners.	Proportion per cent. of corporal punishments to total jail punishments.	Name of Province.
1	2	3	4	5	6	7	
Madras	1890	44,560	3,236	40	0·08	1·23	Madras.
	1891	49,733	3,455	69	0·13	1·99	
	1892	57,804	4,733	60	0·10	1·27	
	1893	55,275	†678	88	0·16	‡12·98	
	1894	52,971	†1,116	115	0·22	‡10·30	
Bombay	1890	24,357	4,325	108	0·44	2·49	Bombay.
	1891	25,291	3,753	108	0·42	2·87	
	1892	25,347	4,296	101	0·40	2·35	
	1893	25,754	*4,359	123	0·48	2·82	
	1894	24,587	†1,242	136	0·55	‡10·95	
Bengal	1890	63,920	25,004	259	0·40	1·03	Bengal.
	1891	68,266	25,911	291	0·42	1·12	
	1892	73,992	34,190	335	0·45	0·98	
	1893	72,738	† 4,150	326	0·45	‡ 7·86	
	1894	73,225	†3,124	277	0·38	‡8·87	
North-Western Provinces and Oudh.	1890	72,138	7,779	524	0·72	6·73	North-Western Provinces and Oudh.
	1891	76,978	10,250	586	0·76	5·71	
	1892	70,189	9,370	502	0·72	5·36	
	1893	71,201	† 2,131	440	0·62	‡20·65	
	1894	73,505	†1,412	397	0·54	‡28·12	
Punjab	1890	36,952	23,152*	416	1·12	1·79	Punjab.
	1891	38,564	23,121*	356	0·92	1·53	
	1892	38,671	24,281*	357	0·92	1·47	
	1893	38,843	28,812*	328	0·84	1·14	
	1894	35,592	†1,182	200	0·56	‡19·92	
Central Provinces ...	1890	11,936	3,218	220	1·84	6·83	Central Provinces.
	1891	11,781	3,607	219	1·85	6·07	
	1892	11,411	5,028	175	1·53	3·48	
	1893	10,425	†430	129	1·24	‡30·00	
	1894	11,194	†538	127	1·13	‡23·61	
Burma	1890	29,217	24,307	499	1·70	2·05	Burma.
	1891	27,355	25,794	377	1·37	1·46	
	1892	29,013	26,933	431	1·49	1·60	
	1893	28,356	† 2,288	342	1·21	‡14·95	
	1894	31,443	† 3,271	286	0·91	‡ 8·74	

* Inclusive of "formal warnings."
† Total number of major punishments inflicted by Jail officers for breaches of Jail Discipline (column 7 *f* of Table No. 7, Page 17).
‡ Proportion per cent. of corporal punishments to total major punishments.

No. 13—*contd.*

STATEMENT SHOWING the WHIPPINGS INFLICTED on the CONVICTS in the JAILS of BRITISH INDIA during the YEARS 1890 to 1894—contd.

Name of Province.	Year.	Total number of male prisoners during the year.	Total number of punishments inflicted on males by jail officers for breaches of jail rules.	Total number of cases of corporal punishment.	Percentage of prisoners whipped to total number of male prisoners.	Proportion per cent. of corporal punishments to total jail punishments.	Name of Province.
1	2	3	4	5	6	7	
Assam	1890	6,013	1,220	82	1·36	6·72	Assam.
	1891	6,728	1,117	82	1·21	7·34	
	1892	6,048	1,339	91	1·50	6·80	
	1893	6,442	†187	98	1·52	‡52·41	
	1894	6,475	†234	132	2·04	‡56·41	
Coorg	1890	303	39*	2	0·66	5·12	Coorg.
	1891	295	34*	1	0·33	2·94	
	1892	330	30*	...	...	...	
	1893	266	†9	6	2·26	‡66·67	
	1894	370	†13	7	1·89	‡53·85	
Hyderabad Assigned Districts.	1890	2,487	486	28	1·12	5·76	Hyderabad Assigned Districts.
	1891	2,704	484	19	0·70	3·92	
	1892	3,066	675	30	0·98	4·44	
	1893	3,345	†206	12	0·36	‡5·83	
	1894	3,431	†150	19	0·55	‡12·67	
Total	1890	291,883	92,766	2,178	0·74	2·34	Total.
	1891	307,695	97,526	2,108	0·68	2·16	
	1892	315,871	110,875	2,082	0·66	1·88	
	1893	312,645	†12,580	1,892	0·61	‡15·04	
	1894	312,793	12,282	1,696	0·54	‡13·81	

* Inclusive of "formal warnings."
† Total number of major punishments inflicted by Jail officers for breaches of Jail Discipline (column 7 *f* of Table No. 7, Page 17).
‡ Proportion per cent. of corporal punishments to total major punishments.

J. P. HEWETT,
Offg. Secretary to the Government of India.

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GOVERNMENT OF INDIA.

HOME DEPARTMENT.

RATES OF PAY FOR OFFICERS OF THE PROVINCIAL SERVICE HOLDING APPOINTMENTS AS DISTRICT AND SESSIONS JUDGES IN THE NORTH-WESTERN PROVINCES AND OUDH.

NO. $\frac{14\text{-Public}}{1358-1368}$.

Extract from the Proceedings of the Government of India in the Home Department (Public), under date Simla, the 13th September, 1895.

Read—

Home Department Resolution No. $\frac{2\text{-Public}}{1342-1352}$, dated the 21st April 1892.

Despatch from the Secretary of State No. 14 (Public), dated the 21st February 1895.

Letter from the Government of the North-Western Provinces and Oudh No. 2465, dated the 13th July 1895.

RESOLUTION.

IN paragraph 5 of the Resolution cited in the preamble, the rates of pay for officers of the Provincial Service holding appointments as District and Sessions Judges in the North-Western Provinces and Oudh, which were listed as open to that service, were fixed as follows:

	Rs.
1st grade	2,000
2nd „	1,600
3rd „	1,200
4th „	1,000

2. A new grade of District and Sessions Judgeship having been recently sanctioned in those Provinces, on a pay of Rs. 2,250 when held by officers of the Indian Civil Service, the Governor General in Council is pleased to decide that the pay of an officer of the Provincial Service holding an appointment in this grade shall be fixed at Rs. 1,500. The rates of pay for officers of the North-Western Provinces and Oudh Provincial Civil Service holding listed appointments of District and Sessions Judges in the different grades will accordingly henceforth be as follows:

	Rs.
1st grade	2,000
2nd „	1,600
3rd „	1,500
4th „	1,200
5th „	1,000

ORDER.—Ordered that this Resolution be communicated to Local Governments and Administrations, and that it be published in the *Gazette of India* for general information.

(True Extract.)

J. P. HEWETT,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, September 7th, 1895.

The week under review has been one of generally feeble monsoon conditions and of generally light or moderate rainfall. This condition has been brought about by two modifications of the ordinary monsoon weather. In the first place, the Arabian Sea monsoon current has been light and unsteady, and hence has brought very little rain to a large part of North-Western India, or to the Central Provinces, or to the Peninsula. This appears to account for the lightness of the rainfall over Western and Southern India. On the opposite side of India the conditions were equally inimical to the fall of general heavy rain. On the 2nd the observations showed that a large shallow low pressure area had appeared over the Bay. Cyclonic movements were established within this area, so that the monsoon currents pouring into the Bay from the south circulated cyclonically over the surface of the Bay and hardly gave any rain to the surrounding coasts. Between the 2nd and the 5th a well-marked centre was developed within the low pressure area over the Bay, and this centre, travelling westward, struck the Madras Coast during the 5th. Its passage across the Peninsula resulted in much heavy rain over the Peninsula and to a considerable strengthening of the Arabian Sea monsoon current. The depression proved, however, to be wanting in vitality, and soon after reaching Khandesh it completely filled up. The mean temperature was generally above the normal average. At first the variations were small and unimportant, but from the 5th onward to the close of the week there was a general excess for the whole country of about $1\frac{1}{2}^{\circ}$.

Daily Summary.—*Sunday, 1st September.*—Pressure had decreased over the Bay area as well as over the Punjab and the Indus Valley. Over the central parts of the Bay the fall was brisk, and conditions there were unsettled. Readings were highest in Malabar and lowest over the Gangetic plain and the north of the Bay. Calms prevailed over the Gangetic plain, westerly to northerly winds over the Peninsula and central parts of the country, and southerly to easterly winds in Burma and Bengal. The mean temperature was excessive over Burma, Assam, Bengal, and Madras, and in defect in the other provinces. A good deal of scattered rain was received, except in North-Western India and in Madras.

Monday.—Pressure was decreasing slightly over the south of the Bay, the Peninsula, and Sind, and was increasing elsewhere. The rise was brisk to rapid over a considerable part of the country. Pressure was highest in Malabar and Ceylon and lowest over the Punjab, but a well-defined large low pressure area was developing over the Bay. The winds were cyclonic around the Bay, but were little changed elsewhere, except that the normal south-easterly winds had reappeared up the Gangetic plain. The mean temperature was in excess, except over the North-Western and Central Provinces, Central India, Gujarat, Sind, and Rajputana. Light scattered rain was reported from a large part of the country, and heavyish rain along the foot of the hills.

Tuesday.—Pressure had increased briskly over Tenasserim and Lower Burma, the Punjab, Sind, and the Gangetic plain, and had changed little elsewhere. The depression over the Bay was somewhat better developed. Pressure was in slight defect all over the Bay area, and in slight to considerable excess elsewhere. Moderate rain had fallen over Lower Burma, Ganjam, and the Gangetic plain, and as scattered showers elsewhere. The mean temperature was in defect over the Gangetic plain and in excess elsewhere.

Wednesday.—Pressure was decreasing in all places except Burma and Sind, and the depression over the Bay continued to develop.

The winds over a large part of the Indian region were more or less influenced by the depression. Scattered rain only had been received, except in Burma and Ganjam, where the fall had been fairly general.

The mean temperature was in defect in Tenasserim, the Bombay Presidency, and the east of the Punjab.

Thursday.—Pressure had increased slightly to briskly over Burma and Bengal, and decreased in all other provinces. The decrease had been very rapid on the Madras Coast, near the mouth of the Godaveri, and the depression from the Bay was crossing the coast at that point. Pressure was in slight to very large deficiency over Madras. The winds continued to be very largely influenced by the storm. Moderately heavy rain had fallen in North Madras, and showery weather had prevailed over a large part of the country. The mean temperature was low over Burma and parts of Madras and of Bombay.

Friday.—Pressure had increased over the Bay area and decreased elsewhere. The rise was rapid on the Madras Coast, and the fall was rapid over the Deccan and Berar. The depression from the Bay had advanced into the Nizam's Dominions, and the centre lay near Khamamet. Except in the north-west, winds were cyclonic, and circulated around the depression. Heavy rain had fallen over part of the east of the Peninsula, and showers were reported from other parts of the country. The mean temperature was in large defect in Madras, and in slight defect in Sind, Oudh, and Assam.

Saturday.—Pressure had decreased over Sind, Rajputana, Central India, North Bombay, Bengal, and Burma, and increased elsewhere. The rise was very rapid over the east of the Peninsula, the fall brisk over North Bombay, and the depression had been transferred from North Madras north-westward to Khandesh, where, however, it was filling up. The winds were abnormal in many places. They were cyclonic in the neighbourhood of the depression, and south-westerly all over Bengal and the Gangetic plain. General and rather heavy rain had occurred over the west of the Peninsula, and showers in other places. The mean temperature was low over the Peninsula, in the Indus Valley, and in Assam.

Temperature.—The heat has been very generally excessive during the week under review—a result due to the lightness of the rainfall during the early part of the week and to its localised character during the latter part of the week. On the 1st and 2nd the rainfall was more general than on subsequent days, and the mean temperature only just exceeded the normal; but on the 3rd, and from that day onward, the heat became generally and markedly excessive. When the storm from the Bay crossed the coast, it occasioned heavy rain in its immediate neighbourhood, and hence there was considerable depression of temperature exhibited in Madras on the 6th, and all over the Peninsula on the 7th.

The following table gives the variations of the mean temperature from the normal in the different Provinces of India for each day of the week:

Province.	September 1895.							Mean variation of week.
	1st	2nd	3rd	4th	5th	6th	7th	
	°	°	°	°	°	°	°	°
Burma	+2·5	+2·3	+1·9	+0·6	+0·5	+1·7	+2·2	+1·7
Bengal and Assam	+1·7	+2·1	+1·3	+3·0	+2·7	+1·7	+1·4	+2·0
North-Western Provinces and Oudh	—1·1	—1·7	—3·3	—0·8	+1·8	+1·3	+1·8	—0·3
Punjab	—1·3	+1·1	+1·0	+0·8	+2·8	+3·9	+3·9	+1·7
Bombay	0	+0·2	+0·4	—0·3	+0·3	+1·1	—2·1	—0·1
Central Provinces and Berar	—0·3	—0·1	+0·5	+0·7	+2·4	+3·1	+1·8	+1·2
Central India and Gujarat	—2·2	—1·1	+0·2	+0·3	+2·6	+3·0	+3·7	+0·9
Sind and Rajputana	—1·4	—0·7	+0·7	+0·7	+1·8	+1·3	+1·5	+0·6
Madras	+1·7	+1·3	+2·1	+1·3	+0·6	—3·0	—1·6	+0·3
Mean for whole of India	0	+0·4	+0·5	+0·7	+1·7	+1·6	+1·4	+0·9

The mean for the whole country for the week shows a slight excess of nearly 1°. On the 1st the mean temperature of the whole country was exactly normal; on the 2nd, 3rd, and 4th there was an excess of about $\frac{1}{2}$°; and on the 5th, 6th, and 7th of about 1$\frac{1}{2}$°.

The provincial variations show that there was a slight excess of temperature for the week in Burma, Bengal, Assam, the Punjab, and the Central Provinces, but that elsewhere the heat was about normal.

The following were the highest temperatures recorded on each day.

On September	1st	the highest maximum was	105·9°	at	Jacobabad.
„	2nd	„ „	107·4°	„	„
„	3rd	„ „	104·4°	„	Montgomery.
„	4th	„ „	107·4°	„	„
„	5th	„ „	108·1°	„	Dera Ismail Khan.
„	6th	„ „	108·9°	„	Montgomery.
„	7th	„ „	107·4°	„	„

Rainfall.—During the early part of the week the rainfall was relatively light for the season, and much scattered; while, on the contrary, towards the close of the week heavy localised rainfall occurred over Southern India, accompanying the passage of a deepish depression across the Peninsula. This depression had a very important effect on the rainfall distribution of the week. During the period of incubation of the disturbance over the Bay, the eastern branch of the monsoon current poured into the low pressure area, within which the centre of depression was developing. Hence the storm at this period of its existence had the effect of checking rainfall over North-Eastern India; while, on the contrary, when it began to move, and commenced to cross the Peninsula, it occasioned a strengthening of the Arabian Sea current, and drew both that and the Bay current into Southern India. The main results of the action of the depression hence were: (1) to check rainfall over Northern India throughout the week; (2) to give heavy rain to Southern India at the close of the week. Slight special causes determined moderate rain to the North-Western Provinces on several days during the week, but these causes were not felt outside the area of the Gangetic plain. The table at the close shows the rainfall data. The first column shows that the average actual rainfall of the week ranged from 5·31 inches in Tenasserim, 4·62 inches in Assam (Surma), and 4·35 inches in the Konkan to about 0·05 inch in Kathiawar, the East Coast (South), and Madras (South); while two divisions, *viz.*, Rajputana (West) and Sind, had no rainfall whatever during the week. Under normal conditions the rainfall of the period under review ranges from 7·90 inches in Tenasserim and 7·14 inches in Assam (Surma) to about 0·25 inch in the Punjab (West) and Sind. This comparison shows that, while the general distribution was fairly normal, the rainfall was lighter than usual. The third column of the table exhibits the actual differences. In the case of thirteen divisions, the actual average rainfall exceeded the normal; while in all the remaining divisions, thirty-eight in number, the rainfall was short. This condition is much worse than that reported last week, when the numbers were twenty-five and twenty-six respectively. The region of excessive rain included the following divisions, *viz.*:—both the Oudh divisions, the central, west, and submontane divisions of the North-Western Provinces, the hill districts of the Punjab, the Konkan, the Bombay Deccan, Khandesh, the East Coast (North and Central), and Hyderabad (South). The principal cases of excess were 2$\frac{1}{2}$ inches in the Bombay Deccan and the East Coast (Central), and the principal cases of deficiency were 3·38 inches in East and North Bengal, 3 inches in Gujarat, and over 2 inches in Tenasserim, Arakan, Assam (Surma), Central Bengal, and the Central Provinces (West). In Upper Burma no averages exist for comparing the rainfall, but it is probable that this division should be included in the divisions having an excess, as heavy rain was received in some districts during the week: thus, Mandalay received 7$\frac{1}{2}$ inches, Sagaing over 5 inches, and Magok over 3 inches during the week. On the other hand, Yamethin received two light showers, giving a total of only 0·14 inch for the week.

The returns of the sudder stations show that rain fell during most of the week in Burma, East Bengal, and Assam (Surma), and only during the latter part of the week in other parts of Bengal; in Behar, the North-Western Provinces, and the Punjab the fall was generally at the commencement of the week and in the Peninsula at the close of the week; while over the central parts of the country showers were received throughout.

The three concluding columns of the table give the state of the seasonal rainfall, and show that over the greater part of the country the fall since June 2nd to date has been fairly normal. The cases of marked defect, *i.e.*, where the deficiency exceeds 20 per cent., are—Arakan, East Deltaic and Central Bengal, Mysore, Berar, Gujarat, Kathiawar, Rajputana (East), Central India (West), Madras (Central), and Madras (South). The principal cases of excess are Orissa, the East Coast, and the east of the Central Provinces.

The following are the more important totals recorded during the week:—Kyaikto (Thaton) 10·33 inches, Mandalay 7·45 inches, Akyab 5·08 inches, Sunamganj (Sylhet) 11·38 inches, Dibrugarh 6·22 inches, Bohea (Darbhanga) 5·75 inches, Bilgram (Hardoi) 7·56 inches, Mawana (Meerut) 9·64 inches, Sonepat (Delhi) 2·72 inches, Dharmsala 5·03 inches, Murree 3·65 inches, Coondapoor (Mangalore) 3·56 inches, Bassein (Thana) 11·54 inches, Indi (Bijapur) 8·74 inches, Jamkhed (Ahmednagar) 8·29 inches, Anakapalle (Vizagapatam) 5·85 inches, Bezvada (Kistna) 10·34 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending September 7th, 1895. Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Rainfall data from June 2nd to September 7th, 1895. Average actual rainfall of season to date.	Average normal rainfall, June 2nd to September 7th.	Excess or defect of (seasonal) rainfall expressed as a per-centage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	5·31	7·90	— 2·59	124·36	131·53	— 5
	Lower Burma	2·18	3·40	— 1·22	61·75	65·83	— 6
	Central Burma	1·39	2·02	— 0·63	32·89	41·06	— 20
	Upper Burma	1·77	?	?	18·95	?	?
	Arakan	2·45	5·22	— 2·77	98·40	136·25	— 28
Bengal and Assam	East Bengal	0·87	4·26	— 3·39	41·75	60·73	— 31
	Assam (Surma)	4·62	7·14	— 2·52	95·51	106·10	— 10
	Do. (Brahmaputra)	2·50	2·85	— 0·35	48·61	47·26	+ 3
	Deltaic Bengal	0·77	2·72	— 1·95	24·64	37·71	— 35
	Central Bengal	0·77	2·96	— 2·19	25·77	37·39	— 31
	North Bengal	1·68	5·06	— 3·38	66·89	70·23	— 5
	Orissa	1·25	2·49	— 1·24	44·63	35·31	+ 26
	Chota Nagpur	1·13	2·40	— 1·27	33·30	37·51	— 11
	Bihar (South)	0·65	2·09	— 1·44	26·34	31·30	— 16
	Do. (North)	1·96	2·60	— 0·64	38·45	35·15	+ 9
North-Western Provinces and Oudh.	North-Western Provinces (East)	1·09	1·89	— 0·80	27·16	29·05	— 6
	Do. (Submontane) (*a*)	1·01	1·92	— 0·91	32·84	30·72	+ 7
	Oudh (South)	2·87	1·66	+ 1·21	29·83	27·50	+ 9
	Do. (North)	2·39	1·83	+ 0·56	31·33	29·58	+ 6
	North-Western Provinces (Central).	2·63	1·48	+ 1·15	28·45	26·44	+ 8
	North-Western Provinces (West).	1·92	1·46	+ 0·46	23·91	22·05	+ 8
	North-Western Provinces (Submontane). (*b*)	2·34	2·11	+ 0·23	37·35	34·02	+ 10
Punjab	Punjab (South)	0	0·86	— 0·86	8·85	10·10	— 12
	Do. (Central)	0·60	1·22	— 0·62	13·71	16·22	— 15
	Do. (Submontane)	0·04	1·57	— 1·53	18·13	21·04	— 14
	Do. (Hill Districts)	2·86	2·31	+ 0·55	59·71	52·81	+ 13
	Do. (North-West)	0·20	0·79	— 0·59	12·31	13·36	— 8
	Do. (West)	0·06	0·28	— 0·22	4·89	5·18	— 6
Bombay and Malabar Coast Districts (Madras).	Malabar	1·15	2·47	— 1·32	81·26	84·90	— 4
	Madras (South Central)	0·37	1·58	— 1·21	17·93	17·68	+ 1
	Coorg	1·21	2·94	— 1·73	79·95	96·79	— 17
	Mysore	0·12	1·39	— 1·27	13·98	18·85	— 26
	Konkan	4·35	4·12	+ 0·23	91·37	101·11	— 10
	Bombay Deccan	3·53	0·99	+ 2·54	21·64	18·58	+ 16
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	2·69	1·49	+ 1·20	16·14	15·79	+ 2
Central Provinces and Berar.	Berar	0·57	1·68	— 1·11	18·86	26·22	— 28
	Central Provinces (West)	0·71	2·75	— 2·04	29·54	31·82	— 7
	Ditto (Central)	0·80	2·57	— 1·77	39·66	42·51	— 7
	Ditto (East)	1·74	2·38	— 0·64	47·59	39·42	+ 21
Bombay (North)	Gujarat	0·24	3·33	— 3·09	27·06	37·53	— 28
	Kathiawar	0·03	1·74	— 1·71	13·13	17·20	— 24
	Sind	0	0·26	— 0·26	3·61	4·20	— 14
Rajputana and Central India.	Central India (East)	1·19	1·83	— 0·64	26·64	30·81	— 14
	Rajputana (East), Central India (West).	0·36	2·01	— 1·65	15·84	23·78	— 33
	Rajputana (West)	0	1·06	— 1·06	11·60	11·81	— 2
Madras	East Coast (North)	2·04	1·74	+ 0·30	28·06	19·32	+ 40
	Ditto (ditto) (*a*)	3·40	2·92	+ 0·48	41·97	41·58	+ 1
	Hyderabad (South)	2·25	1·12	+ 1·13	18·10	16·16	+ 12
	Madras (Central)	0·23	1·82	— 1·59	8·45	12·22	— 31
	East Coast (Central)	3·87	1·27	+ 2·60	17·11	12·15	+ 41
	Ditto (South)	0·04	1·45	— 1·41	10·62	11·84	— 10
	Madras (South)	0·05	0·68	— 0·63	3·63	4·96	— 27

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

Simla, *12th September 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 7th September.*—Rainfall good in the Circars and South Canara; light or none elsewhere. The standing crops are suffering from want of rain in the Deccan and parts of the Central and Southern districts and Nellore; elsewhere the crops are in fair condition. The paddy crops have withered in parts of Tinnevelly. Some harvest is going on with generally fair outturn. Pasture and fodder generally sufficient. Condition of cattle generally good. Prices are slightly easier in parts of the Circars, Trichinopoly, Tanjore, and Coimbatore districts, rising in the Deccan; elsewhere prices are generally stationary.

Bombay.—*For week ending 11th September.*—Rain heavy and beneficial to crops throughout the Deccan and Konkan and in Bijapur and parts of Gujarat; generally slight rain elsewhere. More rain is wanted in parts of Northern Gujarat, Kathiawar, Nasik, Poona, Belgaum, and Dharwar. Deficiency of water continues in Sind. The standing crops are good, except in parts of Hyderabad, Thar and Parkar, Ahmedabad, and Baroda territory where they are suffering for want of moisture. Transplantation of rice is progressing in parts of Thana and Ahmedabad, and preparations for the late crops in parts of five districts. Sowing of cotton continues in Ahmedabad, Bijapur, and Dharwar, but is retarded in parts of Dharwar for want of rain. Fodder-supply sufficient, except in one taluka of Sholapur. Agricultural stock good. Prices are normal, except in parts of Thar and Parkar, Ahmednagar, and Sholapur.

Bengal.—*For week ending 9th September.*—Fine weather with slight showers continued throughout the week, except in the east of the Province, where there was heavy rain. Transplantation of winter rice is nearly finished, but in many districts more rain is required for the growth of the plants. In the Burdwan and Presidency divisions considerable portions of rice land remain uncultivated owing to continued want of rain. The autumn crops in Behar and in Chota Nagpur and the early rice and jute are still being harvested. Sugarcane is doing well. The price of common rice continues almost stationary.

North-Western Provinces and Oudh.—*For week ending 11th September.*—The rainfall has been lighter during the week, and the condition of the standing crops is good. Harvesting of the earlier autumn crops is in progress almost everywhere, and active preparations are being made for the spring sowings. Prospects are favourable. Supplies and fodder are ample.

Punjab.—*For week ending 11th September.*—Rain has fallen in the Delhi and Rawal Pindi districts. Irrigation of the autumn crops is going on. Ploughing for the spring crops is in progress. The condition of the autumn crops is reported to be good to average. Crops dependent on rain are poor in Lahore. Rain is urgently needed in Lahore, Shahpur, and parts of Delhi. Cattle are generally in good condition. Fodder is sufficient in all districts, except in Lahore. Prices are rising in Jullundur, normal in Ferozepore and Sialkot, below normal in Shahpur, continue high in Umballa, and low elsewhere.

Central Provinces.—*For week ending 11th September.*—There has been but little rain during the past week, except in the Nerbudda Valley and Bilaspur. The fall was most opportune in Nimar, and has materially improved the outlook in that district. The condition of the autumn crops continues favourable. Harvesting of the early rice has commenced in Sambalpur, an outturn of twelve annas being estimated. Preparations for the winter sowings continue, while sowing of linseed and gram has been started in Seoni. Prices continue steady.

Burma.—*For week ending 7th September.*—In Lower Burma prospects are good everywhere, except in parts of the Tharrawaddy and Prome districts.

In Upper Burma heavy rain has fallen during the week in Mandalay and Sagaing, while Shwebo, Lower Chindwin, Thayetmyo, Minbu, Magwe, Kyaukse, and Meiktila have all received amounts varying from half an inch to nearly an inch. More rain is still required, but prospects have improved everywhere, and fair outturns are expected in most districts. The early sesamum crop has been reaped in Sagaing, Minbu, Magwe, and Meiktila; the outturn is generally poor, but in the Minbu sub-division it is better than last year. The price of paddy has declined slightly in Prome; elsewhere prices are stationary.

Assam.—*For week ending 10th September.*—Weather rainy. Reaping of early and transplanting of late rice continue. Prospects are good in the Surma Valley and in Upper Assam. Prospects of tea are fair in Darrang and Cachar. The fodder-supply is indifferent. Water is sufficient.

Mysore and Coorg.—*For week ending 11th September.*—MYSORE: Slight rain in all districts, except Kolar. The standing crops are reported to be in fair condition throughout the State, except in the Kolar, Bangalore, and Chitaldroog districts, where more rain is needed. Prices have risen in Kolar and Chitaldroog.

COORG: Slight rain. Transplanting of rice is still in progress. *Ragi* (*Eleusine coracana*), coffee, and cardamom crops are in good condition. Prices are normal. Fodder and water for cattle are abundant.

Berar and Hyderabad.—*For week ending 11th September.*—BERAR: Weather cool and cloudy with moderate rainfall during the week. The crops are doing fairly well, though more rain is much needed. Breaking up of land for the winter crop continues in two districts. Weeding operations are well advanced. Insufficiency of fodder and water still prevails in the Khamgaon taluka. Prices are almost steady.

HYDERABAD: Rainfall good. The water-supply is increasing. The standing autumn crop is in good condition. Sowing of irrigated lands continues in a few talukas. The general outlook is good. Prices are normal.

Central India.—*For week ending 11th September.*—Rainfall general, except in Western Malwa. More rain is wanted in Bhopawar. Agricultural operations are in progress everywhere. The crops in Dhar and the rice crops in Bhopal have been damaged slightly for want of rain; otherwise the crops are in good condition. Agricultural stock is in fairly good condition in all Agencies. Pasturage good, except in the Neemuch district of Gwalior. Prices are high in Bhopal and Goona; normal elsewhere.

Rajputana.—*For week ending 11th September.*—Good rain in Dholepur and Bickaneer. Agricultural operations are satisfactory. The standing crops, prospects, and agricultural stock are generally good. Pasturage or fodder is generally sufficient. Prices are fluctuating in two States, rising in one, and steady elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 10th September.*—Rainfall slight. The standing crops are excellent. Prices still continue somewhat above the normal.

JAMMU PROVINCE.—*For week ending 11th September.*—No rain. Weather clear and cool. The crops are in fair condition. Prices are unsettled. Fodder is sufficient.

Nepal.—*For week ending 7th September.*—Good rain. Weather cloudy, but warm. Upland rice is being harvested; lowland rice requires more rain.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

O

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 1ST SEPTEMBER 1894, AND FROM 1ST JULY TO 31ST AUGUST 1895.

N.B.—As regards the figures in column *Total Earnings from 1st July 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 2nd-half of 1894.	Week ending 1st September 1894.			Week ending 31st August 1895.			Earnings from 1st July to 1st September 1894.	Earnings from 1st July to 31st August 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	556	1,683	8,06,860	479	1,710	8,50,945	503	73,97,853	72,49,376	...	1,48,487
Bengal-Nágpur	109	862	78,055	91	862	68,746	80	6,30,219	5,95,023	...	34,993
Indian Midland (*a*)	132	752	65,210	87	752	73,312	97	7,58,399	5,98,263	...	1,60,106
Bezwada Extension	198	21	3,939	187	21	3,155	150	30,735	24,841	...	5,954
Metre gauge—											
Rajputana-Malwa (*b*)	236	1,719	3,11,166	181	1,789	2,89,750	162	31,82,667	27,84,670	...	4,03,207
Pálanpur-Deesa	37	17	441	26	17	810	48	4,748	5,700	1,452	...
South Indian	154	1,042	1,44,873	139	1,042	1,75,573	108	13,93,101	14,80,067	87,530	...
Máyavaram-Mutupet	82	54	3,557	66	54	4,854	90	34,832	42,702	7,900	...
Southern Mahratta (*c*)	90	1,165	95,660	82	1,165	1,07,946	93	9,52,393	9,50,515	4,152	...
Bengal and North-Western (*d*)	121	756	81,003	107	756	78,070	103	7,06,881	7,13,240	...	83,641
Rohilkund and Kumaon (Lucknow-Bareilly section)	87	200	10,898	54	200	10,138	51	94,956	92,122	...	2,834
Assam-Bengal	...	...	...	...	128	5,325	42	...	49,843	49,843	...
TOTAL	232	8,271	16,01,659	194	8,496	16,77,624	197	1,52,82,441	1,45,94,012	...	6,88,429
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	242	2,511	6,28,694	250	2,548	5,16,537	203	47,80,869	55,13,188	7,23,319	...
Oudh and Rohilkhand (state)	238	797	1,50,319	189	797	1,46,941	184	15,77,500	15,76,593	...	2,00,913
Eastern Bengal (state) (including metre and 2' 6" gauges)	382	813	2,77,524	341	813	3,23,880	398	20,04,830	20,66,710	...	28,120
Bengal Central (*f*)	127	125	12,503	101	125	17,930	143	1,27,406	1,36,200	8,794	...
East Coast (state)	90	321	21,041	66	397	46,303	117	2,36,351	2,84,999	48,348	...
Metre gauge—											
Burma (state)	131	730	73,124	100	746	1,09,108	147	8,93,501	8,63,230	...	30,271
Special gauges—											
Jorhát (state provincial)	61	25	2,102	84	25	2,508	100	16,944	17,801	857	...
Cherra-Companyganj (state provincial)	59	8	481	60	8	478	60	3,704	3,072	...	632
TOTAL	235	5,330	11,65,848	219	5,459	11,63,985	213	97,40,201	1,02,61,493	5,21,292	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	341	1,490	3,65,532	245	1,490	3,83,107	257	35,93,602	32,01,828	...	3,91,774
Bombay, Baroda and Central India	530	401	1,87,490	467	461	2,03,000	440	17,41,604	17,30,233	...	11,371
Madras	236	840	1,90,057	226	840	2,00,216	238	17,81,800	18,57,985	76,185	...
TOTAL	340	2,791	7,43,079	266	2,791	7,86,323	282	71,17,006	67,90,046	...	3,26,960
TOTAL (GUARANTEED AND STATE) Assisted companies.	251	16,392	35,10,586	214	16,746	36,27,932	217	3,23,80,043	3,18,45,551	...	4,94,097
Standard gauge—											
Delhi-Umballa-Kalka	152	161	20,253	126	161	23,109	144	1,96,228	2,04,261	8,033	...
Tarkessur	222	22	3,982	181	22	3,688	168	41,904	44,018	2,054	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	116	67	5,949	89	66	6,992	106	58,820	70,194	11,374	...
Bengal Dooars	148	36	5,619	156	36	6,100	169	39,074	44,980	5,906	...
Dibru-Sadiya	130	78	11,636	149	78	11,423	147	1,09,836	98,795	..	2,041
Special gauge—											
Darjeeling-Himalayan	248	51	10,579	207	51	10,725	210	1,01,392	1,01,442	3,050	...
TOTAL	157	415	58,018	140	414	62,037	150	5,39,214	5,60,690	27,476	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
Bina Guna	...	...	...	...	73	800	11	...	8,431	8,431	...
The Nizam's guaranteed state	171	333	50,101	150	333	54,806	165	4,87,584	4,49,968	...	37,616
The Gaekwar's Petlád	89	13	988	76	13	1,120	86	9,147	9,059	...	88
Rájpura-Bhátinda	257	108	27,218	252	108	17,859	165	2,02,072	1,99,424	...	2,648
Kolar Gold-fields	241	10	2,094	209	10	2,867	287	25,447	29,844	4,397	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	87	362	28,417	79	362	37,160	103	2,65,887	2,88,047	23,360	...
The Gaekwar's Mehsána	60	93	4,127	44	93	3,900	42	37,751	35,103	...	2,648
Kolhápur	71	29	1,939	67	29	2,087	72	17,304	16,915	...	449
Special gauge—											
The Gaekwar's Dabhoi	47	72	3,096	43	72	2,630	37	21,756	23,725	1,969	...
Cooch Behár	40	22	793	36	22	730	33	6,119	4,880	...	1,339
TOTAL	126	1,042	1,18,773	114	1,115	1,23,959	111	10,72,907	10,66,276	...	6,631
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	81	334	26,640	80	334	21,008	63	1,82,354	1,63,611	...	18,743
Jetalsar-Rájkot	61	46	2,710	59	46	2,989	65	21,173	23,578	2,405	...
Jodhpur-Bickaneer	48	364	18,584	51	364	14,200	39	1,69,867	1,27,551	...	42,316
Oodeypore-Chitor	...	...	...	...	61	720	12	...	(*i*) 3,250	3,250	...
Special gauge—											
Morvi	56	94	5,883	63	94	6,078	65	40,175	47,631	7,456	...
TOTAL	63	838	53,817	64	899	44,995	50	4,13,569	3,65,621	...	47,948
GRAND TOTAL	234	18,687	37,41,194	200	19,174	38,58,923	201	3,41,65,338	3,36,44,138	...	5,21,200

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Includes the Guntakal-Mysore frontier section.
(*d*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*e*) Includes the Jammu and Kashmir, Hyderabad-Shadipalli and Wazirabad-Lyallpur railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.
(*i*) Total earnings from 1st to 31st August 1895.

SIMLA, *the 12th September 1895.*

F. B. HEBBERT,
Under Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. XX OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	Week ending 1st September 1894.			Week ending 31st August 1895.			Earnings from 1st April to 1st September 1894.	Earnings from 1st April to 31st August 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	599	1,683	8,06,860	479	1,710	8,50,945	503	2,11,48,999	2,19,27,947	7,78,948	...
Bengal-Nágpur	152	862	78,055	91	862	68,746	80	25,11,347	25,80,173	68,826	...
Indian Midland (*a*)	144	752	65,210	87	752	73,312	97	23,77,006	18,53,386	...	5,23,620
Bezwada Extension	170	21	3,936	187	21	3,155	150	64,809	67,084	2,275	...
Metre gauge—											
Rajputana-Malwa (*b*)	279	1,719	3,11,166	181	1,789	2,89,750	162	1,07,13,012	1,01,00,574	...	6,12,438
Pálanpur-Deesa	44	17	441	26	17	810	48	15,064	17,424	2,360	...
South Indian	154	1,042	1,44,873	139	1,042	1,75,573	108	35,18,496	38,65,286	3,46,790	...
Máyavaram-Mutupet	75	54	3,557	66	54	4,854	90	(*c*) 83,443	1,08,693	25,250	...
Southern Mahratta (*d*)	105	1,165	95,660	82	1,165	1,07,946	93	28,87,849	29,08,262	20,413	...
Bengal and North-Western (*e*)	146	756	81,003	107	756	78,070	103	25,33,151	23,61,295	...	1,71,856
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	10,898	54	200	10,138	51	3,44,780	3,19,879	...	24,901
Assam Bengal	...	...	...	...	128	5,325	42	...	(*f*) 49,843	49,843	...
TOTAL	259	8,271	16,01,959	194	8,496	16,77,624	197	4,61,97,956	4,61,59,846	...	38,110
State lines worked by the State.											
Standard gauge—											
North Western (state) (*g*)	252	2,511	6,28,694	250	2,548	5,16,537	203	1,31,20,499	1,61,22,800	30,02,301	...
Oudh and Rohilkhand (state)	270	797	1,50,319	189	797	1,46,941	184	45,33,546	42,73,715	...	2,59,831
Eastern Bengal (state) (including metre and 2' 6" gauges)	339	813	2,77,524	341	813	3,23,880	398	48,47,300	48,66,790	19,490	...
Bengal Central (*h*)	130	125	12,503	101	125	17,930	143	3,35,650	3,44,375	8,725	...
East Coast (state)	99	321	21,041	66	397	46,303	117	6,50,578	8,17,102	1,66,524	...
Metre gauge—											
Burma (state)	164	730	73,124	100	746	1,09,408	147	24,59,678	25,88,808	1,29,130	...
Special gauges—											
Jorhát (state provincial)	55	25	2,102	84	25	2,508	100	33,577	39,139	5,562	...
Cherra-Companyganj (state provincial)	64	8	481	60	8	478	60	10,242	7,561	...	2,681
TOTAL	243	5,330	11,65,848	219	5,459	11,63,985	213	2,59,91,070	2,90,60,290	30,69,220	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	442	1,490	3,65,532	245	1,490	3,83,107	257	1,44,17,870	1,25,75,167	...	18,42,703
Bombay, Baroda and Central India	678	401	1,87,490	467	461	2,03,000	440	76,84,893	79,31,051	8,46,158	...
Madras	243	840	1,90,057	226	840	2,00,216	238	44,27,108	47,54,733	3,27,625	...
TOTAL	421	2,791	7,43,079	266	2,791	7,86,323	282	2,59,29,871	2,52,60,951	...	6,68,926
TOTAL (GUARANTEED AND STATE) Assisted companies.	281	16,392	35,10,586	214	16,746	36,27,932	217	9,81,18,897	10,04,81,087	23,62,190	...
Standard gauge—											
Delhi-Umballa-Kalka	165	161	20,253	126	161	23,109	144	5,72,993	6,05,520	32,527	...
Tarkessur	269	22	3,982	181	22	3,688	168	1,34,938	1,32,935	...	2,003
Metre gauge—											
Rohilkund and Kumaon (Company's section)	121	67	5,949	89	66	6,992	106	1,94,041	2,02,849	8,808	...
Bengal Dooars	161	36	5,619	156	36	6,100	169	76,951	94,610	17,659	...
Dibru-Sadiya	136	78	11,636	149	78	11,423	147	2,31,103	2,41,517	10,414	...
Special gauge—											
Darjeeling-Himalayan	249	51	10,579	207	51	10,725	210	2,76,453	3,39,797	63,344	...
TOTAL	164	415	58,018	140	414	62,037	150	14,86,479	16,17,228	1,30,749	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
Bina Guna	...	...	...	...	73	800	11	...	(*j*) 13,640	13,640	...
The Nizam's guaranteed state	187	333	50,101	150	333	54,806	165	13,64,785	13,00,161	...	58,624
The Gaekwar's Petlád	105	13	988	76	13	1,120	86	31,499	33,357	1,888	...
Rájpura-Bhátinda	271	108	27,218	252	108	17,859	165	5,26,429	4,97,729	...	28,700
Kolar Gold-fields	260	10	2,094	209	10	2,867	287	(*k*) 38,666	66,469	27,803	...
Metre gauge—											
Southern Mahratta (Mysore section) (*l*)	89	362	28,417	79	362	37,160	103	7,02,335	7,33,898	31,563	...
The Gaekwar's Mehsána	74	93	4,127	44	93	3,900	42	1,53,793	1,38,322	...	15,471
Kolhápur	81	29	1,939	67	29	2,087	72	56,562	52,685	...	3,877
Special gauges—											
The Gaekwar's Dabhoi	59	72	3,096	43	72	2,630	37	1,00,857	1,15,014	14,157	...
Cooch Behar	45	22	793	36	22	730	33	17,000	15,895	...	1,105
TOTAL	136	1,042	1,18,773	114	1,115	1,23,959	111	29,91,896	29,73,170	...	18,726
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	103	334	26,640	80	334	21,008	63	7,64,583	8,80,835	1,16,252	...
Jetalsar-Rájkot	68	46	2,710	59	46	2,989	65	64,410	76,897	12,487	...
Jodhpur-Bickaneer	58	364	18,584	51	364	14,200	39	5,25,132	4,23,283	...	1,01,849
Oodeypore-Chitor	...	...	...	...	61	720	12	...	(*m*) 3,250	3,250	...
Special gauge—											
Morvi	65	94	5,883	63	94	6,078	65	1,37,916	1,70,321	32,405	...
TOTAL	78	838	53,817	64	899	44,995	50	14,92,041	15,54,586	62,545	...
GRAND TOTAL	261	18,687	37,41,194	200	19,174	38,58,923	201	10,40,89,313	10,66,26,071	25,36,758	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 1st September 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Total earnings from 1st July to 31st August 1895.
(*g*) Includes the Jammu and Kashmir, Hyderabad-Shadipalli and the Wazirabad-Lyallpur railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*j*) Total earnings from 1st May to 31st August 1895.
(*k*) Total earnings from 1st July to 1st September 1894.
(*l*) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.
(*m*) Total earnings from 1st to 31st August 1895.

SIMLA, *the 12th September 1895.*

F. B. HEBBERT,
Under Secretary.

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SUPPLEMENT TO

The Gazette of India.

No. 38.] CALCUTTA, SATURDAY, SEPTEMBER 21, 1895.

OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF AUGUST 1895.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	12 0	11 8	12 4	13 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	12 0	12 0
Tavoy	...	...	...	...	13 0	13 0	14 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	17 15	17 15
Moulmein and Amherst	7 0	7 0	...	...	14 0	14 0	17 7	17 7	...	...	...	...	...	...	...	...	11 6	11 6	†	14 0	7 12	7 12	140 0	140 0	14 0	14 0
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	20 8	20 8	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	6 0	6 0	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	10 5	9 8	11 10	11 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 3	14 3
Bassein	...	...	...	...	11 14	11 14	12 5	12 5	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tharrawaddy	...	...	...	...	12 5	12 5	14 12	14 12	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	440 0	440 0	14 3	14 3
Henzada	...	...	...	...	12 3	12 3	12 3	12 3	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	9 15	9 15	13 4	13 4	...	...	...	...	...	...	...	...	13 3	11 14	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	12 2	12 2	13 8	13 8	...	...	...	...	...	...	...	...	13 10	13 10	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	12 3	12 12	...	...	11 10	11 10	13 12	13 12	21 12	...	...	...	...	...	...	...	16 0	16 0	...	...	8 10	8 10	435 0	435 0	11 9	11 9
Upper Burma—																										
Mandalay	...	...	...	...	11 6	11 12	12 5	12 13	...	...	...	...	...	...	...	...	12 5	12 5	27 8	27 8	9 13	9 13	85 0	85 0	15 2	15 2
Bamo	...	...	...	...	8 3	8 3	11 10	11 10	...	...	...	...	...	...	...	...	10 6	10 6	...	...	7 3	7 3	220 0	220 0	9 10	9 10
Pakôkku	...	...	...	...	10 0	9 2	12 0	11 9	40 0	41 0	...	...	...	...	...	...	20 0	24 0	...	...	5 9	5 9	113 0	113 0	14 0	14 3
Meiktila	...	...	...	...	14 4	14 4	16 5	16 5	...	...	...	...	...	...	...	...	13 8	13 8	51 6	51 6	7 2	7 2	222 8	222 8	14 4	14 4
Arakan—																										
Sandoway	...	...	...	...	13 1	13 8	15 7	16 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	28 0	28 0
Kyaukpyu	...	...	...	...	11 0	11 4	11 13	12 0	...	...	...	...	...	...	...	...	6 0	6 0	†	...	...	...	340 0	340 0	25 0	25 0
Akyab	...	...	...	...	9 4	9 4	12 0	11 8	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	160 0	160 0	10 0	10 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	11 12	13 0	16 15	20 0	...	...	...	...	...	...	...	...	13 4	13 8	...	...	...	...	...	...	10 8	10 8
Cachar	8 6½	8 15	...	...	10 8	11 4	16 6½	16 0	...	...	...	...	...	...	...	...	13 14½	12 0	...	...	8 0	...	80 0	80 0	10 0	10 0
Khási and Jaintia Hills	7 2	7 3	...	...	5 11	6 1*	7 13	8 0	...	...	...	...	...	...	...	...	8 3	8 2	16 0	16 0	...	...	70 0	70 0	7 15	8 0
Garo Hills	...	...	...	...	4 0	4 0	16 0	14 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	7 0	7 0
Brahmaputra—																										
Goalpára	16 0	16 0	...	...	7 8	7 0	16 0	14 8	...	...	...	...	...	...	...	...	13 4	13 4	...	...	...	...	200 0	200 0	10 8	10 8
Kámrup	10 0	9 0	...	...	10 0	13 0	14 0	16 0	...	...	...	...	...	...	...	...	12 9	13 0	...	...	...	...	40 0	40 0	10 0	10 0
Darrang	9 0	9 0	...	...	6 8	6 0	13 0	13 0	...	...	...	...	...	...	...	...	12 8	11 8	...	...	...	...	...	...	10 0	10 0
Nowgong	...	...	...	...	8 0	8 0	11 0	11 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibsagar	...	...	...	...	8 0	8 0	10 8	10 8	...	...	...	...	...	...	...	...	10 8	10 8	...	...	...	...	120 0	120 0	8 0	8 0
Lakhimpur	8 ...	8 0	...	...	7 0	6 8	13 0	13 0	...	...	...	...	...	...	...	...	11 0	11 0	12 12	12 0	...	...	140 0	140 0	8 0	8 0
Manipur	...	...	...	...	19 8	20 0	25 0	26 0	...	...	...	...	...	...	...	...	...	...	...	...	3 0	3 0	85 0	85 0	2 11	2 11
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hill Tippera (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	...	...	...	...	6 8	6 8	...	...	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Western—																										
Backergunge	...	...	...	...	15 0	16 8	19 0	20 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	...	...	60 9	60 0	10 8	10 8
Noakhali	...	...	...	...	14 0	14 0	18 0	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	9 8	9 8
Chittagong	9 12	9 12	...	...	11 12	12 0	14 0	14 0	...	...	...	...	...	...	...	...	11 14	11 12	...	...	...	...	80 0	80 0	10 12	12 12
Tippera	10 0	10 0	...	...	11 6	11 6	17 1	18 5	...	...	...	...	...	...	...	...	13 5	13 5	...	...	8 0	...	...	...	10 0	10 0
Dacca	12 0	12 8	15 0	16 0	12 12	12 8	16 0	17 0	...	...	...	...	...	...	...	...	13 0	12 8	...	...	13 0	11 12	120 0	120 0	10 10	10 8
Mymensingh	9 8	9 8	...	...	12 0	12 0	15 0	15 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	110 0	110 0	8 0	8 0
Deltaic—																										
Khulna	...	...	...	...	16 0	16 0	18 0	18 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	11 0	11 0	160 0	160 0	9 12	9 12
24-Parganas	...	...	...	...	7 4½	10 0	16 0	14 0	...	...	...	...	...	...	...	...	16 0	15 0	...	...	12 5	12 0	89 5	95 0	11 7	11 4
Midnapore	16 0	18 0	...	...	15 0	15 0	17 0	19 0	...	...	...	...	...	...	...	...	16 0	17 0	...	...	17 0	18 0	230 0	240 0	10 8	11 0
Howrah	...	...	...	...	10 4	10 8	13 12	14 0	...	...	...	...	...	...	...	...	...	...	...	...	11 0	11 0	105 0	105 0	11 0	11 0
Calcutta	12 4	12 4	16 6	16 6	8 0	8 3	11 13	12 8	17 12	18 8	14 8	...	...	...	10 0	10 0	15 9	15 9	16 6	16 6	14 8	14 8	91 6	91 6	11 3	11 3
Hooghly	14 0	13 0	20 0	5 0	5 7	14 0	15 0	...	...	...	...	...	...	...	...	...	16 0	15 0	...	...	13 0	13 0	160 0	160 0	11 8	11 3
Nadia (Krishnagar)	16 4	16 0	21 8	6 0	7 0	14 8	15 8	...	...	...	...	...	...	...	...	...	21 4	20 0	...	...	17 8	17 8	128 0	128 0	10 9	10 6
Jessore	13 0	12 8	16 0	16 0	13 0	14 0	19 0	18 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 0	18 0	120 0	120 0	10 4	10 4
Faridpur	18 13	16 0	...	22 0	7 10	8 0	18 0	18 0	...	...	...	...	...	...	...	...	13 5	16 9	...	...	13 0	15 0	140 0	120 0	9 12	10 10
Central—																										
Bankura	15 8	15 8	...	...	16 0	16 0	20 0	20 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	12 0	12 0	300 0	300 0	11 2	11 2
Burdwan	14 8	17 0	...	...	14 8	15 0	16 8	15 12	...	...	...	...	...	...	...	...	18 0	18 0	...	...	17 0	16 0	120 0	110 0	11 0	11 4
Birbhum	15 12	15 12	...	...	15 0	15 0	18 0	19 8	...	...	...	...	...	...	...	...	18 0	18 0	...	...	12 0	12 0	160 0	160 0	10 8	10 8
Murshidabad	16 0	17 0	...	...	10 8	10 8	15 0	15 8	...	...	...	...	...	...	...	...	20 0	20 0	...	...	18 0	18 0	190 0	190 0	11 0	11 0
Sonthal Parganas	11 8	13 0	...	...	13 8	13 8	17 8	18 0	...	...	...	...	...	...	...	...	15 0	16 0	22 0	18 0	18 0	120 0	130 0	10 8	10 8
Pabna	18 12	19 8	22 8	22 8	6 12	6 0	18 12	18 0	...	...	...	...	...	...	...	...	16 0	12 0	...	...	18 12	18 12	160 0	200 0	9 12	9 12
Bogra	12 0	15 0	...	...	12 0	10 8	14 4	15 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	...	...	90 0	90 0	9 12	8 4
Rajshahi	16 8	17 4	26 4	30 0	12 0	13 8	15 0	15 0	...	...	...	...	...	...	...	...	20 4	21 0	...	...	20 9	20 9	240 0	240 0	9 9	9 9
Malda	18 0	17 0	...	...	12 0	14 0	16 0	15 0	...	...	...	18 0	...	...	13 0	13 0	19 0	19 0	...	...	11 0	12 0	160 0	160 0	10 0	10 0
Northern—																										
Rangpur	...	...	...	...	7 0	7 14	13 5½	13 0	...	...	...	...	...	...	...	...	17 8	17 8	...	...	10 0	10 0	50 8	44 0	9 0	9 0
Dinajpur	15 0	15 4	16 0	16 0	9 0	12 0	15 8	15 10	...	...	...	...	...	...	...	...	18 8	17 12	...	...	16 0	10 0	120 0	110 0	10 0	10 0
Jalpaiguri	13 0	12 0	...	...	10 0	10 0	14 0	15 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	10 0	10 0	160 0	160 0	10 0	10 0
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	13 0	13 0	...	...	12 8	13 0	...	...	...	...	12 0	12 8	23 0	18 0	7 8	7 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	10 8	10 8	...	...	13 2	13 2	22 0	21 0	...	...	...	...	...	...	...	...	14 7	14 7	...	...	13 2	13 2	80 0	80 0	12 0	12 6
Cuttack	11 13	13 2	...	...	11 13	11 13	21 0	20 6	...	...	...	...	...	...	...	...	15 2*	15 12*	...	...	18 6	14 7	80 0	80 0	10 12	9 4
Balasore	16 0	16 0	8 0	8 0	16 0 to 17 0	16 0 to 17 0	21 0 to 22 0	21 0 to 22 0	...	...	...	...	...	...	...	...	15 0	14 0	...	...	11 0	10 8	120 0	120 0	10 12	10 8
Chota-Nagpur—																										
Singhbhum	12 0	12 0	...	...	12 0	12 0	18 0	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	16 0	16 0	100 0	100 0	8 0	8 0
Manbhum	14 0	13 4	20 0	24 0	15 8 to 17 0	16 0 to 17 0	18 0 to 20 8	19 0 to 20 0	...	...	13 0	...	...	...	...	...	16 0 to 17 0	16 0 to 17 0	...	...	16 0	16 0	...	...	10 10	10 10
Lohardaga	7 0 to 10 8	7 8 to 11 0	15 0	16 0	13 0	13 0	16 0	16 0	...	...	27 0	28 0	...	...	...	...	12 0 to 12 8	12 0 to 12 8	18 0	18 0	9 8 and 11 8	9 8 and 12 0	160 0	160 0	9 0	9 0
Palámau	13 8	14 1	19 2	19 2	9 9	9 9	12 6	12 6	...	...	16 14	16 14	...	...	...	...	14 1	14 1	18 8	20 2	10 14	20 4	...	...	8 7	8 7
Hazáribágh	12 0	11 8	20 0	20 0	8 0	8 0	16 8	16 8	...	...	22 8	22 8	...	...	...	...	15 0	15 0	20 0	20 0	14 8	14 8	240 0	240 0	8 0	8 0

* Kalai. † Not procurable. (a) Not stated.

RETAIL PRICES FOR THE 1st HALF OF AUGUST 1895—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunagi (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Bihár, south—																										
Monghyr	15 0 to 18 0	16 8	24 0 to 26 0	25 0	14 0	10 8	17 8	15 0	16 0	12 0	...	...	25 0	...	21 0	13 8	20 8	20 8	22 8	20 0	20 8	18 8	168 0	168 0	10 12	10 8
Gaya	13 4	13 4	21 0	23 0	10 0	11 0	16 0	16 0	20 0	15 8	...	...	25 8	25 8	12 4	12 0	18 4	18 8	...	...	19 0	19 8	160 0	160 0	10 8	11 14
Patna	15 0 and 18 0	15 0 and 18 0	24 0	23 0	12 0	12 0	17 14	17 14	22 0	21 0	...	...	28 0	...	18 0	16 0	21 0	20 0	26 8	24 0	24 0	22 0	130 0	130 0	11 0	11 0
Shahabad	13 0	13 0	20 0	20 0	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	18 0	18 0	20 0	20 0	18 0	20 0	120 0	120 0	11 8	11 0
Bihár, north—																										
Purnea	18 0	16 0	...	...	13 0	13 0	16 0	17 0	...	...	...	...	...	...	...	...	14 0	16 0	...	...	16 0	16 0	320 0	320 0	10 0	10 0
Bhágalpur	16 6	16 6	21 7	22 11	12 10	12 10	17 11	17 10	...	...	...	...	...	...	...	...	20 3	20 3	22 11	21 7	18 15	17 10	151 8	151 8	10 11	10 4
Darbhanga	17 2	16 0	22 0	22 0	10 8	10 8	18 4	16 0	...	...	...	...	26 0	24 0	...	...	16 8	16 0	25 0	20 0	23 2	22 0	160 0	160 0	10 0	10 0
Muzaffarpur	13 8	15 0	23 8	23 0	8 0	9 0	14 0	15 0	...	...	...	...	...	25 0	...	...	17 8	18 0	22 8	23 0	24 0	24 0	140 0	160 0	11 0	11 0
Saran	15 0	14 8	20 0	20 0	11 0	11 0	15 0	15 0	...	...	...	...	20 0	22 0	14 0	14 0	19 0	19 0	22 0	22 0	21 0	22 0	120 0	120 0	10 8	10 8
Champaran	16 12	16 4	26 8	26 4	8 0	7 8	17 0	16 0	...	...	...	...	26 0	25 0	...	...	20 4	19 8	28 0	24 0	26 12	26 4	180 0	180 0	10 8	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 0	13 0	16 8	16 8	6 0	6 0	13 0	13 8	17 0	17 0	...	...	...	...	10 0	10 0	17 0	17 0	17 0	17 0	12 0	12 0	90 0	90 0	9 0	9 0
Benares	13 14	13 15½	16 12½	16 12½	9 4½	9 11	11 15	11 15	16 11	16 1	13 15	13 8½	...	...	14 5½	14 5	17 14	17 10	...	...	12 14	12 12	120 0	120 0	9 4½	9 4
Ghazipur	12 12	13 8	13 8	17 0	8 0	7 12	14 0	14 0	14 0	12 0	13 0	...	...	...	11 0	11 8	17 8	17 8	18 0	18 0	18 8	18 8	160 0	160 0	9 8	9 8
Jaunpur	14 8	14 8	17 8	17 8	7 0	7 0	10 0	10 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	12 0	12 0	150 0	150 0	10 0	10 0
Allahabad	12 2	12 4	17 0	17 0	9 12	8	14 0	13 0	16 8	16 0	15 0	15 0	...	...	17 8	14 0	19 0	18 8	...	...	18 0	18 12	80 0	90 0	10 0	10 0
Central—																										
Banda	13 8	13 8	20 0	21 0	8 0	8 0	10 8	11 0	12 0	8 0	...	...	...	...	...	...	22 8	22 8	...	...	16 0	16 0	180 0	160 0	9 12	10 0
Fatehpur	13 4	13 4	16 0	16 0	11 0	8 0	11 8	11 0	...	...	...	...	...	...	...	...	18 0	19 0	...	...	14 8	14 8	160 0	160 0	10 0	10 0
Hamirpur	16 0	16 0	18 0	18 0	8 0	8 0	11 8	11 8	...	...	...	...	...	...	...	...	20 0	19 12	...	...	15 0	15 0	140 0	140 0	10 0	10 8
Jalaun	15 0	15 0	24 0	24 0	9 0	9 0	10 0	10 0	20 0	20 0	16 0	16 0	...	...	15 0	18 0	23 0	23 0	18 0	18 0	19 0	19 0	200 0	200 0	11 0	11 0
Cawnpore	16 0	16 8	20 0	19 8	7 8	7 8	12 0	12 0	...	...	18 0	20 0	...	...	14 0	15 0	19 8	19 12	...	...	22 0	22 0	130 0	130 0	11 8	11 4
Etáwah	16 4	16 0	20 12	20 0	5 0	5 0	11 0	11 0	17 8	18 0	15 8	15 0	18 0	18 0	12 0	12 0	20 6	20 0	22 8	20 0	18 0	18 0	140 0	140 0	10 0	10 0
Farukhabad	15 8	15 0	19 8	19 12	6 8	6 8	11 0	11 0	14 8	14 8	15 8	15 8	...	...	...	13 0	19 8	19 0	...	...	17 0	16 0	120 0	120 0	11 0	11 0
Mainpuri	17 0	17 0	22 0	21 8	4 8	4 8	10 0	10 0	14 8	14 8	13 0	13 0	...	...	...	...	21 12	22 0	20 0	15 8	17 8	17 8	160 0	160 0	11 0	11 0
Etah	17 4	17 4	24 8	24 8	6 0	6 0	11 8	9 4	...	...	17 8	17 8	19 8	19 8	10 8	10 8	22 12	22 8	...	...	18 8	18 8	120 0	120 0	11 8	11 8
Western—																										
Jhansi	14 4	14 11	22 0	23 2	8 8	7 0	11 0	11 0	19 0	18 5	18 0	18 0	...	...	...	...	23 8	23 7	...	...	21 0	22 0	160 0	160 0	11 0	11 0
Agra	15 0	15 0	23 0	22 0	5 0	5 0	11 0	11 0	21 0	21 0	18 0	18 0	...	...	10 0	10 0	23 8	22 0	19 0	18 0	13 8	14 8	95 0	95 0	11 8	11 8
Mathra	16 0	16 8	23 0	22 0	7 0	7 8	11 0	11 8	18 0	20 0	16 0	18 0	...	...	12 0	12 0	27 0	25 0	...	...	26 0	26 0	120 0	120 0	11 8	11 8
Aligarh	16 8	16 4	22 8	23 0	5 4	5 4	9 8	10 0	18 0	18 0	17 0	17 0	...	...	17 0	15 0	23 8	24 0	23 0	22 0	18 0	18 8	140 0	140 0	11 8	11 8
Bulandshahr	18 6	18 0	24 0	22 12	6 0	6 0	10 0	10 0	20 0	18 0	16 0	20 0	...	...	13 0	13 0	22 12	22 10	20 0	20 0	19 0	18 0	120 0	120 0	11 4	11 4
Sub-montane—																										
Ballia	14 0	14 0	19 0	19 0	10 0	10 0	14 0	14 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	18 0	19 0	115 0	115 0	11 0	11 0
Azamgarh	12 12	12 12	16 8	17 8	7 8	7 8	12 0	12 0	...	...	...	...	...	...	...	...	16 8	16 8	...	...	12 0	13 8	177 8	177 8	9 13	9 13
Gorakhpur	12 2	12 2	17 9	17 9	8 9	8 9	13 1	13 1	...	...	...	...	...	...	15 5	15 5	17 2	17 9	16 3	16 3	13 4	13 10	144 0	144 0	9 10	10 0
Basti	14 0	14 4	19 12	19 12	9 4	9 4	13 8	13 8	16 0	16 9	...	...	13 4	13 0	8 12	8 8	18 8	18 8	28 8	19 0	13 0	13 0	200 0	200 0	11 8	11 8
Shahjahánpur	14 12	15 4	20 0	20 0	7 4	8 4	12 4	16 0	16 0	9 0	10 0	...	...	...	8 0	8 0	20 0	19 8	20 0	20 0	15 0	14 8	120 0	120 0	10 4	10 4
Budaun	16 4	15 0	20 8	20 8	6 0	6 0	12 0	12 0	18 0	18 0	12 0	21 0	...	...	13 0	13 0	20 8	20 0	18 0	15 0	17 0	17 8	144 0	144 0	10 8	10 8
Bareli	14 0	14 0	18 12	18 12	4 11	6 9	9 6	11 12	17 9	17 9	13 10	12 12	...	...	10 0	10 0	18 12	18 12	14 0	14 0	15 0	15 0	125 0	125 0	10 0	10 0
Moradabad	15 6	15 8	23 0	23 10	5 0	5 0	9 4	11 2	16 0	16 0	14 0	14 0	...	...	8 0	8 0	22 0	21 4	12 8	12 8	16 4	17 0	110 0	110 0	11 0	11 0
Naini Tal	11 0	11 0	17 0	17 0	5 8	5 8	9 0	8 0	15 0	12 8	12 8	...	...	...	10 0	10 0	14 8	14 8	...	...	8 0	8 0	160 0	160 0	7 0	7 0
Almora	10 4	10 4	13 8	13 8	8 0	8 0	9 8	9 8	...	...	...	...	11 0	11 0	12 0	12 0	12 8	12 8	...	...	9 8½	10 0‡	160 0	160 0	7 8	7 8
Bijnor	17 2	17 2	25 14	24 0	10 10	10 2	12 6	11 4	...	...	...	...	...	...	...	...	21 6	20 13	...	...	22 8	22 0	90 0	90 0	11 0	11 0
Muzaffarnagar	19 6	18 1	28 9	25 5	5 8	5 8	11 0	11 0	20 15	19 14	16 8	16 8	...	...	...	...	24 4	24 1	...	...	12 1	12 1	110 0	110 0	11 0	11 0
Meerut	16 0	16 0	24 0	24 0	5 0	5 0	13 0	13 0	18 0	18 0	17 0	17 0	...	...	...	...	21 0	21 0	19 0	19 0	15 0	15 0	100 0	100 0	11 4	11 4
Saháranpur	16 0	15 0	22 0	23 0	5 0	5 0	10 0	10 0	22 0	20 0	14 0	14 0	20 0	18 0	14 0	16 0	21 0	21 0	22 0	16 0	12 0	12 0	100 0	100 0	10 8	11 4
Dehra Dún	15 8	15 12	24 0	24 0	10 0	11 0	16 0	16 0	...	15 0	16 0	16 0	18 0	18 0	14 0	14 0	20 0	19 8	12 0	8 0	13 0	13 0	160 0	160 0	10 0	10 0
Garhwál	9 0	10 0	12 0	16 0	4 0	4 0	6 0	6 0	...	...	...	...	12 0	14 0	14 0	16 0	8 0	9 0	...	...	6 0	6 0	160 0	160 0	6 0	6 0
Oudh—																										
Southern—																										
Partabgarh	13 0	13 10	15 10	17 6	9 0	9 4	11 8	12 8	16 8	16 8	...	...	...	...	...	...	17 0	18 0	...	...	12 8	11 14	173 0	218 0	9 12	11 4
Sultanpur	13 0	13 0	18 0	17 8	8 0	8 0	12 0	12 0	17 0	15 0	12 0	12 0	16 8	14 8	16 8	14 8	18 0	17 8	17 0	17 0	18 8	18 8	160 0	160 0	10 0	10 0
Rae-Bareli	14 12	14 8	18 8	17 8	8 0	8 0	12 12	12 8	17 0	16 0	13 0	13 0	18 0	17 0	11 8	12 0	19 8	19 8	16 0	14 0	12 0	13 0	200 0	200 0	11 0	10 12
Unao	14 8	14 8	19 0	19 0	8 0	8 0	12 0	12 0	16 0	16 0	14 0	14 0	...	...	13 0	14 0	20 0	20 0	15 0	15 0	16 0	16 0	160 0	160 0	11 0	11 0
Lucknow	14 0	14 8	19 8	19 8	6 0	6 0	12 0	11 8	18 0	18 0	18 0	18 0	20 8	20 4	14 8	14 0	20 0	20 0	18 8	18 8	20 0	19 12	100 0	100 0	10 8	10 8
Hardoi	16 0	16 8	20 0	21 0	7 0	7 0	13 0	14 0	...	...	...	...	...	...	...	...	21 0	21 4	...	...	13 0	14 0	160 0	120 0	10 0	10 0
Northern—																										
Fyzabad	14 9	14 9	19 8	19 8	10 8	10 8	12 12	12 12	20 0	19 0	16 8	16 8	...	...	9 4	9 4	20 0	19 8	...	17 8	15 3	14 12	150 0	150 0	10 8	10 8
Barabanki	13 8	14 0	19 0	19 0	8 0	8 0	11 8	11 8	19 12	19 8	16 0	16 0	23 0	23 8	16 0	16 0	19 12	19 8	20 0	20 0	13 0	13 0	120 0	120 0	11 0	11 0
Gonda	14 4	14 2	19 0	19 0	11 8	11 8	12 8	13 0	19 0	17 0	13 0	13 0	...	...	8 0	6 0	19 4	19 4	17 0	16 8	22 0	22 0	200 0	200 0	10 6	10 4
Bahraich	15 0	15 0	22 8	22 8	9 8	9 8	12 0	12 0	15 0	15 0	14 0	14 0	28 0	28 0	10 0	10 0	19 0	19 0	19 0	20 0	24 8	24 0	160 0	160 0	10 4	10 4
Sitapur	14 0	15 0	21 0	21 0	11 0	12 0	13 0	13 0	22 0	17 0	17 0	17 0	...	...	16 0	16 0	20 0	19 0	15 0	18 0	15 0	15 0	120 0	120 0	10 0	10 0
Kheri	15 0	14 0	22 0	20 0	8 0	8 0	12 0	13 0	...	...	...	...	...	...	...	...	22 0	20 0	...	...	18 0	19 0	160 0	140 0	10 0	10 0
Rajputana—																										
Eastern—																										
Partábgarh	16 4	16 4	21 15	21 14	7 8	7 8	11 4	11 4	20 0	20 0	11 14	11 14	...	...	...	...	23 12	23 12	24 6	23 12	14 6	23 7	...	...	13 12	13 4
Bánswara	21 4	21 0	25 0	25 0	7 8	7 8	15 0	15 0	...	...	...	...	...	...	...	...	36 4	37 8	37 8	33 12	17 8	18 12	...	...	9 6	9 6
Meywar (Oodeypore)	14 7½	14 1	23 0½	21 14	8 9½	8 9½	9 6	9 6	21 14	22 10½	10 15	10 15	*Nil*	*Nil*	14 1	14 1	21 5½	20 5	23 7	21 14	9 12½	9 12½	160 0	160 0	9 12½	9 6
Sirohee	12 8	12 8	25 0	25 0	6 0	6 0	7 0	7 0	...	...	16 0	16 0	...	...	...	...	21 0	21 0	18 0	18 0	...	...	160 0	160 0	11 8	11 8
Erinpura	14 4	14 4	25 1	25 1	7 10	7 10	9 3	9 3	17 1	17 8	18 10	18 10	...	...	...	...	23 1	23 1	...	...	...	...	200 0	200 0	12 4	12 4
Ajmere	14 8	14 5	21 6	20 8	5 0	5 0	8 0	8 0	20 8	20 8	16 0	16 8	...	...	15 0	15 0	22 0	21 4	21 0	19 8	...	...	90 0	90 0	12 8	11 8
Abu	14 10	14 5½	19 8	19 8	5 12	5 12	7 4	7 4	...	...	14 4	14 0	...	...	...	...	19 8	19 4	...	...	...	...	160 0	160 0	11 0	11 0
Kishengarh	13 0	13 0	21 4	21 4	8 8	8 0	9 8	9 0	23 12	24 4	17 4	17 0	†	†	†	†	22 4	22 0	16 12	16 12	†	†	*	*	13 0	13 0
Boondee	17 0	17 0	27 0	27 8	7 8	7 8	8 0	8 0	28 0	...	...	...	...	...	...	...	32 8	31 0	...	...	...	...	160 0	160 0	10 4	10 4
Kotah	15 0	15 0	24 0	24 0	7 0	7 0	8 0	8 0	22 0	22 0	14 0	14 0	...	...	...	...	28 0	27 0	23 0	23 0	23 0	23 0	240 0	240 0	10 4	10 4
Jhallawar	13 4	13 4½	20 0	20 4	7 2	7 2	11 0	11 0	20 12	20 12	17 3	17 3	...	...	7 12	7 12	24 12	24 12	24 8	24 8	11 0	11 0	175 0	175 0	9 3	9 3
Tonk	12 12	12 8	20 0	17 14	4 0	5 0	8 0	8 0	20 0	17 8	...	...	...	...	...	...	20 0	19 0	...	...	...	...	100 0	100 0	10 8	10 4
Jeypore	15 0	14 8	23 0	23 0	5 0	5 0	7 8	7 8	18 0	18 0	18 8	17 8	†	†	21 0	21 0	20-0 & 22 0	19-0 & 22 0	20 8	20 8	28 0	28 0	90 0	95 0	12 0	12 0
Kerowlee	15 10	14 11	21 4	20 0	10 0	10 0	10 10	11 4	20 0	20 0	16 4	16 4	...	...	15 0	15 0	21 14	20 0	...	...	32 8	28 12	200 0	200 0	10 10	10 10
Dholpur	15 14	15 12½	22 8¾	22 6½	8 2½	8 2½	9 8¾	9 9	15 0½	14 8½	18 0	17 10½	...	...	15 12	15 14	25 2½	24 0½	...	...	30 5½	29 12	90 0	90 0	11 4	11 4
Bhurtpore	16 7	16 8	22 0	22 4	5 2½	5 2½	5 5½	5 5½	14 10	16 3	14 10	14 10	...	...	11 12	11 12	25 5	25 5	18 0	18 0	28 0	28 0	140 0	140 0	11 8	11 8
Ulwur	17 1	16 8	21 14	19 5	6 10	6 10	9 2½	9 2½	20 8	20 8	19 0	19 2	...	...	14 0	14 0	24 2	22 8	22 8	20 5	28 0	28 6	140 0	140 0	12 8	12 8
Deoli Cantonment	15 0	14 11	25 1½	24 2½	5 0	5 0	8 0	7 0	26 4	26 4	28 0	28 0	...	...	...	...	23 8	23 10	...	...	...	...	190 0	190 0	11 8	11 8
Nusseerabad Cantonment	15 0	15 0	...	...	6 8	6 8	7 0	7 0	22 0	22 0	15 0	15 0	†	†	...	...	24 8	24 8	...	...	...	...	105 0	105 0	13 0	13 0
Hilly Tracts of Meywar	15 8	15 0	32 0	31 0	...	...	16 0	15 0	...	...	...	...	...	...	...	...	28 0	22 0	28 0	30 0	...	...	§	§	11 8	11 0
Bálmer	12 1	11 12	...	...	5 8	5 8	7 8	7 8	...	...	21 2	19 8	...	...	...	...	14 10	14 10	...	...	...	...	260 0	260 0	13 0	12 8
Anádra	16 3½	15 13½	...	23 0	6 8	6 8	9 0	9 0	...	...	16 0	15 12	...	...	...	...	20 12	22 0	...	...	...	...	320 0	340 0	12 0	12 0
Shahpoora	15 0	15 0	25 0	24 0	8 4	8 0	13 8	12 0	20 0	22 0	18 0	18 0	...	...	...	...	21 0	21 8	20 0	18 0	...	...	160 0	140 0	10 14	11 6
Western—																										
Jodhpore	13 2	12 13	19 6	11 4	6 4	6 4	7 8	7 8	15 0	16 4	18 12	13 12	...	...	...	...	18 12	19 11	15 0	16 4	10 0	10 10	...	...	13 7	13 7
Jeysulmere	9 12	10 0	...	...	6 8	7 0	9 8	10 4	14 0	14 6	10 12	11 0	...	...	...	...	13 0	15 0	...	...	...	...	160 0	240 0	21 0	21 0
Bickaneer	12 0	12 0	...	...	3 0	3 0	9 0	6 0	...	...	13 6	13 12	...	...	...	...	17 5½	18 0	...	...	8 0	8 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	13 12	13 12	17 8	17 8	8 0	8 0	9 0	9 0	21 0	20 8	20 0	20 0	...	...	...	...	18 12	18 8	20 0	17 8	19 0	18 12	120 0	120 0	10 8	10 8
Nimach Cantonment	15 0	14 8	...	...	8 0	8 0	12 0	12 0	25 0	23 0	16 0	15 0	†	†	...	...	22 0	21 0	...	...	25 0	25 0	120 0	120 0	12 4	12 4
Goona	13 0	12 0	16 4	19 0	8 0	7 12	9 0	8 8	20 0	19 0	...	...	...	...	...	...	24 0	23 0	...	...	...	...	200 0	200 0	10 0	10 0
Gwalior	13 13	14 9½	23 6	23 6	5 5	5 5	8 8	8 8	17 0	17 0	13 13	13 13	...	...	15 14	15 15	17 0	17 0	...	...	16 7½	17 0	148 12	170 0	11 11	11 11

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

RETAIL PRICES FOR THE 1st HALF OF AUGUST 1895—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadian pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Panjab—																										
Southern—																										
Hissar	18 0	19 0	29 0	28 0			12 0	12 0	25 0	23 0	22 0	22 0	†	†	†	†	30 0	31 0	†	†	†	†	100 0	100 0	11 0	11 0
Ferozepore	18 0	18 0	33 0	33 0	...	...	9 0	9 0	23 0	23 0	20 0	19 0	†	†	16 0	15 0	26 0	29 0	19 0	19 0	11 0	10 0	100 0	100 0	12 0	12 4
Montgomery	19 0	20 0	25 0	25 0	...	...	10 0	10 0	16 0	18 0	†	†	†	†	†	†	26 0	26 0	19 0	19 0	10 0	10 0	180 0	180 0	12 0	12 0
Central—																										
Gurgáon	19 0	19 0	27 0	26 0	...	...	9 0	9 0	19 0	18 0	21 0	21 0	†	†	†	‡	27 0	26 0	20 0	20 0	26 0	25 0	100 0	100 0	10 0	10 0
Delhi	18 0	18 0	25 0	25 0	...	...	12 0	12 0	20 0	20 0	19 0	19 0	†	†	11 0	11 0	25 0	25 0	20 0	20 0	24 0	24 0	70 0	70 0	11 6	11 0
Rohtak	17 0	18 0	26 0	29 0	...	...	12 0	12 0	20 0	20 0	10 0	10 0	†	†	12 0	12 0	29 0	29 0	20 0	20 0	18 0	18 0	120 0	120 0	11 6	11 0
Karnál	17 0	17 0	27 0	27 0	...	...	12 0	12 0	20 0	25 0	15 0	15 0	16 0	16 0	12 0	12 0	28 0	28 0	20 0	20 0	15 0	15 0	120 0	120 0	10 0	10 0
Lahore	17 0	18 0	32 0	32 0	...	...	12 0	12 0	24 0	20 0	19 0	19 0	‡	‡	18 0	18 0	24 0	25 0	22 0	22 0	11 0	11 0	88 0	90 0	12 6	12 10
Sub-montane—																										
Ambala	20 0	20 0	28 0	29 0	...	...	11 0	13 0	22 0	22 0	20 0	20 0	‡	‡	8 0	8 0	25 0	25 0	25 0	26 0	‡	‡	120 0	120 0	11 12	11 12
Ludhiána	19 0	19 0	28 0	28 0	...	...	11 0	13 0	28 0	26 0	19 0	18 0	‡	‡	16 0	17 0	20 0	25 0	20 0	24 0	13 0	12 0	110 0	110 0	13 0	13 0
Jullundur	21 0	21 0	29 0	28 0	...	...	10 0	10 0	24 0	24 0	16 0	16 0	‡	‡	20 0	20 0	24 0	24 0	25 0	26 0	‡	‡	100 0	100 0	12 12	12 12
Hoshiárpur	20 0	19 0	27 0	27 0	...	...	10 0	10 0	27 0	25 0	20 0	20 0	14 0	14 0	16 0	16 0	24 0	22 0	25 0	22 0	10 0	10 0	120 0	120 0	12 8	12 8
Gurdáspur	20 0	20 0	32 0	32 0	...	...	14 0	14 0	26 0	20 0	20 0	20 0	26 0	20 0	12 0	12 0	24 0	24 0	10 0	10 0	‡	‡	120 0	120 0	12 0	12 0
Amritsar	19 0	18 0	29 0	28 0	...	...	11 0	11 0	23 0	23 0	19 0	20 0	†	†	14 0	14 0	24 0	24 0	10 0	13 0	†	†	100 0	100 0	12 0	12 0
Hills—																										
Simla	13 0	12 0	17 0	15 0	...	...	8 0	8 0	14 0	14 0	10 0	10 0	15 0	14 0	10 0	9 0	16 0	15 0	15 0	14 0	9 0	9 0	80 0	80 0	8 0	8 0
Kángra	16 0	16 0	24 0	25 0	...	...	12 0	12 0	16 0	16 0	14 0	14 0	24 0	24 0	6 0	6 0	18 0	18 0	20 0	20 0	12 0	13 0	120 0	120 0	10 0	10 0
North-western—																										
Siálkot	18 0	18 0	30 0	30 0	...	...	13 0	13 0	24 0	24 0	‡	‡	‡	‡	20 0	20 0	23 0	23 0	‡	18 0	‡	‡	130 0	130 0	13 8	13 8
Gujránwála	19 0	19 0	32 0	32 0	...	...	13 0	13 0	20 0	20 0	16 0	16 0	‡	‡	20 0	20 0	20 0	25 0	20 0	20 0	‡	‡	110 0	110 0	13 0	13 0
Gujrát	19 0	20 0	30 0	31 0	...	...	14 0	14 0	20 0	21 0	20 0	21 0	‡	‡	10 0	10 0	24 0	24 0	20 0	21 0	‡	‡	110 0	110 0	13 0	14 0
Jhelum	21 0	21 0	29 0	29 0	...	...	13 0	14 0	24 0	21 0	26 0	26 0	‡	‡	‡	‡	24 0	25 0	24 0	24 0	11 0	11 0	120 0	120 0	14 0	14 0
Rawalpindi	20 0	21 0	28 0	29 0	...	...	8 0	8 0	28 0	23 0	28 0	29 0	‡	‡	18 0	18 0	22 0	23 0	23 0	29 0	‡	‡	60 0	60 0	13 0	13 10
Hazára	21 0	21 0	33 0	33 0	...	...	12 0	13 0	‡	‡	‡	‡	‡	‡	‡	‡	19 0	20 0	27 0	27 0	‡	‡	90 0	90 0	11 0	11 0
Peshawar	19 0	19 0	30 0	29 0	...	...	10 0	10 0	29 0	24 0	22 0	24 0	‡	‡	19 0	19 0	19 0	20 0	28 0	30 0	17 0	17 0	80 0	77 0	35 0	36 0
Kohát	21 0	21 0	37 0	36 0	...	...	15 0	15 0	†	‡	31 0	31 0	‡	‡	†	†	21 0	22 0	28 0	31 0	†	†	150 0	128 0	51 0	53 9
Western—																										
Sháhpur	23 0	23 0	30 0	30 0	...	...	10 0	10 0	24 0	24 0	22 0	22 0	24 0	24 0	22 0	22 0	27 0	28 0	20 0	20 0	†	†	160 0	160 0	12 0	12 0
Jhang	16 0	17 0	25 0	24 0	...	...	10 0	10 0	19 0	20 0	20 0	20 0	20 0	23 0	18 0	25 0	22 0	21 0	20 0	20 0	10 0	8 0	160 0	160 0	11 8	11 8
Multán	17 0	18 0	22 0	22 0	...	...	16 0	16 0	23 0	23 0	20 0	20 0	‡	‡	19 0	19 0	21 0	22 0	22 0	23 0	†	†	100 0	100 0	12 0	12 4
Bannu	27 0	30 0	47 0	51 0	...	...	13 0	14 0	33 0	40 0	32 0	35 0	9 0	9 0	8 0	8 0	28 0	31 0	44 0	50 0	13 0	13 0	90 0	90 0	55 0	55 0
D. I. Khan	21 0	22 0	31 0	30 0	...	...	8 0	8 0	28 0	33 0	26 0	26 0	‡	‡	4 0	4 0	24 0	27 0	25 0	28 0	11 0	11 0	118 0	118 0	28 0	38 0
Muzaffargarh	18 0	20 0	24 0	26 0	...	...	17 0	14 0	23 0	23 0	20 0	20 0	‡	‡	‡	‡	20 0	21 0	‡	‡	8 0	9 0	140 0	100 0	11 0	11 0
Dera Ghazi Khan	17 0	18 0	23 0	23 0	...	...	8 0	8 0	27 0	31 0	24 0	25 0	20 0	20 0	18 0	18 0	19 0	20 0	15 0	15 0	‡	‡	125 0	125 0	10 4	10 4
Sind and Baluchistan—																										
Karáchi	13 0	13 0	...	...	8 0	8 0	10 0	10 0	17 0	17 0	15 0	15 0	‡	‡	...	...	18 0	18 0	...	...	8 0 and 10 0	8 0 and 10 0	71 0	71 0	14 8	14 8
Hyderabad	13 8	14 0	...	...	8 0	8 0	10 0	10 0	17 8	18 0	16 0	16 0	‡	‡	...	...	16 8	17 0	...	...	...	...	109 11	109 11	12 8	12 8
Thar and Párkar (Umarkot)	11 0	11 0	...	...	10 0	10 0	12 0	12 0	11 0	11 0	14 0	14 0	‡	‡	...	...	8 0	8 0	...	...	9 8	9 0	213 0	213 0	12 0	12 0
Sukkur (Shikárpur)	15 0	15 0	...	...	8 0	8 0	10 0	10 0	20 0	20 0	19 0	20 0	‡	‡	...	...	14 0	15 0	...	...	...	...	142 0	142 0	11 7	11 8
Upper Sind Frontier	15 0	15 0	...	...	9 8	8 8	12 8	12 8	24 0	24 0	20 0	20 0	‡	‡	...	...	20 0	20 0	...	...	...	...	100 0	100 0	11 0	11 0
Quetta	16 0	17 0	20 0	21 12	5 0	5 0	7 0	7 0	23 8	24 4	13 0	13 0	‡	‡	6 0	6 0	16 0	18 0	23 0	21 12	9 0	9 0	77 9	80 0	9 0	9 0
Bombay—																										
Konkan—																										
Kanara (Kánara)	10 3	10 3	...	...	10 2	10 2	11 2	11 2	16 2	16 2	15 0	15 0	21 9	21 9	...	...	13 7	13 7	...	...	...	...	312 0	312 0	9 12	9 12
Ratnágiri	10 13	10 13	...	...	10 14	10 14	11 6	11 6	25 12	14 7	15 4	15 4	16 7	16 7	...	...	13 14	13 14	...	...	...	...	134 6	134 6	13 0	10 6
Alibág (Colába)	9 4	9 4	...	...	10 13	10 13	11 11	11 11	17 9	12 12	12 12	12 12	...	...	...	...	11 14	13 10	...	...	...	...	89 10	89 10	11 14	11 14
Bombay	13 0	13 0	...	...	8 5	8 5	11 1	11 1	14 11	14 11	13 15	13 15	14 10	14 10	...	...	13 12	15 10	...	...	13 4	13 4	97 1	97 1	11 9	11 9
Tánna	12 12	12 12	...	...	10 3	10 3	11 2	11 2	...	...	14 6	14 6	...	...	...	...	10 0	16 0	...	...	...	...	112 0	112 0	12 4	12 4
Deccan—																										
Dhárwár	21 2	21 2	...	...	10 8	10 8	11 8	11 8	22 3	21 11	20 15	20 8	...	...	...	...	11 14	11 6	...	...	12 15	12 15	100 0	100 0	11 1	11 1
Belgaum	16 3	18 4	...	...	10 12	10 8	11 0	11 0	22 13	22 13	21 15	20 15	27 0	27 0	...	...	13 0	14 0	...	...	14 8	13 8	86 1	80 8	10 13	11 0
Sátara	14 1	14 1	...	...	8 2	8 2	9 7	9 7	20 2	17 9	16 10	15 15	*	*	...	...	11 13	11 13	...	...	*	*	91 3	91 3	12 10	12 10
Sholapur	16 12	16 12	...	...	7 10	7 10	11 11	11 11	26 13	25 0	21 7	20 9	*	*	...	...	15 5	16 3	...	...	*	*	80 0	80 0	11 10	11 13
Bijápur	19 8	19 8	...	...	9 4	9 4	11 6	11 6	27 14	28 13	*	...	*	*	...	...	14 5	13 6	...	...	...	...	80 0	80 0	11 6	11 6
Poona	13 15	13 15	...	...	9 11	9 11	10 13	10 13	20 0	20 0	16 2	16 2	15 13	15 13	...	...	15 8	16 2	...	...	17 2	17 2	81 1	81 1	11 5	11 5
Khandesh—																										
Ahmadnagar	18 2	17 6	...	...	8 14	8 14	9 13	9 13	27 8	25 7	22 11	21 3	*	*	...	...	16 10	16 10	...	...	16 15	16 15	80 0	80 0	12 6	12 6
Násik	17 4	17 4	...	...	8 14	8 14	11 11	11 11	*	*	18 6	18 6	20 11	20 11	...	...	17 2	17 2	...	...	*	*	128 0	128 0	12 1	12 11
Dhulia (Khandesh)	16 10	16 10	...	...	7 7	7 7	9 7	9 7	21 9	21 9	18 6	18 6	*	*	...	...	14 14	14 14	...	...	*	*	80 0	80 0	10 9	10 9
Gujarat—																										
Surat	14 13	14 13	...	...	7 6	7 6	8 5	8 5	14 13	14 13	13 7	13 7	*	*	...	...	14 13	14 13	...	...	14 5	14 5	74 0	74 0	12 0	12 0
Broach	15 0	16 0	...	...	8 4	8 8	12 0	11 8	16 8	17 0	15 0	14 0	*	*	...	...	19 0	20 0	...	...	17 0	18 0	101 0	101 0	13 4	13 0
Kaira	13 0	13 0	...	...	...	*	11 8	11 8	13 0	13 0	13 0	12 8	19 0	19 0	...	...	18 0	18 0	...	...	*	*	106 11	106 11	12 0	13 0
Baroda (Camp)	12 0	12 0	...	...	8 0	8 0	10 0	10 0	16 0	16 0	12 0	12 0	18 0	18 0	...	...	16 0	17 0	...	...	*	*	91 7	91 7	11 8	11 8
Ahmadabad	12 0	12 0	...	...	11 0	11 0	13 0	13 0	15 0	14 8	14 0	14 0	...	...	...	...	20 0	20 0	...	...	...	...	80 0	80 0	13 10	11 8
Godhra (Panch Mahals)	13 0	13 0	...	...	10 0	10 0	12 0	12 0	...	...	15 8	15 8	21 8	21 8	...	...	24 0	22 8	...	...	20 0	20 0	182 0	182 0	12 8	12 8
Deesa Cantonment	13 0	12 8	...	...	8 0	8 0	10 0	12 0	15 0	14 8	16 0	14 8	*	*	...	...	20 0	20 0	...	...	*	*	128 0	133 0	11 0	11 0
Kattywár—																										
Rájkot	14 7	14 7	...	...	5 8	5 8	7 0	7 0	16 5	16 5	13 10	13 10	*	*	...	...	15 9	15 9	...	...	*	*	60 0	60 0	60 0	60 0
Central Provinces—																										
Western—																										
Nimar	14 3	14 3	...	...	6 12	6 12	11 7	12 7	20 10	20 10	...	...	...	...	...	...	16 2	17 4	...	...	12 1	12 13	100 0	100 0	11 6	11 6
Khandwa-Asirgarh Cant.	13 12	14 0	...	...	9 0	9 0	11 8	11 0	21 0	21 0	20 0	20 0	*	*	...	...	16 0	16 0	...	...	*	*	160 0	160 0	10 0	10 0
Hoshangabad	14 4	13 13	...	...	8 1	8 1	11 14	11 4	18 5	18 5	...	...	...	...	...	...	17 4	17 4	...	...	12 0	12 0	180 0	180 0	9 8	9 8
Betúl	14 6	14 6	...	...	...	...	9 0	9 0	16 0	16 0	...	...	...	...	...	...	17 8	13 8	...	...	11 6	11 6	240 0	240 0	8 0	9 8
Chhindwára	12 10	11 6	...	...	7 4	7 4	10 0	10 0	16 0	16 0	...	...	...	...	...	...	15 0	16 14	...	...	10 5	10 5	150 0	150 0	8 0	8 8
Nágpur	15 10	15 10	...	...	10 0	10 0	11 14	11 14	18 2	18 2	...	...	...	...	...	...	16 14	16 14	...	...	11 4	11 4	115 0	115 0	10 8	10 8
Wardha	16 0	16 0	...	...	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	16 0	16 0	...	...	13 5	13 5	120 0	120 0	10 10	10 10
Central—																										
Narsinghpur	13 1	13 1	...	...	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	200 0	200 0	9 4	9 4
Saugor	11 12	11 15	...	...	10 3	10 3	11 1	11 1	...	...	...	...	...	...	...	...	17 10	17 10	...	...	15 12	15 12	130 0	130 0	9 2	9 2
Damoh	11 4	11 4	...	...	10 0	10 0	11 4	11 4	...	...	...	...	...	...	...	...	15 0	15 0	...	...	9 0	9 0	160 0	160 0	9 0	9 0
Jubbulpore	12 0	12 4	...	...	9 0	9 0	14 0	15 4	...	...	...	...	...	...	...	...	17 0	16 4	...	...	11 12	11 4	130 0	130 0	9 0	9 0
Baghalkhand (Sutna)	13 8	13 12	19 0	20 0	6 8	7 0	16 8	15 0	12 0	12 0	*	*	8 8	8 8	...	...	18 0	22 0	19 0	*	18 0	12 0	160 0	160 0	10 0	9 0
Mandla	15 0	15 0	...	...	10 0	10 0	13 0	12 0	...	...	...	...	...	...	...	...	17 3	19 0	...	...	13 0	13 0	200 0	200 0	8 0	8 0
Seoni	13 9	14 7	...	...	8 10	11 8	11 8	11 8	...	...	...	...	...	...	...	...	13 9	14 7	...	...	11 8	11 8	190 0	190 0	9 2	8 8
Bálághát	11 0	11 0	...	...	8 0	8 0	11 0	11 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	8 0	8 0	120 0	120 0	9 2	9 2
Bhandára	16 0	16 0	...	...	...	...	12 8	12 8	...	...	...	...	...	...	...	...	15 0	16 0	...	...	10 0	10 0	240 0	240 0	9 0	9 0
Chánda	14 12	14 12	...	...	...	...	12 13	12 13	15 2	15 2	...	...	...	...	...	...	11 13	11 13	...	...	10 10	10 10	320 0	320 0	...	...
Eastern—																										
Bilaspur	14 7	16 11	...	...	11 3	11 3	16 15	16 15	...	...	...	...	...	...	...	...	12 8	12 8	...	...	...	...	110 0	110 0	8 0	8 0
Raipur	15 9	15 9	...	...	10 0	10 0	17 8	14 0	...	...	...	...	...	...	...	...	16 4	16 4	...	...	9 0	8 0	100 0	...	9 0	8 0
Sambalpur	14 0	14 0	...	...	11 13	11 13	17 8	17 8	...	...	...	...	...	...	...	...	14 14	15 12	...	...	9 0	9 0	120 0	120 0	8 12	8 12
Berar—																										
Buldana	18 0	18 0	...	...	7 0	7 0	10 0	10 0	25 0	25 0	23 0	22 0	...	...	...	...	17 0	17 0	...	...	13 0	14 0	182 0	182 0	10 0	10 0
Basim	19 0	19 0	...	...	7 0	7 0	11 0	11 0	25 8	25 0	...	...	...	...	...	...	15 8	16 0	...	...	11 0	11 0	76 0	79 0	8 0	8 0
Akola	16 0	17 8	...	...	5 8	6 0	7 8	7 8	25 8	24 8	...	...	...	...	...	...	15 8	16 0	...	...	10 8	11 8	120 0	96 0	12 0	11 8
Ellichpur	15 0	15 0	...	...	6 0	6 0	8 0	7 8	21 0	21 0	15 0	15 0	...	...	...	...	13 0	13 0	...	...	14 0	14 0	120 0	120 0	10 0	10 0
Amraoti	16 0	15 0	8 0	8 0	7 0	7 8	10 0	10 0	20 0	19 0	14 0	15 0	...	...	...	...	15 0	15 0	...	...	12 0	12 8	90 0	90 0	11 0	11 0
Wún	16 0	16 0	...	...	6 0	6 0	8 0	8 0	19 0	19 0	16 0	15 0	...	...	...	...	15 0	13 0	...	...	18 0	18 0	240 0	240 0	9 0	9 0
Nizam's Territories—																										
Secunderabad	13 13	13 8	*	*	7 8	6 13	10 8	9 13	18 13½	15 15	17 12	17 12	22 3	22 3	*	*	12 3	12 3	*	*	16 12	16 12	90 0	100 0	9 4	9 4
Boláram	14 0	14 0	*	*	7 0	7 0	9 14	9 14	21 0	21 0	*	*	*	*	*	*	12 4	12 4	*	*	...	*	116 14	116 14	8 12	8 12
Chadarghat	12 0	12 0	*	*	7 8	7 8	12 0	10 0	22 0	24 0	24 0	0	*	*	*	*	14 8	13 12	*	*	10 0	*	90 0	80 0	9 0	9 0

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

RETAIL PRICES PER RUPEE IN SERS OF 80 TOLAS.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS—*continued.*

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or Cumbu (*Sorghum vulgare*).		Bajra or Cumbu (*Penicillaria spicata*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian Millet (*Setaria Italica*).		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or Thur, Cadjan Pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
S. Canara	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
South, Central—																										
Coimbatore	...	...	...	...	...	...	...	...	...	...	...	...	23 0	23 0	...	...	...	...	...	...	...	...	...	...	...	...
Nilgiris	...	...	...	...	...	...	...	...	22 10	19 4	...	...	24 13	23 14	...	...	...	...	...	...	...	...	...	...	...	...
Salem	...	...	...	...	...	...	9 10	9 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Central—							11 5	11 5	21 6	21 6	20 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bellary	...	...	...	...	...	...	10 13	10 13	27 13	27 13	...	...	30 0	30 0	30 0	26 0	11 8	11 8	...	...	...	...	96 0	96 0	...	...
Anantapur	...	...	...	...	...	...	10 13	10 13	27 5	27 5	...	...	27 3	27 3	27 0	13 0	10 9	10 8	12 0	...	...	...	96 0	96 0	...	...
Cuddapah	...	...	...	...	...	...	12 6	12 0	22 2	22 2	25 6	23 3	28 8	28 8	27 0	38 0	10 0	10 0	12 0	...	...	...	192 0	192 0	...	...
Kurnool	...	...	...	...	...	...	11 13	11 13	28 2	28 2	...	...	...	...	...	...	11 0	11 0	...	...	...	...	224 0	224 0	...	...
East Coast, north—																										
Ganjam	...	...	...	...	...	...	16 8	13 3	...	...	...	...	21 10	20 5	...	...	9 0	8 0	...	...	...	...	200 0	200 0	...	...
Vizagapatam	...	...	...	...	...	...	11 5	11 5	...	...	28 11	...	25 5	26 11	...	...	9 0	9 0	...	...	...	...	240 0	240 0	...	...
Godavari	...	...	...	...	...	...	14 0	14 0	25 0	23 3	35 0	...	29 2	29 2	...	...	8 0	8 0	...	...	...	...	320 0	320 0	...	...
East Coast, central—																										
Kistna	...	...	...	...	...	...	13 3	13 3	23 3	23 3	...	...	26 13	26 13	26 0	26 0	9 0	9 0	...	...	...	...	96 0	96 0	9 0	9 0
Nellore	...	...	...	...	...	...	14 13	14 13	25 13	24 11	...	...	26 14	26 14	26 0	16 0	10 0	10 0	...	...	...	...	192 0	192 0	10 0	10 0
East Coast, south—																										
Madras	...	...	...	...	...	...	11 2	10 14	20 3	...	...	...	21 14	21 3	...	...	10 0	10 0	...	...	...	...	224 0	224 0	10 0	10 0
Chingleput	...	...	...	...	...	...	11 5	11 5	21 13	...	...	...	20 10	20 10	25 11	...	10 0	10 0	...	...	...	...	200 0	200 0	10 0	10 0
N. Arcot	...	...	...	...	...	...	13 2	12 13	24 10	19 13	...	...	24 10	24 10	25 6	...	10 0	10 0	...	...	...	...	240 0	240 0	10 0	10 0
S. Arcot	...	...	...	...	...	...	12 2	12 0	20 5	20 5	...	...	24 3	24 3	24 3	42 0	10 0	10 0	...	...	...	...	274 0	274 0	10 0	10 0
Tanjore	...	...	...	...	...	...	10 14	10 14	20 5	20 5	...	...	21 10	21 10	21 10	...	10 0	10 0	...	...	...	...	320 0	320 0	9 0	9 0
Trichinopoly	...	...	...	...	...	...	10 13	10 13	18 3	18 14	20 5	17 10	21 11	21 11	21 11	...	11 8	11 8	...	...	...	...	96 0	96 0	9 0	9 0
Southern—																										
Tinnevelly	...	...	...	...	...	...	10 13	10 13	19 6	19 6	17 5	17 5	26 0	25 0	26 0	26 0	11 8	11 8	...	...	...	...	96 0	96 0	10 0	10 0
Madura	...	...	...	...	...	...	11 6	11 6	19 6	19 6	17 5	17 5	25 0	25 0	26 0	26 0	11 8	11 8	...	...	...	...	96 0	96 0	10 0	10 0
Mysore—																										
Mysore	12 4	12 4	12 0	12 0	7 12	7 12	9 4	9 4	29 0	28 0	25 0	25 0	25 0	25 0	26 0	26 0	11 8	10 8	...	...	...	...	96 0	96 0	10 0	10 0
Bangalore	13 5	13 8	9 10	9 8	7 8	7 8	9 0	9 0	23 0	21 8	28 11	...	29 0	29 0	13 0	13 0	10 0	10 0	...	...	...	...	192 0	192 0	10 0	10 0
Kolar	11 8	11 8	10 0	10 0	9 0	9 0	10 0	10 0	21 0	21 0	17 0	17 0	34 0	34 0	34 0	34 0	11 0	10 0	...	...	...	...	224 0	224 0	10 0	10 0
Tumkur	13 0	13 0	11 0	11 0	9 0	9 0	10 0	10 0	25 0	25 0	35 0	...	32 0	32 0	32 0	32 0	12 0	11 0	...	...	...	...	200 0	200 0	9 0	9 0
Hassan	...	...	...	...	8 6	8 6	9 0	9 0	16 0	...	...	...	38 0	38 0	38 0	38 0	12 0	12 0	...	...	...	...	240 0	240 0	9 0	9 0
Kadur	...	...	...	...	8 11	8 11	11 9	11 13	27 13	28 6	22 0	...	40 0	40 0	40 0	40 0	14 0	14 0	...	...	...	...	274 0	274 0	10 0	10 0
Shimoga	14 0	15 0	14 0	14 0	10 0	10 0	12 0	11 0	36 0	36 0	...	...	48 0	48 0	48 0	48 0	16 0	16 0	...	...	...	...	320 0	320 0	10 0	10 0
Chitaldroog	12 0	12 10	11 0	11 0	8 11	8 6	11 9	11 13	27 13	28 6	22 0	...	40 0	40 0	40 0	40 0	16 0	16 0	...	...	...	...	320 0	320 0	10 0	10 0
Coorg—																										
Coorg	13 11	15 0	14 0	14 0	10 0	10 0	12 0	11 0	36 0	36 0	...	...	48 0	48 0	48 0	48 0	16 0	16 0	...	...	...	...	320 0	320 0	10 0	10 0
Aden	15 0	15 0	14 0	14 0	10 0	10 0	12 0	12 0	36 0	36 0	22 0	...	48 0	48 0	48 0	48 0	16 0	16 0	...	...	...	...	320 0	320 0	10 0	10 0
	8 8	8 8	7 8	...	5 14	5 14	6 9	6 9	10 3	10 3	9 4	9 4	15 0	15 0	15 0	15 0	5 0	5 0	3 0	3 0	3 0	3 0	65 5	65 5	32 0	32 0
	7 0	7 0	...	...	5 14	5 14	6 9	6 9	10 3	10 3	9 4	9 4	15 0	15 0	15 0	15 0	5 0	5 0	3 0	3 0	3 0	3 0	65 5	65 5	32 0	32 0

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

No. 378 R. Stat.

FINANCE AND COMMERCE DEPARTMENT

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

RETURNS OF ACCIDENTS ON INDIAN RAILWAYS FOR THE TWELVE MONTHS ENDING WITH THE 31st DECEMBER 1894.

No. 378 R. Stat., dated Simla, the 6th September 1895.

Read again—

Government of India resolution No. 402 R. Stat., dated the 31st August 1892.
Government of India resolution No. 300 R. Stat., dated the 3rd August 1893.
Government of India resolution No. 293 R. Stat., dated the 30th July 1894.

Read also—

Note by the Director General of Railways, No. 322 Stat., dated the 16th August 1895, with abstract returns of accidents to trains, etc., on the open lines of railways in India for the twelve months ending the 31st December 1894.

OBSERVATIONS.—Under abstract No. 4, on pages 14 and 15, of the accompanying returns the accidents to trains, rolling stock, permanent-way, etc., reported during the twelve months ending the 31st December 1894, are given—the different classes of accidents, the number of passengers and others, and the number of railway servants, killed or injured, in each class of accident being shewn separately.

The total number of accidents and the casualties resulting therefrom, as compared with the average of the three previous years, are summarised in the following table, under the heads "Standard gauge," "Metre gauge" and "Special gauges":—

	Number.			Number of Passengers and others.		Number of Servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act (IX of 1890).	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard gauge.									
Twelve months ending the 31st December 1894	100	2,456	2,556	(a) 9	(b) 52	10	32	19	84
Average of the three previous years	126	2,313	2,439	39	72	10	59	49	131
Metre gauge.									
Twelve months ending the 31st December 1894	26	1,869	1,895	(c) 1	(d) 40	5	16	6	56
Average of the three previous years	34	1,766	1,800	4	20	7	12	11	32
Special gauges.									
Twelve months ending the 31st December 1894	...	85	85	...	...	...	...	...	...
Average of the three previous years	2	52	54	...	...	...	1	...	1
Total all gauges for twelve months ending the 31st December 1894	126	4,410	4,536	(e) 10	(f) 92	15	48	25	140
Average of the three previous years	162	4,131	4,293	43	92	17	72	60	164

(a) Of these, eight were not passengers.
(b) Of these, three were not passengers.
(c) Not a passenger.
(d) Of these, four were not passengers.
(e) Of these, nine were not passengers.
(f) Of these, seven were not passengers.

2. The following table shows, for each gauge separately, the percentage of increase or decrease in the number of accidents, in the mean mileage worked, and in the train-mileage run during the year 1894, as compared with the average of the three previous years:—

	INCREASE OR DECREASE, AS COMPARED WITH THE AVERAGE OF 1891, 1892 AND 1893.					
	ACCIDENTS.		MEAN MILEAGE.		TRAIN-MILEAGE.	
	No.	Per cent.	Miles.	Per cent.	Miles.	Per cent.
Standard	+117	+ 4·80	+ 566	+ 5·26	+2,284,368	+ 5·26
Metre	+ 95	+ 5·28	+ 506	+ 7·73	+1,641,549	+ 9·45
Special	+ 31	+ 57·41	...	...	—26,064	— 6·33
TOTAL	+243	+ 5·66	+ 1,072	+ 6·11	+3,899,853	+ 6·37

3. The principal variations in the number of accidents reported in connection with the working of the several gauges, as compared with the average of the three previous years, are shown in the statement below under the classification adopted in abstract No. 4 of the returns:—

GAUGE AND CASSIFICATION.	INCREASE OR DECREASE.			Percentage of increase, or decrease
	Serious.	Minor.	TOTAL.	
Standard gauge.				
Collisions between goods trains & parts of goods trains	—5	+21	+16	+23·88
Goods trains or parts of goods trains, engines, etc., leaving the rails	—6	—14	—20	—7·43
Trains running over cattle on the line	+2	+168	+170	+18·93
Trains running over obstructions on the line	+8	—22	—14	—13·73
The bursting of tubes, etc., of engines	+1	+64	+65	+89·04
The failure of machinery, springs, etc., of engines	+1	+26	+27	+ 8·82
The failure of couplings	+2	—22	—20	—24·39
The flooding of portions of permanent-way	—3	+42	+39	+78·00
Fire in trains	—2	—62	—64	—58·72
Fire at stations or involving injury to bridges or viaducts	—1	—19	—20	—45·45
Under head "Other accidents"	—8	—36	—44	—25·43
Metre gauge.				
The bursting of tubes, etc., of engines	...	+28	+28	+40·58
The failure of machinery, springs, etc., of engines	...	+40	+40	+28·57
Special gauges.				
Goods trains, or parts of goods trains, engines, etc, leaving the rails	—1	+20	+19	+111·76
The flooding of portions of permanent-way	...	+18	+18	+600·00

Standard gauge.

4. The increase under "Trains running over cattle on the line" was chiefly due to the occurrence, on the East Indian railway, of 63 and, on the North Western (state) railway, of 47 more accidents of this nature as compared with the average of the three previous years, and of 42 accidents on the East Coast (state) railway from which no returns were previously received.

5. Of the total increase of 65 accidents under "The bursting of tubes, etc., of engines," an increase of 50 occurred on the North Western (state) railway.

6. There was an increase of 39 cases under "The flooding of portions of permanent-way," of which 19 were on the Bombay, Baroda and Central India railway, and 12 on the North Western (state) railway.

7. Under "Fire in trains" the principal variations were decreases of 23 and 33 on the Great Indian Peninsula and the Madras railways respectively.

8. The decrease under the head "Other accidents" resulted chiefly from an increase of 11 accidents on the Great Indian Peninsula railway and decreases of 26 on the East Indian railway, 15 on the Bengal Nágpur railway and 13 on the North Western (state) railway.

Metre gauge.

9. Under "The faliure of machinery, springs, etc., of engines," the increase was chiefly due to the Southern Mahratta railway on which the number rose from 38 to 63.

Special gauges.

10. The accidents under "Goods trains or parts of goods trains, engines, etc., leaving the rails" numbered 36 against 17, of which 25 against 10 took place on the Jorhát railway alone.

11. The increase under "The flooding of portions of permanent-way" was mainly due to the number recorded on the Morvi railway having risen from 1 to 15.

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12. Taking all gauges together, the number of cattle accidents was largest on the Southern Mahratta railway, *viz.*, 373; the South Indian railway comes next with 225, then the North Western (state) railway with 202, the Rajputana-Malwa railway with 195, the East Indian railway with 183, the Eastern Bengal (state) railway with 153, the Oudh and Rohilkhand (state) railway with 121, the Great Indian Peninsula railway with 91, the Madras railway with 83, and the Nizam's Guaranteed State railway with 81.

In proportion to train-mileage run the number of accidents was highest on the Nizam's Guaranteed State railway, which averaged 1 accident in 8,301 train-miles; the Southern Mahratta coming next with an average of 1 in 8,673; then the Dibru-Sadiya, the Jodhpore-Bickaneer, the Jorhát, and the East Coast (state) railways with averages of 1 in 9,705, 1 in 11,049, 1 in 11,494, and 1 in 12,441, respectively.

The lowest number recorded in proportion to train-mileage run was on the Great Indian Peninsula railway, *viz.*, 1 in 100,814; the Bombay, Baroda and Central India railway coming next with 1 in 84,940; then the Gaekwar's Dabhoi railway with 1 in 82,322; the Burma (state) railway with 1 in 67,122, the East Indian railway with 1 in 59,647, and the North-Western (state) railway with 1 in 47,051.

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13. The casualties to passengers and to servants in the employ of railways or of contractors not coming under the classification adopted in abstract No. 4 of the returns, and the total casualties from all causes including trespassers, cases of suicide, etc. (which are detailed in abstract No. 2), are compared separately for each gauge, with the average of the three previous years in the table below:

GAUGES.	TWELVE MONTHS ENDING THE 31ST DECEMBER 1894.						AVERAGE OF THE THREE PREVIOUS YEARS.					
	PASSENGERS.		SERVANTS.		TOTAL ALL CAUSES.		PASSENGERS.		SERVANTS.		TOTAL ALL CAUSES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard	49	129	141	399	514	696	50	136	138	446	484	781
Metre	9	49	36	86	120	233	10	40	32	98	144	208
Special	...	1	1	2	2	3	...	2	...	2	1	6
TOTAL	58	179	178	487	636	932	60	178	170	546	629	995

14. The following table shows, for the several gauges, the number of persons reported to have been killed or injured in yards, workshops, etc., or to

have died in carriages or at stations from causes unconnected with the working of trains:

Gauges.	Killed.	Injured.	Died.
Standard	39	270	670
Metre	5	43	181
Special	...	...	1
Total	44	313	852

15. The statistical results for the period under review are summarised under certain selected heads in the table below:—

Particulars.		Twelve months ending the 31st December 1894.				Average of the three previous years.			
		Standard.	Metre.	Special.	Total.	Standard.	Metre.	Special.	Total.
Mean mileage worked	Miles	11,335	7,951	243	18,629	10,769	6,545	243	17,557
Train-mileage run	Miles	45,726,310	19,007,043	385,575	65,118,928	43,441,042	17,365,494	411,639	61,219,075
Number of passengers carried	No.	97,943,989	46,665,431	853,126	145,462,546	87,657,098	39,841,625	757,070	128,255,793
Number of passenger units carried one mile	No.	4,083,240,400	1,780,950,518	22,619,319	5,885,910,237	3,734,776,834	1,604,816,550	20,153,51[illegible]	5,359,746,924
Number of accidents per 100,000 train-miles run	No.	6	10	22	7	6	10	13	7
Proportion of passengers killed by accidents to trains (*vide* abstract No. 2) to number carried	No.	1 in 97,943,989	...	...	1 in 145,462,546	1 in 2,434,919	1 in 13,280,543	...	1 in 3,288,610
Proportion of passengers injured by accidents to trains (*vide* abstract No. 2) to number carried	No.	1 in 1,998,857	1 in 1,296,262	...	1 in 1,718,324	1 in 1,270,393	1 in 2,213,424	...	1 in 1,474,205
Proportion of passengers killed from all causes (*vide* abstract No. 2) to number carried	No.	1 in 1,958,880	1 in 5,185,048	...	1 in 2,465,467	1 in 1,019,269	1 in 3,064,740	...	1 in 1,395,513
Proportion of passengers injured from all causes (*vide* abstract No. 2) to number carried	No.	1 in 550,247	1 in 549,005	1 in 853,126	1 in 550,994	1 in 427,596	1 in 686,985	1 in 378,535	1 in 463,084
Proportion of passengers killed and injured from all causes (*vide* abstract No. 2) to number carried	No.	1 in 429,579	1 in 496,441	1 in 853,126	1 in 459,348	1 in [illegible],887	1 in 361,150	1 in 378,535	1 in 353,351
Proportion of passengers killed and injured from all causes (*vide* abstract No. 2) to number of passenger units carried one mile	No.	1 in 17,908,949	1 in 18,936,798	1 in 22,619,319	1 in 18,222,632	1 in 13,834,395	1 in 22,603,050	1 in 10,076,770	1 in 14,724,979

16. Abstract No. 5 shows for the year 1894, as compared with the ten previous years, the proportion of passengers killed and injured while travelling on the several railways open for traffic in India from causes beyond their own control.

17. The accidents *for the fourth quarter of 1894* are dealt with in the following note:

Note on the accidents for the fourth quarter of 1894.

The following table gives the number of accidents, as classified in abstract No. 4 of the returns, which resulted in loss of, or injury to, life and limb, and shows the railways on which they occurred.

• Casualties resulting from accidents to trains, rolling stock, etc., for the fourth quarter of 1894.

Railway.	Number of accidents reported during the 4th quarter of 1894.	Passengers and others.		Servants.		Total.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard gauge.							
East Indian	1	...	...	...	4	...	4
North Western (state)	4	1	4	3	1	4	5
Great Indian Peninsula	1	...	...	...	1	...	1
Bombay, Baroda and Central India	1	...	...	...	1	...	1
Metre gauge.							
Bengal and North-Western	1	...	5	3	5	3	10
Rajputana-Malwa	4	...	6	...	2	...	8
Southern Mahratta	1	...	...	...	1	...	1
Burma (state)	1	1	1	...	...	1	1
Total	...	2	16	6	15	8	31
Average of the three corresponding quarters of 1891, 1892 and 1893	...	35	53	5	26	40	79

(2) *East Indian railway.*—On the 12th November 1894 a collision took place at Shakrigali ghât between a shunting engine and certain wagons, owing to the former coming too fast on to the train. Four servants were injured.

(3) *North Western (state) railway.*—On the 6th October 1894 a ballast train, after the engine had been detached for water at the Shelabagh station, rolled down the incline and collided with No. 2 down mail, two miles from the station. A passenger and a railway servant were killed and four passengers injured; the rolling stock and permanent-way were also seriously damaged. The driver to whose neglect the accident was due was prosecuted.

On the 2nd December 1894 a collision took place in the Gháziabad station yard between a down special goods and a pilot engine, owing to the driver having disregarded signals. A railway servant was killed.

On the 24th December 1894 a down passenger train ran through the level-crossing gate near the down distant signal at Saháranpur. The gateman in attempting to open the gates, which were closed across the line, was killed.

On the 28th December 1894 a shunting engine collided with the outgoing engine of a down goods train in the locomotive yard at Saháranpur through the carelessness of the pointsman. A fireman was slightly injured.

(4) *Great Indian Peninsula railway.*—On the 6th October 1894 a collision took place at Karjat between an up ghât trip train and the rear wagon attached to a main line engine, while the latter was passing over the cross-over road from the down to the up line. The accident was due to the driver of the ghât train having failed to notice the obstruction in time. A railway servant was injured.

(5) *Bombay, Baroda and Central India railway.*—On the 9th October 1894 a buffalo was run over by a down mixed train at Chhárodi station on the Gaekwar's Petlád line, resulting in the derailment of a wagon. A railway servant was slightly injured.

(6) *Bengal and North-Western railway.*—On the 19th October 1894 a collision took place at Dalsinghsarai between a ballast and an up mixed train, owing to the latter having been admitted on to the wrong line. Three railway servants were killed and five passengers and five railway servants injured. There was also considerable damage to rolling stock.

(7) *Rajputana-Malwa railway.*—On the 7th October 1894 a collison took place at Achnera between a shunting engine and three 3rd class carriages standing on the line. The accident was due to the shunter having been unable to shut off steam in time. A railway servant was slightly injured.

On the 26th November 1894 the roof lamp of a 3rd class carriage on a down mixed train caught fire between Kivarli and Bhimána and exploded. Five passengers were slightly scalded.

On the 9th December 1894 stones were thrown by two boys at a down mixed train at mileage 133 between Nímbahera and Shambhúpúra. A passenger was struck on the forehead and was slightly injured. The boys were prosecuted and one of them was sentenced to receive twenty stripes.

On the 21st December 1894, while a steam crane was being shunted at Khandwa, the chimney of the crane, which was not lowered, came in contact with the roof of the locomotive shed and was damaged. The fireman in attempting to lower the chimney was injured.

(8) *Southern Mahratta railway.*—On the 9th November 1894 a down mixed train was derailed between Birar and Kadur, owing to an axle of a covered goods wagon having failed. A railway servant was injured.

(9) *Burma (state) railway.*—On the 30th December 1894 an engine with 20 vehicles ran into a bullock cart while the latter was crossing the line at a level-crossing near the Mandalay Shore station. An old woman, the occupant of the bullock cart, was killed and the driver injured.

Resolution.—The Government of India notice that, with an increase of 1,072 miles, or 6·11 per cent. in the mean mileage worked and of 3,899,853 miles, or 6·37 per cent. in the train-mileage run, the number of accidents to trains, rolling stock, permanent-way, etc., on Indian railways during 1894 shows

an increase of 243 or 5·66 per cent., as compared with the average of the three previous years.

2. The numbers of passengers killed and injured by accidents to trains, etc., were 1 and 85 respectively, against 39 and 87 the averages of the three previous years; while the numbers of passengers killed and injured from causes other than accidents to trains, etc., were 58 and 179 respectively, against 60 and 178.

3. Out of a total of 145,462,546 passengers travelling, there were 59 killed and 264 injured, or an average of 1 killed in 2,465,467 and of 1 injured in 550,994.

The proportion of passengers killed and injured by train accidents from causes beyond their own control, as compared with the numbers travelling, was 1 killed out of 145,462,546 and 1 injured out of 1,711,324.

4. The casualties to servants in the employ of railways or of contractors from accidents to trains, etc., were 15 killed and 48 injured, against 17 and 72, respectively, the average of the three preceding years. From causes other than accidents to trains, etc., the casualties were 178 killed and 487 injured, against 170 killed and 546 injured.

5. With an increase of 6·11 per cent. in the mean mileage worked and of 6·37 per cent. in the train-mileage run, it is observed that the total number of casualties from all causes over the whole of the Indian railway system, as compared with the average of the three previous years, increased under killed from 629 to 636 or by 1·11 per cent., and decreased under injured from 995 to 932 or by 6·33 per cent.

ORDER.—Ordered that this resolution, with the abstract returns and appendices thereto, be communicated, for information, to the Local Governments and Administrations, and to the officers noted in the margin.

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

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

Ordered, further, that this resolution, with the abstract returns, be published in the Supplement to the *Gazette of India*.

F. B. HEBBERT,
Under Secretary.

Documents accompanying.

Abstract returns of accidents for the twelve months ending the 31st December 1894.

Enclosure to P. W. D. No. 378 R. Stat., dated the 6th September 1895.

ABSTRACT No. 1.

GENERAL TOTAL.

NUMBER of PERSONS reported, during the twelve months ending 31st December 1894, as KILLED or INJURED on ALL RAILWAYS open for TRAFFIC in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS; and distinguishing also, in the case of the two former classes, between ACCIDENTS caused by ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., and ACCIDENTS happening otherwise.

	Standard gauge lines.		Metre gauge lines.		Special gauge lines.		Total all gauges.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
PASSENGERS:—								
From accidents to trains, rolling-stock, permanent-way, etc.	1	49	...	36	...	...	1	85
By accidents from other causes, including accidents from their own want of caution or misconduct	49	129	9	49	...	1	58	179
SERVANTS:—								
From accidents to trains, rolling-stock, permanent-way, etc.	10	32	5	16	...	...	15	48
By accidents from other causes, including accidents from their own want of caution or misconduct	141	399	36	86	1	2	178	487
OTHER PERSONS:—								
Whilst passing over railways at level-crossings	20	5	6	4	...	...	26	9
Trespassers	211	66	56	41	1	...	268	107
Suicides	75	6	8	...	...	...	83	6
Miscellaneous, not included in either of the above	7	10	...	1	...	...	7	11
TOTAL	514	696	120	233	2	3	636	932

ABSTRACT

NUMBER of PERSONS reported, during the TWELVE MONTHS ending 31st December 1894, as KILLED or INJURED in INDIA by the TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as practicable, the nature and causes of the ACCIDENTS occasioning the DEATH or INJURY.

PASSENGERS.

Serial Number.	RAILWAY.	From accidents to trains, etc.—See Abstracts Nos. 3 and 4.		From causes other than accidents to trains, etc.																Total Passengers.	
				1.—From falling between carriages and platforms.		2.—Falling on to the platform, ballast, etc., when getting into or out of trains.		3.—Whilst crossing the line at stations.		4.—By the closing of carriage doors.		5.—Falling out of carriages during the travelling of trains.		6.—Other accidents.		Total.					
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	Standard gauge.																				
	State lines worked by companies.																				
I	East Indian (*a*)	...	4	8	5	3	16	2	1	...	...	10	14	3	2	26	38	26	42	2	5
II	Bengal-Nágpur	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	2	...	2	...	2
III	Indian Midland (*b*)	...	..	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1	...	4
	State lines worked by the State.																				
X	North Western (state) (*c*)	1	10	...	2	3	2	1	1	...	...	10	25	1	2	15	32	16	42	3	7
XII	Oudh and Rohilkhand (state).	...	..	1	..	...	...	...	...	...	...	1	8	..	..	1	9	1	9	..	3
XIII	Eastern Bengal (state) (*d*).	...	22	..	...	...	4	...	...	1	...	...	8	...	...	1	12	1	34	4	1
XVI	East Coast (state)	...	...	..	...	...	...	..	...	..	...	..	...	1	1	1	1	1	1	...	2
	Lines worked by guaranteed companies.																				
XXII	Great Indian Peninsula (*e*).	...	13	..	...	...	3	...	1	..	2	1	12	1	5	2	23	2	36	...	6
XXIII	Bombay, Baroda and Central India (*f*).	...	...	...	...	...	2	...	...	...	...	...	4	...	...	..	6	...	6	1	2
XXIV	Madras (*g*)	...	...	1	1	...	...	...	...	..	1	4	...	...	2	5	2	5	...	...	...
	Line owned by native state and worked by company.																				
XXX	The Nizam's Guaranteed State (*h*).	..	...	..	...	...	...	...	...	...	...	1	...	..	..	1	...	1	...	...	...
	TOTAL	1	49	10	8	6	27	3	3	1	3	23	77	6	11	49	129	50	178	10	32
	Average for the 3 previous years.	36	69	9	14	7	15	4	4	1	3	24	88	5	12	50	136	86	205	10	59
	Metre gauge.																				
	State lines worked by companies.																				
XXXVII	Bengal and North-Western—																				
	Tirhoot section. Company's ,,	...	5	...	...	...	...	...	...	...	...	...	3	..	...	...	3	...	8	3	5
XXXIX	Rajputana-Malwa (*i*)	...	7	1	...	2	1	...	1	...	1	1	16	1	1	5	20	5	27	...	3
XLI	Southern Mahratta (*j*)	...	6	...	1	...	...	...	...	...	1	1	3	...	...	1	5	1	11	2	8
XLIV	South Indian (*k*)	...	..	...	...	...	..	...	...	...	...	..	6	..	...	..	6	..	6	...	...
	Carried over	...	18	1	1	2	1	...	1	...	2	2	28	1	1	6	34	6	52	5	16

SERVANTS.

From accidents to trains, etc.—See Abstracts Nos. 3 and 4.		From causes other than accidents to trains, etc.																								Total Servants.		Serial Number.
		1.—During shunting operations.		2.—Falling off engines, vans, wagons, etc.		3.—Coming in contact with overbridges, etc., during the travelling of trains.		4.—Coming in contact while shunting with vehicles, etc., standing in adjoining lines.		5.—Getting on or off trains, engines, etc.		6.—Whilst loading, unloading, or sheeting.		7.—Whilst breaking, spragging, or chocking wheels.		8.—Whilst working at cranes or capstans.		9.—Whilst working on the permanent-way or in sidings.		10.—Whilst walking along the line on the way home or to work.		11.—Whilst walking, crossing, or standing on the line.		12.—Whilst passing between vehicles.		13.—Whilst attending to the machinery of engines, cleaning them, etc.		14.—Whilst attending to gates at level-crossings.		15.—Falling or being caught between vehicles and platforms.		16.—Falling off ladders, scaffolds, platforms, etc.		17.—By falling of lamps, wagon-doors, timber, weights, etc.		18.—Whilst coupling or uncoupling wagons.		19.—Miscellaneous.		Total.			
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
2	5	...	2	1	4	1	...	...	2	4	4	1	3	..	1	...	...	2	1	3	2	8	13	...	1	...	4	...	...	...	2	1	1	1	4	3	3	2	9	27	56	29	61
...	4	...	1	...	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	1	..	2	4	6	9	6	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	6	2	10
2	7	7	3	...	2	...	2	3	...	3	4	1	2	...	1	1	1	1	1	4	3	3	2	9	27	56	29	61	...	...	66	16	26	2	...	6	94	24	149	127	I.
3	4	1	2	...	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	1	1	...	...	2	4	6	9	6	11	1	...	15	2	8	1	...	...	24	3	30	16	II.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	6	2	10	...	...	7	3	1	...	...	8	3	10	14	III.
2	3	...	3	4	1	2	...	...	2	1	1	1	1	...	1	1	1	1	1	4	3	3	2	9	27	56	29	61	...	...	66	16	26	2	...	6	94	24	149	127	I.
...	1	...	1	1	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	1	1	...	...	2	4	6	9	6	11	1	...	15	2	8	1	...	...	24	3	30	16	II.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	6	2	10	...	...	7	3	1	...	...	8	3	10	14	III.
3	4	1	2	...	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	1	1	...	...	2	4	6	9	6	11	1	...	15	2	8	1	...	...	24	3	30	16	II.
7	7	3	3	...	2	...	...	...	2	3	...	3	4	1	2	...	...	...	...	2	1	1	1	4	3	3	2	9	27	56	29	61	...	...	66	16	26	2	...	6	94	24	149	127	I.
1	1	1	1	...	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	1	1	...	...	2	4	6	9	6	11	1	...	15	2	8	1	...	...	24	3	30	16	II.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	6	2	10	...	...	7	3	1	...	...	8	3	10	14	III.
2	3	...	3	4	1	2	...	...	2	1	1	1	1	...	1	1

ABSTRACT

NUMBER of PERSONS reported, during the TWELVE MONTHS ending 31st December 1894, as KILLED or INJURED in INDIA PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as practicable,

No. 2—*concluded.*

by the TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, distinguishing between the nature and causes of the ACCIDENTS occasioning the DEATH or INJURY—*concluded.*

Serial Number.	RAILWAY.	PASSENGERS.																						SERVANTS.																						OTHERS.												Total all classes.		Serial Number.
		From accidents to trains, etc.—See Abstracts Nos. 3 and 4.		From causes other than accidents to trains, etc.																				From accidents to trains, etc.—See Abstracts Nos. 3 and 4.		From causes other than accidents to trains, etc.																																							
				1.—From falling between carriages and platforms.		2.—Falling on to the platform, ballast, etc., when getting into or out of trains.		3.—Whilst crossing the line at stations.		4.—By the closing of carriage doors.		5.—Falling out of carriages during the travelling of trains.		6.—Other accidents.		Total.		Total Passengers.				1.—During shunting operations.		2.—Falling off engines, vans, wagons, etc.		3.—Coming in contact with overbridges, etc., during the travelling of trains.		4.—Coming in contact whilst shunting with vehicles, etc., standing in adjoining lines.		5.—Getting on or off trains, engines, etc.		6.—Whilst loading, unloading, or sheeting.		7.—Whilst breaking, spragging, or locking wheels.		8.—Whilst working at cranes or capstans.		9.—Whilst working on the permanent-way or in sidings.		10.—Whilst walking along the line on the way home or to work.		11.—Whilst walking, crossing, or standing on the line.		12.—Whilst passing between vehicles.		13.—Whilst attending to the machinery of engines, cleaning them, etc.		14.—Whilst attending to gates at level-crossings.		15.—Falling or being caught between vehicles and platforms.		16.—Falling off ladders, scaffolds, platforms, etc.		17.—By falling of lamps, wagon doors, timber, weights, etc.		18.—Whilst coupling or uncoupling wagons.		19.—Miscellaneous.		Total.		Total Servants.		Whilst passing over railways at level-crossings.		Trespassers.		Suicides.		Miscellaneous.		Total Others.				
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
	Brought forward	...	18	1	1	2	1	...	1	...	2	2	28	1	1	6	34	6	52	5	16	4	12	4	9	..	..	..	..	1	5	...	3	..	..	1	6	..	2	1	2	1	6	1	1	2	1	2	1	1	2	1	2	1	3	1	3	1	2	27	61	32	77	5	3	41	27	8	..	..	1	54	39	92	160	
	***Metre gauge*—coneld.**																																																																				
	State line worked by the State.																																																																		
XLVIII	Burma (state)	...	18	...	...	...	...	...	...	...	...	3	13	..	..	3	13	3	31	...	...	...	...	1	...	..	..	..	..	5	2	..	..	1	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	5	11	5	11	1	1	3	5	...	...	...	...	4	6	12	48	XLVIII.
	Assisted companies.																																																																	
LI	Deoghur	..	..	..	..	...	...	...	...	..	..	..	...	..	..	..	...	..	..	..	..	..	..	..	..	..	..	..	..	..

ABSTRACT No. 3.

ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, ETC., reported, during the **TWELVE MONTHS** ending 31st December 1894, as having occurred on the several **RAILWAYS** open for **TRAFFIC** in **INDIA**, distinguishing the different **CLASSES** of **ACCIDENTS** and the number of **PASSENGERS AND OTHERS**, and of **RAILWAY SERVANTS KILLED OR INJURED** in each class of accident.

STANDARD GAUGE.

EAST INDIAN. (a)

	Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line		2	3	5	...	3	...	...	...	3
3. Collisions between goods trains or parts of goods trains		2	12	14	...	...	...	4	..	4
4. Collisions between light engines		...	4	4	..	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails		3	2	5	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails		...	54	54	...	...	...	1	...	1
7. Trains or engines travelling in the wrong direction through points		...	8	8	..	.	...	...	...	...
8. Trains running into stations or sidings at too high a speed		1	1	2	...	1	...	...	..	1
9. Trains running over cattle on the line		...	183	183	...	...	...	...	...	...
10. Ditto over obstructions on the line		1	23	24	...	...	2	...	2	...
11. Ditto through gates at level-crossings		...	1	1	...	...	...	...	...	...
12. The bursting of boilers of engines		...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines		...	7	7	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines		...	64	64	...	...	...	...	...	...
14. The failure of tyres		...	...	...	...	...	...	...	...	...
15. Ditto of wheels		...	...	...	...	...	...	...	...	...
16. Ditto of axles		1	..	1	...	...	...	...	...	...
17. Ditto of brake apparatus		...	...	...	...	...	...	...	...	...
18. Ditto of couplings		...	13	13	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.		...	...	..	...	...	...	...	...	...
20. Broken rails		...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way		...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments		...	1	1	...	...	...	...	...	...
23. Fire in trains		...	9	9	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts		...	6	6	...	...	...	...	...	...
25. Other accidents		...	11	11	...	...	...	...	...	...
TOTAL ALL CLASSES		10	402	412	...	4	2	5	2	9

BENGAL-NÁGPUR.

	Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line		...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains		2	2	...	...	...	...	...	...
4. Collisions between light engines		...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails		2	...	2	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails		1	7	8	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points		1	...	1	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed		...	...	...	...	...	...	...	...
9. Trains running over cattle on the line		3	45	48	...	...	...	1	...
10. Ditto over obstructions on the line		6	1	7	(b)1	...	...	1	1
11. Ditto through gates at level-crossings		...	...	...	...	...	...	...	...
12. The bursting of boilers of engines		...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines		...	2	2	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines		...	11	11	...	...	...	...	...
14. The failure of tyres		...	...	...	...	...	...	...	...
15. Ditto of wheels		...	...	...	...	...	...	...	...
16. Ditto of axles		...	...	...	...	...	...	...	...
17. Ditto of brake apparatus		...	...	...	...	...	...	...	...
18. Ditto of couplings		...	9	9	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.		...	1	1	...	...	...	...	...
20. Broken rails		...	11	11	...	...	...	...	...
21. The flooding of portions of permanent-way		...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments		1	4	5	...	...	...	...	...
23. Fire in trains		...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts		...	...	...	...	...	...	...	...
25. Other accidents		...	6	6	...	...	...	...	...
TOTAL ALL CLASSES		14	99	113	(a)1	...	...	2	1	2

INDIAN MIDLAND. (c)

	Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line		...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains		...	...	...	...	...	...	...	...
4. Collisions between light engines		...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails		...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails		...	9	9	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points		...	1	1	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed		...	...	...	...	...	...	...	...
9. Trains running over cattle on the line		...	34	34	...	...	...	...	...
10. Ditto over obstructions on the line		1	5	6	...	...	...	4	...
11. Ditto through gates at level-crossings		...	1	1	...	...	...	...	...
12. The bursting of boilers of engines		...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines		...	3	3	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines		...	7	7	...	...	...	...	...
14. The failure of tyres		...	...	...	...	...	...	...	...
15. Ditto of wheels		...	...	...	...	...	...	...	...
16. Ditto of axles		...	...	...	...	...	...	...	...
17. Ditto of brake apparatus		...	...	...	...	...	...	...	...
18. Ditto of couplings		...	1	1	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.		...	...	...	...	...	...	...	...
20. Broken rails		...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way		...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments		...	3	3	...	...	...	...	...
23. Fire in trains		...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts		...	...	...	...	...	...	...	...
25. Other accidents		...	4	4	...	...	...	...	...
TOTAL ALL CLASSES		1	68	69	...	...	...	4	...	4

NORTH WESTERN (STATE). (d)

	Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line		2	7	9	1	10	1	3	2	13
3. Collisions between goods trains or parts of goods trains		1	40	41	...	...	1	1	1	1
4. Collisions between light engines		...	5	5	...	...	...	1	...	1
5. Passenger trains or parts of passenger trains leaving the rails		2	8	10	...	...	...	1	...	1
6. Goods trains or parts of goods trains, engines, etc., leaving the rails		4	68	72	...	...	...	1	...	1
7. Trains or engines travelling in the wrong direction through points		...	18	18	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed		...	2	2	...	...	...	...	...	...
9. Trains running over cattle on the line		...	202	202	...	...	...	...	...	...
10. Ditto over obstructions on the line		1	11	12	(b)1	...	...	...	1	...
11. Ditto through gates at level-crossings		1	3	4	...	...	1	...	1	...
12. The bursting of boilers of engines		...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines		1	96	97	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines		1	94	95	...	...	...	...	...	...
14. The failure of tyres		...	1	1	...	...	...	...	...	...
15. Ditto of wheels		...	...	...	...	...	...	...	...	...
16. Ditto of axles		...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus		...	...	...	...	...	...	...	...	...
18. Ditto of couplings		...	5	5	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.		...	...	...	...	...	...	...	...	...
20. Broken rails		...	5	5	...	...	...	...	...	...
21. The flooding of portions of permanent-way		16	23	39	...	...	...	...	...	...
22. Slips in cuttings or embankments		2	7	9	...	...	...	...	...	...
23. Fire in trains		1	10	11	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts		...	13	13	...	...	...	...	...	...
25. Other accidents		...	45	45	...	...	...	...	...	...
TOTAL ALL CLASSES		32	583	695	(c)2	10	3	7	5	17

(a) Including the *Delhi-Umballa-Kalka* and *Tarkessur* railways. (b) Not passenger. (c) Including the Bhopal-Itársi railway. (d) Including the Hyderabad-Shadipalli, the Jammu-Kashmir and the Rájpura-Bhátinda railways. (e) Of these, one was not a passenger.

ABSTRACT No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported, during the TWELVE MONTHS ending 31st December 1894, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS AND OTHERS, and of RAILWAY SERVANTS KILLED or INJURED in each class of accident—*continued*.

STANDARD GAUGE—*contd.*

OUDH AND ROHILKHAND (STATE).

	Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line		1	3	4	...	...	...	2	...	2
3. Collisions between goods trains or parts of goods trains		...	9	9	...	...	...	...	...	...
4. Collisions between light engines		...	2	2	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails		1	1	2	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails		...	1	1	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points		1	4	5	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed		...	2	2	...	...	...	...	...	...
9. Trains running over cattle on the line		...	121	121	...	...	...	...	...	...
10. Ditto over obstructions on the line		...	1	1	...	...	...	...	...	...
11. Ditto through gates at level-crossings		1	2	3	...	...	...	1	...	1
12. The bursting of boilers of engines		...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines		...	2	2	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines		...	1	1	...	...	...	...	...	...
14. The failure of tyres		...	...	...	...	...	...	...	...	...
15. Ditto of wheels		...	...	...	...	...	...	...	...	...
16. Ditto of axles		...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus		...	...	...	...	...	...	...	...	...
18. Ditto of couplings		...	2	2	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.		...	...	...	...	...	...	...	...	...
20. Broken rails		...	26	26	...	...	...	...	...	...
21. The flooding of portions of permanent-way		...	6	6	...	...	...	...	...	...
22. Slips in cuttings or embankments		...	...	...	...	...	...	...	...	...
23. Fire in trains		...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts		...	1	1	...	...	...	...	...	...
25. Other accidents		...	2	2	...	...	...	...	...	...
TOTAL ALL CLASSES		4	186	190	...	...	...	3	...	3

EASTERN BENGAL (STATE). (a)

	Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains		1	...	1	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line		1	...	1	...	6	...	...	...	6
3. Collisions between goods trains or parts of goods trains		...	5	5	...	...	...	...	...	...
4. Collisions between light engines		...	2	2	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails		6	3	9	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails		1	3	4	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points		1	5	6	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed		2	...	2	...	9	4	...	4	9
9. Trains running over cattle on the line		...	153	153	...	...	...	...	...	...
10. Ditto over obstructions on the line		4	13	17	(b)5	(b)3	...	1	5	4
11. Ditto through gates at level-crossings		...	6	6	...	...	...	...	...	...
12. The bursting of boilers of engines		...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines		...	1	1	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines		...	30	30	...	...	...	...	...	...
14. The failure of tyres		...	1	1	...	...	...	...	...	...
15. Ditto of wheels		...	...	...	...	...	...	...	...	...
16. Ditto of axles		...	4	4	...	...	...	...	...	...
17. Ditto of brake apparatus		...	...	...	...	...	...	...	...	...
18. Ditto of couplings		1	4	5	...	7	...	...	...	7
19. Ditto of tunnels, bridges, viaducts, culverts, etc.		1	3	4	...	...	...	...	...	...
20. Broken rails		...	10	10	...	...	...	...	...	...
21. The flooding of portions of permanent-way		1	4	5	...	...	...	...	...	...
22. Slips in cuttings or embankments		...	1	1	...	...	...	...	...	...
23. Fire in trains		...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts		...	13	13	...	...	...	...	...	...
25. Other accidents		...	13	13	...	...	...	...	...	...
TOTAL ALL CLASSES		19	261	280	(b)5	(c)25	4	1	9	26

EAST COAST (STATE).

	Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line		1	...	1	...	...	...	1	...	1
3. Collisions between goods trains or parts of goods trains		...	...	...	...	...	...	...	...	...
4. Collisions between light engines		...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails		...	1	1	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails		...	5	5	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points		...	3	3	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed		...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line		...	42	42	...	...	...	...	...	...
10. Ditto over obstructions on the line		1	...	1	...	...	...	1	...	1
11. Ditto through gates at level-crossings		...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines		...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines		...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines		...	...	...	...	...	...	...	...	...
14. The failure of tyres		...	...	...	...	...	...	...	...	...
15. Ditto of wheels		...	...	...	...	...	...	...	...	...
16. Ditto of axles		...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus		...	1	1	...	...	...	...	...	...
18. Ditto of couplings		...	2	2	...	...	...	...	1	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.		...	...	...	...	...	...	...	...	...
20. Broken rails		...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way		...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments		...	...	...	...	...	...	...	...	...
23. Fire in trains		...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts		...	...	...	...	...	...	...	...	...
25. Other accidents		...	13	13	...	...	...	...	...	...
TOTAL ALL CLASSES		2	67	69	...	...	...	2	...	2

GREAT INDIAN PENINSULA. (d)

	Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	1	1	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line		2	3	5	...	13	...	3	...	16
3. Collisions between goods trains or parts of goods trains		...	11	11	...	...	...	1	...	1
4. Collisions between light engines		...	1	1	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails		1	4	5	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails		...	14	14	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points		1	12	13	...	...	...	1	...	1
8. Trains running into stations or sidings at too high a speed		...	2	2	...	...	...	...	...	...
9. Trains running over cattle on the line		...	91	91	...	...	...	...	...	...
10. Ditto over obstructions on the line		...	17	17	...	...	...	...	...	...
11. Ditto through gates at level-crossings		...	6	6	...	...	...	...	...	...
12. The bursting of boilers of engines		...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines		...	9	9	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines		...	88	88	...	...	...	...	...	...
14. The failure of tyres		...	1	1	...	...	...	...	...	...
15. Ditto of wheels		...	1	1	...	...	...	...	...	...
16. Ditto of axles		...	6	6	...	...	...	...	...	...
17. Ditto of brake apparatus		...	1	1	...	...	...	...	...	...
18. Ditto of couplings		1	13	14	...	...	...	1	...	1
19. Ditto of tunnels, bridges, viaducts, culverts, etc.		1	2	3	...	...	...	...	...	...
20. Broken rails		...	3	3	...	...	...	...	...	...
21. The flooding of portions of permanent-way		...	10	10	...	...	...	...	...	...
22. Slips in cuttings or embankments		...	15	15	...	...	...	...	...	...
23. Fire in trains		...	16	16	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts		...	2	2	...	...	...	...	...	...
25. Other accidents		...	23	23	...	...	...	...	...	...
TOTAL ALL CLASSES		6	352	358	...	13	...	6	...	19

(a) Including the Bengal Central and the Cooch Behar railways and the metre and special gauge sections. (b) Not Passengers. (c) Of these, three were not passengers. (d) Including the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.

ABSTRACT No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported, during the TWELVE MONTHS ending 31st December 1894, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS AND OTHERS, and of RAILWAY SERVANTS KILLED or INJURED in each class of accident—*continued.*

STANDARD GAUGE - *concld.*

	BOMBAY, BARODA AND CENTRAL INDIA. (a)									MADRAS. (c)								
	Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	1	...	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	1	1	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	3	3	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	4	4	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	1	29	30	...	...	...	1	...	1	...	83	83	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	9	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	31	31	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	10	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	24	24	...	...	...	...	...	...	1	1	2	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	6	6	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
23. Fire in trains	...	1	1	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	2	2	(b)1	...	...	...	1	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	10	10	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	2	134	136	(b)1	...	1	2	2	2	1	106	107	...	...	...	...	...	...

	THE NIZAM'S GUARANTEED STATE. (d)								METRE GAUGE. BENGAL AND NORTH-WESTERN (TIRHOOT AND COMPANY'S SECTIONS).							
	Number.			Number of passengers and others.		Number of servants.		Total all classes.	Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	2	...	2	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	1	1	...	...	...	...	...	...	3	...	3	...	5	3	5	3	10
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	2	...	2	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	4	16	20	...	...	...	...	...	...	1	31	32	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	81	81	...	...	...	...	...	...	...	64	64	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	1	1	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	8	8	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	6	6	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	1	1	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	3	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	2	2	...	...	...	...	...	...	1	4	5	...	...	...	...	...	...
TOTAL ALL CLASSES	9	118	127	...	...	...	...	...	...	7	129	136	...	5	3	5	3	10

(a) Including the Godhra-Ratlam and the Gackwar's Petlad railways. (b) Not a passenger. (c) Including the Kolar Gold-fields railway. (d) Including the Bezwada extension railway.

ABSTRACT No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported, during the TWELVE MONTHS ending 31st December 1894, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS AND OTHERS, and of RAILWAY SERVANTS KILLED or INJURED in each class of accident—*continued.*

METRE GAUGE—*contd.*

	RAJPUTANA-MALWA. (c)									SOUTHERN MAHRATTA. (d)									SOUTH INDIAN. (f)								
	Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	1	...	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Ditto ditto and goods or mineral trains, engines and vehicles standing foul of the line	2	...	2	...	1	...	1	...	2	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	16	16	...	...	...	1	...	1	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Ditto light engines	...	5	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	1	1	...	...	...	...	...	...	4	1	5	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	13	13	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	...	9	9	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	4	4	...	...	...	...	...	...	1	...	1	...	...	1	...	1	...	...	4	4	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	1	14	15	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	...	195	195	...	...	...	...	...	...	...	373	373	...	...	...	...	...	...	...	225	225	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	22	22	...	1(b)	...	...	...	1	...	10	10	...	1(b)	...	...	...	1	...	4	4	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	2	2	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	31	31	...	...	...	...	...	...	...	46	46	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	44	44	...	...	...	...	...	...	...	63	63	...	...	...	...	...	...	...	9	9	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	7	7	...	...	...	...	...	...	3	7	10	...	6	...	5	...	11	...	3	3	...	...	...	...	...	...
17. Ditto of brake apparatus	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	40	40	...	...	...	...	...	...	...	30	30	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	11	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	22	22	...	...	...	...	...	...	2	4	6	...	...	1	3	1	3	...	1	1	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	4	4	...	5	...	...	...	5	...	5	5	...	...	...	...	...	...	...	17	17	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	1	1	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...
25. Other accidents	...	12	12	...	1	...	1	...	2	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
TOTAL ALL CLASSES	4	449	453	...	8	...	3	...	11	11	564	575	...	7(e)	2	8	2	15	...	291	291	...	...	...	...	...	...

(b) Not a passenger. (c) Includes the Pálanpur-Deesa and the Gackwar's Mehsána railways. (d) Including the Guntakal-Mysore frontier, the Southern Mahratta (Mysore section), the Kolhápur, the Yesvantpur-Mysore frontier, and the Mysore-Nanjangúd railways. (e) Of these, one was not a passenger. (f) Including the Mayavuram-Mutupet railway.

ABSTRACT No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported, during the TWELVE MONTHS ending 31st December 1894, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS AND OTHERS, and of RAILWAY SERVANTS KILLED or INJURED in each class of accident—*continued*

	METRE GAUGE—*contd.*																					
	BURMA (STATE).									DEOGHUR.									ROHILKUND AND KUMAON (COV.'S SEC.) (c)								
	Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	1	...	1	...	18	...	...	...	18	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
2. Ditto ditto and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Ditto light engines	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	22	22	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14	14	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	5	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	...	28	28	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	28	29	...	..	...	...	...
10. Ditto over obstructions on the line	1	3	4	(a)1	(a)1	...	...	1	1	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13	13	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	36	36	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	12	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	5	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	15	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	7	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	7	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	7	...	...	...	...	...
TOTAL ALL CLASSES	2	142	144	(a)1	(b)19	...	...	(a)1	19	...	...	...	...	...	...	...	...	...	1	89	90	...	...	...	...	...	...

(a) Not a passenger. (b) Of these one was not a passenger. (c) Including the Rohilkund and Kumaon (Lucknow-Bareilly section.)

ABSTRACT No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported, during the TWELVE MONTHS ending 31st December 1894, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS AND OTHERS, and of RAILWAY SERVANTS KILLED or INJURED in each class of accident—*continued*

	METRE GAUGE—*contd.*																					
	BENGAL DOOARS.									DIBRU-SADIYA.									JODHPORE-BICKANEER (JODHPORE AND BICKANEER SECTIONS).								
	Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
2. Ditto ditto and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Ditto light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	2	2	...	...	...	...	...	...	...	11	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	2	2	...	...	...	...	...	...	1	11	12	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	...	3	3	...	...	...	...	...	...	...	19	19	...	...	...	...	...	...	...	33	33	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	1	1	...	(a)1	...	...	...	1
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	2	2	...	..	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	...	10	10	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	22	22	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	1	1	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	9	9	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
TOTAL ALL CLASSES	...	10	10	...	...	...	...	...	...	1	99	100	...	...	...	...	...	...	...	62	62	...	(a)1	...	...	...	1

(a) Not a passenger.

ABSTRACT No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the TWELVE MONTHS ending 31st December 1894, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS AND OTHERS, and of RAILWAY SERVANTS KILLED OR INJURED in each class of accident—*continued.*

	METRE GAUGE—*concld.*									SPECIAL GAUGES.									
	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR. (*a*)									JORHAT (2′ 0″).								DARJEELING-HIMALAYAN (2′ 0″).								
	Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Ditto ditto and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Ditto light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	2	2	...	...	...	...	...	...	...	25	25	...	...	...	...	...	...	...	11	11	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	...	21	21	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(*a*). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	1	1	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	8	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...
TOTAL ALL CLASSES	...	34	34	...	...	...	...	...	...	...	35	35	...	...	...	...	...	...	..	16	16	...	...	...	...	...

(*a*) Including the Jetalsar-Rájkot railway.

ABSTRACT No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the TWELVE MONTHS ending 31st December 1894, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS AND OTHERS, and of RAILWAY SERVANTS KILLED OR INJURED in each class of accident—*concluded.*

	SPECIAL GAUGES—*concld.*																		
	THE GAEKWAR'S DABHOI. (2′ 6″)									MORVI. (2′ 6″)									
	Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1 Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Ditto ditto and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Ditto goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Ditto light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	1	1	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(*a*). Ditto tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	6	6	...	...	...	...	...	...	...	15	15	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	...	10	10	...	...	...	...	...	...	...	24	24	...	...	...	...	...	...	...

ABSTRACT

ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., on the several RAILWAYS open different CLASSES of ACCIDENTS and the number of PASSENGERS, and OTHERS, and of RAILWAY

No. 4.

for TRAFFIC in INDIA, reported during the TWELVE MONTHS ending 31st December 1894, distinguishing the SERVANTS KILLED or INJURED in each class of accident.

	STANDARD GAUGE LINES.												METRE GAUGE LINES.											
	Average number of accidents during 1891, 1892, and 1893.			TWELVE MONTHS ENDING THE 31ST DECEMBER 1894.									Average number of accidents during 1891, 1892, and 1893.			TWELVE MONTHS ENDING THE 31ST DECEMBER 1894.								
				Number.			Number of passengers and others.		Number of servants.		Total all classes.					Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	3	2	5	1	1	2	..	...	...	...	..	...	1	2	3	4	3	7	...	18	...	...	...	18
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	16	15	31	10	17	27	1	32	1	9	2	41	3	12	15	5	4	9	...	6	3	6	3	12
3. Collisions between goods trains or parts of goods trains	8	59	67	3	80	83	...	...	2	6	2	6	3	20	23	...	24	24	...	...	...	1	...	1
4. Collisions between light engines	1	22	23	...	14	14	..	...	...	1	...	1	...	6	6	...	6	6	...	...	...	...	..	...
5. Passenger trains or parts of passenger trains leaving the rails	20	32	52	17	24	41	...	..	...	1	...	1	5	30	35	4	28	32	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	16	196	212	10	182	192	..	...	...	2	...	2	3	108	111	2	112	114	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	3	46	49	4	55	59	..	...	...	1	...	1	1	22	23	1	16	17	...	...	1	...	1	...
8. Trains running into stations or sidings at too high a speed	1	5	6	3	7	10	..	10	4	...	4	10	...	4	4	2	15	17	...	...	...	...	...	...
9. Trains running over cattle on the line	2	896	898	4	1,064	1,068	... (a)	... (a)	...	2	...	2	5	975	980	1	989	990	...	... (a)	...	...	...	...
10. Trains running over obstructions on the line	6	96	102	14	74	88	7	3	2	7	9	10	1	48	49	1	47	48	1	4	1	4	...	...
11. Trains running through gates at level-crossings	1	31	32	2	25	27	..	...	1	1	1	1	...	23	2	...	12	12	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines	...	73	73	1	137	138	...	...	...	...	...	...	...	69	69	...	97	97	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	306	306	1	332	333	...	...	...	...	...	...	...	140	140	...	180	180	...	...	...	...	...	...
14. The failure of tyres	1	7	8	...	3	3	...	...	...	...	...	...	...	5	5	...	10	10	...	...	...	...	...	...
15. Ditto of wheels	...	3	3	...	2	2	..	..	...	...	...	...	...	1	1	...	2	2	...	...	...	...	...	...
16. Ditto of axles	1	13	14	1	10	11	...	...	...	...	...	...	2	25	27	3	36	39	...	6	...	5	...	11
17. Ditto of brake apparatus	...	2	2	...	3	3	...	...	...	...	...	...	...	3	3	...	3	3	...	...	...	...	...	...
18. Ditto of couplings	...	82	82	2	60	62	..	7	...	1	..	8	1	121	22	...	122	122	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	3	4	7	2	6	8	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	49	49	...	57	57	...	...	..	..	...	...	...	14	14	...	17	17	...	...	...	...	...	...
21. The flooding of portions of permanent-way	24	26	50	21	68	89	...	...	...	...	...	...	7	40	47	2	52	54	...	...	...	...	...	...
22. Slips in cuttings or embankments	8	34	42	3	37	40	...	...	...	...	...	...	1	5	6	...	3	3	...	...	...	...	...	...
23. Fire in trains	3	106	109	1	44	45	(a)	...	...	...	...	...	1	41	42	...	49	49	...	5	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	1	43	44	...	24	24	1	...	...	...	1	...	...	7	7	...	6	6	...	...	...	...	...	...
25. Other accidents	8	165	173	...	129	129	..	..	...	1	...	1	1	44	45	1	36	37	...	1	...	1	...	2
TOTAL FOR 1894	...	...	...	100	2,456	2,556	(b) 9	(c) 52	10	32	19	84	...	...	...	26	1,869	1,895	(a) 1	40	5	16	6	56
Average of the three previous years	...	...	...	126	2,313	2,439	39	72	10	59	49	131	...	...	...	34	1,766	1,793	4	20	7	12	11	32
Mean mileage worked						11,335												7,051						
Number of servants employed						130,616												52,841						
Train-mileage of all descriptions						45,726,810												19,007,043						
Number of passengers carried						97,943,989												46,665,431						
Passenger-mileage						4,083,240,400												1,780,050,518						
Per mile open—																								
Train-mileage of all descriptions						4,034												2,696						
Number of passengers carried						8,641												6,618						
Passenger-mileage						360,233												252,453						
Total passengers—																								
Killed per million of passengers						0·010												...						
Injured per million of passengers						0·500												0·771						
Killed per million of passenger-miles						...												...						
Injured per million of passenger-miles						0·012												0·020						

	SPECIAL GAUGE LINES.												TOTAL ALL GAUGES.												
	31st Dec. 1894.			Average number of accidents during 1891, 1892, and 1893.			TWELVE MONTHS ENDING 31ST DECEMBER 1894.						Average number of accidents during 1891, 1892, and 1893.			TWELVE MONTHS ENDING THE 31ST DECEMBER 1894.								
							Number.									Number.								
	Number of servants.		Total all classes.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Number of passengers and others.	Number of servants.	Total all classes.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
	Killed.	Injured.																	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	4	4	8	5	4	9	..	18	...	...	...	18	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	3	6	3	12	...	...	...	...	...	...	...	...	19	27	46	15	21	36	1	38	4	15	5	53	2
3. Collisions between goods trains or parts of goods trains	...	1	...	1	...	...	...	...	...	...	...	...	11	79	90	3	104	107	...	...	2	7	2	7	3
4. Collisions between light engines	...	...	..	...	...	...	...	...	...	...	...	...	1	28	29	...	20	20	..	...	...	1	...	1	4
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	1	5	6	...	3	3	...	...	26	67	93	21	55	76	...	...	...	1	...	1	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	1	16	17	...	36	36	...	...	20	320	340	12	330	342	...	...	...	2	...	2	6
7. Trains or engines travelling in the wrong direction through points	1	...	1	...	...	...	...	...	...	...	...	...	4	68	72	5	71	76	...	...	1	1	1	1	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	1	9	10	5	22	27	..	10	4	...	4	10	8
9. Trains running over cattle on the line	...	....	...	...	...	7	7	...	10	10	...	...	7	1,878	1,885	5	2,066	2,068	... (a)	... (a)	...	2	...	2	9
10. Trains running over obstructions on the line	...	...	1	4	...	1	1	...	...	...	...	...	7	145	152	15	121	136	8	7	2	7	10	14	10
11. Trains running through gates at level-crossings	..	..	..	..	...	...	...	...	...	...	...	...	1	54	55	2	37	39	...	...	1	1	1	1	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	12
12(a). The bursting of tubes, etc., of engines	...	...	..	...	...	...	...	1	1	...	...	...	...	142	142	1	235	236	...	...	...	...	...	...	12
13. The failure of machinery, springs, etc., of engines	...	..	..	...	7	7	...	7	7	...	...	...	...	453	453	1	519	520	...	...	...	...	...	...	(a)
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	1	12	13	...	13	13	...	...	...	...	...	...	13
15. Ditto of wheels	...	...	...	...	3	3	...	2	2	...	...	...	...	7	7	...	6	6	...	...	...	...	...	...	14
16. Ditto of axles	...	5	...	11	...	5	5	...	3	3	...	...	3	43	46	4	49	53	...	6	...	5	...	11	15
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	5	5	...	6	6	...	...	...	...	...	...	16
18. Ditto of couplings	...	...	...	...	...	3	3	...	...	...	...	...	1	206	207	2	182	184	...	7	...	1	...	8	17
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	3	4	7	2	6	8	...	...	...	...	...	...	18
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	63	63	...	74	74	...	...	...	...	...	...	19
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
22. Slips in cuttings or embankments	1	3	1	3	...	3	3	...	21	21	..	...	31	69	100	23	141	164	...	...	1	3	1	3	21
23. Fire in trains	...	...	...	...	...	...	...	...	..	...	...	...	9	39	48	3	40	43	...	...	...	...	...	...	22
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	5	...	1	1	...	...	...	...	...	4	148	152	1	93	94	...	5	...	...	...	5	23
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	1	50	51	...	30	30 (a)	1	...	...	...	1	...	24
	...	1	...	2	...	1	1	...	2	2	...	...	9	210	219	1	167	168	...	1	...	2	...	3	25
TOTAL FOR 1894	5	16	6	56	...	...	...	...	85	85	...	...	...	...	...	126	4,410	4,536	(e) 10	(f) 92	15	48	25	140	
Average of the three previous years	7	12	11	32	...	...	...	2	52	54	..	...	...	...	...	162	4,131	4,293	13	92	17	72	60	164	
Mean mileage worked									243									18,629						
Number of servants employed									1,515									184,972						
Train-mileage of all descriptions									385,575									65,118,928						
Number of passengers carried									853,126									145,462,546						
Passenger-mileage									22,619,319									5,885,910,237						
Per mile open—																								
Train-mileage of all descriptions									1,587									3,496						
Number of passengers carried									3,511									7,808						
Passenger-mileage									93,084									315,954						
Total passengers—																								
Killed per million of passengers									...									0·007						
Injured per million of passengers									...									0·584						
Killed per million of passenger-miles									...									...						
Injured per million of passenger-miles									...									0·014						

(a) Not passenger(s). (b) Of these, eight were not passengers. (c) Of these, three were not passengers. (d) Of these, four were not passengers. (e) Of these, nine were not passengers. (f) Of these, seven were not passengers.

ABSTRACT No. 5.

PROPORTION of PASSENGERS KILLED and INJURED on the SEVERAL RAILWAYS open for TRAFFIC in INDIA from causes beyond their own control in passenger-journeys for the years 1884 to 1894.

YEAR.	NUMBER OF PASSENGERS KILLED AND INJURED FROM CAUSES BEYOND THEIR OWN CONTROL, FROM ACCIDENTS TO TRAINS.		Number of Passenger-journeys (inclusive of journeys by season ticket holders).	PROPORTION RETURNED AS KILLED AND INJURED (FROM CAUSES BEYOND THEIR OWN CONTROL) TO NUMBER CARRIED.	
	Killed.	Injured.		Killed.	Injured.
1884	11	50	73,815,119	1 in 6,710,465	1 in 1,476,302
1885	4	33	80,864,779	1 in 20,216,194	1 in 2,450,447
1886	3	43	88,436,318	1 in 29,478,773	1 in 2,056,659
1887	4	62	95,411,779	1 in 23,852,945	1 in 1,538,900
1888	2	26	103,156,013	1 in 51,578,006	1 in 3,967,539
1889	27	155	110,402,383	1 in 4,088,977	1 in 712,273
1890	1	24	113,828,810	1 in 113,828,810	1 in 4,743,700
1891	56	135	122,611,345	1 in 2,189,488	1 in 908,232
1892	8	42	127,230,914	1 in 15,903,864	1 in 3,029,307
1893	51	84	135,262,950	1 in 2,652,215	1 in 1,610,261
1894	1	85	145,462,546	1 in 145,462,546	1 in 1,711,324

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

MEASURES ADOPTED FOR THE DESTRUCTION OF WILD ANIMALS AND VENOMOUS SNAKES DURING THE YEAR 1894.

No. $\frac{15\text{-Public}}{1377-1388}$.

Extract from the Proceedings of the Government of India in the Home Department (Public), dated Simla, the 16th September, 1895.

Read—

Home Department Resolution No. $\frac{14\text{-Public}}{1548-59}$, dated the 20th September 1894, reviewing the reports on the results of the measures adopted for exterminating wild animals and poisonous snakes in British India during the year 1893.

Read also the following letters from Local Governments and Administrations, submitting returns for the year 1894:

From the Government of Madras, No. 276-A., dated the 16th May 1895, and enclosures.

From the Government of Madras, No. 991-A. R., dated the 18th June 1895.

From the Government of Bombay, No. 2954, dated the 17th July 1895, and enclosures.

From the Government of Bengal, No. 3654-J., dated the 4th July 1895, and enclosure.

From the Government of the North-Western Provinces and Oudh, No. 540, dated the 1st June 1895, and enclosures.

From the Government of the Punjab, No. 399, dated the 3rd May 1895, and enclosures.

From the Chief Commissioner of the Central Provinces, No. 4182, dated the 29th May 1895, and enclosures.

From the Chief Commissioner of Burma, No. 41-1 W.-1, dated the 2nd April 1895, and enclosures.

From the Chief Commissioner of Assam, No. $\frac{306\text{-Miscellaneous}}{1856\text{-G.}}$, dated the 9th April 1895, and enclosure.

From the Chief Commissioner of Coorg, No. $\frac{92}{455\text{-}85}$, dated the 18th January 1895, and enclosures.

From the Resident at Hyderabad, No. 88, dated the 5th April 1895, and enclosures.

From the Chief Commissioner of Ajmere-Merwara, No. $\frac{771}{165}$, dated the 8th July 1895, and enclosure.

From the Resident in Mysore, No. $\frac{247}{2386}$, dated the 23rd January 1895, and enclosure.

RESOLUTION.

The statement appended to this Resolution contains the figures returned from the various Provinces regarding the number of human beings and of cattle killed by wild animals or by the bite of poisonous snakes, the number of wild animals of various descriptions, and of snakes, destroyed in each Province, the amount of rewards paid for their destruction, and the number of licenses issued in Form XI under the Indian Arms Act, 1878, free of charge, allowing the possession of arms for purposes of destruction of wild animals or protection of crops. The figures for the year under report (1894) are compared in the statement with those for 1893.

2. The following figures show the loss of human life caused by wild animals that has been reported in these two years:

Province.	Number of persons killed during 1893.	Number of persons killed during 1894.
Madras	274	279
Bombay	38	40
Bengal	1,600	1,693
North-Western Provinces and Oudh	232	279
Punjab	37	40
Central Provinces	256	221
Burma	178	156
Assam	155	145
Coorg	2	1
Hyderabad Assigned Districts	27	37
Ajmere and Merwara	5	2
	2,804	2,893

The figures for each Province show little variation from the preceding year. Of the deaths in Bengal, 939 (as against 860 in 1893) are stated to have been due to "other" (unclassified) animals, mostly jackals, wild boars, and alligators, the latter being very destructive in all districts of the Dacca Division. The deaths due to tigers in Burma had in 1893 risen to 124 from 28 in 1892: the reported figures, however, were believed to be incorrect. Apparently those for the earlier year were defective, as the number of deaths caused by tigers was 108 in the year under report. The Provinces in which the loss of life caused by wild beasts was highest in proportion to population were: Assam, Bengal, Burma and the Central Provinces: the mortality in these Provinces was one in 37,771, 42,142, 48,754 and 48,798 of the population respectively. In Burma the rate of mortality, which had risen in 1893 to one in 42,728, was one in 48,754. Among the whole population of India, one person was killed by wild beasts out of every 76,436, as compared with one in every 78,862 in 1893 and one in every 74,677 in 1892.

3. The number of deaths due to snake-bite in each Province was as follows:

Province.	Number of persons killed by snakes during 1893.	Number of persons killed by snakes during 1894.
Madras	1,498	1,612
Bombay	1,192	1,233
Bengal	10,797	9,856
North-Western Provinces and Oudh	4,847	5,689
Punjab	917	1,037
Central Provinces	1,024	1,087
Burma	499	567
Assam	206	160
Coorg	...	...
Hyderabad Assigned Districts	192	231
Ajmere and Merwara	41	66
	21,213	21,538

Bengal and Assam shew a decrease in the number of deaths, and the other Provinces an increase, the largest increase being that of 842 in the North-Western Provinces and Oudh. The differences between the two years are in most cases fluctuations for which no cause can be assigned with certainty, as slightly more efficient reporting would produce such differences in the figures. In 1892 the deaths caused by snake-bite in the Lower Provinces of Bengal were 9,120, and last year the Government of India observed with regret that the number had risen to 10,797. Though the deaths in Bengal exceed those in other Provinces, there was apparently nothing permanent in the rise, as the number has receded to 9,856 in 1894. The decrease of mortality is ascribed both in Bengal and Assam to the low flood-levels of the year, the snakes not having been dislodged from their usual haunts as happens when the water is high. In Assam the mortality is the lowest recorded in the last ten years. The loss of life from snake-bite was highest in proportion to the population in Bengal, Ajmere and Merwara, the North-Western Provinces and Oudh and the Central Provinces, the figures being one person per 7,239, 8,218, 8,245 and 9,921 in these Provinces respectively. If all the Provinces be taken together, one person was killed in this manner among every 10,267 of the population in 1894, as compared with one in every 10,424 in 1893.

4. The total number of cattle returned as killed by wild animals and snakes was 97,371, against 94,666 in 1893.* It is acknowledged that little reliance can be placed on the accuracy of the total figures, since, especially in the case of deaths of cattle from snake-bite, the reporting is necessarily very defective, the owner having no motive to report and the occurrence often not coming to the knowledge of an official. There was an increase in the total number of cattle killed by wild animals (89,544 to 92,495), and a decrease in the number killed by snakes (5,122 to 4,876). The principal increases in the former figures were, from 8,343 to 10,228 in the Central Provinces, and from 17,446 to 19,594 in Assam. The reported deaths of cattle from snake-bite also in the Central Provinces increased from 95 to 235. 34,194 cattle were killed by tigers, and 33,696 by leopards, the greatest number of the former cases (12,620) being in Assam and of the latter (11,426) in Bengal. It is probable that tigers, leopards, or panthers are not much discriminated in the original returns.

The increase in Assam is ascribed by the Chief Commissioner to more accurate reporting. In the Central Provinces the same explanation has been offered for a continuous increase, but the Chief Commissioner views the statistics in general with distrust, and has desired the special attention of the officer who in each district has been placed in charge of the operations for the destruction of wild animals and snakes, to the reported increasing destruction of cattle. The increase in the last few years has been very large in the Lower Provinces of Bengal, where the average in 1884-86 was 11,792 cattle killed by wild animals, while the number for 1892 was 27,966 and for 1894, 35,519. The Local Government, however, ascribe the rise to better reporting.

5. The number of wild beasts destroyed was 13,447, the total amount of rewards paid being Rs. 1,04,927. The corresponding figures in the previous

* The figure shown for 1893 in the Resolution No. $\frac{14\text{-Public}}{1543\ \ 1549}$ of 20th September 1894 was 90,253. The Bengal Government have since supplied revised figures for 1893, *viz.*, 36,348 in place of 31,935.

year were 15,309 and Rs. 1,04,840. The numbers of the various kinds of wild animals destroyed do not differ much from those in 1893; the chief decrease was in the number of other (unspecified) animals destroyed (4,120 to 3,051): this was chiefly due to a falling-off (2,859 to 2,084) in the figures for Lower Bengal, where the number of "other animals" destroyed still far exceeds that in any other Province. The destructiveness of these animals (wild boars, alligators, etc.) to human life in Bengal has been alluded to in paragraph 2 of this Resolution. In the North-Western Provinces and Oudh (where the total number of animals killed and amount of rewards granted shew a small decrease) Rs. 1,405 were paid for the destruction of 514 bears against Rs. 873 for 316 in the preceding year. It is explained, however, that rewards for 471 bears were paid in the Kumaon Division, and it is suspected that some of the skins were purchased in Nepal and Thibet for the sake of the reward; the Local Government has directed that the matter should be specially enquired into.

6. The number of venomous snakes reported to have been destroyed, and the rewards granted on this account shown in the returns, fell respectively from 117,120 to 102,210 and from Rs. 12,607 to Rs. 10,150. (In 1892, however, the number of snakes killed was returned as only 84,789). In Madras no rewards are paid by the Government for killing snakes. In the Bombay Presidency also, if rewards paid by municipalities be excluded, no rewards were given during 1894 for the destruction of snakes. At one time a large number of venomous snakes (*phursas*) were killed in the Sátára and Ratnagiri districts; this ceased on certain restrictions being introduced in the system of rewards: and the Bombay Government decided to watch the mortality in case it should shew an increase. The Local Government consider that there are not yet sufficient data for a conclusion: but there has been no marked increase in the mortality in these two districts. In Sind 11,812 snakes (for which no rewards were paid) are stated to have been killed, against 6,450 in the preceding year. In the North-Western Provinces and Oudh the payment of rewards by Government has been discontinued since 1891; 14,829 snakes are reported to have been killed in 1894, against 21,139 in 1893. The chief decrease, however, took place in Assam, where the figures for the destruction of snakes were: in 1892, 2,329; in 1893, 9,443; and in 1894, 1,808. The rewards paid in Assam fell from Rs. 2,657 to Rs. 303. Practically the whole decrease took place in the Sylhet district, where 9,132 snakes were killed in 1893 and only 1,515 in 1894. The decrease is ascribed, like the reduced mortality from snake-bite in this Province, to the absence of high floods in 1894. The offer of a reward of Re. 1 per snake by the Local Board of North Sylhet, noticed in the Resolution of the Government of India reviewing the returns for 1893, has had no effect, the number of snakes killed in that sub-division having fallen largely. Thus recent experience in Bombay, the North-Western Provinces and Oudh, and Assam seems to confirm the view, based on earlier experiments, which was expressed in 1890 by the Government of India, that there is little practical utility in a system of rewards for killing snakes. In the Central Provinces (where 1,844 snakes were killed during 1894) the Chief Commissioner has approved a uniform rate of reward, *viz.*, one rupee for each poisonous snake killed: this rate has been brought into operation during 1895, and its effect will be visible hereafter. The largest number of snakes killed (52,063) was, as usual, in Lower Bengal, where Rs. 5,006 were paid as rewards.

7. Besides licenses for purposes of sport, which are issued in Form VIII under the Indian Arms Act, 1878, on payment of a small fee, 15,043 (against 16,321 in the previous year) licenses in Form XI were issued, free of cost, for possession of arms for the purposes of destruction of wild animals or protection of crops. Adding the licenses continued from previous years, the total number of licenses in Form XI in force during 1894 was 64,857, against 69,931 in 1893. The largest decrease in the number in force was in the North-Western Provinces and Oudh (16,827 to 15,035) and the Central Provinces (16,126 to 14,075) where such licenses are still more numerous than in any other Province. In the Central Provinces, however, the accuracy of the figures is considered doubtful. In regard to the decrease in the North-Western Provinces and Oudh, it is stated that greater discrimination was found necessary on the part of District Magistrates in granting licenses in order to secure that licenses are not issued in this Form for purposes which it is not intended to cover.

The Indian Arms Act was applied to the Hyderabad Assigned Districts by Foreign Department Notification No. 1875-I., dated 1st June 1894. The Resident has observed that the grant of licenses in Form IX (corresponding to Form XI) will, in these districts, require careful watching.

8. While the Governor General in Council deplores the loss of life which is annually reported to have been caused by wild beasts and snakes His Excellency in Council has nothing at present to add, on the subject of measures for reducing the mortality caused by wild beasts, to the remarks made in paragraph 7 of the Resolution in this Department of 20th September 1894, reviewing the statistics of 1893. So long as the habits of the natives of the country remain as they are and they continue to go barefooted and sleep upon the ground it will, in the opinion of the Government of India, be vain to expect that the number of deaths from snake-bite will fall to a very material extent. But the Government of India adhere to the opinion, which they expressed in 1890, that the removal of undergrowth and débris in or near village sites cannot fail to reduce the chances of loss of life from this cause. At the same time the Government of India admit that this precaution may be both more useful and more practicable in some parts of the country than in others. In places where vegetable growth is very rapid, it will be difficult to exercise any supervision over keeping it down; though a good deal can be done by the villagers themselves, if they can be convinced of the usefulness of this precaution. It is noticed with satisfaction that attention has generally been given to this subject, although opinions vary as to the amount of good to be expected. Considerable activity in the matter is reported to have been shown by district officers and Local Boards in Madras and Bombay. The Government of Madras, however, are inclined to think that the work of clearance is in many cases not very thoroughly done. In Lower Bengal a good deal has been done by Municipalities, but the villagers remain apathetic, and little, it is stated, can be done to remove the rapidly-growing vegetation of many village sites. The Local Government observes that it is not in those districts where jungle abounds near the houses that the mortality from snake-bite is greatest. In the North-Western Provinces and Oudh, although attention was everywhere paid to clearing inhabited sites, the deaths due to snakes rose from 4,847 to 5,689. In Burma it is expected that the rules regarding village sanitation which

have recently been published will have a beneficial effect in checking the breeding of snakes. In Assam, as already remarked, the mortality from snake-bite was the lowest for many years, and the results are considered by the Chief Commissioner fully to justify the measures which have been adopted for the preservation of human life. The Government of India remain of the opinion that any organised system, such as the appointment of special officers, for the destruction of wild animals and snakes would not be attended by any diminution of the loss of life at all commensurate with the expense which the adoption of such a system would involve. The experiment tried in the Madras Presidency in 1873 resulted in the destruction of 22 tigers and 8 leopards at a cost of Rs. 10,000. At the present time sportsmen and professional shikaris experience year by year greater difficulties in finding tigers to shoot and there is no doubt that the number of these animals in the populous parts of the country is rapidly diminishing. Whenever it is reported that an animal has taken to man-eating measures should, as directed in the Home Department Resolution of 4th December 1890, be promptly taken to exterminate it and Local Governments and Administrations should do all in their power, by the grant of liberal rewards and by requiring local authorities to give special assistance to sportsmen and shikaris, to effect this object. The Government of India adhere to the view expressed in the Resolution just referred to that the grant of rewards for the capture of venomous snakes had not appreciably affected the mortality from snake-bite, and they see no reason to depart from the decision then adopted that the question whether such rewards should be continued or not must be left entirely to the discretion of Local Governments and Administrations.

ORDER.—Ordered that a copy of this Resolution be forwarded to Local Governments and Administrations for information and guidance, and that it be published in the *Gazette of India* for general information.

Also, that a copy be communicated to the Foreign Department.

[True Extract.]

J. P. HEWETT,
Offg. Secretary to the Govt. of India.

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, September 14th, 1895.

During the first few days of the week conditions over India were in progress of recovery from the effects of the rather severe cyclonic storm which advanced on a curved path from the mouth of the Godaveri into Khandesh. This period was marked by a slight to rapid recovery of pressure over the west of the Peninsula and in part over the whole of Western India. During this time pressure decreased moderately steadily from a high pressure area in the south to a low pressure area over the Punjab, and westerly to south-westerly winds prevailed fairly generally, though in the Punjab the directions were variable. On Thursday, the 12th, a change occurred—a large low pressure area appeared over the Bay,—and this feature in the weather gradually increased in importance as the week progressed. There has been a good deal of steady rain over Burma, Bengal, and Assam during the week, and there has also been a fair amount of rain over Madras—more particularly in the south; but elsewhere, after the burst which marked the breaking up of the cyclone previously noticed, rain was very light and scattered, and large parts of the country received hardly any during the week. The weather has been warmer than usual.

Daily Summary—*Sunday, 8th September.*—The barometer was falling over Northern India and Arakan, and rising elsewhere. The rise had been brisk to rapid over the west of the Peninsula, and the depression, which had previously existed there, had filled up. Readings were highest in Malabar and lowest over the Punjab, and westerly to south-westerly winds prevailed, except in the north of the Punjab, where the direction was south-easterly, and in Malabar, where the direction was northerly. Temperature was in considerable to large defect over the west of the Peninsula and in Assam, and in more or less excess elsewhere. Rain had fallen generally over North-Eastern India and Bombay, and, as scattered showers, over the Gangetic plain, the North-West Himalayas, and the Central Provinces.

Monday.—Pressure had increased, except over the Bay and at one or two stations in Northern India. The rise had been rapid over Gujarat, Southern Rajputana, and Central India. The general distribution was practically unaltered, except that a small centre of depression had been developed over the Punjab. The winds had backed somewhat in Bengal, and an irregular cyclonic circulation had appeared over the Punjab, but otherwise the wind directions were little changed. The mean temperature was still low in Assam and East Bengal and in Bombay, and in excess in other parts of the country. Rain had continued to fall over North-Eastern India, the west and head of the Peninsula, and at several central stations. In North-Eastern India the amounts were large.

Tuesday.—Pressure had generally decreased, except in North Bombay, the west of the Central Provinces, Rajputana, Central India, and part of the Punjab and of Sind, where it had risen slowly. Readings were high over the west of the Peninsula, the south of the Bay, and Tenasserim, and low over the Punjab and Gangetic plain. The winds were unchanged. The mean temperature was in large defect over North-Eastern India and in large excess over North-Western India, but elsewhere the variations from the normal were small. Light to moderate general rain was reported over North-Eastern India, but only scattered showers in other places.

Wednesday.—Pressure was increasing over the whole of Northern and Central India, and decreasing over the Peninsula and Lower Burma. The rise had been brisk over the Gangetic plain and North Bengal. The general distribution was little changed, readings remaining high over the west of the Peninsula and south of the Bay and low over the Punjab. The winds were on the whole westerly, but south-easterly to southerly winds were blowing over Burma and

Bengal, and variable winds over the Punjab and along the West Coast. Calms were numerous in the Punjab. The mean temperature remained low in the north-east and generally excessive elsewhere. Rain had again been general over North-Eastern India, but in other parts of India little or none had fallen.

Thursday.—Pressure still decreased over Lower Burma, the south of the Bay, and the Peninsula, and increased over Northern and Central India. The general distribution of pressure was changing, for, while the highest pressures were still reported from Southern India, and the lowest from the Punjab, a large shallow low pressure area was forming over the Bay. The winds were cyclonic around the Bay and generally between west and north elsewhere. The mean temperature remained in excess, except over North-Eastern India, where it was in large defect. Rain had fallen over Bengal and Madras, but elsewhere scattered showers, at most, had been received. In South Madras the amounts had been large for the season.

Friday.—Pressure changes were generally small. In North-Western India the barometer had generally risen, and elsewhere it had generally fallen. The distribution of pressure was the same as on the preceding day. The winds were generally between north and west, but around the Bay the directions were very variable. The mean temperature remained excessive, except over Bengal and Assam. Showers had occurred, except over North-Western India.

Saturday.—The barometer was falling, except in the extreme south, the decrease having been brisk over the whole of Northern India. Pressure remained highest in the extreme south and lowest over the Punjab, while readings remained relatively low over the Bay. The winds were south-westerly in the extreme north-west and between north and west in nearly all other parts of the country. The mean temperature was lower than usual in South Madras and in Assam, and generally in excess elsewhere. Rain had occurred over Lower Burma, the Peninsula, and parts of the Central Provinces.

Temperature.—As mentioned above, there has been during the week under review a good deal of steady, and moderate to heavy, rain over North-Eastern India, and also over the Peninsula—more particularly in the south; while, on the contrary, in other parts of the country the rainfall of the week has been generally light and scattered, and large tracts of country have been quite dry. The effect of this distribution of rainfall on temperature has been well-marked; the mean temperature of Assam and of South Madras having been largely below the normal, while all other parts of the country have had temperatures exceeding the average. The following table gives the variations of the mean temperature from the normal in the different provinces of India for each day of the week:

Province.	September 1895.							Mean variation of week.
	8th	9th	10th	11th	12th	13th	14th	
	°	°	°	°.	°	°	°	°
Burma	+1·0	—0·3	+0·2	+1·1	+1·6	+1·9	+1·3	+1·0
Bengal and Assam	+0·7	—1·2	—1·1	—1·3	—1·0	+0·2	+1·3	—0·3
North-Western Provinces and Oudh	+1·1	+0·6	+1·1	+1·0	+1·2	+0·9	+1·6	+1·1
Punjab	+3·3	+3·4	+2·9	+1·2	+2·0	+2·2	+2·9	+2·6
Bombay	—2·1	—0·3	+0·5	+0·4	+1·0	+1·7	+1·3	+0·4
Central Provinces and Berar	—0·4	—0·1	+0·6	+0·6	+2·4	+2·9	+3·2	+1·3
Central India and Gujarat	+2·5	+1·0	+0·3	—0·3	+0·3	+1·3	+2·0	+1·0
Sind and Rajputana	+2·7	+3·6	+1·3	+0·6	+0·6	+0·7	+1·5	+1·6
Madras	+0·5	+1·5	+1·6	+2·2	+1·2	+0·3	—1·0	+0·9
Mean for whole of India	+1·0	+0·9	+0·8	+0·6	+1·0	+1·3	+1·6	+1·1

The above shows that in Bengal and Assam the mean temperature was 0·3° below the normal and in Bombay and Madras only 0·4° and 0·9° above, while in the other provinces there was an abnormal excess of from 1·0° to 2·6°. The mean

temperature of the whole of India was above the normal average on all days, the general excess being greatest at the close of the week. The warmest day in North-Western India was the 9th, when the average excess was 3½°.

The following were the highest temperatures recorded on each day:

On September	8th	the highest maximum was	109·7°	at	Montgomery.
,,	9th	,, ,,	108·6°	,,	Sirsa.
,,	10th	,, ,,	106·4°	,,	Jacobabad.
,,	11th	,, ,,	104·9°	,,	,,
,,	12th	,, ,,	106·6°	,,	Sirsa.
,,	13th	,, ,,	106·1°	,,	,, and D. I. Khan.
,,	14th	,, ,,	104·6°	,,	,,

The above shows that the hottest region during the week was the south of the Punjab and Upper Sind, and that the height of the daily maximum decreased generally as the week advanced.

Rain.—At the commencement of the week under review rain was received over India from both branches of the monsoon current, moderate to heavy rain having fallen over Bombay as well as over Bengal and Burma on the 8th and 9th. On the 10th, however, accompanying the brisk barometric rise which occurred with the disappearance of the cyclonic storm noticed last week, the fall of rain over Western India ceased, and practically the only rain received over the whole country was from the Bay branch of the monsoon current. This condition lasted until the 12th, when, with the development of a large shallow depression over the Bay, rain became much less general over North-Eastern India; while, on the contrary, it recommenced and became increasingly more general over the Peninsula, till, on the 14th, more or less rain was reported from nearly all parts of the Peninsula, and the fall had almost ceased over Burma and Bengal. The rainfall was heavy in Bombay on the 8th, in North-Eastern India on several days of the week, and in South Madras on the 12th and 13th. No rain whatever was received during the week over a large part of North-Western India, but over the remainder of India, not including North-Eastern India and the Peninsula, light scattered showers were received. The effect of the development of a low pressure area over the Bay was very marked on the distribution of rainfall, the rain over North-Eastern India falling off immediately and simultaneously. The table at the close of the summary gives the rainfall data of the week. The first column shows that four of the rainfall divisions, *viz.*, the Punjab (South and West), Sind, and Rajputana (West), received absolutely no rain during the week, and that five more divisions, *viz.*, the North-Western Provinces (West), the Punjab (Central and Submontane), the Central Provinces (East), Rajputana (East), and Central India (West), received an average fall of less than 0·10 inch for the week. Omitting these divisions, the returns show that the average actual rainfall for the week ranged from 9·26 inches in Asssm (Surma), 7·26 inches in North Bengal, and 6·54 inches in Tenasserim to 0·15 inch in the north-west of the Punjab. According to the normal, the distribution should range from 7·08 inches in Tenasserim and 6·60 inches in Arakan to 0·09 inch in Sind. Consequently, this rough comparison shows that the rainfall was generally heavier than usual in North-Eastern India and generally lighter than usual in North-Western India. The third column of the table gives the excess and defect for each division. Of the fifty-one divisions, for which comparison with the normal is possible, thirty-seven received less and only thirteen more than the average, while one, *viz.*, Lower Burma, had exactly the normal amount. The regions which reported an excess of rain included the following divisions, *viz.*, East, Central and North Bengal, both the Assam divisions, North Bihar, the Bombay Deccan, Khandesh, Hyderabad (South), Madras (Central and South), and the East Coast (Central and South). The principal cases of excess were 3·64 inches in the Brahmaputra division of Assam, 3·39 inches in North Bengal, 2·92 inches in the Surma division, and to 2·31 inches in Eastern Bengal, but, relatively to the normal, the most important case of excess was in the East Coast (South), where the actual rainfall was nearly three times the normal. The most important instances of deficiency

were 2·04 inches in the North-Western Provinces (East), 2·13 inches in Malabar, and 2·21 inches in Coorg, but over a large part of the country the average deficiency exceeded 1 inch.

In Upper Burma there was a good deal of heavy rain during the week, but as no averages are available for comparison, it is not possible to say whether the normal was exceeded or not.

The returns of the sudder stations show that rain fell, on most days throughout the week in Burma; on the first five days of the week in most parts of North-Eastern India; on the first three days of the week in the west of the Peninsula and the central parts of India; on the last three days of the week in the east of the Peninsula, and as occasional scattered showers elsewhere.

The three concluding columns of the table exhibit the state of the seasonal rainfall, *i.e.*, from June 2nd to date. They show that the rainfall for that period has been more or less in excess of the normal in Assam (Brahmaputra), Orissa, Bihar (North), all the North-Western Provinces divisions, except the East, the hill districts of the Punjab, the Bombay Deccan, Khandesh, the Central Provinces (East), Hyderabad (South), and the East Coast (North, Central, and South), and more or less in defect elsewhere. On the whole, however, the variations have not been large, the only cases in which the abnormal deficiency has exceeded 20 per cent. being in Arakan, East, Deltaic and Central Bengal, the Punjab (Central), Mysore, Berar, Gujarat, Kathiawar, Rajputana (East), Central India (West), and Madras (Central).

The following are the more important totals recorded during the week:—Thaton (Tenasserim) 9·56 inches, Rangoon 6·24 inches, Kindat 4·90 inches, Kishorganj (Mymensingh) 13·25 inches, Sunamganj (Sylhet) 19·92 inches, Dhubri 17·56 inches, Sherpur (Bogra) 9·70 inches, Dinhata (Cooch Bihar) 14·72 inches, Araria (Purnea) 6·60 inches, Atur (Salem) 9·68 inches, Panvel (Colaba) 6·98 inches, Chakli (Surat) 5·90 inches, Alamur (Cocanada) 11·04 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending September 14th, 1895.			Rainfall data from June 2nd to September 14th, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, June 2nd to September 14th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	6·54	7·08	— 0·54	130·90	138·61	— 6
	Lower Burma	2·84	2·84	0	64·59	68·67	— 6
	Central Burma	1·51	2·03	— 0·52	34·40	43·09	— 20
	Upper Burma	2·14	?	?	21·09	?	?
	Arakan	2·98	6·60	— 3·62	101·38	142·85	— 29
Bengal and Assam	East Bengal	4·93	2·62	+ 2·31	46·68	63·34	— 26
	Assam (Surma)	9·26	6·34	+ 2·92	104·77	112·44	— 7
	Do. (Brahmaputra)	5·82	2·18	+ 3·64	54·44	49·44	+ 10
	Deltaic Bengal	1·63	1·95	— 0·32	26·27	39·66	— 35
	Central Bengal	3·20	2·33	+ 0·87	28·76	39·50	— 27
	North Bengal	7·26	3·87	+ 3·39	74·16	74·10	0
	Orissa	1·12	2·43	— 1·31	45·74	37·74	+ 21
	Chota Nagpur	0·67	2·44	— 1·77	33·97	39·95	— 15
	Bihar (South)	0·81	1·91	— 1·10	27·16	33·21	— 18
	Do. (North)	2·92	2·38	+ 0·54	41·38	37·53	+ 10
North-Western Provinces and Oudh.	North-Western Provinces (East)	0·06	2·10	— 2·04	27·22	31·15	— 13
	Do. (Submontane) (*a*)	1·11	2·09	— 0·98	34·11	32·80	+ 4
	Oudh (South)	0·44	1·70	— 1·26	30·27	29·21	+ 4
	Do. (North)	0·96	1·91	— 0·95	32·29	31·49	+ 3
	North-Western Provinces (Central).	0·19	1·56	— 1·37	28·64	28·00	+ 2
	North-Western Provinces (West).	0·05	1·25	— 1·20	23·96	23·30	+ 3
	North-Western Provinces (Submontane). (*b*)	0·24	1·42	— 1·18	37·59	35·44	+ 6
Punjab	Punjab (South)	0	0·60	— 0·60	8·85	19·70	— 17
	Do. (Central)	0·06	1·14	— 1·08	13·77	17·37	— 21
	Do. (Submontane)	0·03	1·05	— 1·02	18·17	22·09	— 18
	Do. (Hill Districts)	1·17	1·62	— 0·45	60·88	54·43	+ 12
	Do. (North-West)	0·15	0·77	— 0·62	12·46	14·13	— 12
	Do. (West)	0	0·19	— 0·19	4·89	5·37	— 9
Bombay and Malabar Coast Districts (Madras).	Malabar	0·32	2·45	— 2·13	81·58	87·35	— 7
	Madras (South Central)	1·11	1·57	— 0·46	19·03	19·24	— 1
	Coorg	0·73	2·94	— 2·21	80·68	99·73	— 19
	Mysore	0·84	1·07	— 0·23	14·82	19·92	— 26
	Konkan	2·51	3·96	— 1·45	93·89	102·57	— 8
	Bombay Deccan	1·58	1·20	+ 0·38	23·21	19·78	+ 17
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	1·98	1·75	+ 0·23	18·12	17·54	+ 3
Central Provinces and Berar.	Berar	0·63	1·26	— 0·63	19·50	27·48	— 29
	Central Provinces (West)	1·08	2·26	— 1·18	30·63	34·08	— 10
	Ditto (Central)	0·61	2·24	— 1·63	40·28	44·75	— 10
	Ditto (East)	0·09	2·01	— 1·92	47·69	41·43	+ 15
Bombay (North)	Gujarat	1·79	1·80	— 0·01	28·85	39·33	— 27
	Kathiawar	0·36	0·77	— 0·41	13·48	17·96	— 25
	Sind	0	0·09	— 0·09	3·61	4·29	— 16
Rajputana and Central India.	Central India (East)	0·63	1·23	— 0·60	27·28	32·04	— 15
	Rajputana (East), Central India (West).	0·04	0·74	— 0·70	15·88	24·51	— 36
	Rajputana (West)	0	0·64	— 0·64	11·60	12·45	— 7
Madras	East Coast (North)	1·43	1·66	— 0·23	29·49	20·99	+ 41
	Ditto (ditto) (*a*)	1·60	2·29	— 0·69	43·57	43·87	— 1
	Hyderabad (South)	1·46	1·15	+ 0·31	19·56	17·30	+ 13
	Madras (Central)	1·96	0·99	+ 0·97	10·40	13·21	— 21
	East Coast (Central)	1·12	1·01	+ 0·11	18·22	13·15	+ 38
	Ditto (South)	2·97	1·01	+ 1·96	13·59	12·85	+ 6
	Madras (South)	1·04	0·52	+ 0·52	4·67	5·48	— 15

SIMLA, *19th September 1895.*

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

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 14th September.*—Rainfall generally good, but light on the West Coast, Coimbatore, and Tinnevelly. Agricultural operations are proceeding. The standing crops are generally fair and have been improved by recent showers, but more rain is wanted in parts of Nellore, the Deccan, and the Southern districts. The paddy crops have withered, or are withering in parts of Tinnevelly. Some harvest is going on with generally moderate yield. Pasture and fodder are generally sufficient. Cattle are in good condition. Prices are generally stationary, but some dry grains are slightly dearer in parts of the Deccan and Southern districts.

Bombay.—*For week ending 18th September.*—Good and seasonable rain throughout the Deccan and in Bijapur ; moderate or slight in Gujarat, Konkan, Belgaum, and Dharwar ; none in Kathiawar and Sind. More rain is wanted for the standing crops in parts of Gujarat, Kathiawar, Nasik, Poona, Belgaum, Dharwar, and Kanara. The deficiency of water continues in Sind, and the crops are suffering from drought ; some damage has also been caused by insects and rats in parts of Karachi. Harvesting of the early crops has commenced in parts of Karachi and Ahmednagar. Preparations for the late crops are progressing in eight districts, but sowing is retarded in parts of Ahmednagar and Sholapur owing to excessive moisture. Fodder is sufficient and agricultural stock are in good condition, except in parts of Baroda territory. Prices are normal, except in parts of Ahmednagar and Sholapur, where *jowar* (*Sorghum vulgare*) is cheaper.

Bengal.—*For week ending 16th September.*—There was heavy rain in some of the Northern and Eastern districts ; elsewhere light showers are reported, except in the Burdwan and Presidency divisions. The prospects of the winter rice crop continue so far good, but in several districts more rain is now required. Transplanting operations are nearly finished. Jute is still being cut and steeped in some districts, and the harvesting of autumn rice and other autumn crops is going on. The price of common rice is generally steady, but has fallen in a few districts.

North-Western Provinces and Oudh.—*For week ending 18th September.*—Light rain has been general, and prospects continue favourable. More rain is needed in several districts. The autumn crops are being reaped, and spring sowings are going on. Sugarcane is doing well. Supplies are sufficient, and prices are generally stationary.

Punjab.—*For week ending 18th September.*—Rain has fallen in the Delhi, Lahore, and Rawal Pindi districts. Irrigation of the autumn crops is going on. Ploughings for the spring crops are in progress. Cotton-picking has commenced in Dera Ismail Khan. The crops are generally reported to be in good condition ; but the unirrigated crops are withering in Hissar, Lahore, and Shahpur. Rain is urgently needed in most districts. Cattle are generally in good condition, and fodder is sufficient in all districts, except in Hissar and Lahore. Prices continue high in Umballa, rising in Hissar, Jullundur, and Peshawar, normal in Delhi and Ferozepore, and low elsewhere.

Central Provinces.—*For week ending 18th September.*—Weather cloudy and warm with slight rain, except in Seoni, Nimar, Nagpur, and Damoh. More rain is wanted in Jubbulpore and also in Damoh. The prospects of the autumn crops are generally good, while in Nimar prospects are excellent. Harvesting of rice has commenced in Narsinghpur. The recent rainfall in Seoni has greatly improved the rice crops in that district, and harvesting of millet is in full swing there. Preparation for the winter sowings are progressing. Prices are steady, except the price of gram which has risen in Narsinghpur.

Burma.—*For week ending 14th September.*—In Lower Burma agricultural operations are approaching completion. The standing crops promise well, except in part of the Tharrawaddy district, where rain is badly wanted, and in the Paungde and Thegon townships of the Prome district, where prospects are poor. In Upper Burma sowing and transplanting of lowland paddy are progressing in most districts, and have been completed in some. The rainfall has been general and fairly sufficient, but more rain is required in places. The crop prospects have much improved, and are now good everywhere, except in the Lower Chindwin district and the Minzu and Singaing townships of the Kyaukse district, where about a two-thirds average outturn is expected. Sowing of *jowar* (*Sorghum vulgare*) continues in Lower Chindwin and Magwe and of the later sesamum in Sagaing and Myingyan. Reaping of dry-weather paddy in Tilin, Pakokku district, and of early wet-weather paddy in the Southern Shan States has been completed. Reaping of hillside paddy in the Northern Shan States is in progress. The price of paddy has fallen slightly in Rangoon, Pegu, Prome, Magwe, and Myingyan ; elsewhere prices are stationary.

Assam.—*For week ending 17th September.*—Weather seasonable. Harvesting of the early and transplanting of the late rice are progressing. Tea is doing well. The condition of cattle is fair. The fodder-supply is insufficient in places, but water is sufficient.

Mysore and Coorg.—*For week ending 18th September.*—MYSORE : Good rain in Chitaldroog, Tumkur, and Kolar ; slight elsewhere. More rain is wanted generally. The standing crops are in fair condition. Prices have fallen in Hassan, Bangalore, and Chitaldroog.

COORG : Rainfall moderate. Transplanting of rice is nearly completed. The coffee and *ragi* (*Eleusine coracana*) crops are maturing. Picking of cardamoms has commenced. Fodder and water for cattle are abundant. Prices are normal.

Berar and Hyderabad.—*For week ending 18th September.*—BERAR : Weather warm and cloudy with occasional light showers. The present condition of the crops is reported to be satisfactory in Basim, Buldana, and Wun, but the crops are withering in the remainder of the province through insufficient

rainfall. Preparation of land for the ensuing winter crops is in progress. Weeding operations continue. Scarcity of fodder and water prevails in the Khamgaon taluka. Prices are fluctuating in Wun, but are steady elsewhere.

HYDERABAD :—Rainfall good. The standing autumn crops are in good condition. The spring sowings are still in progress. Agricultural prospects are favourable. Prices continue normal.

Central India.—*For week ending 18th September.*—Rain fell throughout Central India during the week, except in Gwalior. More rain is still wanted in some districts in Gwalior and in Baghelkhand. Agricultural operations are in progress in all Agencies. The crops have been slightly damaged in part of Bhopawar and in one district of Gwalior for want of rain; elsewhere the crops are in good condition. Pasturage is good and sufficient in all Agencies, except in two districts of Gwalior. Prices are high in Bhopal and Goona, but are normal elsewhere.

Rajputana.—*For week ending 18th September.*—Rainfall good in Meywar. More rain is needed in Ajmere, Haraoti, Jeypore, and Ulwar. Agricultural operations are satisfactory. Prospects are unfavourable in Jeypore, where the crops are suffering for want of rain. Want of rain is also felt in Ulwar. Pasturage and fodder are generally sufficient. Prices are rising in three States, falling in one, and steady elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 17th September.*—Rainfall moderate. Indian-corn is being harvested; the other standing crops are excellent. Prices are still somewhat above normal.

JAMMU PROVINCE.—*For week ending 18th September.*—No rain. Weather clear. The crops are suffering for want of rain. Fodder is sufficient. Prices are rising.

Nepal.—*For week ending 14th September.*—Heavy rain and thunderstorms, especially in the hills during the week. Lowland rice is doing well; upland rice is still being reaped.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

No. $\frac{16}{19-3}$.

Extract from the Proceedings of the Government of India in the Department of Revenue and Agriculture (Civil Veterinary Administration),—dated the 17th September, 1895.

Read—

Government of India Resolution No. $\frac{26}{133}$, dated 4th July 1893.

Circular to Local Governments and Administrations, No. 41—47, dated 27th October 1893.

Read also—

Letter from Agent to the Governor General, Rajputana, No. 107-C., dated 5th December 1893.

Endorsement from the Foreign Department, No. 4277-I., dated 16th December 1893.

Letter from the Chief Commissioner, Burma, No. 227—IV-9, dated 9th March 1894.

Letter from the Chief Secretary to the Government of the North-Western Provinces and Oudh, No. 771, dated 26th March 1894.

Letter from the Secretary to the Government of Madras, No. 256, dated 13th April 1894.

Letter from the Secretary to the Government of Bengal, No. 2397, dated 28th April 1894.

Endorsement from the Foreign Department, No. 1671-I., dated 17th May 1894.

Letter from the Secretary to the Government of Punjab, No. 113-S., dated 4th June 1894.

Letter from the Resident, Hyderabad, No. 214, dated 11th July 1894.

Letter from the Secretary to the Government of Madras, No. 487, dated 9th July 1894.

Letter from the Chief Commissioner, Central Provinces, No. C.-614, dated 11th August 1894.

Letter to the Secretary to the Government of Madras, No. $\frac{2395}{52}$, dated 3rd September 1894.

Letter from the Secretary to the Government of Punjab, No. 806-S., dated 8th September 1894.

Letter from the Secretary to the Government of Madras, No. 588, dated 10th August 1894.

Letter from the Secretary to the Government of Bombay, No. 448, dated 19th January 1895.

Letter from the Secretary to the Government of Bombay, No. 3368, dated 6th May 1895.

RESOLUTION.

The establishment of a superior staff for the Civil Veterinary Department, which was sanctioned by the Secretary of State in his Despatch No. 18 (Revenue), dated the 18th February 1892, was intended only as the initial step towards the organization of a complete Veterinary Department for India. The consideration of the strength and constitution of the subordinate staff

was, however, deferred until the veterinary officers appointed should have acquired some practical experience of the requirements of their respective charges, and be in a position to advise Government on the subject. In September 1893 the question was discussed by a Conference of veterinary officers, and their proposals were laid before the Agricultural Conference of October 1893, which adopted them practically as they stood. These proposals were forwarded with the Circular from this Department, No. 4½, dated 27th October 1893, to all Local Governments and Administrations for opinion; and in that Circular, as well as in the Resolution of the Government of India, No. 26—133, dated 4th July 1893, certain information was called for and proposals invited regarding the strength and cost of the Subordinate Veterinary Establishment, present and future, the duties to be assigned to them, and the course and system of veterinary instruction to be adopted. The replies from Local Governments have now been received and considered, and the following are the general conclusions which the Governor General in Council has formed on the subject. It will be seen that it is proposed to modify the scheme as formulated in 1893 in some important respects; and it will be well to state the reasons for doing so with some fulness.

2. The subject falls naturally under the following main heads:—

i.—The Subordinate Establishment;
ii.—The Inspecting Establishment;
iii.—Schools and Colleges;

and it will be convenient to consider them in the above order. The question of strengthening the superior staff of the Civil Veterinary Department is one which may possibly have to be taken up at some future date, but it must await the further development of the present scheme, and need not therefore be discussed in connection with the proposals now under consideration.

3. The scheme as originally framed was open to the objection that it was too rigid, that it was not based upon the principle of requiring that local work should be paid for out of local funds, and that it did not sufficiently recognise the necessity of adapting the proposals to local circumstances so as to make them acceptable to local bodies. It is undesirable to strive after absolute uniformity throughout India in a matter that concerns men on Rs. 20 or Rs. 30 a month, whose chief business is with the tillers of the soil. What is required for the subordinate staff is a body of fairly qualified men who will work in the districts and villages, and among the people, and whose principal charge, since arrangements have already been made for the care of Government animals, will be stock belonging to private persons, and chiefly cattle, the number of which far exceeds the number of horses, mules, and donkeys. This being the case, it follows that the men should be paid from local funds, not only because the services they will render are essentially services which should be paid from that source, but also because, if they are Government servants, the people will be far less likely to get good work out of them than if their appointment, promotion, and dismissal rest solely with the local bodies. It is the main feature of the scheme as now formulated, that the district staff should be paid by the local bodies whom they are to serve, Government undertaking to supply a body of trained men for the purpose, and only the inspecting establishment necessary for the supervision of their work being paid for from Provincial funds.

4. The scheme, therefore, must be one which local bodies will accept. The men to be appointed to the subordinate district establishments will have to make their way, indeed to learn their work by practice; and they will have to gain the confidence of the people. It is possible that not much good will result at first, but everything must have a beginning, and the good to be attained in the end is incalculable. In view of the great annual loss to India from deaths by cattle-disease which very moderate skill might prevent, the Government of India are of opinion that every legitimate means should be employed to induce local bodies to introduce the system. Where the people who pay and administer the local cess are themselves the cultivators, and therefore the cattle owners of the district, but little difficulty will probably be experienced in doing so; but where such difficulty is experienced Government might assist in the first instance either by grants-in-aid, as is done at present in Bombay, or even by employing a small staff wholly at its own expense, as it is proposed to do in the Central Provinces and Bengal. But it is believed that such aid will seldom be required; and even when it is given in the first instance, it should gradually be withdrawn as the system gains ground with the people. Government might also, in places where circumstances justify their doing so, make some small permanent contribution towards the cost of the subordinate establishment, on condition that all animals the property of Government on an emergency, as well as branded mares and their stock by Government sires, are attended free, and that colts are castrated gratis. Subject to this exception, the ultimate object to be aimed at is the entire support of the subordinate establishments by local funds. Courts of Wards and Government Estates might also in many cases employ Veterinary Assistants. It is hoped that some day every tahsil in India will have at least one itinerant veterinary assistant, every municipality of any importance a veterinary dispensary, to the cost of which the municipal and district funds should alike contribute, and every three or four districts a Senior Veterinary Assistant.

5. The question has been raised whether local bodies are legally competent to spend their funds on the maintenance of veterinary assistants and dispensaries. In some provinces this difficulty has not arisen, and existing district establishments are paid either wholly or in part from local funds. It is probable that where objections have been raised on this ground they have been raised for the most part in order to evade expenditure. The matter is one of the utmost importance to the people, and if in any province the law does not cover expenditure of the kind contemplated, it should be amended. The Government of India will be glad to receive the proposals of Local Governments on this point wherever the law is held not to cover the object in view.

6. The Government of India do not propose to constitute, as in the case of the Medical Department, an organized pensionable service for the Subordinate Veterinary Establishment. To do so might lead to difficulties when the men are employed by local bodies; and in this matter the Government of India would prefer to follow the example of the Educational rather than that of the Medical Department. Local bodies are to be asked to spend money for a new and unfamiliar purpose, and it is essential to the success of the scheme that the proposals should be made as acceptable to them as possible. To ask them to pay a Government servant, which is what the scheme prepared by the Committee of veterinary officers amounts to, would not, in the opinion of the

Government of India, conduce to its acceptance by them. If any local body contributes for pension, all must do so, or the interchange of men which is sometimes advisable would become impossible; and there seems to be no sufficient reason for burdening local funds with claims for pension, when there is no likelihood of there being any lack of candidates for employment, even without any promise or prospect of pension. The existence of a pensionary claim not unfrequently makes it difficult for Government to get rid of inefficient men, and the Government of India are strongly opposed to local bodies being hampered in the same way.

7. As regards the district establishments to be employed, Government will provide for the training of qualified men; and having done so, will insist that public money, including local funds, shall not be spent on the employment of any others after due provision has been made for the cases of men already employed. The pay of the different grades proposed for establishment paid from Provincial revenues is shown in paragraph 9 below. As regards the subordinate establishments employed and paid by local bodies, the Government of India do not propose to prescribe a fixed rate of pay for each grade, as to do so would be to deprive individual Boards of the benefit of any local advantages (such as salubrity of climate, or the existence of good school) that they may enjoy, would condemn such Boards as have none to inefficient service, and would take away all inducement to good work which cannot be tested by examination. A *maximum* scale should however be fixed for each Province, to prevent jobbery. The scale suggested in paragraph 9 below might be taken as a basis; but the Government of India leave it to Local Governments to fix the actual scales, as it is improbable that the same scale would be suited to the varying circumstances of different Provinces. Local bodies should be allowed to pay any of their employés who fulfil the conditions for promotion to a certain grade, up to but not beyond the pay of that grade, and any departure from this rule would require the special sanction of Government. In order, however, to offer some certainty of prospects to students appointed in the first instance to the lowest grade, it would be well to fix some such sum as Rs. 15 per mensem as the minimum pay after the first three years of service. No allowance need be given for a knowledge of English. The grant of pony allowance will be left to Local Governments to decide, subject only to the condition that if it is given in one district of a Province it should ordinarily be given in all and at the same rates, or it will be used as a means of evading the maximum. It will be necessary for Local Governments to frame rules under their District Board and Municipal Acts to enforce these principles.

8. In order to supervise effectually the work of the subordinate establishment, a more highly qualified staff will be required; and as the inspection will remain in the hands of Government, even if District Boards ultimately contribute towards its cost, the same objections to the organization of a pensioned service do not apply as in the case of the subordinate establishment. For the work of inspection picked men are required, and as the inspecting staff will be recruited from the Bombay and Lahore Colleges only, a uniform scale of salaries can be prescribed, it being left to the Local Government in such places as Burma and Baluchistan to propose any local allowances that may be considered necessary.

9. As regards the scale of pay proposed by the Veterinary Conference, the Government of India are of opinion that it has been fixed too high. The amount of work to be done is so large that it will be better to have three men on lower pay in a district than one on higher. Moreover, they do not think it advisable that veterinary officers should receive higher pay than officers in the medical service now receive. Hospital Assistants are under training for four and Assistant Surgeons for five years, while the course prescribed for Veterinary Assistants is two and for Senior Veterinary Assistants three years only. Again, it is not desirable that the pay of the subordinate and inspecting establishments should be made continuous, as the latter will be of altogether superior standing and qualifications. The scale which the Government of India consider generally appropriate for Veterinary Assistants and Senior Veterinary Assistants is shown in the following table, and is compared with the corresponding scale for the medical service and with that proposed by the Veterinary Conference:—

Medical.			Veterinary.		
				Proposed by Conference.	Approved by the Government of India.
Assistant Surgeons.	Rs.		*Senior Veterinary Assistants.*	Rs.	Rs. (With pension, but 10 per cent. to be deducted for ignorance of English.)
After 14 years' service ...	200		1st grade ...	200—250	175
7—14 ditto ...	150		2nd grade ...	150—200	135
Up to 7 ditto ...	100		3rd grade ...	100—150	100
	With English.	Without English.		With English.	Without English.	
Hospital Assistants.	Rs.	Rs.	*Veterinary Assistants.*	Rs.	Rs.	Rs.
After 14 years' service ...	55	35	1st grade ...	75—100	70—95	40
7—14 ditto ...	35	25	2nd grade ...	50—75	45—70	30
Up to 7 ditto ...	25	20	3rd grade ...	25—50	25—50	20
	With pension, local allowances, and personal allowances for good service in special cases with sanction.			With pension and pony allowance.		No pension; pony allowance doubtful.

A deduction of 10 per cent. should be made from the pay of every Senior Assistant who has not passed in English. The question of granting extra allowances for long and approved service may be considered hereafter. The opinion of Local Governments upon this scale is desired by the Government of India together with proposals for local allowances where they are considered necessary.

10. Promotion from grade to grade should be made dependent on two conditions, *viz.*,—

(1) seven years' service in the next lower grade; and

(2) passing an examination.

The examination for grade promotions should be held annually, that for Senior Veterinary Assistants being conducted by the Staff of the Provincial School,

while that for Veterinary Assistants, *which will be almost entirely practical*, would be held by the Superintendents of the various Provincial Civil Veterinary Departments. The question of private practice is one which is intimately connected with the subject of pay. The Veterinary Conference proposed that Veterinary Assistants should be allowed to engage in private practice unless specially debarred therefrom by the orders of the Local Government, but the Government of India doubt whether such practice would be compatible with the due performance of their duties by inspecting officers or itinerating assistants. On the other hand, it will probably be undertaken whether forbidden or not; while it may help the growth of confidence in the skill of the men. On the whole, they would make it a rule that members of the Provincial Service should not be allowed to engage in private practice, and would leave local bodies to make their own rules in the matter for their veterinary assistants, it being understood that the following kinds of work should always be performed gratuitously:—

(*a*) attending all animals, the property of Government, on emergency, *e.g.*, in the absence of the Government salutri;
(*b*) attending branded mares and their stock by Government sires;
(*c*) the castration of colts.

These are the proposals which commend themselves to the Government of India; but they will be glad to receive any criticisms or suggestions from Local Governments.

11. Turning now to the question of schools and colleges, the Government of India agree to the proposal of the Punjab Government that the school at Lahore should add a third year to its course and rank as a 'College. The length of the course for a college diploma will be three years, and for a school certificate two years; a school certificate being obtainable at the Bombay and Lahore Colleges as well as at the schools already established at Calcutta, Rangoon, and Ajmere. It is not thought advisable at present to add to the number of schools until the permanent demand increases with the extension of the subordinate service. The curricula at the schools need not be identical so long as the standard is fairly uniform, but the course should conform as far as possible with the two years' course in the colleges. The question of the curriculum to be followed at both schools and colleges should be separately considered, and a Board should, as proposed by the Veterinary Committee, be constituted to advise Local Governments in the matter. The examinations for diplomas and certificates should be held annually by a Board locally appointed for the purpose, consisting of one or more officers of the Army Veterinary Department, an officer of the Civil Veterinary Department when one is available and, in order to secure uniformity of standard, the Assistant to the Inspector-General, Civil Veterinary Department. No one will be appointed a Senior Veterinary Assistant unless he has obtained a college diploma, or a Veterinary Assistant unless he has obtained a school certificate; and this condition will apply equally to all subordinates appointed by the Court of Wards or by local bodies. But as regards these matters also the criticisms and suggestions of Local Governments will be welcome.

12. As regards the School and College Staff, the Government of India are of opinion that they should be kept separate and distinct from the inspecting and subordinate services; otherwise, if an appointment of a particular grade is sanctioned in a school or college, the officer holding the appointment will wish to leave as soon as he qualifies for the next grade. The circumstances of capital towns differ greatly from place to place and from those of districts; and it would therefore seem preferable to sanction definite appointments for schools and colleges, as at present, quite distinct from the new service to be created. The Government of India will be glad to receive the opinions of the various Local Governments on this suggestion.

13. The foregoing paragraphs explain the general principles upon which the Government of India, as at present advised, desire to organize the Subordinate Veterinary Service which it is intended to create, and it remains for Local Governments to make definite proposals for giving effect to these principles in their several Provinces. In paragraph 6 of the Circular of the 27th October 1893, Local Governments were asked for a return showing the existing subordinate veterinary establishments as they stood on the 1st October 1893, as well as the cost and strength of the establishment which they proposed to adopt if the system of grading advocated by the Veterinary Conference was carried out. The required information has in the majority of cases been supplied, but the proposals that have been made will now have to be revised in accordance with the general principles formulated above. Moreover, the proposals framed by many Provinces relate rather to what may be hoped for in the distant future, than to what is possible within the next few years. With a view therefore to the settlement of the question for the present, the Government of India desire to be furnished with definite proposals by the several Local Governments and Administrations in order to give early effect to the general scheme; and especially as to the additional establishment which they propose to employ. So far as Provincial expenditure is concerned, the proposals should represent the maximum up to which the Provinces will be prepared to work within the next five years. As regards charges debitable to local funds, the proposals will merely indicate the establishment which in the opinion of the Local Government they may reasonably hope to work up to within that period, without, however, limiting the local expenditure to any fixed amount.

No. $\frac{16}{19-3}$.

The Government of Madras.
" " Bombay.
" " Bengal.
" " the North-Western Provinces and Oudh.
" " the Punjab.
" Chief Commissioner, Central Provinces.
" " " Burma.
" " " Ajmere.
" Resident at Hyderabad.

ORDER.—Ordered that a copy of the above Resolution be forwarded to the Local Governments and Administrations noted in the margin for information and favour of submission of the opinions and information called for.

Ordered also, that a copy be forwarded to the Foreign Department for communication to the Agents, Governor General, Rajputana and Baluchistan, for information and favour of submission of the required opinions and information.

Ordered also that a copy be forwarded to the Military and Finance Departments and the Inspector General, Civil Veterinary Department, for information.

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

[True Extract.]

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 8TH SEPTEMBER 1894, AND FROM 1ST JULY TO 7TH SEPTEMBER 1895.

N.B.—As regards the figures in column *Total Earnings from 1st July 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 2nd-half of 1894.	Week ending 8th September 1894.			Week ending 7th September 1895.			Earnings from 1st July to 8th September 1894.	Earnings from 1st July to 7th September 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	556	1,683	8,55,441	508	1,710	9,29,721	544	82,53,304	82,11,282	...	42,022
Bengal-Nágpur	109	862	75,631	88	892	97,160	78	7,00,547	6,75,614	...	30,933
Indian Midland (*a*)	132	752	64,770	86	752	64,024	85	8,23,169	6,51,541	...	1,71,628
Bezwada Extension	198	21	3,173	151	21	1,579	75	33,968	26,420	...	7,548
Metre gauge—											
Rajputana-Malwa (*b*)	236	1,719	2,73,441	159	1,789	3,13,030	175	35,61,408	31,32,120	...	3,29,288
Pálanpur-Deesa	37	17	304	23	17	910	54	4,042	6,501	1,859	...
South Indian	154	1,042	1,54,329	148	1,042	1,83,868	176	15,47,470	16,70,533	1,23,043	...
Máyavaram-Mutupet	82	54	4,107	76	54	4,852	90	38,999	47,832	8,833	...
Southern Mahratta (*c*)	90	1,165	88,617	76	1,105	1,12,219	96	10,40,980	10,41,000	29	...
Bengal and North-Western (*d*)	121	756	70,344	93	756	77,380	102	8,67,225	7,81,086	...	86,139
Rohilkund and Kumaon (Lucknow-Bareilly section)	87	200	9,560	48	200	7,823	39	1,04,516	99,945	...	4,571
Assam-Bengal	...	...	...	...	128	5,455	43	...	50,051	50,051	...
TOTAL	232	8,271	15,99,807	193	8,496	17,68,021	208	1,68,82,248	1,63,99,934	...	4,82,314
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	242	2,511	5,52,953	220	2,548	5,02,343	197	53,42,822	59,66,137	6,53,315	...
Oudh and Rohilkhand (state)	238	797	1,06,254	133	797	1,47,030	184	16,83,700	15,38,280	...	1,45,480
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	382	813	3,05,346	376	813	3,40,930	419	24,00,176	24,07,640	7,464	...
Bengal Central (*f*)	127	125	13,989	112	125	19,120	153	1,41,485	1,55,320	13,835	...
East Coast (state)	90	321	19,199	60	426	24,778	58	2,55,550	3,09,477	53,927	...
Metre gauge—											
Burma (state)	131	730	85,719	117	746	1,01,957	137	9,79,220	9,71,059	...	8,161
Special gauges—											
Jorhát (state provincial)	61	25	1,671	67	25	1,949	78	18,615	19,750	1,135	...
Cherra-Companyganj (state provincial)	59	8	552	69	8	510	64	4,256	3,582	...	674
TOTAL	235	5,330	10,85,683	204	5,488	11,38,617	207	1,08,25,884	1,14,01,245	5,75,361	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	341	1,490	3,66,630	246	1,490	3,55,665	239	30,60,232	35,72,709	...	3,87,523
Bombay, Baroda and Central India	530	461	1,05,362	359	461	2,20,000	477	19,06,966	19,80,6 3	73,657	...
Madras	236	840	1,78,265	212	840	1,91,864	228	19,60,065	20,45,654	85,589	...
TOTAL	340	2,791	7,10,257	254	2,791	7,67,529	275	78,27,263	75,98,980	...	2,28,277
TOTAL (GUARANTEED AND STATE) Assisted companies.	251	10,392	23,95,747	207	16,775	36,74,107	219	3,55,35,395	3,54,00,105	...	1,35,230
Standard gauge—											
Delhi-Umballa-Kalka	152	161	18,157	113	161	23,676	147	2,14,385	2,20,745	15,360	...
Tarkessur	222	22	4,885	222	22	4,326	197	40,849	48,708	1,859	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	116	67	4,471	67	66	6,824	103	63,291	77,018	13,727	...
Bengal Dooars	148	36	4,049	112	36	6,910	192	44,023	51,890	7,867	...
Dibru-Sadiya	130	78	11,815	151	78	10,480	134	1,12,651	1,09,622	...	3,029
Special gauge—											
Darjeeling-Himalayan	248	51	11,899	233	51	13,272	260	1,13,291	1,17,714	4,423	...
TOTAL	157	415	55,276	133	414	65,488	158	5,94,490	6,34,697	40,207	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
Bína Guna	...	...	...	...	73	850	12	...	9,091	9,091	...
The Nizam's guaranteed state	171	333	49,185	145	333	49,005	147	5,35,769	4,98,973	...	36,796
The Gaekwar's Petlád	89	13	957	74	13	1,500	115	10,104	10,237	133	...
Rájpura-Bhátinda	257	108	27,218	252	108	17,519	162	2,29,290	2,16,943	...	12,347
Kolar Gold-fields	241	10	2,937	294	10	2,349	235	28,384	32,814	4,430	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	87	362	27,735	77	362	35,379	98	2,93,322	3,22,857	29,535	...
The Gaekwar's Mehsána	60	93	3,956	43	93	3,660	39	41,707	38,935	...	2,772
Kolhápur	71	29	1,802	62	29	2,107	73	19,166	19,392	226	...
Special gauge—											
The Gaekwar's Dabhoi	47	72	2,906	40	72	3,520	49	24,662	27,437	2,775	...
Cooch Behar	40	22	890	40	22	680	31	7,089	5,540	...	1,549
TOTAL	126	1,042	1,16,586	112	1,115	1,16,569	105	11,89,493	11,82,219	...	7,274
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	81	334	23,689	71	334	22,095	66	2,06,043	1,85,835	...	20,208
Jetalsar-Rájkot	61	46	2,936	64	46	3,150	68	24,109	26,781	2,672	...
Jodhpur-Bickaneer	48	364	18,604	51	364	15,700	43	1,88,471	1,44,817	...	43,654
Oodeypore-Chitor	...	...	...	...	61	1,020	17	...	(*i*) 4,611	4,611	...
Special gauge—											
Morvi	56	94	5,294	56	94	5,632	60	45,469	53,147	7,678	...
TOTAL	63	838	50,523	60	899	47,597	53	4,64,092	4,15,191	...	48,901
GRAND TOTAL	234	18,687	36,18,132	194	19,203	39,03,821	203	3,77,83,470	3,76,32,272	...	1,51,198

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Includes the Guntakal-Mysore frontier section.
(*d*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*e*) Includes the Jammu and Kashmir, the Hyderabad-Shadipalli and the Wazirabad-Lyallpur railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.
(*i*) Total earnings from 1st August to 7th September 1895.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 19th September 1895.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. XXI OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	Week ending 8th September 1894.			Week ending 7th September 1895.			Earnings from 1st April to 8th September 1894.	Earnings from 1st April to 7th September 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	599	1,683	8,55,441	508	1,710	9,29,721	544	2,20,04,140	2,28,89,853	8,85,413	...
Bengal-Nágpur	152	892	75,631	88	862	67,160	78	25,80,978	26,65,586	78,608	...
Indian Midland (*a*)	144	752	64,770	86	752	64,024	85	24,41,776	19,06,634	...	5,35,142
Bezwada Extension	170	21	3,173	151	21	1,579	75	97,982	68,663	681	...
Metre gauge—											
Rajputana-Malwa (*b*)	279	1,719	2,73,441	159	1,789	3,13,030	175	1,09,86,453	1,04,48,024	...	5,38,429
Pálanpur-Deesa	44	17	304	23	17	910	54	15,458	18,225	2,767	...
South Indian	154	1,042	1,54,329	148	1,042	1,83,868	176	36,72,825	40,55,122	3,82,297	...
Máyavaram-Mutupet	75	54	4,107	76	54	4,852	90	(*c*) 87,550	1,13,733	26,183	...
Southern Mahratta (*d*)	105	1,105	88,617	76	1,105	1,12,219	96	29,76,466	30,35,400	58,940	...
Bengal and North-Western (*e*)	140	756	70,344	93	756	77,380	102	20,03,495	24,29,141	...	1,74,354
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	9,560	48	200	7,823	39	3,54,340	3,28,517	...	25,823
Assam Bengal	...	...	...	...	128	5,455	43	...	(*f*) 50,051	56,051	...
TOTAL	259	8,271	15,99,807	193	8,496	17,68,021	208	4,77,07,763	4,80,14,955	2,17,192	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*g*)	252	2,511	5,52,953	220	2,548	5,02,343	197	1,36,73,452	1,66,05,750	29,32,298	...
Oudh and Rohilkhand (state)	270	797	1,06,254	133	797	1,47,030	184	46,39,800	44,35,402	...	2,04,398
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	339	813	3,05,346	376	813	3,40,930	419	51,52,646	52,07,720	55,074	...
Bengal Central (*h*)	130	125	13,989	112	125	19,120	153	3,49,039	3,63,495	13,856	...
East Coast (state)	99	321	19,199	60	426	24,778	58	6,69,777	8,41,880	1,72,103	...
Metre gauge—											
Burma (state)	164	730	85,719	117	746	1,01,957	137	25,45,397	26,96,637	1,51,240	...
Special gauges—											
Jorhát (state provincial)	55	25	1,671	67	25	1,949	78	35,248	41,088	5,840	...
Cherra-Companyganj (state provincial)	64	8	552	69	8	510	64	10,794	8,071	...	2,723
TOTAL	243	5,330	10,85,683	204	5,488	11,38,617	207	2,70,76,753	3,02,00,043	31,23,290	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	442	1,490	3,66,630	246	1,490	3,55,665	239	1,47,84,500	1,29,74,312	...	18,10,188
Bombay, Baroda and Central India	678	461	1,05,362	359	461	2,20,000	477	72,50,255	81,81,441	9,31,186	...
Madras	243	840	1,78,265	212	840	1,91,864	228	46,05,373	49,42,402	3,37,029	...
TOTAL	421	2,791	7,10,257	254	2,791	7,67,529	275	2,66,40,128	2,60,98,155	...	5,41,973
TOTAL (GUARANTEED AND STATE) Assisted companies.	281	16,392	33,95,747	207	16,775	36,74,167	219	10,15,14,644	10,43,13,153	27,98,509	...
Standard gauge—											
Delhi-Umballa-Kalka	165	161	18,157	113	161	23,676	147	5,91,150	6,31,004	39,854	...
Tarkessur	269	22	4,885	222	22	4,326	197	1,39,823	1,37,625	...	2,198
Metre gauge—											
Rohilkund and Kumaon (Company's section)	121	67	4,471	67	66	6,824	103	1,98,512	2,09,306	10,794	...
Bengal Dooars	161	36	4,049	112	36	6,910	192	81,000	1,01,520	20,520	...
Dibru-Sadiya	136	78	11,815	151	78	10,480	134	2,42,918	2,52,344	9,426	...
Special gauge—											
Darjeeling-Himalayan	249	51	11,899	233	51	13,272	260	2,88,352	3,53,069	64,717	...
TOTAL	164	415	55,276	133	414	65,488	158	15,41,755	16,84,868	1,43,113	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
Bína Guna	...	...	...	...	73	850	12	...	(*j*) 14,300	14,300	...
The Nizam's guaranteed state	187	333	48,185	145	333	49,005	147	14,12,970	13,55,166	...	57,804
The Gaekwar's Petlád	105	13	957	74	13	1,500	115	32,426	34,535	2,109	...
Rájpura-Bhátinda	271	108	27,218	252	108	17,519	162	5,53,647	5,15,248	...	38,399
Kolar Gold-fields	200	10	2,937	294	10	2,349	235	(*k*) 41,603	69,439	27,836	...
Metre gauge—											
Southern Mahratta (Mysore section) (*l*)	89	362	27,735	77	362	35,379	98	7,30,070	7,72,759	42,689	...
The Gaekwar's Mehsána	74	93	3,956	43	93	3,660	39	1,57,749	1,42,154	...	15,595
Kolhápur	81	29	1,802	62	29	2,107	73	58,364	55,162	...	3,202
Special gauges—											
The Gaekwar's Dabhoi	59	72	2,906	40	72	3,520	49	1,03,763	1,18,726	14,963	...
Cooch Behar	45	22	890	40	22	680	31	17,890	16,576	...	1,314
TOTAL	136	1,042	1,16,586	112	1,115	1,16,569	105	31,08,482	30,94,065	...	14,417
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	103	334	23,689	71	334	22,095	66	7,88,272	9,03,059	1,14,787	...
Jetalsar-Rájkot	68	46	2,936	64	46	3,150	68	67,246	80,100	12,754	...
Jodhpur-Bickaneer	58	364	18,604	51	364	15,700	43	5,43,736	4,40,485	...	1,03,251
Oodeypore-Chitor	...	...	...	...	61	1,020	17	...	(*m*) 4,611	4,611	...
Special gauge—											
Morvi	65	94	5,294	56	94	5,632	60	1,43,210	1,75,837	32,627	...
TOTAL	78	838	50,523	60	899	47,597	53	15,42,564	16,04,092	61,528	...
GRAND TOTAL	261	18,687	36,18,132	194	19,203	39,03,821	203	10,77,07,445	11,06,96,178	29,88,733	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 8th September 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Total earnings from 1st July to 7th September 1895.
(*g*) Includes the Jammu and Kashmir, the Hyderabad-Shadipalli and the Wazirabad-Lyallpur railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*j*) Total earnings from 1st May to 7th September 1895.
(*k*) Total earnings from 1st July to 8th September 1894.
(*l*) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.
(*m*) Total earnings from 1st August to 7th September 1895.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 19th September 1895.*

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SUPPLEMENT TO

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OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Total Gross and Net Indian Sea and Land Customs Revenue (excluding Salt Revenue).

[In thousands of Rupees.]

	In the five months, April to August, of									
IMPORTS (GROSS REVENUE).	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Arms, Ammunition, and Military Stores	82	86	96	80	1,07	1,23	1,17	1,19	1,25	1,29
Liquors:										
Spirit	16,41	17,70	19,50	20,10	22,31	20,28	22,75	20,90	21,66	24,17
Other liquors	2,35	2,66	2,57	2,56	2,53	2,83	2,58	2,68	2,56	2,64
Apparel, drapery, etc.	—	—	—	—	—	—	—	—	2,59	2,62
Chemical products and preparations	—	—	—	—	—	—	—	—	1,07	1,08
Cotton manufactures:										
Twist and yarn	—	—	—	—	—	—	—	—	—	5,84
Piece goods, grey	—	—	—	—	—	—	—	—	—	25,91
„ white	—	—	—	—	—	—	—	—	—	9,12
„ coloured	—	—	—	—	—	—	—	—	—	9,06
Other goods	—	—	—	—	—	—	—	—	—	1,02
Drugs, medicines, and narcotics	—	—	—	—	—	—	—	—	1,29	1,23
Dyeing and tanning materials	—	—	—	—	—	—	—	—	1,05	1,52
Glass and glassware	—	—	—	—	—	—	—	—	1,30	1,44
Hardware and cutlery	—	—	—	—	—	—	—	—	3,05	2,84
Metals:										
Copper	—	—	—	—	—	—	—	—	1,57	3,09
Iron and steel	—	—	—	—	—	—	—	—	99	1,74
Silver	—	—	—	—	—	—	—	—	15,95	12,58
Tin	—	—	—	—	—	—	—	—	56	53
Other metals	—	—	—	—	—	—	—	—	1,75	1,21
Oils: Petroleum	—	—	4,46	6,85	5,95	6,65	6,68	6,77	5,05	19,81
Paints and colours	—	—	—	—	—	—	—	—	68	70
Paper	—	—	—	—	—	—	—	—	84	1,02
Provisions	—	—	—	—	—	—	—	—	1,94	3,04
Silk, raw and manufactured	—	—	—	—	—	—	—	—	4,72	5,44
Spices	—	—	—	—	—	—	—	—	1,68	1,13
Stationery	—	—	—	—	—	—	—	—	57	58
Sugar	—	—	—	—	—	—	—	—	3,86	7,28
Tea	—	—	—	—	—	—	—	—	94	63
Umbrellas	—	—	—	—	—	—	—	—	92	82
Wood and timber	—	—	—	—	—	—	—	—	46	54
Woollen goods	—	—	—	—	—	—	—	—	2,32	2,12
Imports by post	...	1	1	1	1	...	...	1	51	57
All other articles	2	1	2	1	1	1	1	6	7,62	9,09
TOTAL	19,60	21,24	27,52	30,33	31,88	31,00	33,19	31,61	88,45	1,61,70
EXPORTS (GROSS REVENUE).										
Rice and rice-flour	25,00	27,23	22,73	29,81	37,22	35,86	25,14	30,21	35,02	34,71
TOTAL GROSS REVENUE	44,60	48,47	50,25	60,14	69,10	66,86	58,33	61,82	1,23,47	1,96,41
TOTAL NET REVENUE	43,52	47,06	48,72	58,50	67,31	64,56	56,71	59,79	1,20,63	1,91,95
Provincial distribution of Net Customs Revenue.										
Bengal — Import	5,53	4,93	8,48	9,58	9,93	10,33	11,56	10,34	22,08	62,79
Bengal — Export	4,25	5,29	6,95	5,36	6,93	6,38	5,17	5,94	5,76	7,51
Bombay — Import	5,16	5,82	6,99	7,63	9,01	8,72	8,97	9,72	44,43	57,63
Bombay — Export	48	69	54	85	68	46	68	70	1,20	1,07
Sindh — Import	2,03	2,10	2,68	2,54	2,97	2,65	2,59	2,66	4,81	8,55
Sindh — Export	38	29	18	23	33	27	28	22	24	25
Madras — Import	2,61	3,74	4,50	4,51	5,23	4,27	4,44	4,15	8,61	16,14
Madras — Export	2,27	2,03	2,26	2,72	1,88	1,78	1,60	2,07	3,21	2,20
Burma — Import	3,92	4,03	4,19	5,15	3,94	4,01	4,71	3,67	6,53	12,90
Burma — Export	16,89	18,14	11,95	19,93	26,41	25,69	16,71	20,3	23,76	22,91

FINANCE AND COMMERCE DEPARTMENT,
Calcutta, 21st September 1895.

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, September 21st, 1895.

The principal feature in the weather of the week under review has been the depression which it will be remembered was developing over the Bay at the close of the previous week. While the depression was well to the south of the Bay, on the 15th showery weather was experienced over all parts of India, except the North-West, but as the disturbance concentrated and advanced northward (the 16th and 17th) the showeriness became less and very little rain was received, except in Burma. On the 18th the storm was over the head of the Bay and rain was falling over Lower Bengal as well as in Burma, and on the 19th and 20th the centre was passing north-westward to the east of the North-Western Provinces, while occasioning heavy rain all over North-Eastern India. On the 21st the storm had filled up and rain had almost ceased. Between the 16th and 18th a slight period of disturbance occurred over the north of the Punjab and thunderstorms were experienced on and near the hills.

Daily Summary.—*Sunday, 15th September.*—Pressure was decreasing almost everywhere, most at the head of the Bay, and the depression over the Bay was developing steadily. Readings were highest in the extreme south, lowest over the Central Punjab, and relatively low over the Bay area. Winds were irregularly cyclonic around the Bay and generally westerly elsewhere. The mean temperature was above the normal over the greater part of Northern India and below in other parts of the country. Showers of rain were reported, except from the North-West. In parts of the Peninsula and of Burma the amounts were large.

Monday.—Pressure was increasing over Western and decreasing over Eastern India. The fall had been brisk over Bengal and the head of the Bay. The depression over the Bay had continued to develop and had moved slowly northward. In other respects conditions were unchanged. Cyclonic winds continued around the Bay, variable winds on the West Coast, and westerly to north-westerly winds in other places. The distribution of mean temperature was unchanged. Scattered showers were reported over the Peninsula and more general showers over Burma, but elsewhere there was very little rain.

Tuesday.—Pressure had decreased slowly at the head of the Bay, but had increased elsewhere, the rise being brisk over Burma and the Punjab. The depression had now reached the north of the Bay, where readings were below 29·5 inches and about 0·15 inch below the normal. The winds were practically unchanged; cyclonic winds prevailing over and around the Bay and westerly to variable winds in other places. The mean temperature was excessive over the Gangetic plain and Bengal, and below the normal elsewhere. Rain was falling generally and heavily in Burma, and showers were reported over the head of the Peninsula and the central parts of the country. Thundershowers were also reported from the north of the Punjab.

Wednesday.—The barometer was falling very slightly over South-West Bengal, the east of the Central Provinces and in Mysore, and was rising elsewhere. The recovery was brisk to rapid over Burma, Assam, Bengal, and the Punjab. The depression was close to the head of the Bay, where readings were again below 29·5 inches and 0·15 inch below the normal average. Cyclonic winds prevailed within the storm area, north-westerly winds over the Peninsula and central parts of India, and variable winds in the North-West. The mean temperature was excessive in West Bengal and the Gangetic plain. Rain was falling generally around the northern half of the Bay, and a few showers were reported from the central parts of the Peninsula and from the Punjab.

A

Thursday.—Pressure had decreased rapidly over Chota Nagpur and slightly to briskly over the Punjab, while on the other hand there had occurred a rapid rise over Burma. The depression from the Bay had advanced north-westward and the centre was close to Chaibassa where pressure was 0·15 inch below the normal average. Readings were highest in Tenasserim, lowest in Chota Nagpur, and relatively low in the west of the Punjab. Cyclonic winds prevailed within the storm area, south-easterly winds in the east of the Gangetic plain, and north-westerly to westerly winds over the Peninsula. The mean temperature was in excess over the Gangetic plain and generally in defect elsewhere. Rain had fallen over Burma, Bengal, and the east of the North-Western Provinces, the amounts received being heavy in the neighbourhood of the depression.

Friday.—Pressure had decreased briskly to rapidly over the east of the North-Western Provinces and slightly to briskly over the whole of Western India, while there had been a slight to very rapid recovery over Bengal and the east of the Peninsula. The depression from the Bay lay over Benares, where pressure was below 29·50 inches, and was 0·20 inch below the normal. The winds over a very large part of the country were influenced by the depression. Heavy rain was falling within the storm area, moderate to heavy rain over Bengal, and showers in Burma and the Peninsula.

Saturday.—Pressure had fallen over Burma and risen elsewhere. The rise was very rapid over the North-Western and Central Provinces and amounted to 0·34 inch at Benares. The depression from the Bay had completely filled up. Readings had become very uniform and the winds varied a good deal in direction. The mean temperature was excessive over the central parts of the country, generally in defect elsewhere; the deficiency being very large over parts of the North-Western Provinces. Scattered showers were reported from different parts of the country, the amounts being considerable in some places.

Temperature.—The absence of general rain during the early part of the week resulted in a very general though moderate excess of temperature during that period. On the 17th the influence of the rainfall accompanying the depression noticed above began to make itself felt. On that day there was an abnormal deficiency of 1·9° over Burma; on the 18th the deficiency increased to 2·7°; on the 19th it extended to Bengal; on the 20th it extended to the whole of the Gangetic plain; and on the 21st, when rain began to cease, a recovery commenced in Burma. The following table gives the variations of the mean temperature from the normal in the different provinces of India for each day of the week:

Province.	September 1895.							Mean variation of week.
	15th	16th	17th	18th	19th	20th	21st	
	°	°	°	°	°	°	°	°
Burma	+1·8	0	—1·9	—2·7	—1·4	—0·3	+1·1	—0·5
Bengal and Assam	+1·1	+1·9	+2·6	+0·8	—2·1	—1·9	—0·3	+0·3
North-Western Provinces and Oudh	+2·0	+1·9	+2·5	+2·3	+2·3	—0·8	—2·7	+1·1
Punjab	+3·1	+1·6	+1·4	+1·2	+0·3	—0·4	—0·4	+1·0
Bombay	0	—1·0	—0·6	+0·2	+0·8	+1·0	+0·7	+0·2
Central Provinces and Berar	+2·6	+2·7	+1·1	+1·3	+1·6	+1·7	+2·5	+1·9
Central India and Gujarat	+2·6	+1·7	+1·0	+1·6	+2·1	+1·6	+0·8	+1·6
Sind and Rajputana	+1·1	+1·7	+0·8	+1·2	+0·5	—0·9	+0·1	+0·6
Madras	—0·8	—0·9	—0·3	+0·7	+1·1	+0·7	—1·1	—0·3
Mean for whole of India	+1·5	+1·1	+0·7	+0·7	+0·6	+0·1	+0·1	+0·7

The above shows that the mean temperature of the whole country exceeded the normal average on all days of the week, the abnormal excess ranging from 1·5° on the 15th to only 0·1° on the 20th and 21st. The provincial variations

show that the mean temperature was about normal in Burma, Bengal, Assam, Bombay, Sind, Rajputana, and Madras, and between 1° and 2° above the normal in the other provinces.

The following were the highest temperatures recorded on each day:

On September	15th	the highest maximum was	105·1°	at	Sirsa.
„	16th	„ „	105·6°	„	„
„	17th	„ „	104·6°	„	„
„	18th	„ „	101·5°	„	Jacobabad.
„	19th	„ „	101·6°	„	Sirsa.
„	20th	„ „	100·6°	„	„
„	21st	„ „	103·0°	„	Jacobabad.

The warmest district was thus the Southern Punjab and Upper Sind throughout the week.

Rain.—The rainfall of the week under review occurred under two different sets of conditions. During the period in which the depression was developing over the Bay, unsteady variable breezes prevailed over a large part of India, and these unsteady winds were accompanied with slight thunderstorm disturbances which gave showers over the Peninsula, the central parts of the country, and to a limited extent to North-Western India. As soon as the cyclonic storm over the Bay deepened and approached the Bengal Coast, these scattered showers ceased to a large extent and the rainfall of the Indian region was concentrated within the storm area, where a strong cyclonic circulation of the winds was reported and where a heavy downpour of rain occurred within and near the path of the storm. The rainfall recorded during the week was hence in part due to the scattered thundershowers which prevailed during the early part of the week and in part to the cyclonic rainfall which accompanied the depression which was developed over the Bay. The northward progression of the storm and of the rainfall area was very clearly shown. On Sunday, the 15th, the rainfall due to this cause was practically confined to Lower and Central Burma, on the 16th and 17th it had extended to Upper Burma, on the 18th to Lower Bengal, on the 19th to the whole of Bengal, and on the 20th to the east of the North-Western Provinces. The heaviest falls of rain within twenty-four hours during the week occurred in the west and north of Bengal and the east of the North-Western Provinces, when the storm centre was passing over that region, but it was remarkable what heavy falls of rain accompanied some of the thunderstorms which occurred in the early part of the week; thus, on the 15th, Malegaon reported 4·80 inches; Cuddalore 3 inches, and Bangalore 2·44 inches. The table at the close of the summary gives the rainfall data of the week. The first column shows that four divisions, *viz.*, the Punjab (Submontane and Hill districts), the North-Western Provinces (West Division), and Sind had absolutely no rain during the week, while four more divisions, *viz.*, the Punjab (South, Central, North-West and West), the total rainfall for the week averaged less than 0·10 inch per division. Excluding these divisions, the average actual rainfall varied from 9·21 inches in Tenasserim, 6·65 inches in Arakan, and 6·56 inches in Lower Burma to 0·10 inch in Kathiawar. The second column of the table shows that the normal rainfall ranges from 4·68 inches in Assam (Surma), 4·50 inches in Tenasserim and 4·11 inches in the Konkan to 0·01 inch in Sind. This rough comparison shows that large differences exist between the actual and normal distribution of the rainfall for the week. The third column shows these differences. In the case of 28 of the rainfall divisions there has been an excess and in the case of 23 divisions a deficiency of rain. The region of excess included all the Burma Divisions, Deltaic and Central Bengal, Orissa, Chota Nagpur, both the Bihar Divisions, East and Submontane Divisions of the North-Western Provinces, both the Oudh Divisions, the Punjab (West), Madras (South-Central and Central), Mysore, the Bombay Deccan, Khandesh, Berar, the Central Provinces (West), Central India (East), Rajputana (West), the East Coast (North (*a*), Central and South), and Hyderabad (South). The abnormal excess exceeded 4 inches in Tenasserim, 3 inches in Lower Burma, Arakan, and the North-Western Provinces (East

and Submontane), and 2 inches in Chota Nagpur and Hyderabad (South). The region of deficient rainfall included all the remaining divisions. The abnormal deficiency exceeded 2 inches in Assam (Surma) and the Konkan. The most marked instances of excess and defect relatively to the normal are the North-Western Provinces (East) and the Konkan respectively, the former division having received more than three times the normal amount and the latter only about one-third of the average. In Upper Burma general heavy rain was again received; but as no comparative data exist, it is not possible to say if the rainfall of the week has been excessive or the reverse.

The returns of the sudder stations show that rainfall was received daily in Burma; on the last four days of the week in North-Eastern India; and on the first three days of the week in the Peninsula and central parts of the country.

The three concluding columns of the table show the state of the seasonal rainfall. In most divisions a slight deficiency is shown, but in the case of Orissa, the Bombay Deccan, the East Coast (North and Central), and Hyderabad (South) the rainfall from June 2nd to date has exceeded the normal by 20 per cent. and over. The most marked cases of deficiency are:—Arakan, East, Deltaic and Central Bengal; the Punjab (Central and Submontane); Coorg; Mysore; Berar, Gujarat, Kathiawar, Rajputana (East), and Central India (West), in which divisions the deficiency equals or exceeds 20 per cent.

The following are the more important totals recorded during the week:—Kyaikto (Thaton) 13·01 inches, Rangoon 13·36 inches, Naaf (Akyab) 7·97 inches, Patuakhali (Barisal) 9·80 inches, Darjeeling 13·09 inches, Bagusarai (Champarun) 13·44 inches, Gonda 9·74 inches, Maharajganj (Gorakhpur) 10·40 inches, Devala (Nilgiris) 6·29 inches, Malur (Mysore) 6·10 inches, Malsiras (Sholapur) 7·49 inches, Malegaon 8·28 inches, Ganjam 6·75 inches, Proddatur (Cuddapah) 10·07 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending September 21st, 1895.			Rainfall data from June 2nd to September 21st, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, June 2nd to September 21st.	Excess or defect of (seasonal) rainfall expressed as a per-centage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	9·21	4·50	+ 4·71	140·11	143·11	— 2
	Lower Burma	6·56	3·22	+ 3·34	71·15	71·88	— 1
	Central Burma	2·47	2·25	+ 0·22	36·87	45·34	— 19
	Upper Burma	2·41	?	?	23·50	?	?
	Arakan	6·65	3·21	+ 3·44	108·12	146·06	— 26
Bengal and Assam	East Bengal	2·13	2·58	— 0·45	48·80	65·92	— 26
	Assam (Surma)	1·77	4·68	— 2·91	106·54	117·11	— 9
	Do. (Brahmaputra)	0·42	2·31	— 1·89	54·84	51·75	+ 6
	Deltaic Bengal	2·45	1·78	+ 0·67	28·72	41·45	— 31
	Central Bengal	2·50	1·87	+ 0·63	31·27	41·69	— 25
	North Bengal	2·24	3·76	— 1·52	76·39	77·86	— 2
	Orissa	2·92	2·77	+ 0·15	48·66	40·51	+ 20
	Chota Nagpur	4·20	1·55	+ 2·65	38·17	41·50	— 8
	Bihar (South)	2·32	1·19	+ 1·13	30·02	34·39	— 13
	Do. (North)	3·34	1·44	+ 1·90	44·71	38·97	+ 15
North-Western Provinces and Oudh.	North-Western Provinces (East)	4·41	1·37	+ 3·04	31·64	32·52	— 3
	Do. (Submontane) (*a*)	4·78	1·70	+ 3·08	38·89	34·50	+ 13
	Oudh (South)	2·24	1·82	+ 0·42	32·51	31·02	+ 5
	Do. (North)	4·04	2·06	+ 1·98	36·33	33·55	+ 8
	North-Western Provinces (Central).	0·17	1·46	— 1·29	28·81	29·46	— 2
	North-Western Provinces (West).	0	1·15	— 1·15	23·96	24·45	— 2
	North-Western Provinces (Submontane). (*b*)	0·16	1·85	— 1·69	37·75	37·29	+ 1
Punjab	Punjab (South)	0·06	0·21	— 0·15	8·91	10·91	— 18
	Do. (Central)	0·02	0·77	— 0·75	13·79	18·14	— 24
	Do. (Submontane)	0	0·70	— 0·70	18·17	22·78	— 20
	Do. (Hill Districts)	0	1·18	— 1·18	60·88	55·60	+ 10
	Do. (North-West)	0·09	0·37	— 0·28	12·55	14·50	— 13
	Do. (West)	0·09	0·08	+ 0·01	4·98	5·45	— 9
Bombay and Malabar Coast Districts (Madras).	Malabar	1·15	2·28	— 1·13	82·72	89·63	— 8
	Madras (South Central)	0·85	0·82	+ 0·03	19·88	20·06	— 1
	Coorg	1·03	2·94	— 1·91	81·71	102·67	— 24
	Mysore	1·10	0·90	+ 0·20	15·92	20·82	— 24
	Konkan	1·39	4·11	— 2·72	95·27	106·68	— 2
	Bombay Deccan	1·79	0·97	+ 0·82	25·01	20·75	+ 21
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	2·97	1·17	+ 1·80	21·09	18·71	+ 13
Central Provinces and Berar.	Berar	2·22	1·64	+ 0·58	21·72	29·11	— 25
	Central Provinces (West)	1·74	1·68	+ 0·06	32·37	35·76	— 9
	Ditto (Central)	0·56	1·55	— 0·99	40·84	46·29	— 12
	Ditto (East)	0·82	1·48	— 0·66	48·51	42·91	+ 13
Bombay (North)	Gujarat	0·46	1·60	— 1·14	29·31	40·93	— 28
	Kathiawar	0·10	0·99	— 0·89	13·58	18·95	— 28
	Sind	0	0·01	— 0·01	3·61	4·29	— 16
Rajputana and Central India.	Central India (East)	1·62	1·19	+ 0·43	28·89	33·24	— 13
	Rajputana (East), Central India (West).	0·22	0·49	— 0·27	16·10	25·00	— 36
	Rajputana (West)	1·01	0·21	+ 0·80	12·61	12·66	0
Madras	East Coast (North)	1·48	2·09	— 0·61	30·97	23·07	+ 34
	Ditto (ditto) (*a*)	2·00	1·69	+ 0·31	45·57	45·56	0
	Hyderabad (South)	3·23	1·00	+ 2·23	22·78	18·30	+ 24
	Madras (Central)	1·74	1·05	+ 0·69	12·14	14·25	— 14
	East Coast (Central)	1·12	1·06	+ 0·06	19·34	14·21	+ 36
	Ditto (South)	1·33	0·76	+ 0·57	14·92	13·61	+ 10
	Madras (South)	0·25	0·33	— 0·08	4·92	5·80	— 15

SIMLA, *26th September 1895.*

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DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 21st September.*—Rainfall good in Ganjam and Cuddapah; fair elsewhere, except in Coimbatore, Madura, and Tinnevelly. Agricultural operations are proceeding. The standing crops are generally fair and are improving after the recent rains, but are withered or withering in parts of Madura and Tinnevelly. Want of rain is felt also in parts of Nellore, Cuddapah, and North Arcot. Harvesting is in progress with generally moderate yield. Pasture and fodder are generally sufficient, and cattle are for the most part in good condition. Prices are falling in parts of the Deccan and are generally stationary elsewhere, but dry grains are slightly dearer in Godavari and Coimbatore.

Bombay.—*For week ending 25th September.*—Good rain has fallen throughout the Deccan and in Bijapur, but has been generally slight elsewhere. More rain is wanted for the standing crops in Gujarat and Kathiawar generally and in parts of Nasik, Poona, Belgaum, Dharwar, and Kanara. Crops are suffering from drought in parts of Karachi, Thar and Parkar, and Kanara. Rice has been damaged by rats in one taluka of Hyderabad. Harvesting of the early crops is progressing in parts of Kaira and Ratnagiri and preparations for the late crops in nine districts, but sowing is retarded in parts of Ahmednagar and Sholapur, owing to excessive moisture. Fodder is sufficient, except in parts of Sind. Agricultural stock are in good condition. Prices are normal, except in parts of four districts.

Bengal.—*For week ending 23rd September.*—There was general rain during the week, the falls being heavy in Orissa, Chota Nagpur, and South-West Bengal. The winter rice crop has been generally benefited by the rain. The prospects in the Burdwan and Presidency divisions, though still bad, have somewhat improved. The rain has also helped the preparation of lands for the cold weather crops. Early rice and jute are still being cut, and the harvesting of the autumn crops in Bihar and Chota Nagpur is in progress. Sugarcane is generally doing well. The price of common rice is steady, but in some districts there has been a fall, owing to the harvesting of the early rice crop.

North-Western Provinces and Oudh.—*For week ending 25th September.*—Beneficial rain has fallen in the Eastern and lighter in the Central districts. More is needed in some of the Sub-montane and Western districts. Slight injury is reported to the *jowar* (*Sorghum vulgare*) crop from worms in the Sikandra tahsil, Aligarh. The condition of standing crops is good, and prospects are favourable. Preparations for spring sowings continue. Supplies and fodder are ample. Prices are rising in a few districts, but are fluctuating elsewhere.

Punjab.—*For week ending 25th September.*—Rain has fallen in Amritsar, Shahpur, Peshawar, and in parts of Lahore, Mooltan, Rawal Pindi, and Dera Ismail Khan. Irrigation of the autumn crops is in progress. Inferior crops are being threshed in Sialkot. Cotton-picking has commenced in Dera Ismail Khan. Ploughings for the spring crops are going on, and sowing has commenced in Ferozepore and Sialkot. The condition of standing crops is generally good to average, but they are withering for want of moisture in Hissar, where more rain is wanted, as also in Delhi, Lahore, and Shahpur. Cattle are generally in good condition, and fodder is sufficient in all districts, except Hissar, Delhi, and Lahore. Prices are rising in Hissar, Jullundur, and Peshawar, are normal in Delhi and Ferozepore, below normal in Sialkot, continue high in Umballa, and are low elsewhere, except in Shahpur, where wheat is selling from 20 to 23 seers per rupee.

Central Provinces.—*For week ending 25th September.*—Weather generally clear and warm, there having been but little rain during the past week. Prospects of autumn crops continue favourable, and harvesting of early rice has commenced in Damoh, but in Raipur and Bilaspur want of rain is apprehended to cause injury to rice crops; more rain is very much needed in Jubbulpore also. Winter sowings have been started in Saugor, Seoni, and parts of Narsinghpur. Prices continue steady.

Burma.—*For week ending 21st September.*—In Lower Burma agricultural operations have been completed in all but four districts. Heavy rain has fallen in the affected parts of Tharrawaddy and Prome, and prospects there have improved. Crop prospects are generally good in Upper Burma. Sowing and transplanting for wet-weather paddy have been completed in three districts, and are progressing favourably in the rest. Rain has fallen everywhere, and standing crops are on the whole now doing well. In Shwebo some damage has been done owing to floods, while in the Lower Chindwin prospects are improving. Reaping of early sesamum is approaching completion in the Lower Chindwin, Minbu, Magwe, and Myingyan, and the sowing of a later variety is progressing in Sagaing. Sowing of millet is in progress in Sagaing, Minbu, Magwe, and Myingyan, and of gram in Pakokku. Reaping of hill paddy continues in the Northern Shan States. The price of paddy has fallen slightly in Rangoon, Tounghoo, and Pakokku, but is stationary elsewhere.

Assam.—*For week ending 24th September.*—Weather hot. Reaping of the early and transplanting of the late rice are almost finished. Prospects of tea are fair. Cattle are in fair condition, and fodder is sufficient, except in Kamrup and Nowgong. Water is sufficient.

Mysore and Coorg.—*For week ending 25th September.*—MYSORE: Good rain has fallen throughout the State, except in Mysore, Hassan, Kadur, and Shimoga. Prices have fallen in Kolar and Shimoga, but have risen in the Hassan and Kadur districts.

COORG: Rainfall moderate. Transplanting of rice has been completed. Picking of cardamoms continues. The coffee and *ragi* (*Eleusine coracana*) crops are in good condition. Prices are normal. Fodder and water for cattle are sufficient.

Berar and Hyderabad.—*For week ending 25th September.*—BERAR: Weather warm and cloudy with sufficient rain during the week. Recent rains have improved crop prospects generally. Land is being prepared for next cold weather crop. Weeding is in progress. Fodder and water are reported insufficient in parts of the Akola district. Prices have risen in two districts, fallen in one, and stationary elsewhere.

HYDERABAD:—Rainfall good. Agricultural prospects are hopeful; but excessive rain has done mischief to tanks in Teleingana, breaching 26 in the Nalgonda district. Fodder available. Prices normal.

Central India.—*For week ending 25th September.*—Rain fell everywhere in Central India during the week, except in Gwalior and Goona; more is wanted in Gwalior, Bundelkhand, and Baghelkhand. Agricultural operations are in progress everywhere. Indian-corn has been slightly injured in Bhopawar, owing to the long break in the rains, otherwise the crops are in good condition. Pasturage is good in all Agencies, except in four districts of Gwalior. Prices are high in Bhopal and Goona, and normal elsewhere.

Rajputana.—*For week ending 25th September.*—Moderate rain has fallen in Marwar, Kherwara, Pertabgarh, and Meywar. More is needed in Karauli and Ulwar. Agricultural operations are satisfactory. Standing crops are in good condition, but are withering for want of rain in Ulwar. Prospects are fair and agricultural stock good. Pasturage and fodder are generally sufficient. Prices are rising in three States, falling in one, fluctuating in two, and steady elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 24th September.*—Weather cloudy. Reaping of the maize crops is in progress. The other standing crops are excellent. Prices are somewhat above the normal.

JAMMU PROVINCE.—*For week ending 25th September.*—No rain. Weather clear and cool. The crops are withering from want of rain. Prices are rising. Fodder is sufficient.

Nepal.—*For week ending 21st September.*—Fair rain fell during the week, but the weather is now generally fine and sunny. The state and prospects of the crops are good.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 15TH SEPTEMBER 1894, AND FROM 1ST JULY TO 14TH SEPTEMBER 1895.

N.B.—As regards the figures in column *Total Earnings from 1st July 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 2nd-half of 1894.	Week ending 15th September 1894.			Week ending 14th September 1895.			Earnings from 1st July to 15th September 1894.	Earnings from 1st July to 14th September 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Standard gauge—											
East Indian	556	1,683	9,14,397	543	1,722	9,78,547	568	91,67,701	91,83,261	15,560	...
Bengal-Nágpur	109	862	87,720	102	862	85,846	100	7,94,267	7,60,163	...	28,104
Indian Midland (*a*)	132	752	70,542	94	752	68,678	91	8,93,711	7,18,332	...	1,75,379
Bezwada Extension	198	21	3,143	150	21	204	10	37,111	27,164	...	9,947
Metre gauge—											
Rajputana-Malwa (*b*)	236	1,719	3,17,214	185	1,789	3,16,520	177	37,78,622	34,51,353	...	3,27,269
Pálanpur-Deesa	37	17	1,044	61	17	910	54	5,686	7,211	1,525	...
South Indian	154	1,042	1,66,224	160	1,042	1,76,739	170	17,13,714	18,47,272	1,33,558	...
Máyavaram-Mutupet	82	54	4,180	77	54	4,510	84	43,179	52,348	9,169	...
Southern Mahratta (*c*)	90	1,165	92,644	80	1,165	1,12,573	97	11,33,624	11,53,582	19,958	...
Bengal and North-Western (*d*)	121	756	68,599	91	756	77,290	102	9,35,824	8,48,494	...	87,330
Rohilkund and Kumaon (Lucknow-Bareilly section)	87	200	11,679	58	200	7,953	40	1,16,195	1,07,215	...	8,980
Assam-Bengal	...	...	...	...	128	5,786	45	...	62,559	62,559	...
TOTAL	232	8,271	17,37,386	210	8,508	18,35,562	216	1,86,19,634	1,82,24,954	...	3,94,680
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	242	2,511	5,47,965	218	2,548	5,07,582	199	58,90,787	64,00,934	6,00,147	...
Oudh and Rohilkhand (state)	238	797	1,75,134	220	797	1,45,491	183	18,58,894	16,85,383	...	1,73,511
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	382	813	3,33,927	411	813	3,25,360	400	27,34,103	27,14,609	...	19,494
Bengal Central (*f*)	127	125	15,157	121	125	10,390	131	1,56,642	1,70,983	14,341	...
East Coast (state)	90	321	20,524	64	427	18,417	43	2,76,074	3,25,819	49,745	...
Metre gauge—											
Burma (state)	131	730	90,988	125	746	1,09,866	147	10,70,208	10,81,889	11,681	...
Special gauges—											
Jorhát (state provincial)	61	25	980	39	25	1,500	60	19,595	21,785	1,690	...
Cherra-Companyganj (state provincial)	59	8	489	61	8	421	53	4,745	4,004	...	741
TOTAL	235	5,330	11,85,164	222	5,489	11,25,027	205	1,20,11,048	1,24,94,906	4,83,858	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	341	1,490	3,79,470	255	1,490	3,24,142	218	43,39,702	38,96,851	...	4,42,851
Bombay, Baroda and Central India	530	461	1,86,244	404	461	2,11,000	458	20,03,710	22,11,588	1,18,378	...
Madras	236	840	1,97,630	235	840	1,91,929	228	21,57,095	22,44,051	87,256	...
TOTAL	340	2,791	7,63,344	274	2,791	7,27,071	261	85,00,607	83,53,390	...	2,37,217
TOTAL (GUARANTEED AND STATE)	251	16,392	36,85,894	225	16,788	36,87,660	220	3,92,21,289	3,90,73,250	...	1,48,039
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	152	161	21,335	132	161	23,033	143	2,35,720	2,53,283	17,563	...
Tarkessur	222	22	4,614	210	22	4,620	210	51,463	53,354	1,891	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	116	67	5,323	79	66	7,529	114	68,614	78,581	9,967	...
Bengal Dooars	148	36	5,652	157	36	5,920	164	49,675	57,810	8,135	...
Dibru-Sadiya	130	78	9,093	117	78	7,991	102	1,21,744	1,17,460	...	4,284
Special gauge—											
Darjeeling-Himalayan	248	51	12,585	247	51	13,208	259	1,25,876	1,30,922	5,046	...
TOTAL	157	415	58,602	141	414	62,301	150	6,53,092	6,91,410	38,318	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
Bína Guna	...	...	...	...	73	900	12	...	9,324	9,324	...
The Nizam's guaranteed state	171	333	46,868	141	333	32,783	98	5,82,637	5,28,453	...	54,184
The Gaekwar's Petlád	89	13	1,385	107	13	810	62	11,489	11,228	...	261
Rájpura-Bhátinda	257	108	27,218	252	108	15,898	147	2,56,508	2,32,841	...	23,667
Kolar Gold-fields	241	10	3,980	398	10	2,776	278	32,364	35,913	3,549	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	87	362	29,090	80	362	37,076	102	3,22,412	3,59,033	37,521	...
The Gaekwar's Mehsána	60	93	4,446	48	93	4,100	44	46,153	43,112	...	3,041
Kolhápur	71	29	2,383	82	29	2,296	79	21,549	21,688	139	...
Special gauges—											
The Gaekwar's Dabhoi	47	72	3,218	45	72	2,480	34	27,880	29,966	2,086	...
Cooch Behar	40	22	715	32	22	750	34	7,804	6,281	...	1,523
TOTAL	126	1,042	1,19,303	114	1,115	99,869	90	13,08,796	12,78,739	...	30,057
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	81	334	23,217	70	334	21,175	63	2,29,260	2,07,538	...	21,722
Jetalsar-Rájkot	61	46	2,996	65	46	3,178	69	27,105	30,144	3,039	...
Jodhpur-Bickaneer	48	364	18,035	50	364	12,700	35	2,06,506	1,57,496	...	49,010
Oodeypore-Chitor	...	...	...	...	61	1,020	17	...	(*i*) 7,119	7,119	...
Special gauge—											
Morvi	56	94	5,029	53	94	5,543	59	50,498	58,899	8,401	...
TOTAL	63	838	49,277	59	899	43,616	49	5,13,369	4,61,196	...	52,173
GRAND TOTAL	234	18,687	39,13,076	209	19,216	38,93,446	203	4,16,96,546	4,15,04,595	...	1,91,951

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Includes the Guntakal-Mysore frontier section.
(*d*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*e*) Includes the Jammu and Kashmir, the Hyderabad-Shadipalli and the Wazirabad-Lyallpur railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*i*) Total earnings from 1st August to 14th September 1895.

SIMLA, *the 26th September 1895.*

F. B. HEBBERT,
Under Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. XXII OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	Week ending 15th September 1894.			Week ending 14th September 1895.			Earnings from 1st April to 15th September 1894.	Earnings from 1st April to 14th September 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Standard gauge—											
East Indian	599	1,683	9,14,397	543	1,722	9,78,547	568	2,29,18,837	2,38,61,832	9,42,995	...
Bengal-Nágpur	152	862	87,720	102	862	85,846	100	26,74,698	27,56,135	81,437	...
Indian Midland (*a*)	144	752	70,542	94	752	68,678	91	25,12,318	19,73,425	...	5,38,893
Bezwada Extension	170	21	3,143	150	21	204	10	71,125	76,018	4,893	...
Metre gauge—											
Rajputana-Malwa (*b*)	279	1,719	3,17,214	185	1,789	3,16,520	177	1,13,03,667	1,07,67,257	...	5,36,410
Pálanpur-Deesa	44	17	1,044	61	17	910	54	16,502	18,935	2,433	...
South Indian	154	1,042	1,66,224	160	1,042	1,76,739	170	38,39,049	42,31,130	3,92,081	...
Máyavaram-Mutupet	75	54	4,180	77	54	4,516	84	(*c*) 91,730	1,22,228	30,498	...
Southern Mahratta (*d*)	105	1,165	92,644	80	1,165	1,12,573	97	30,69,110	31,47,979	78,869	...
Bengal and North-Western (*e*)	146	756	68,599	91	756	77,290	102	26,72,094	24,96,549	...	1,75,545
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	11,679	58	200	7,953	40	3,66,019	3,35,787	...	30,232
Assam-Bengal	...	...	...	...	128	5,786	45	...	(*f*) 62,559	62,559	...
TOTAL	259	8,271	17,37,386	210	8,508	18,35,562	216	4,95,35,149	4,98,49,834	3,14,685	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*g*)	252	2,511	5,47,965	218	2,548	5,07,582	199	1,42,21,417	1,71,00,547	28,79,130	...
Oudh and Rohilkhand (state)	270	797	1,75,134	220	797	1,45,491	183	48,14,934	45,81,027	...	2,33,907
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	339	813	3,33,927	411	813	3,25,360	400	54,86,573	55,14,689	28,116	...
Bengal Central (*h*)	130	125	15,157	121	125	16,390	131	3,64,796	3,79,158	14,362	...
East Coast (state)	99	321	20,524	64	427	18,417	43	6,90,301	8,86,607	1,96,306	...
Metre gauge—											
Burma (state)	164	730	90,988	125	746	1,09,866	147	26,36,385	28,07,467	1,71,082	...
Special gauges—											
Jorhát (state provincial)	55	25	980	39	25	1,500	60	36,228	42,623	6,395	...
Cherra-Companyganj (state provincial)	64	8	489	61	8	421	53	11,283	8,493	...	2,790
TOTAL	243	5,330	11,85,164	222	5,489	11,25,027	205	2,82,61,917	3,13,20,611	30,58,694	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	442	1,490	3,79,470	255	1,490	3,24,142	218	1,51,63,970	1,32,98,454	...	18,65,516
Bombay, Baroda and Central India	678	461	1,86,244	404	461	2,11,000	458	74,36,499	84,12,406	9,75,907	...
Madras	243	840	1,97,630	235	840	1,91,929	228	48,03,003	51,46,950	3,43,947	...
TOTAL	421	2,791	7,63,344	274	2,791	7,27,071	261	2,74,03,472	2,68,57,810	...	5,45,662
TOTAL (GUARANTEED AND STATE)	281	16,392	36,85,894	225	16,788	36,87,660	220	10,52,00,538	10,80,28,255	28,27,717	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	165	161	21,335	132	161	23,033	143	6,12,485	6,54,542	42,057	...
Tarkessur	269	22	4,614	210	22	4,620	210	1,44,437	1,42,271	...	2,166
Metre gauge—											
Rohilkund and Kumaon (Company's section)	121	67	5,323	79	66	7,529	114	2,03,835	2,10,869	7,034	...
Bengal Dooars	161	36	5,652	157	36	5,920	164	86,652	1,14,049	27,397	...
Dibru-Sadiya	136	78	9,093	117	78	7,991	102	2,52,011	2,60,182	8,171	...
Special gauge—											
Darjeeling-Himalayan	249	51	12,585	247	51	13,208	259	3,00,937	3,66,277	65,340	...
TOTAL	164	415	58,602	141	414	62,301	150	16,00,357	17,48,190	1,47,833	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
Bína Guna	...	...	...	...	73	900	12	...	(*j*) 14,533	14,533	...
The Nizam's guaranteed state	187	333	46,868	141	333	32,783	98	14,59,838	13,57,619	...	1,02,219
The Gaekwar's Petlád	105	13	1,385	107	13	810	62	33,811	35,526	1,715	...
Rájpura-Bhátinda	271	108	27,218	252	108	15,898	147	5,80,865	5,31,874	...	48,991
Kolar Gold-fields	260	10	3,980	398	10	2,776	278	(*k*) 45,583	73,351	27,768	...
Metre gauge—											
Southern Mahratta (Mysore section) (*l*)	89	362	29,090	80	362	37,076	102	7,59,160	8,09,835	50,675	...
The Gaekwar's Mehsána	74	93	4,446	48	93	4,100	44	1,62,195	1,46,331	...	15,864
Kolhápur	81	29	2,383	82	29	2,296	79	60,747	57,458	...	3,289
Special gauges—											
The Gaekwar's Dabhoi	59	72	3,218	45	72	2,480	34	1,06,981	1,21,255	14,274	...
Cooch Behar	45	22	715	32	22	750	34	18,605	17,316	...	1,289
TOTAL	136	1,042	1,19,303	114	1,115	99,869	90	32,27,785	31,65,098	...	62,687
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	103	334	23,217	70	334	21,175	63	8,11,489	9,24,762	1,13,273	...
Jetalsar-Rájkot	68	46	2,996	65	46	3,178	69	70,342	83,463	13,121	...
Jodhpur-Bickaneer	58	364	18,035	50	364	12,700	35	5,61,771	4,53,164	...	1,08,607
Oodeypore-Chitor	...	...	...	...	61	1,020	17	...	(*m*) 7,119	7,119	...
Special gauge—											
Morvi	65	94	5,029	53	94	5,543	59	1,48,239	1,81,589	33,350	...
TOTAL	78	838	49,277	59	899	43,616	49	15,91,841	16,50,097	58,256	...
GRAND TOTAL	261	18,687	39,13,076	209	19,216	38,93,446	203	11,16,20,521	11,45,91,640	29,71,119	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 15th September 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Total earnings from 1st July to 14th September 1895.
(*g*) Includes the Jammu and Kashmir, the Hyderabad-Shadipalli and the Wazirabad-Lyallpur railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*j*) Total earnings from 1st May to 14th September 1895.
(*k*) Total earnings from 1st July to 15th September 1894.
(*l*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*m*) Total earnings from 1st August to 14th September 1895.

SIMLA, *the 26th September 1895.*

F. B. HEBBERT,
Under S...

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

SUPPLEMENT TO

The Gazette of India.

No. 40.} SIMLA, SATURDAY, OCTOBER 5, 1895.

OFFICIAL PAPERS.

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

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

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GOVERNMENT OF INDIA.

HOME DEPARTMENT.

EXECUTION OF DEEDS, CONTRACTS AND OTHER INSTRUMENTS ON BEHALF OF HER MAJESTY'S SECRETARY OF STATE FOR INDIA IN COUNCIL.

No. $\frac{\text{21-Judicial}}{\text{1455-1471}}$.

Extract from the Proceedings of the Government of India in the Home Department (Judicial),—under date Simla, the 4th October, 1895.

Read again—

Resolution of the Government of India in the Home Department No. $\frac{\text{3-Judicial}}{\text{485-501}}$, dated the 28th March 1895, on the subject of the execution of deeds, contracts and other instruments on behalf of Her Majesty's Secretary of State for India in Council.

Read also—.

Letter from the Government of Madras, No. 1572, dated the 26th July 1895, bringing to notice the omission from the above-mentioned Resolution of all provision for the execution of contracts and other instruments connected with the Registration Department in the Madras Presidency.

RESOLUTION.

In exercise of the power conferred by the thirty-third and thirty-fourth of Victoria, chapter fifty-nine, section two, and of all other powers enabling him in this behalf, the Governor General in Council is pleased to declare that the classes of contracts and other instruments specified under heading J-II of the Resolution of the Government of India in the Home Department No. $\frac{\text{3-Judicial}}{\text{485-501}}$, dated the 28th March last, and referred to in the twenty-second and twenty-third

of Victoria, chapter forty-one, section two, may be executed by the Inspector-General of Registration, Madras; and to direct that the words "and the Inspector-General of Registration" be added after the words at present standing against the said heading of the said Resolution.

ORDER.—Ordered that this Resolution be communicated to Local* Governments and Administrations and the several Departments of the Government of India for information and guidance, and that it be also published in the Supplement to the *Gazette of India*.

* Madras. Bombay. Bengal. North-Western Provinces and Oudh. Punjab. Central Provinces. Burma. Assam. Coorg. Berar.

[True Extract.]

J. P. HEWETT,
Offg. Secy. to the Govt. of India.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

The following papers are published for general information.

PAPERS REGARDING THE REQUIREMENT OF SPECIAL VERDICTS FROM JURIES IN CRIMINAL CASES.

Extract, paragraph 8, from a letter from the Chief Secretary to the Government of Bengal, to the Secretary to the Government of India, Home Department,—No. 122-J. D., dated the 22nd June 1891.

* * * * * *

8. It has been suggested by several of the most experienced Sessions Judges that section 303 of the Criminal Procedure Code should be altered so as to make it incumbent upon the Judge to ascertain and record fully the reasons of the jury for their verdict. It is pointed out that as long as the right of interference with a verdict exists, the reasons which guide a jury to a certain finding are among the most important elements in arriving at a conclusion whether a verdict is reasonable or not. His Honour is disposed to favour the proposal because it is a simple but reasonable way of enabling the Judge to be sure that he ought to disagree with the jury.

* * * * * *

Extract, paragraph $\frac{8}{10}$, from a circular letter from the Secretary to the Government of India, Home Department, to the Governments of Madras, Bombay, Bengal and the North-Western Provinces and Oudh,—Nos. 1105—1108, dated the 25th August 1892.

* * * * * *

8. It has, however, been suggested by the Bengal Government that, in order to facilitate the disposal of references under section 307 of the Code, the Sessions Judge should be specifically empowered or required to ascertain and record the reasons of the jury for their verdict. The Governor General in Council admits that the present system is defective in so far as the Judge, although bound by the Code to refer to the High Court cases in which he considers this course to be necessary for the ends of justice, is not in a position to place before the High Court in a proper shape materials for determining whether the verdict is a wrong one or not. His Excellency in Council, however, is averse to requiring or authorizing Sessions Judges to question juries as to the reasons for their verdict except in cases already provided for by section 303 of the Code. In the first place, no room should be allowed for anything approaching to a cross-examination of the jury by the Judge. Besides not only would it be difficult for untrained men, such as the jurors would be in most cases, to formulate their reasons in a satisfactory shape; but it is doubtful whether a mere statement of their reasons would help materially towards the disposal of the case. It seems to the Government of India that a statement of the *facts* found by the jury, rather than of the reasons for their finding, is what is desired for the purpose of enabling a satisfactory decision to be arrived at as to the correctness of their verdict. His Excellency in Council would therefore adopt the alternative proposal made by the Judges of the Bombay High Court named in the margin, and amend the law so as to empower the Sessions Judge, if he thinks fit, whether before or after a general verdict has been taken, to require special verdicts from the jurors on particular issues of fact, and perhaps on the general credibility of particular evidence. Such an amendment of section 303 would be sufficient both to place the Sessions Judge in a position to decide whether a reference should or should not be made to the High Court

Mr. Justice Birdwood.
" " Telang.
" " Candy.

under section 307 and to furnish the High Court with proper materials for determining whether the verdict is one which should be upheld or not. This point has accordingly been noted for further consideration when the Criminal Procedure Code may next come under revision.

* * * * * *

Extract, paragraphs 32 and 33, from the Report of the Jury Commission, dated the 24th March 1893.

* * * * * *

Section 303, Code of Criminal Procedure.

32. It has been suggested that the terms of section 303 of the Code of Criminal Procedure should be amended so as to enable a Sessions Judge to obtain more clearly the opinions of the jury on parts of the evidence so as to learn and place on record the grounds upon which the verdict was arrived at. We are not in favour of any alteration in the present law, which provides sufficient means for obtaining a verdict, and we think that there are strong objections to anything of the nature of a cross-examination of the jurors as to details of a case so as to obtain their opinion on portions of the evidence. Amongst these it will be sufficient to say that it must very frequently happen that the jurors may individually arrive at the same conclusion by different processes of reasoning, or they may find difficulty in expressing intelligently or logically a conclusion fairly arrived at on consideration of the entire case. No doubt in certain cases—for instance, in cases of culpable homicide not amounting to murder, or of house-breaking with intent to commit an offence—it may be necessary to give a special verdict to determine the exact offence, so as to regulate the sentence; but the terms of the present law sufficiently provide for this and we are opposed to any alteration for the purposes suggested.

It has also been proposed to permit questions to be put to the jurors after verdict delivered, so as to enable the Sessions Judge to determine whether he should refer the case to the High Court, as well as to enable the High Court itself in a referred case to learn whether a verdict was on reasonable and proper grounds; but the same objections equally apply. We prefer to adopt the course recommended by us, *viz.*, that each case referred by a Sessions Judge should be tried by the High Court on its merits on the evidence, as less likely to cause embarrassment and more certain to ensure a just and proper decision.

Special verdicts.

33. We have considered anxiously whether it is practicable to enable the Judge to direct the jury to return a special verdict on issues framed by him. This proposal is supported by high authority, and we are fully sensible of the advantages it would be to the High Court in referred cases to have a special, instead of a general, verdict to deal with, but we have reluctantly come to the conclusion that such a procedure would be liable to create greater evils than it would remedy.

* * * * * *

Extract, paragraph 3, from a circular letter from the Secretary to the Government of India, Home Department, to the Governments of Madras, Bombay, Bengal, North-Western Provinces and Oudh, the Chief Commissioner of Assam, and the High Court, Calcutta,—Nos. 545—50, dated the 6th May 1893.

* * * * * *

3. With reference to paragraphs 32 and 33 of the report, I am to say that the Government of India are disposed to adhere to the view stated in this Department's letter of the 25th August last that section 303 of the Code should be amended so as to empower the Sessions Judge to require a special verdict on particular issues of fact. The object is to enable the presiding Judge to ascertain, for his own guidance and (if necessary) for the information of the High Court, what elements of the charge have been established to the satisfaction of the jury. A charge of theft, based on evidence of recent possession, may be taken as an apt illustration. In a case of this kind which actually occurred the jury had brought in a general verdict of not guilty, but it was subsequently ascertained that they were all of opinion that the property was stolen, and that the accused was in possession of it at the time alleged, but they refused to

draw the inference that he was the actual thief. But if the case had been referred to the High Court upon the bare general verdict, it would probably have been assumed that the evidence as to the property being found on the accused had been thought untrustworthy. His Excellency the Governor General in Council will, however, be glad to receive the opinion of the Madras / Bombay / Bengal / North-Western Provinces and Oudh / Chief Commissioner of Assam / High Court Government on this as on the other amendments.

* * * * * *

Extract, paragraphs 4 and 5, from a letter from the Chief Secretary to the Government of Madras, to the Secretary to the Government of India, Home Department,—No. 1748 (Judicial), dated the 28th August 1893.

* * * * * *

4. In paragraph 32 of the report the Commission deals with the question of amending section 303 of the Code of Criminal Procedure in such a way as to empower the Sessions Judge to—

(1) obtain from the jury its opinion on parts of the evidence in order to enable him to learn the grounds for the verdict;

(2) question the jury as to the reasons for the verdict in view to deciding whether a reference to the High Court is called for.

The majority of the authorities consulted is opposed to amending section 303 in the manner indicated on the ground that anything approaching to a cross-examination of the jury is to be deprecated. The Government of India expressed a similar opinion in paragraph 8 of Home Department letter, dated 25th August 1892, No. 1105, Judicial; the Commission also is opposed to the amendment of section 303 in the manner suggested.

I am to say that His Excellency in Council concurs in thinking that the arguments which have been brought against the proposed amendment outweigh those which have been urged in its favour.

5. In the same paragraph (32) the Commission pronounces against a further proposal that section 303 should be so amended as to empower the Sessions Judge to direct the jury to return special verdicts upon issues framed by him.

This suggestion has been considered on a previous occasion and in Mr. Galton's letter, dated 6th February 1893, No. 268, Judicial, an opinion was expressed in favour of the amendment of section 303 so as to enable the Judge to take special verdicts regarding particular questions of fact and the general credibility of particular evidence.

Among the authorities now consulted by the Government there is a consensus of opinion in favour of the amendment, and His Excellency in Council fully concurs with the Government of India that the vague assertion by the Commission that the amendment would be likely to create greater evils than it would remedy ought not to be accepted as sufficient in the face of the obvious advantages which will result from the introduction of a system of special verdicts. It is understood that the Judge is to have the power of calling for verdicts upon special issues either before or after the general verdict is delivered; Mr. Justice Shephard, it will be observed, takes it to be the intention that special verdicts shall be called for only (1) after the general verdict has been given, (2) if the Judge disagrees with the general verdict.

* * * * * *

Extract, paragraph 10, from a letter from G. T. Mackenzie, Esq., Sessions Judge, Kistna, to the Chief Secretary to the Government of Madras,—No. 761, dated the 10th June 1893.

* * * * * *

10. I think that special verdicts are desirable. As an instance I may quote the difference of opinion in this district on the meaning of section 401 of the Penal Code. The District Magistrate and Police Superintendent think that this

section applies to men born and bred in the wandering tribes of Yanadis and Yerikulas. It is true that these tribes habitually steal, but these men never knew any other home. They have their wives and children with them in the encampment. I hold that section 401 does not apply to such men and was intended to meet the case of men who joined a gang of thieves. I so charged the jury in two cases committed to the Sessions and the juries gave verdicts of "not guilty." The Public Prosecutor moved the High Court, but the High Court refused to interfere. In such cases a special verdict on the facts might have been taken and the doubtful question of law might have been referred to the High Court.

* * * * * *

Extract, paragraph 5, from the opinion of J. H. Spring Branson, Esq., Advocate-General, Madras, forwarded by the Government Solicitor, Madras, to the Chief Secretary to the Government of Madras, with his No. 201, dated the 13th June 1893.

* * * * * *

5. It is very desirable that the reasons of the jury for their verdict should be elicited without subjecting the jurors to a cross-examination or to undue catechism by the presiding Judge. I think that Sessions Judges should be empowered to require from the jury special verdicts as suggested, but the power conferred should be so clearly stated and limited to the object sought as to preclude the chance even of the inquiry degenerating into a cross-examination.

* * * * * *

Extract, paragraph 4, from a letter from R. S. Benson, Esq., Sessions Judge, South Malabar, Calicut, to the Chief Secretary to the Government of Madras, —No. 160, dated the 13th June 1893.

* * * * * *

Section 303, Criminal Procedure Code.

4. I am opposed to anything like cross-questioning of juries as to their reasons for arriving at their verdict. It might often be impossible to record them fairly or intelligibly without writing a separate statement, amounting to a judgment, for each juror, but I think that section 303 of the Criminal Procedure Code should be amended so as to enable the Judge to require the jury to give a special verdict on particular issues of fact. Such a course will rarely be necessary, but it may be so occasionally, to enable the Judge to appreciate the ground on which the general verdict rests, and sometimes, too, in order to assist him in deciding on the appropriate penalty. Such a case occurred in a trial held before me yesterday. Three prisoners were being tried by a jury for dacoity. The acts of the prisoners might have been either simple extortion (section 383), or aggravated extortion (section 386), or robbery (section 390), or dacoity (section 391), according to the view taken of the violence used and the number of persons taking part in the extortion. The jury found the prisoners not guilty of dacoity, but found that one of them was guilty of extortion. I was able under section 303, Criminal Procedure Code, as it stands, to ascertain that the verdict was "guilty of simple extortion" (punishable under section 384, Indian Penal Code), not aggravated extortion (punishable under section 386), but I was unable to frame a special issue as to the violence used, though I would have valued a finding by the jury on that matter as a guide to me in determining the penalty appropriate to the offence.

* * * * * *

Extract, paragraph 1, from a letter from the Registrar, High Court of Judicature, Appellate Side, Madras, to the Chief Secretary to the Government of Madras,—No. 1592, dated the 16th June 1893.

With reference to G. O. dated the 16th ultimo, No. 1022, Judicial, forwarding certain papers regarding the system of trial by jury in Bengal and requesting the opinion of the High Court on the proposals for amending the Criminal Procedure Code dealt with in the report of the Jury Commission, I am directed to submit herewith a transcript of the minutes recorded by the Hon'ble the Chief Justice and Justices Sir T. Muttusami Aiyar, Shephard and Davies.

* * * * * *

MINUTES.

The Chief Justice.— * * * *
I see no objection to the proposed amendment of section 303 of the Code empowering the Sessions Judge to require a special verdict on particular issues of fact.

Justice Sir T. Muttusami Aiyar.— * * * As regards section 303, I see no objection to amending it so as to enable the Judge to require a special verdict on particular issues of fact. On the other hand, I venture to think that such amendment is an additional safeguard. It is not clear to me how the amendment is likely to initiate a system of cross-examining the jury as to grounds of decision. In his charge to the jury the Judge is bound to tell them what material issues of fact arise for decision in each case under trial, and what the findings of the jury ought to be on the several issues to warrant either a conviction or an acquittal. This being so, the power to call for a special verdict on particular issues of fact will only enable the Judge to see that effect is given to his directions and accustom the jury to consider whether their verdict is the outcome of their findings on the several issues. I do not, however, understand the amendment to permit the jury being questioned as to the reasons for their finding on each issue, and there appears to me, therefore, no weight in the objection that the power to call for a special verdict will end in initiating a system of vexatious cross-examination as to the reasons of the decision of the jury.

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Mr. Justice Shephard.—The most important proposals on which our opinion is asked relate to sections 303 and 307 of the Criminal Procedure Code. I would strongly deprecate any proposal to give Sessions Judges a general power to examine the jury as to the ground and reason for their verdict, but I do not see why a Sessions Judge should not be empowered, after a verdict with which he does not agree has been given, to put specific issues to the jury of a general character. For instance, in such a case as that stated by the Government of India (paragraph 3) there might be (1) a question as to whether any theft was committed; (2) a question as to recent possession; (3) a question as to the inference to be drawn from it; and, further, (4) a question might arise on evidence adduced to prove an *alibi*. It seems to me it would be proper and unobjectionable to ask the jury questions of this sort. The answers to them would afford great assistance as well to the Sessions Judge in deciding what action he should take as to the High Court in case of a reference. The power to put questions of the kind stated would be particularly useful in the case of forgeries when such offences are triable by a jury, for the prevailing notions about this offence are not in harmony with our English ideas, and a jury would be quite capable of returning a verdict of "not guilty" on such a charge, although they believed that the accused had altered the document in such manner as to make him clearly guilty of forgery. Other illustrations might no doubt be given.

Provided that it is made clear that the Judge is not to cross-examine the jury about the grounds on which they have arrived at their verdict, and that the questions are directed to ascertaining their opinion on the fundamental issues which the case involves, I think the proposed amendment of the law would be decidedly useful.

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Minute forwarded with a letter from the Registrar, High Court of Judicature, Appellate Side, Madras, to the Chief Secretary to the Government of Madras,—No. 1620, dated the 27th June 1893.

Mr. Justice Best.— * * * * I am also of opinion that the law should be altered so as to allow the Judge to put to the jurors, after the verdict is delivered, such questions as may be thought necessary to enable him to determine whether he should refer the case to the High Court.

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Extract, paragraphs 2 to 4, from a letter from W. J. Tute, Esq., Acting Sessions Judge, Salem, to the Chief Secretary to the Government of Madras,—No. 415, dated the 27th June 1893.

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2. The first suggestion discussed by the Commissioners (in paragraph 32 of their report) is whether section 303 of the Criminal Procedure Code should be so amended as to enable a Sessions Judge to ascertain the opinion of a jury on portions of a case submitted to them. I am clearly of opinion that this should be done. The Commissioners deprecate—and rightly—anything like the cross-examination of a jury. But such appearance of cross-examination would, in my opinion, be avoided (*a*) by allowing the Sessions Judge to ask the jury the necessary questions *before* their final verdict of guilty or not guilty is delivered (though, of course, only at the close of the trial and charge), and (*b*) by defining in the Statute the nature and scope of such questions.

3. I give an example. Take a case of dacoity brought against five prisoners, A, B, C, D and E. Against A and C there is only the evidence of witnesses who say they identify them as the actual dacoits; against B and D there is only evidence of recent possession of property stolen; against E there are both kinds of evidence. I would permit the Judge to put the following questions:—

(1) Having regard to the definition of "dacoity" as now explained to you, do you find that a dacoity really took place?

(2) If you do, are you satisfied with the evidence of identification against A, C and E, or against any of them (if so, against which?).

(3) Do you find that the property produced was found in the (exclusive) possession of B, D and E, or in that of any of them?

(4) Was that property, to their knowledge, stolen in the dacoity?

(5) Do you find A guilty or not guilty? (Similar question in respect of each prisoner.)

I fail to see that any one of questions 1, 2, 3 and 4 can, if put *before* question No. 5, be called a "cross-examining" question (for such questions tend to *form*, not *shake*, an opinion), while I am certain that the putting of such questions and the recording thereof and of the answers given to them (such recording is, of course, imperative and should be done *at the time*) would not only simplify and accelerate the work of the High Court in disposing of cases referred to them, but enable the Sessions Judge to see clearly what cases he ought to refer.

4. It may be said that it will be difficult to word the section so as to regulate the nature of the questions to be asked. But a little must always be left to the common sense of the presiding Judge. And it will be in every case open to the High Court in revision to point out that the questions were wrongly framed and put. In fact, the High Court would in this way be enabled to see into the working of the Judge's mind and into the real disposal of the case far better (as I think) than where, as at present, they are only aided by the perusal of the prescribed abstract charge; while, on the other hand, assuming the Judge's questions rightly put, the answers given to them by the jury would, at a glance, disclose any weakness in logical reasoning or perversity in finding. It is precisely the difficulty jurors feel in expressing a logical conclusion (see the words used by the Commissioners) which the above proposal will obviate by assisting them in doing so.

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Extract, paragraph 3, from a letter from Lewis Moore, Esq., Sessions Judge, Bellary, to the Chief Secretary to the Government of Madras,—No. 1287, dated the 12th July 1893.

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3. I am strongly of opinion that section 303 should be modified so as to give a Sessions Judge power either to require a special verdict on particular issues of fact or to demand from the foreman after the delivery of the verdict a

statement of the grounds on which it is based. During the recent controversy as to trial by jury in India, one fact has been brought prominently to notice, namely, that while Judges and others engaged in the administration of justice express themselves dissatisfied with a considerable number of the verdicts returned by juries, Sessions Judges make references to the High Court and the High Court interfere in a very small percentage of the cases tried. The reason in my opinion why so few references are made and so few verdicts set aside is that in the absence of any information as to the grounds on which a verdict is based, the Judges feel bound to assume that the jurors have considered the case in a rational and reasonable manner. Reference may be made to the case reported at I. L. R., 9 Calcutta, 53, where the Sessions Judge put certain questions to the jury after they had returned their verdict. The answers given to these questions showed that the jury had arrived at certain somewhat foolish conclusions upon the evidence, but the learned Judges of the High Court refused to consider these answers on the ground that the Sessions Judge had no power to put the questions to the jury; and Mr. Justice Norris, having pointed out that there were rational grounds on which the jury might have disbelieved certain evidence, observed that he had a right to assume that the estimate of the evidence arrived at by the jury corresponded with the one formed by himself. The opinions given by the assessors in a large number of cases show that they have not taken a rational view of the evidence put before them, and, if we had the power to ascertain the reasons which have led jurors to return their verdicts, we should often, I fear, find that they are not entitled to very great respect. In the only case in which I felt it possible to make a reference to the High Court under section 307 last year, the foreman of the jury having delivered the verdict volunteered a statement as to the grounds on which it was based. That statement was duly recorded by me, and as it showed that the jury had rejected evidence on most unreasonable grounds the verdict was set aside, and what would have been a palpable failure of justice was prevented. As observed by Mr. Justice Candy in the case reported at I. L. R., 15 Bombay, 452 (at page 482), "a clear and concise idea as to the grounds of the verdict is of the greatest aid in the furtherance of justice. On the one hand, it may show the Sessions Judge that the verdict is not unreasonable; on the other, it may indicate on the part of the jury such an inability to appreciate the evidence that the Sessions Judge will have less hesitation in disagreeing with the verdict."

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Extract, paragraphs 5 to 7, from a letter from E. J. Sewell, Esq., Sessions Judge, North Arcot, to the Chief Secretary to the Government of Madras,—No. 10, dated the 25th July 1893.

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5. With regard to section 32, I think that the proposal to question the jurors would be likely to lead to great confusion and often considerable delay. The jury might have to retire and discuss the questions put to them in order to be able to say if they were unanimous in their answers. If they were unanimous in their verdict, but not in their answers, there might be considerable doubt as to what they did really mean, and a wide field would be opened for the misapplied ingenuity of vakils.

6. *Section 33.*—I am of opinion that it would be of advantage to everybody that the jury should be called upon to return a special verdict on issues framed by the Judge. It would, in case of a disagreement between the Judge and jury, narrow the difference to clear and defined questions and greatly diminish the Judge's labour in referring the verdict and that of the High Court in considering it.

7. As far as my experience goes, juries are apt to be prejudiced by facts brought out in the evidence of which they disapprove, and to give such facts a weight not at all warranted by their bearing on the question of the prisoner's guilt or innocence. Thus if one or two witnesses are manifestly speaking falsely, a jury is very apt to disbelieve true evidence of other witnesses for or against the same accused person. A verdict on special issues would indicate more distinctly the part of the evidence about which this had been done.

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Extract, paragraph 4, from a letter from the Acting Secretary to the Government of Bombay, Judicial Department, to the Secretary to the Government of India, Home Department,—No. 5946, dated the 23rd September 1893.

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4. With regard to the first point, I am to state that this Government agree with the Government of India in considering an amendment of section 303, in the direction indicated, desirable. It will be observed that, whereas the majority of the Judges of the High Court do not consider the amendment called for, the majority of the Sessions Judges consulted approve of it, and I am to state that the Governor in Council concurs with the latter. The suggestion originated with an expression of opinion by the Honourable Messrs. Birdwood, Telang and Candy (JJ.), and for the reasons which are set forth by the Government of India in paragraph 15 of their Despatch No. 32, dated 21st December 1892, to the Secretary of State, it has the entire approval of the Governor in Council. I am, however, to invite a reference to Mr. Hammick's letter submitting his opinion on this point, and to observe that the wide difference between requiring special verdicts on particular issues of fact and requiring reasons for a decision does not appear to have been sufficiently recognized. Juries should certainly not be cross-examined, but if, as suggested by Mr. Hammick, the presiding Judge were required, before asking for a special verdict on a particular issue of fact, to state carefully in writing the points for determination, framing the essential issues with strict regard to the terms of the definition of the offence with which the accused is charged, there seems to the Governor in Council to be no reason to fear, as the Honourable Mr. Crowe does, that the proposed alteration of the law would in practice confuse and perplex jurors. At the same time the Governor in Council is of opinion that the amendment should provide that in all cases a general verdict on the whole case should be given, and that only thereafter, if it should appear necessary, the Sessions Judge should be empowered as proposed.

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Minutes forwarded with a letter from the Registrar, High Court, Appellate Side, Bombay, to the Secretary to the Government of Bombay, Judicial Department,—No. 1498, dated the 18th July 1893.

MINUTE BY THE HONOURABLE THE CHIEF JUSTICE.

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As to the proposed amendment to empower the Sessions Judge to require a special verdict on particular issues of fact, there is no reason why it should be exercised in one case rather than another, and the result will be that jurors will virtually be called upon to give their reasons, and will thus differ but little, if at all, from assessors. I agree with the Commission that "such a procedure would be liable to create greater evils than it would remedy."

The 22nd June 1893. C. SARGENT.

I concur.

The 3rd July 1893. L. H. BAYLEY.

Concurred.

The 7th July 1893. H. J. PARSONS.

I concur.

E. M. H. FULTON.

I concur.

The 5th July 1893. M. H. STARLING.

MINUTE BY THE HONOURABLE MR. JUSTICE CANDY.

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With regard to section 303, I would refer to my remarks in my minute of 28th June 1890, with which Mr. Justice Telang concurred in his minute of 30th June 1890, and which were apparently approved of by Mr. Justice Birdwood in his minute of 9th August 1890.

I cannot see the greater evils which, it is said, such an amendment would create. It is not intended that jurors should be called on to give the reasons for their verdict, but simply a special verdict on specific issues framed by the Sessions Judge.

Extract, paragraphs 4 and 5, from a letter from G. M. Macpherson, Esq., Judicial Commissioner in Sind, to the Secretary to the Government of Bombay, Judicial Department,—No. 5, dated the 24th June 1893.

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4. To enable the Sessions Judge to form a proper opinion of the jury's verdict in such cases, it is, I think, advisable that he should be empowered and required to learn the jury's opinion as to the different matters involved in the case, as showing accused's innocence or guilt. In paragraph 3 of my letter No. 8-Confidential of the 17th December last, I stated that I did not think that jurors should be asked for their reasons, and I said that "it would be unfair to expect from them the power of drawing and explaining the fine distinctions which admittedly at times exist between" murder and culpable homicide not amounting to murder. Moreover, reasons weighing much with one juror might weigh little with another. Often verdicts are a compromise, and even when they are not so, jurors may come to the common conclusion from very different reasons. To expect reasons from them would disgust them, and would often lead to much confusion and unpleasantness; but as to the main facts they should be agreed,—for instance, as to whether stolen property was found with a man and whether he accounted satisfactorily for his possession of it. This would necessitate a slight change in section 303.

5. I think it should also be provided that, on hearing their decision as to the facts proved or not proved (even if differing from the general verdict already given by the jury), the Sessions Judge might give judgment according to the proper legal inferences drawn from their decision as to particular facts, leaving it to accused to appeal, if he wished to do so, on the ground that the facts found proved did not warrant the decision. This would meet, *e.g.*, the case of jurors who insist, as many assessors do, that there must be an eye-witness of guilt. It would cover the case given in paragraph 3 of the letter No. 546 from the Government of India. If the Judge approved of these minor findings, there would, of course, be no need of referring such a case under section 307. The opinions as to the facts, if approved of, would take the place of the general verdict and would be acted on. By section 299 of the Code the jury are to decide as to matters of fact, and are bound to give their decision as to the conclusions to be drawn therefrom according to the Judge's direction, whether they agree with it or not. What I propose is simply to let the Judge in such cases draw that conclusion which the jury are bound by law to draw according to his directions, but which they refuse so to draw. I do not think there would be any hardship in the above, which would give full influence to the opinion of the jury in their own sphere, namely, that of deciding on the facts, and would simply leave the Judge to apply the law to the facts so found. It might at times be difficult for him to tell which of two sections the offence should come under, and he would have to act on the principle of convicting of the less serious offence laid down for similarly doubtful cases. If he disagreed with the decisions as to matters of fact, he would of course be able to refer the case for the orders of the High Court.

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Extract, paragraph 4, from a letter from W. H. Crowe, Esq., Sessions Judge, Poona, to the Secretary to the Government of Bombay, Judicial Department,—No. 316, dated the 4th July 1893.

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4. (Paragraph 32.) I am not in favour of any alteration of section 303 of the Code of Criminal Procedure in the direction suggested. My experience is that even when simple questions are put to jurors for the purpose of ascertaining what their verdict is they get hopelessly muddled and are unable to find intelligent and logical expression of the conclusion they have arrived at. There is always a difficulty in getting them to act independently. The most influential person of their number is usually chosen foreman and he carries great weight with the rest. The result would generally be that each juror would repeat the opinion given by the foreman from inability or unwillingness to enunciate a distinct expression of his own views, whether they really had differed or not.

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Extract, paragraph 2, from a letter from J. W. Walker, Esq., Sessions Judge, Satara, to the Secretary to the Government of Bombay, Judicial Department,—No. 2, dated the 22nd June 1893.

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2. I agree with the Government of India that a Sessions Judge should be empowered to require a special verdict on particular issues of fact. As a further illustration, besides that given by the Government of India, I may state that in a case recently tried in this Court with three assessors, the assessors were of opinion that the charge of murder was not proved, but in giving their reasons they stated that the accused had caused hurt to the deceased. On the evidence it was quite clear that if the accused caused hurt at all they were guilty of murder, and the accused were, in fact, convicted of murder and the conviction was upheld by the High Court. Here if the three assessors had been sitting as a jury, the Court would naturally have concluded that the jury disbelieved the whole evidence, whereas the evidence was believed, but the necessary conclusion that the offence amounted to that of murder was not drawn. It often happens that it is difficult to determine whether a particular act constitutes the causing of hurt, culpable homicide, or murder, and the only satisfactory mode is to ascertain what precise facts are held to be proved.

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Extract, paragraph 4, of a letter from S. Hammick, Esq., Sessions Judge, Ahmednagar, to the Secretary to the Government of Bombay, Judicial Department,—No. 2, dated the 8th June 1893.

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4. I concur in the recommendation to amend section 303 so as to empower the Judge to require special verdicts on particular issues of fact. But it should be understood that this is not a provision to permit the Judge to cross-examine the jury as to their reasons after the verdict has been delivered. The special issues should be clearly stated in writing before the jury is called upon to decide, and should form a part of the record of the case. I think that the system of requiring special verdicts is likely to be of use not only to the High Court, but for the purpose of keeping the jury from going astray into irrelevant questions.

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Extract, paragraph 3, from a letter from the Chief Secretary to the Government of Bengal, to the Secretary to the Government of India, Home Department,—No. 1350-J., dated the 5th March 1894.

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3. The Jury Commission considered in paragraph 32 of their report whether the terms of section 303 of the Criminal Procedure Code should be amended so as to enable a Sessions Judge to obtain more clearly the opinions of the jury on parts of the evidence, so as to learn and place on record the grounds

upon which their verdict was arrived at, and also whether questions should be put to the jurors after verdict had been delivered, and came to the conclusion that no alteration in the law was necessary. This opinion has apparently been accepted by the Government of India. In paragraph 33 the Commission considered whether it was practicable to enable the Judge to direct the jury to return a special verdict on issues framed by him, but reluctantly decided that such a procedure would be liable to create greater evils than it would remedy. On this point the Government of India have expressed the opinion that they are disposed to adhere to the view that section 303 of the Code should be so amended as to empower the Sessions Judge to require a special verdict on particular issues of fact. The preponderance of opinion among officers consulted by this Government is undoubtedly in favour of the proposal of the Government of India, but there is an influential minority against it, consisting of the authorities enumerated in the margin. The principal objection taken is the risk of the Judges' enquiries degenerating into a cross-examination of the jury.

Mr. P. Nolan, Commissioner of Rajshahi.
„ J. Whitmore, Sessions Judge, Birbhum.
„ C. P. Caspersz, Sessions Judge, Chittagong.
„ H. Cox, Sessions Judge, Tirhut.
„ A. W. Mackie, Sessions Judge, Rangpur.
„ H. Holmwood, Sessions Judge, Bhagalpur.
„ C. M. W. Brett, Sessions Judge, Dacca.
„ H. P. Peterson, Sessions Judge, Burdwan.
„ J. H. Bernard, Magistrate, Nadia.
„ F. A Slack, Magistrate, Chittagong.
Kumar Gopendro Krishna Deb, Magistrate, Pabna.
Babu Chandra Narain Singh, Personal Assistant, Commissioner of Bhagalpur.
Members of the Jessore Bar.
Ditto Krishnaghar Bar.
Government Pleader, Nadia.

After full consideration the Lieutenant-Governor is disposed to agree with the Commission that there is no absolute necessity for a change, as, under the present law, a Judge can, and a good Judge does, put the issues before the jury, so that they should be obliged to give a verdict on each point; but since all Judges do not do this, Sir Charles Elliott would prefer to see such a change made in the wording of section 303 as shall show that the procedure should always be as above described, the Judge laying down each issue and calling on the jury for a special verdict on each.

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Extract from paragraph 3 from a letter from the Secretary to the Government of the North-Western Provinces and Oudh, to the Secretary to the Government of India, Home Department,—No. 2664, dated the 20th September 1893.

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3. * * * * With respect to point (2), I am to say that Sir Charles Crosthwaite entirely concurs in the views expressed in paragraph 3 of your letter under reply. He observes that the Jury Commission, while reluctantly rejecting the proposed procedure of requiring the return of special verdicts on issues framed by the Judge, refrained from explaining their reasons and from enumerating the evils which the adoption of such a course would, it was said, create. I am to invite the attention of the Government of India to the strongly expressed opinion of the High Court of Judicature for the North-Western Provinces—an opinion which must carry great weight—that if the system of trial by jury is to continue in this country it is absolutely necessary that the Judge should have the power proposed to be given to him. The reasons for the alteration of the law, which have been fully set forth in paragraph 8 of your letter No. 1108, dated 25th August 1892, and in paragraph 3 of your letter under reply, need not be repeated. * * * * * * * * *

Extract from paragraph 2 from a letter from the Registrar, High Court of Judicature, North-Western Provinces, to the Secretary to the Government of the North-Western Provinces and Oudh,—No. 5080, dated the 11th August 1893.

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2. (1) *Section 303.*—The Court is decidedly of opinion that if the system of trial by jury is to continue in this country it is absolutely necessary that the Judge should have the power to return a special finding or findings on any relevant issue or issues which he may choose to submit to them.

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Extract, paragraph 2, from a letter from J. Deas, Esq., Legal Remembrancer to the Government of the North-Western Provinces and Oudh, to the Secretary to the Government of the North-Western Provinces and Oudh, No. $\frac{1280}{F. 750}$, dated the 18th August 1893.

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2. As regards section 303 of the Code of Criminal Procedure, I differ from the conclusions arrived at by the Commission, and am of opinion that this section should be amended, either with the view of enabling the Judge to ascertain and fully record the reasons of the jury for their verdict, or with the view of empowering the Judge to require from the jury special verdicts on particular issues of fact. As the Judge will be bound, under section 307 (amended in the manner proposed), to make a reference to the High Court in all cases in which he disagrees with the verdict of the jury, and is of opinion that he cannot give effect to it without causing a failure of justice, it is, I consider, most desirable that he should be able to ascertain the reasons for the verdict. The great assistance which would thereby be afforded to the Judge in determining whether a reference should be made under section 307, and to the High Court in deciding the case, if referred to it, is an advantage which appears to me to outweigh the objection urged by the Commission against the proposed amendment.

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Extract, paragraphs 2 to 7, from a letter from H. G. Pearse, Esq., Judge of Agra, to the Secretary to the Government of the North-Western Provinces and Oudh,—No. —, dated the 26th June 1893.

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2. With regard to paragraph 3 of the Home Secretary's letter and paragraphs 32 and 33 of the Jury Commission's report, I am of opinion that section 303, Criminal Procedure Code, should be amended, not merely to *empower*, but to *direct*, a Sessions Judge to require and record a special verdict on particular issues of fact.

3. I consider that the reason given by the Jury Commission in paragraph 32 of its report, page 22, carries its own condemnation with it. The report objects to "anything in the nature of a cross-examination of the jurors as to details of a case so as to obtain their opinion on portions of the evidence. Amongst these it will be sufficient to say that it may very frequently happen that the jurors may individually arrive at the same conclusion by different processes of reasoning, or they may find difficulty in expressing intelligently or logically a conclusion fairly arrived at on consideration of the entire case."

4. If the above sentence had been a prelude to a recommendation for the abrogation of the whole system of trial by jury I could have understood it. As a prelude to a recommendation that one of the few safeguards against absolute perversity or ignorance on the part of jurors should be abolished, I simply cannot understand it. If jurors are unwilling or unable to express "intelligently or logically their conclusion," how is either a Sessions Judge or a High Court to say whether that "conclusion is fairly arrived at on consideration of the whole case" or not?

5. Section 303, Criminal Procedure Code, is entirely permissive. It says "and the Judge may ask them (the jury) such questions as are necessary to ascertain what their verdict is."

6. The different Calcutta rulings in the Weekly Reporter are absolutely at variance, and as the section at present stands I think the questioning power is not likely to be adequately utilised. I am, in short, in favour of stiffening and not relaxing the section.

7. The Commission in section 33, after giving excellent reasons why a Judge should be enabled to direct a jury to return a special verdict, *viz.*, that "the proposal is supported by high authority, and that it would be an advantage to the High Court in referred cases to have a special instead of a general verdict to deal with," stultifies that finding by declining to give effect to it, on the ground of greater, but entirely unspecified, evils that might accrue.

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Extract, paragraph 3, from a letter from the Secretary to the Chief Commissioner of Assam, to the Secretary to the Government of India, Home Department,—No. $\frac{86 \text{ L. L.}}{7331}$ J., dated the 9th September 1893.

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3. *Amendment of section 303, Code of Criminal Procedure.*—The general opinion of the officers whom the Chief Commissioner has consulted is that there is no sufficient reason for altering section 303 as proposed by the Government of India, on the ground that the section in question, as it stands, already allows the Judge to question the jury, and that it is not desirable to allow a Judge to cross-examine a jury either before or after a verdict has been delivered. Mr. Ward's experience, however, as a Judge, in jury districts, extending over seven years in the Assam Valley Districts and nine months in the district of Hugli in Bengal, compels him to dissent entirely from this conclusion. He certainly deprecates the unnecessary cross-examination of jurors, but at the same time there is no disputing the fact that a wrong verdict may arise either out of an erroneous view of the facts, or out of erroneous inferences or conclusions drawn from facts admitted by the jury to be proved; it also occasionally arises out of the jury totally disregarding the Judge's statement of the law applicable to the facts which the jury may find to be proved. When a juror returns a verdict which the Judge considers to be erroneous, the latter, unless he is empowered to question the jury, has no means of knowing whether the jury differ from him on the facts, or on the inferences to be drawn from them, or as to the law applicable to them; and there is no doubt, the Chief Commissioner thinks, that a Judge often refrains from referring to the High Court cases in which he differs from the verdict of the jury because of his uncertainty as to the view which the jury has taken of the evidence adduced by the prosecution. Mr. Ward can certainly say that, had he been in a position to remove this uncertainty, he would have troubled the High Court with many more references than he actually did during his term of service as a District Judge. Ordinarily he would have hesitated to refer any case in which the jury had unanimously come to the conclusion that the witnesses for the prosecution were not worthy of credit, because he is of opinion that the average native juryman can better estimate the degree of credibility to be attached to the evidence of native witnesses than a European Judge can. If, on the other hand, Mr. Ward had been in a position to report to the High Court that the jury had agreed with him in thinking that the facts, which the prosecution had undertaken to prove, had been proved, and that the witnesses for the prosecution were deserving of full credit, but that the jury had declined to act upon his charge to them that they must draw certain reasonable inferences from those facts and apply the law to them as stated in his charge and upon those inferences and his statement of the law find the accused guilty, the case would have been very different and a reference to the High Court would certainly have been made. References so made would, the Chief Commissioner thinks, result in a far larger percentage of referred verdicts being set aside by the High Court than are shown in the report of the Commission to have been actually set aside in past years; for so long as the High Court has no means of knowing what view the jury has taken as to the credibility of the evidence given in a case, the Court will naturally hesitate to set aside any verdict which is not shown on the record to be a manifestly perverse verdict; but where all doubt is removed on this point and the Court finds that both Judge and jury are agreed upon one or more issues of fact and differ only as to the conclusions which should be drawn from them or as to the law applicable to them, all ground for hesitation in deciding whether the verdict is erroneous or otherwise is at once removed.

It is this reluctance on the part of Judges to refer cases to the High Court and the reluctance of the High Court to set aside jury verdicts unless they are shown to be manifestly perverse that, in the opinion of the Chief Commissioner, renders the statistics of references, and of orders passed by the High Court on such references, of very little value for the purpose of determining whether the jury system in any part of India has proved successful or otherwise. This reluctance will not be removed by amending section 303 to the limited extent proposed by

the Jury Commission, but, Mr. Ward thinks, it will to a very great extent be removed by adopting the amendment proposed by the Government of India in paragraph 3 of the Home Department letter under reply.

In paragraphs 20 and 22 of the report of the Jury Commission it is assumed that when a Judge does not refer a case in which he differs from a verdict, this is due to the Judge's dissent not being complete. Mr. Ward's own experience does not support such an assumption. The reluctance of the High Court of Calcutta to set aside jury verdicts where the case against the accused depends entirely upon the degree of credibility to be attached to the witnesses for the prosecution is, the Chief Commissioner ventures to think, sufficiently well known to every District Judge in Bengal, and is quite sufficient to explain why a Judge hesitates to refer such cases even where his dissent from a verdict is complete. It necessarily follows that in cases in which the evidence for the prosecution is mainly circumstantial, a Judge will hesitate to make a reference to the High Court when he is not in a position to show the Court that the verdict was not in any way due to the jury having discredited the witnesses for the prosecution.

It is for these reasons that the Chief Commissioner strongly advocates the amendment of section 303 in the direction indicated by the Government of India. That section, as it stands, is altogether insufficient to enable the Judge to question the jury in order to ascertain the grounds of their verdict. It only allows of questions being put to ascertain what their verdict actually is. Improper cross-examinations of a jury by the Judge can be easily checked by the High Court, who would see that the amended section is not abused. If considered necessary, one or more examples might be attached to the amended section, indicating the kind of questions which should not be put to a jury. Thus, a Judge should, in the Chief Commissioner's opinion, certainly not be allowed to ask a juryman what witnesses he believed and what witnesses he did not believe, or on what grounds he discredited any particular witness or the evidence for the prosecution generally.

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Extract, paragraph 3, from a letter from the Registrar, High Court of Judicature at Fort William in Bengal, Appellate Side, to the Secretary to the Government of India, Home Department,—No. 2554, dated the 18th July 1893.

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3. As regards the proposal that section 303 of the Code should be amended so as to empower a Sessions Judge to require a special verdict on particular issues of fact, I am to say that the Judges agree with the Commission in the view expressed in paragraphs 32 and 33 of the report and do not recommend any change in the law, believing as they do that such a change would be followed by practical difficulties of an embarrassing and far-reaching nature. It would, for example, furnish an additional ground for appeal from a conviction on the verdict of a jury, either that particular issues were not framed when they ought to have been framed, or, if framed, that they were improperly put or misunderstood by the jury. Either argument might no doubt in some cases be legitimate and reasonable; but there would be a danger of its being abused, and this might lead to results which would not be in the interests of the administration of justice. Such difficulties as the proposed alteration might cause in the hearing of appeals would, in the opinion of the High Court, far more than counterbalance any benefit likely to arise therefrom in a case such as that mentioned in your letter, in which, if the Judge entertained any doubt as to the verdict on the charge of theft, he ought to have told the jury that it was their duty to convict on the charge of dishonestly receiving stolen property in the event of their believing the evidence adduced in proof of that offence only. The occurrence of such a case, moreover, would not, in the opinion of this Court, justify so radical and dangerous a change in the law.

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Extract, paragraphs 3 to 6, from a Despatch from the Government of India, to Her Majesty's Secretary of State for India,—No. 37 (Judicial), dated the 21st August 1894.

* * * * * *

3. It will be convenient to discuss first the proposals (2) and (3), mentioned above, with reference to the replies received. The question in (2)—as to whether power should be given to Sessions Judges to put specific issues of fact before the jury—appears to us to have been discussed by many of those who have given their opinion upon it under the impression that the power to require a verdict on specific issues of fact would, if granted, allow an indefinite and extended cross-examination of the jury, who might be questioned as to their reasons for arriving at their verdict, and as to their belief in the evidence of any particular witness. We do not dispute that if powers of this nature were given to a Judge there would be a possibility of abuse. But our proposal to amend section 303 of the Criminal Procedure Code does not contemplate anything in the nature of the cross-examination of a jury, and we desire to express our concurrence in the view of the Bombay Government (*vide* paragraph 4 of their letter No. 5946,* dated the 23rd September 1893) that if the particular issue of fact, on which a special verdict is desired, is carefully reduced to writing with a close regard to the definition of the offence charged, there is no danger of the jurors becoming confused.

* No. 8 in the list of enclosures to this Despatch.

4. In civil cases in India the functions of the jury and the Judge are combined in the presiding officer. The law† requires that officer, before he proceeds to a decision, to frame issues which set forth the conditions necessary to the establishment of the claim, and to record a separate finding on each issue. At present no such obligation is imposed in criminal cases. But in many criminal trials the questions regarding the offence committed are quite as complicated as they are in suits respecting a civil claim. The Code of Criminal Procedure (section 297) requires the Judge "to lay down the law by which the jury are to be guided," but great difficulty is often experienced by Sessions Judges in bringing the minds of the jury in contact with the various essential considerations on which in difficult cases depends a proper verdict as to the exact offence committed. In these circumstances it would, in our opinion, not only be a great assistance to the Judge, but also a great assistance to the jury themselves in arriving at a decision, if, as the Bombay Government suggest, the Judge were to cause the material issues upon which a finding is required to be laid before the jury and were to require them to give a separate verdict upon each issue.

† Civil Procedure Code, section 146.

5. We are, therefore, of opinion that the Judge should be allowed to require from the jury separate findings on any questions of fact which he may think material. The statement of these issues will in itself be calculated to assist the jury. Whether this can be more suitably done before the jury have delivered their general verdict or afterwards, is a matter which we are disposed to leave to the Select Committee if a Bill is introduced; but, as at present advised, we think that it can be more suitably done before the general verdict is given as a general rule, though in particular cases and to clear up doubtful points it might doubtless be usefully done afterwards. It is, however, to be noticed that if after a jury have returned a general verdict they are required to bring in separate findings on subordinate points, there will be some difficulty in avoiding at least the appearance of cross-examination. We think that an amendment of section 303 could be drafted without difficulty, which would, on the one hand, admit questions on particular issues of fact material to a charge, and, on the other, exclude questions relating to the reasons for a decision or the credibility of particular evidence.

6. There is a very large consensus of opinion among the authorities consulted in favour of the general course which we recommend. It is supported by the Governments of Madras and Bombay, by most of the officers consulted in Bengal, by the High Court of the North-Western Provinces, and by the Lieutenant-Governor of the North-Western Provinces and Oudh. On the other hand, the

members of the Jury Commission and the Judges of the Calcutta and Bombay High Courts are opposed to our proposal. We have given full consideration to the opinions expressed by these authorities, but we are unable to agree that the views which they put forward should be allowed to prevail. The Jury Commission, while reluctantly concluding that the proposed procedure would be liable to create greater evils than it would remedy, did not state the nature of the evils which they apprehended. The objection of the Judges of the Bombay High Court is, it appears to us, based upon a misapprehension of the proposed amendment which has led them to surmise that the jurors will virtually be called upon to give their reasons for their conclusion. It seems to us, however, that any possible danger of this nature could be obviated by such an amendment as is suggested in the last foregoing paragraph.

The Judges of the Calcutta High Court seem to have treated together the two proposals discussed in paragraphs 32 and 33 of the report of the Commission; but, as we have already pointed out, these two proposals are entirely distinct. The Honourable Court think that to allow the Judge to state issues of fact for the finding of the jury "would furnish an additional ground for appeal from a conviction on the verdict of a jury" on the basis, substantially, of misdirection by the Judge. We are, however, disposed to conclude that, on the contrary, appeals on the ground of misdirection by the Judge would be likely to become rarer than at present, if it were the practice for Judges to break up a complicated charge into its elements, and to ask the jury to come to a decision upon each of them separately. It would also, we think, be always evident if the issues were stated and separate findings taken upon them, whether an erroneous direction by the Judge had had any influence on the general verdict.

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Extract from paragraph 1 from a Despatch from Her Majesty's Secretary of State for India, to the Government of India, No. 3 (Judicial), dated the 31st January 1895.

I have considered in Council Your Government's letter No. 37, dated the 21st August 1894, in which you discussed the several amendments of the law which had been proposed in reference to the system of trial by jury in India. I accept generally the conclusions at which Your Excellency in Council has arrived. * * * * * *

J. P. HEWETT,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, September 28th, 1895.

During the whole of the week under review meteorological conditions throughout the Indian area have been very quiet. During the first three days pressure was highest in the south-west of the Peninsula, and lowest in the west of the Punjab, and slight or moderate barometric gradients prevailed. On the 25th a change in the distribution commenced. On this day a large shallow depression appeared over the Bay area, and barometric readings became more uniform over the Peninsula and Western India generally, while the winds became very variable and light. These conditions continued until the close of the week, and the only change of importance in the distribution was the gradual intensification of the low pressure area over the Bay. There has been practically no general rain during the week, but the weather has been showery over the Peninsula and North-Eastern India. On several occasions the showers were of considerable amount. These showers have helped to keep temperature down, so that, though on the whole excessive on each day of the week, the mean temperature has been less high than might have been anticipated from the generally scattered character of the rainfall.

Daily Summary.—*Sunday, 22nd September 1895.*—Pressure had decreased briskly over Bengal and Bihar, and changed little elsewhere. Readings were high in the west of the Peninsula, and low in the West Punjab and in Bihar. The winds were variable on the West Coast, and generally westerly in other places. The mean temperature was low over the extreme north-west of India and over the north of the Gangetic plain. Showery weather prevailed over North-Eastern India, and fine weather elsewhere.

Monday.—The pressure changes had been small and irregular generally, and readings ranged, as on the preceding day, from a high pressure area in the south to low pressure areas over the Punjab and over North Bihar. The winds were slightly cyclonic over North-Western India and between north and west in other parts of the country. The mean temperature was low over the Peninsula and over the Indus Valley. A few scattered showers were reported from North-Eastern India, and more general showers from the head of the Peninsula and the central parts of the country.

Tuesday.—Pressure had fallen almost everywhere, but the changes were again slight in most places. Readings remained highest in the extreme south-west, and were lowest over the Gangetic plain. Gradients were moderate. The wind blew generally from between north and west. The mean temperature was low in South Madras, in the north of the Gangetic plain, and in the Indus Valley. The rainfall distribution was the same as on the preceding day.

Wednesday.—Pressure had increased over the northern and decreased over the southern part of the Indian area, but the changes were again slight. Readings were still high over the west of the Peninsula, and low over the Punjab, but they were more uniform than of late, and a large area of low pressure was developing over the Bay. The winds generally blew from between north and west, but around the Bay they showed a slight tendency to cyclonic circulation. The mean temperature was low over Madras, the north of the Bombay Presidency, and the Indus Valley. Showers had occurred over Burma and the Peninsula.

Thursday.—The barometer continued to rise in the north and to fall in the south. The increase had been brisk over Bihar, North Bengal, and Assam, and the decrease brisk in Bombay. The low pressure area over the Bay was better defined, and moderate gradients were appearing on its eastern and southern sides, but elsewhere pressure was very uniform. The winds were cyclonic around the Bay, and northerly or variable elsewhere. The mean temperature was in defect in the extreme north and extreme north-east of India, and in Madras. Showers had again been received in Burma, Assam, and the Peninsula.

Friday.—The barometer had risen over the Gangetic plain, and fallen elsewhere. The fall was brisk over part of the Peninsula. Conditions over the Bay were practically unchanged, but pressure was becoming higher over Northern India. Northerly winds were reported over Bombay, and variable breezes elsewhere. The mean temperature was very generally excessive. Showers of rain continued to be received over Burma and the Peninsula.

Saturday.—The barometer had risen slightly over Assam, and the head of the Bay, but had continued to decrease elsewhere. The depression over the Bay had become deeper, but, except in its neighbourhood, readings were very uniform. The winds were irregularly cyclonic around the Bay, and the force was rising at Diamond Island. Calms were reported from several parts of India. The mean temperature was low in Madras—more particularly in Ganjam. Showers were reported from Burma, Assam, Bengal, the Peninsula, and the North-Western Himalayas.

Temperature.—The rainfall has been most general in the Peninsula, and the mean temperature has hence been relatively low in that region; but it is remarkable that in the extreme north-west of India, *viz.*, Sind, Rajputana, and the west of the Punjab, the weather was relatively cool, both as compared with the normal and as compared with surrounding regions. The greatest excess of heat was reported from North-Eastern and Central India. These regions ordinarily receive fairly heavy rain during the week under review, and the light rainfall of the present week was hence accompanied with a decided increase of heat. The following table gives the variations of the mean temperature from the normal in the different provinces of India for each day of the week:

Province.	September 1895.							Mean variation of week.
	22nd	23rd	24th	25th	26th	27th	28th	
	°	°	°	°	°	°	°	°
Burma	+1·6	+2·5	+2·2	+1·2	+1·8	+1·2	+0·8	+1·6
Bengal and Assam	+1·2	+1·5	+2·3	+2·6	+2·6	+3·1	+2·3	+2·2
North-Western Provinces and Oudh	—0·3	+0·3	—0·5	—0·2	+0·7	+0·9	+0·8	+0·2
Punjab	—0·1	—0·5	+0·2	+1·4	+0·9	+1·0	+1·8	+0·7
Bombay	+0·9	+0·5	+0·5	—0·1	+1·1	+1·3	+0·9	+0·7
Central Provinces and Berar	+1·9	+1·5	+1·6	+1·3	+2·0	+1·7	+1·4	+1·6
Central India and Gujarat	+1·7	+1·7	+0·9	+0·6	+1·4	+1·5	+2·0	+1·4
Sind and Rajputana	—0·8	—0·1	+0·4	+0·5	—0·4	—0·3	—0·3	—0·1
Madras	—0·3	—2·1	—0·3	—0·8	+0·1	+0·5	—0·9	—0·5
Mean for whole of India	+0·6	+0·6	+0·8	+0·7	+1·1	+1·2	+1·0	+0·9

The mean temperature of the whole country was, relatively to the normal, the same as during the preceding week, and each day's general temperature exhibited a slight excess compared with the normal. The provincial variations showed a normal temperature over the North-Western Provinces, the Punjab, Bombay, Sind, Rajputana, and Madras, and an excess elsewhere.

The following were the highest temperatures recorded on each day:

On September	22nd	the highest maximum was	104·4°	at	Jacobabad.
„	23rd	„	104·6°	„	Sirsa.
„	24th	„	104·1°	„	Dera Ismail Khan.
„	25th	„	103·6°	„	Sirsa.
„	26th	„	102·9°	„	Montgomery.
„	27th	„	103·4°	„	Multan.
„	28th	„	105·4°	„	Jacobabad.

The hottest region in India throughout the week was thus the south and west of the Punjab and Upper Sind.

Rain.—As mentioned in the earlier sections, there has been no definite disturbance within the Indian area during the week under review, but the weather has been feebly unsettled over North-Eastern India and over the Peninsula,

and showers giving more or less rain have occurred over those two regions. The most generally showery day was Sunday, the 22nd. The large shallow low pressure area over the Bay induced a cyclonic circulation of the winds around the Bay area, which affected the whole of the east of the Peninsula. At the same time southerly and south-westerly winds were blowing over the centre of the Peninsula. The result was much confusion in the air currents over this region, and much electrical disturbance. The table at the close of the summary gives the rainfall data of the week.

The first column shows that in the case of nine divisions no rainfall whatever was received during the week, and that in the case of eight more divisions the average rainfall per division for the week was less than one-tenth of an inch. In the remaining thirty-four divisions effective rainfall was received, which varied in amount from an average of 3·50 inches in Arakan, 3·19 inches in Madras (South-Central), and 2·85 inches in the East Coast (South) to 0·15 inch in Bihar (South). The third column of the table shows the differences between the actual and normal rainfall of the week. Of the fifty-two divisions thirty-seven record a deficiency, and only thirteen an excess, while in Sind there was no rain received or anticipated, and in Upper Burma there are no figures available for comparison. The regions which reported an excess included the following divisions, *viz.*, Tenasserim, Central Burma, Mysore, the Bombay Deccan, Berar, Rajputana (West), the East Coast (North and North (*a*)), Hyderabad (South), Madras (Central, South, and South-Central), and the East Coast (South). In all other parts of India the rainfall was in defect. The greatest excess both absolutely and relatively was over the south of the Peninsula, where Madras (South-Central) had an excess of 1·92 inches, the East Coast (South) of 1·54 inches, Madras (Central) of 1·41 inches, and Mysore of 1·25 inches. The greatest deficiency of rainfall was in Bengal and Assam, North Bengal reporting a deficiency of 3·13 inches, Assam (Surma) of 2·74 inches, and Bihar (North) of 2·16 inches.

In Upper Burma, as in the two preceding weeks, fairly heavy general rain had been received, and it is probable that the average fall for the district for the week at least equalled the normal amount. The returns of the sudder stations show that, as stated above, there was no period of general rainfall, but that the fall occurred as scattered showers on different days throughout the week.

The three concluding columns of the table exhibit the state of the seasonal rainfall, *i.e.*, the total average actual and total average normal rainfall from the 2nd of June to date. In the great majority of cases the rainfall has been less than usual, but in most of these cases the departure from the average has been small, that is, less than 20 per cent. The instances in which this variation has been equalled or exceeded are—Arakan, East, Deltaic, and Central Bengal, the Punjab (South, Central, and Submontane), Coorg, Berar, Gujarat, Kathiawar and Rajputana (East), and Central India (West). The greatest deficiencies relatively to the normal are in Deltaic Bengal, where only 29·43 inches has been received instead of the normal 43·17 inches, and in Rajputana (East) and Central India (West), where the amounts are 16·17 inches and 25·16 inches, respectively. The cases in which the seasonal excess has equalled or exceeded the variation of 20 per cent. are all reported from the Peninsula, and are as follows:—the Bombay Deccan, the East Coast (North), Hyderabad (South), and the East Coast (Central).

The following are the more important totals recorded during the week:—*Yandoon* (Maubin) 5·96 inches, Okpo (Henzada) 5·76 inches, Minbya (Akyab) 5·19 inches, Madhipura (Bhagalpur) 4·60 inches, Omalur (Salem) 9·85 inches, Devala (Nilgiris) 8·41 inches, Khanapur (Satara) 7·04 inches, Chalisgaon (Khandesh) 5·60 inches Ashta (Bhopal) 5·73 inches, Bukkapatnam (Anantapur) 6·65 inches, Tirukkoyilúr (South Arcot) 6·76 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending September 28th, 1895.			Rainfall data from June 2nd to September 25th, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, June 2nd to September 25th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	2·50	2·40	+ 0·10	142·61	145·51	— 2
	Lower Burma	2·21	2·65	— 0·44	73·35	74·53	— 2
	Central Burma	2·40	1·74	+ 0·66	39·27	47·08	— 17
	Upper Burma	1·51	?	?	25·13	?	?
	Arakan	3·50	3·66	— 0·16	111·62	149·72	— 25
Bengal and Assam	East Bengal	1·14	2·87	— 1·73	49·94	68·79	— 27
	Assam (Surma)	1·90	4·64	— 2·74	108·44	121·75	— 11
	Do. (Brahmaputra)	1·34	2·55	— 1·21	56·18	54·29	+ 3
	Deltaic Bengal	0·57	1·78	— 1·21	29·43	43·17	— 32
	Central Bengal	0·48	2·28	— 1·80	31·82	43·67	— 27
	North Bengal	0·77	3·90	— 3·13	72·05	75·24	— 4
	Orissa	0·69	1·88	— 1·19	49·34	42·38	+ 16
	Chota Nagpur	0·20	1·66	— 1·46	38·37	43·16	— 11
	Bihar (South)	0·15	1·57	— 1·42	30·03	35·06	— 16
	Do. (North)	0·61	2·77	— 2·16	45·32	41·74	+ 9
North-Western Provinces and Oudh.	North-Western Provinces (East)	0·04	1·23	— 1·19	31·69	33·74	— 6
	Do. (Submontane) (*a*)	0	1·71	— 1·71	38·89	36·21	+ 7
	Oudh (South)	0·07	0·99	— 0·92	32·57	32·01	+ 2
	Do. (North)	0	1·00	— 1·00	36·33	34·55	+ 5
	North-Western Provinces (Central).	0	0·63	— 0·63	28·81	30·08	— 4
	North-Western Provinces (West).	0	0·45	— 0·45	23·96	24·90	— 4
	North-Western Provinces (Submontane). (*b*)	0·01	0·61	— 0·60	37·76	37·90	0
Punjab	Punjab (South)	0	0·26	— 0·26	8·91	11·17	— 20
	Do. (Central)	0	0·39	— 0·39	13·79	18·53	— 26
	Do. (Submontane)	0	0·42	— 0·42	18·17	23·20	— 22
	Do. (Hill Districts)	0·01	0·55	— 0·54	60·01	56·15	+ 8
	Do. (North-West)	0·01	0·24	— 0·23	12·56	14·74	— 15
	Do. (West)	0	0·10	— 0·10	4·98	5·56	— 10
Bombay and Malabar Coast Districts (Madras).	Malabar	0·73	2·30	— 1·66	83·46	92·02	— 9
	Madras (South-Central)	3·19	1·27	+ 1·92	23·07	21·33	+ 8
	Coorg	1·66	2·94	— 1·28	83·37	105·61	— 21
	Mysore	2·47	1·22	+ 1·25	18·30	22·04	— 17
	Konkan	0·92	2·76	— 1·84	96·19	109·43	— 12
	Bombay Deccan	2·34	1·57	+ 0·77	27·35	22·32	+ 23
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	1·30	1·71	— 0·41	22·39	20·42	+ 10
Central Provinces and Berar.	Berar	1·76	1·55	+ 0·21	23·50	30·66	— 23
	Central Provinces (West)	0·60	1·11	— 0·51	32·97	36·87	— 11
	Ditto (Central)	0·38	1·02	— 0·64	41·22	47·31	— 13
	Ditto (East)	0·44	1·17	— 0·73	48·95	44·08	+ 11
Bombay (North)	Gujarat	0·04	1·07	— 1·03	29·35	42·00	— 30
	Kathiawar	0·06	0·35	— 0·29	13·64	19·30	— 29
	Sind	0	0	0	3·61	4·29	— 16
Rajputana and Central India.	Central India (East)	0·49	0·57	— 0·08	29·38	33·81	— 13
	Rajputana (East), Central India (West).	0·06	0·16	— 0·10	16·17	25·16	— 36
	Rajputana (West)	0·30	0·10	+ 0·20	12·91	12·76	+ 1
Madras	East Coast (North)	1·54	1·16	+ 0·38	32·51	24·24	+ 34
	Ditto (ditto) (*a*)	1·60	1·20	+ 0·40	47·17	46·75	+ 1
	Hyderabad (South)	1·00	0·90	+ 0·10	23·78	19·19	+ 23
	Madras (Central)	2·64	1·23	+ 1·41	14·77	15·48	— 4
	East Coast (Central)	0·93	0·98	— 0·05	20·26	15·19	+ 33
	Ditto (South)	2·85	1·31	+ 1·54	17·77	14·92	+ 19
	Madras (South)	0·95	0·55	+ 0·40	5·87	6·35	— 8

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

SIMLA, *3rd October 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 28th September.*—Rainfall good in the Deccan, Central districts, and parts of the Carnatic; fair rain elsewhere, except in Tinnevelly. Ploughing and sowing are in active progress. The standing crops are generally fair, and are improving after the recent rains; but are withering in Tinnevelly. Want of rain is felt also in parts of Madura and Salem. The harvest is progressing with generally moderate yield. Pasture and fodder are sufficient. Cattle are in good condition. Prices are generally falling or stationary.

Bombay.—*For week ending 2nd October.*—Good rain throughout the Deccan and Karnatak; slight in the Konkan, two talukas of Gujarat, and parts of Kathiawar. More rain is wanted for the standing crops in Gujarat and Kathiawar generally, and in parts of Thana, Nasik, Poona, Dharwar, and Kanara. The crops are poor in parts of Sind, withering in parts of Ahmedabad and Kanara, and damaged by excessive rain in parts of Ahmednagar. Harvesting of the early crops is progressing in seven, and sowing of the late crops in twelve, districts. Fodder is scarce in parts of Shikarpur, Thar, and Parkar, and insufficient in Ahmedabad. Agricultural stock in good condition, except in parts of Baroda territory. Prices are generally normal.

Bengal.—*For week ending 30th September.*—In the Bihar districts, in Cuttack, and in the Burdwan division there was practically no rain during the week; in other districts the rainfall was usually light, except in the Murshidabad and Chittagong districts, where fairly heavy rain fell. Prospects of the winter rice crop continue generally good, except in parts of the Burdwan and Presidency divisions. The autumn crops in Bihar and the early rice and jute are still being harvested in some districts. Preparation of lands for the spring crops is in progress. The price of common rice continues almost stationary.

North-Western Provinces and Oudh.—*For week ending 2nd October.*—Heavy rain has fallen in Garhwal and showers in Benares; elsewhere the weather has been clear. Rain is needed in some of the Central districts. Harvesting of the autumn crops has commenced. The outturn is favourable, except in a part of Aligarh, where the crops have suffered for want of rain. Preparations for the spring sowings continue. Prospects on the whole are good. Supplies are sufficient. Prices are fluctuating.

Punjab.—*For week ending 2nd October.*—No rain. Irrigation of the autumn crops and picking of cotton are in progress. Harvesting has commenced in Umballa and Sialkot. Ploughings for, and sowings of, the spring crops are going on, but rain is needed in Hissar, Lahore, and Shahpur. The condition of the standing crops is generally reported good to poor. The crops have mostly dried up in

Hissar, and their prospects are getting worse in Delhi. Cattle are generally in good condition, and fodder is sufficient in all districts, except Hissar, Delhi, Jullundur, and Lahore. Prices are rising in Hissar and Jullundur, falling in Umballa, normal in Delhi and Ferozepore, below normal in Sialkot, and low elsewhere.

Central Provinces.—*For week ending 2nd October.*—The weather continues clear and warm with slight falls of rain. More rain is very much needed for the rice crops which are suffering. Prospects of other autumn crops continue favourable, and winter sowings are in progress in several districts. Prices are stationary.

Burma.—*For week ending 28th September.*—Report not received.

Assam.—*For week ending 1st October.*—The weather is unsettled. Harvesting of the early and transplanting of the late rice are nearly finished. Prospects of tea are fair. The condition of cattle is good. Fodder is scarce in Kamrup and Darrang. Water is sufficient.

Mysore and Coorg.—*For week ending 2nd October.*—MYSORE: Good rain throughout the State, except in Kadur, Shimoga, and parts of Chitaldroog. The standing crops are in good condition. Prices have fallen in Chitaldroog, but have risen slightly in Bangalore.

COORG: Rainfall good. The rice and coffee crops are in good condition. Reaping of *ragi* (*Eleusine coracana*) has commenced. Picking of cardamoms continues. Water and fodder for cattle are sufficient. Prices are normal.

Berar and Hyderabad.—*For week ending 2nd October.*—BERAR: Weather hot with moderate rainfall during the week. The crops are in good condition. Breaking up of the land for the ensuing winter crops continues. Fodder and water are insufficient in the Khamgaon taluka. Prices are almost stationary.

HYDERABAD:—Rainfall good. The autumn crops are thriving. Sowing of the spring crops is in progress in one district, and the fields are being prepared in others. Slight fall in prices.

Central India.—*For week ending 2nd October.*—Rainfall moderate in parts. More rain is required in Gwalior, Bundelkhand, and Baghelkhand. Agricultural operations are in progress in all Agencies. The rice crops have been slightly damaged in Bhopal and in districts of Bundelkhand and Gwalior for want of rain. Agricultural stock and pasturage are in good condition in all parts, except in some districts of Gwalior. Prices of food-grains are high in Goona, have fallen slightly in Bhopal, are rising in part of Gwalior, and are normal elsewhere.

Rajputana.—*For week ending 2nd October.*—Rainfall moderate in nine States; the falls were better in the Merwara district, Jeypore, Karauli, and

Ulwar. Agricultural operations are satisfactory. The standing crops are good, but the unirrigated crops are suffering in Merwara, Jeypore, and Ulwar for want of rain. Prospects are generally fair, except in Bhurtpore. Agricultural stock are in good condition. Pasturage and fodder are generally sufficient, but are failing in Dholepore and Bhurtpore. Prices are rising in four States, fluctuating in two others, and steady elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 1st October.*—Rainfall moderate. The maize crops are being harvested. Sowing for the spring crops has commenced. Prices continue above the normal.

JAMMU PROVINCE.—*For week ending 2nd October.*—The crops are suffering for want of rain. Indian-corn is being reaped. Fodder is sufficient. Prices are normal.

Nepal.—*For week ending 28th September.*—Weather fine. Prospects are good. Harvesting of the rice crop continues.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

No. $\frac{27}{59-2}$.

Extract from the Proceedings of the Government of India in the Department of Revenue and Agriculture (Meteorology),—dated the 30th September, 1895.

Read—

Letter from the Meteorological Reporter to the Government of India, No. 4710, dated the 31st August 1895, submitting the annual Report on the Administration of the Meteorological Department for the year 1894-95.

RESOLUTION.

The number of observatories maintained by the Government of India under the control of the Meteorological Department during the year 1894-95 was 176 against 177 in 1893-94. The observatory at the Port Office, Madras, was closed as it was no longer required, and that at Kodaikanal was also temporarily closed pending the establishment of the new Solar Physics Observatory at that station; while a new second class observatory was established at Patiala by the State Authorities.

2. Observatory sheds were erected at Astor and Minimarg on the Srinagar-Gilgit road; the voluntary observatory at Kalimpong, which was in abeyance during 1892-93, was reopened; and at the instance of the Political Officer in Sikkim a voluntary observatory was started at Yatung in Tibet. It is hoped that records from these high altitudes will furnish new information of value.

The observations received from the Seychelles Islands proved interesting and valuable, and are throwing much light on the changes leading up to the establishment of the South-West Monsoon in India. The observatory has now been made permanent; and it is hoped that next year a daily weather telegram will be received from these islands from April to June.

A complete set of meteorological instruments was supplied during the year to Mr. Churchill, British Consul, Resht, Persia, for the purpose of recording meteorological observations at that station on the Caspian Sea. Observations from stations in Northern Persia are of much value in estimating the character of the cold weather disturbances and storms in that area, many of which pass eastwards and affect the weather of the winter months in Northern India.

3. During the winter of 1894-95 the same methods were employed as in the two previous years, to obtain as full and accurate information as possible of the amount, distribution and time of occurrence of the snowfall in the Himalayas and Afghan Mountain areas. Much interesting and valuable information was received on the subject, and the Government of India are indebted to the reporters for their assistance.

4. More observatories were inspected during the past year than in the previous four years, and the work of inspection was made selective rather than general. The system elaborated by Mr. Eliot for the detection of inaccurate observations worked successfully; with the result that the general standard of accuracy was improved.

5. The actinometric work done was less than usual, owing to the abnormally large amount of cloud during the cold weather months. It is noticed with regret that the Solar Physics Committee in London has expressed no opinion on the value of these observations nor offered any suggestions for their improvement.

6. It is satisfactory to learn that the remarks made last year by the Government of India on the necessity for the regular inspection of rain-gauges have received attention, and that a larger number of inspection reports were received from local officers. It is hoped that this improvement may continue, and that eventually every rain-gauge may be inspected at least once a year.

7. The collection of data for Marine Meteorology from ships entering Indian ports was extended and perfected, and has proved of great value. The daily weather reports and charts of the whole Indian Monsoon area were found to be so valuable, not only to the Indian Meteorologist and the shipping interest, but also to meteorologists in Europe and America, that the Government of India have sanctioned their continued publication for a further period of four years.

8. The system of storm and flood warnings was continued and extended, and the number of special warning messages sent out by the Simla Office during the year was 647 compared with 374 in the previous year. This is one of the most useful and important tasks, from a practical point of view with which the Meteorological Department is charged.

9. Meteorological observations in Forests continued to be regularly taken in order to throw light on the influence of forest growth upon Meteorological conditions. It will be well to observe the result of the improved methods of taking these observations over a sufficiently long period, before deciding upon the advisability of their continuance or otherwise.

10. The tabulation of the Trevandrum Observations, recorded during the period 1853-64 under the directorship of the late J. Allan Broun, Esq., was completed, and the greater part of the 1st volume has been printed and issued. The second volume will shortly be ready for distribution.

11. The Meteorological Department received valuable assistance in its work during the year from the Survey, Telegraph, and Postal Departments and from the Eastern Telegraph Company. The thanks of the Government of India are again due to Mr. Eliot, to his assistants, and to the provincial reporters for the excellent work done, and also to the many gentlemen unconnected with the Department who have rendered it valuable assistance.

ORDER.—Ordered, that the foregoing Resolution be forwarded to the several Departments of the Government of India, to Local Governments and Administrations, to the Surgeon General with the Government of India, to the Surveyor General of India, and the Meteorological Reporter to the Government of India.

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

[True Extract.]

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT

DEPARTMENT OF REVENUE

STATIS

OF INDIA.

AND AGRICULTURE.

TICS.

IMPORTS OF COTTON, WHEAT, LINSEED, AND INDIGO.

Statement showing in maunds the imports of Cotton, Wheat, Linseed, and Indigo by rail and river into Calcutta, Bombay Town and Karachi, during the month of July 1895 and from 1st January to 31st July 1895, compared with the corresponding periods of the years 1893 and 1894.

Articles, and whence exported.	Imports in July.									Imports from January to July, inclusive.										Articles, and whence exported.
	Calcutta.			Bombay Town.			Karachi.			Total.			Calcutta.			Bombay Town.			Karachi.			Total.			
	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	
COTTON, RAW—																									COTTON, RAW—
Madras	...	...	...	23,717	15,507	3,838	...	...	...	23,717	15,507	3,838	...	...	...	104,445	50,013	37,666	...	...	...	104,445	50,013	37,666	Madras.
Bombay	...	...	...	89,231	166,349	112,969	...	...	...	89,231	166,349	112,969	19	242	...	3,164,359	3,169,995	2,742,222	...	...	...	3,164,378	3,170,237	2,742,222	Bombay.
Sind	...	...	...	...	...	...	9,097	27,586	30,796	9,097	27,586	30,796	...	...	...	...	...	...	143,277	380,937	304,190	143,277	380,937	304,190	Sind.
Bengal	7,593	7,284	7,378	...	...	...	...	...	...	7,593	7,284	7,378	79,658	55,279	63,408	19	...	...	...	...	...	79,677	55,279	63,408	Bengal.
N.-W. P. & O.	328	7,403	13,886	640	700	2,935	...	...	...	968	8,193	16,821	127,221	355,297	276,624	195,359	244,393	181,730	...	...	...	322,580	599,690	458,354	N.-W. P. & O.
Panjab	286	635	2,860	...	308	6,724	452	2,318	3,092	738	3,321	12,676	40,183	54,582	71,648	60,383	68,449	80,075	177,145	169,939	161,741	277,711	292,970	313,364	Panjab.
Cent. Provs.	1	...	...	3	330	13	...	...	...	4	336	13	4,529	8,405	6,377	79,255	125,111	119,568	...	...	...	83,784	133,516	125,945	Cent. Provs.
Berar	...	...	1,113	2,564	1,297	1,716	...	...	...	2,564	1,297	2,829	2,071	4,801	20,011	957,874	1,011,835	840,413	...	...	...	959,945	1,016,636	860,424	Berar.
Assam	1,857	1,797	892	...	...	...	...	...	...	1,857	1,797	892	32,009	25,036	17,065	...	...	...	...	...	...	32,009	25,636	17,065	Assam.
Raj & C. I.	...	4,108	1,030	4,149	31,410	40,977	...	...	...	4,149	35,518	42,007	11,559	49,748	36,571	562,978	772,319	885,161	...	...	...	574,537	822,067	921,732	Raj. & C. I.
Nizam's Terr.	...	...	...	4,558	4,664	5,522	...	...	...	4,558	4,664	5,522	...	...	...	10,270	19,074	26,522	...	...	...	10,270	19,074	26,522	Nizam's Terr.
Mysore	...	...	...	26	...	1	...	...	...	26	...	1	...	...	...	632	80	79	...	...	...	632	80	79	Mysore.
Total	10,065	21,227	27,159	124,888	220,721	174,695	9,549	29,904	33,888	144,502	271,852	235,742	297,249	553,990	491,604	5,141,574	5,461,275	4,913,436	320,422	550,876	465,931	5,759,245	6,566,141	5,870,971	Total.
WHEAT—																									WHEAT—
Madras	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	121	140	...	...	...	...	122	140	Madras.
Bombay	...	...	...	9,072	19,691	15,811	...	...	...	9,072	19,691	15,811	...	...	...	1,425,385	721,802	1,093,298	...	...	...	1,425,385	721,802	1,093,298	Bombay.
Sind	...	...	...	...	...	...	508,602	343,409	532,022	508,602	343,409	532,022	...	...	...	...	...	...	1,384,232	1,498,399	1,482,915	1,384,232	1,498,399	1,482,915	Sind.
Bengal	95,565	26,361	158,657	...	...	...	...	...	...	95,565	20,301	158,657	568,287	181,625	632,354	...	...	...	...	...	...	568,287	181,625	632,354	Bengal.
N.-W. P. & O.	137,603	136,866	79,613	3,107	6,408	25,697	...	...	...	140,710	143,274	105,110	1,863,809	1,159,237	1,629,202	268,852	168,053	768,818	556	...	...	2,133,217	1,327,290	2,398,020	N.-W. P. & O.
Panjab	28,881	40,042	25,307	52,791	92,139	11,609	697,253	1,159,274	1,470,101	778,925	1,291,455	1,507,017	84,579	282,014	193,793	163,520	472,941	981,472	1,647,635	4,126,770	4,473,085	1,895,734	4,881,725	5,648,350	Panjab.
Cent. Provs.	4,237	...	...	189,531	49,017	8,328	...	...	...	193,768	49,017	8,328	166,858	28,242	26,500	3,940,196	1,130,711	944,455	...	...	...	4,107,054	1,164,953	971,015	Cent. Provs.
Berar	...	...	...	...	5,801	162	...	...	...	...	5,861	162	...	...	64	41,548	32,901	68,892	...	...	...	41,548	32,901	68,756	Berar.
Assam	3,149	...	3,362	...	...	...	...	...	...	3,149	...	3,362	3,989	631	3,362	...	...	...	...	...	...	3,989	631	3,362	Assam.
Raj. & C. I.	...	...	...	29,230	17,005	10,960	...	...	...	29,230	17,005	10,960	2,193	...	...	1,039,420	380,042	452,368	...	...	...	1,041,613	380,042	452,368	Raj. & C. I.
Nizam's Terr.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,286	...	1,068	...	...	...	2,286	...	1,668	Nizam's Terr.
Mysore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,133	...	...	...	...	...	2,133	...	Mysore.
Total	269,435	203,269	266,939	283,731	191,021	72,567	1,205,855	1,502,683	2,002,123	1,759,021	1,896,973	2,341,629	2,689,715	1,651,749	2,485,335	6,881,207	2,914,765	4,310,911	3,032,423	5,625,169	5,956,000	12,603,345	10,191,683	12,752,246	Total.
LINSEED—																									LINSEED—
Madras	...	...	...	3,712	659	130	...	...	...	3,712	659	130	...	...	...	63,027	98,453	74,950	...	...	...	63,027	98,453	74,950	Madras.
Bombay	...	...	...	14,095	31,330	26,248	...	...	...	14,095	31,330	26,248	...	...	...	983,556	1,663,899	1,526,125	...	...	...	983,556	1,663,899	1,526,125	Bombay.
Sind	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	681	...	...	681	...	Sind.
Bengal	551,291	447,993	366,165	...	...	...	...	...	...	553,291	447,993	366,165	3,557,230	2,901,027	1,942,704	...	...	...	...	...	...	3,557,230	2,901,027	1,942,704	Bengal.
N.-W. P. & O.	276,211	193,321	104,799	7,146	4,442	1,106	354	3,866	8,169	283,357	198,117	105,905	1,704,542	1,643,978	896,307	195,246	309,378	46,553	...	2,273	2,328	1,959,788	1,955,629	945,188	N.-W. P. & O.
Panjab	2,039	342	...	306	196	252	1,648	...	...	4,083	4,404	8,421	2,039	1,998	683	1,027	1,716	4,623	1,660	24,178	29,042	4,726	27,892	34,948	Panjab.
Cent. Provs.	16,001	6,470	8,673	25,986	16,085	4,380	...	...	...	41,987	22,555	13,053	169,874	349,764	75,122	1,706,554	1,146,669	426,660	...	...	...	1,876,428	1,496,433	501,782	Cent. Provs.
Berar	...	440	...	18,442	16,978	5,970	...	...	...	18,442	17,418	5,970	...	11,367	2,842	805,154	1,286,977	609,249	...	...	...	805,154	1,298,344	612,091	Berar.
Assam	3,159	3,778	2,511	...	...	...	...	...	...	3,159	3,778	2,511	10,081	27,512	10,197	...	...	...	...	...	...	10,081	27,512	10,497	Assam.
Raj. & C. I.	9,878	9,299	...	20,648	42,430	8,700	...	...	...	39,526	51,729	8,700	90,035	142,381	4,517	989,687	1,664,780	274,777	...	...	...	1,079,722	1,797,161	279,294	Raj. & C. I.
Nizam's Terr.	...	...	...	8,234	22,076	5,752	...	...	...	8,234	22,076	5,752	...	...	...	347,078	562,767	499,472	...	...	...	347,078	562,767	499,472	Nizam's Terr.
Mysore	...	...	...	...	385	...	...	...	...	...	385	...	...	...	...	83	795	566	...	...	...	83	795	566	Mysore.
Total	860,579	661,643	482,148	107,659	134,581	52,538	1,648	4,220	8,169	969,886	800,444	542,855	5,593,801	5,078,027	2,932,672	5,091,412	6,725,434	3,462,975	1,660	27,132	31,970	10,686,873	11,830,593	6,429,617	Total.
INDIGO—																									INDIGO—
Madras	...	...	...	9	77	6	...	...	...	9	77	6	...	...	...	740	1,134	890	...	...	...	740	1,134	890	Madras.
Bombay	...	...	...	25	20	21	...	...	...	25	20	21	...	...	...	431	472	448	...	...	...	431	472	448	Bombay.
Sind	...	...	...	...	...	...	81	232	519	81	232	519	...	...	...	21	...	...	5,368	6,013	4,280	5,389	6,013	4,280	Sind.
Bengal	1	8	74	...	...	...	...	...	...	1	8	74	6,255	6,593	22,206	...	...	4	...	...	...	6,255	6,593	22,210	Bengal.
N.-W. P. & O.	...	...	...	...	3	19	...	...	...	...	3	19	551	3,203	7,196	141	204	24	...	2,359	3,800	692	3,407	7,220	N.-W. P. & O.
Panjab	...	...	...	2	...	...	28	113	2	28	113	11	... 5	...	248	1,942	5	1	26	2,060	2,065	2,008	5,768	Panjab.
Cent. Provs.	...	...	4	...	100	7	...	...	...	...	100	...	...	...	12	2	118	7	...	...	...	7	118	19	Cent. Provs.
Berar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Berar.
Assam	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Assam.
Raj. & C. I.	...	...	...	...	3	...	...	...	...	...	3	...	...	...	24	572	680	399	...	...	...	572	680	423	Raj. & C. I.
Nizam's Terr.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14	...	...	...	...	...	14	Nizam's Terr.
Mysore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Mysore.
Total	1	8	78	36	203	53	81	260	632	118	471	763	6,811	10,104	31,380	1,912	2,609	1,812	7,428	8,372	8,080	16,151	21,085	41,272	Total.

Simla, the 4th October 1895.

J. E. O'CONOR,
Director General of Statistics.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 22ND SEPTEMBER 1894, AND FROM 1ST JULY TO 21ST SEPTEMBER 1895.

N B.—As regards the figures in column *Total Earnings from 1st July 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 2nd half of 1894.	Week ending 22nd September 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 21st September 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st July to 22nd September 1894.	Earnings from 1st July to 21st September 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	556	1,687	9,23,517	547	1,722	9,56,175	555	1,00,91,21[1]	1,01,39,436	48,218	...
Bengal-Nágpur	109	862	79,061	92	862	83,000	96	8,73,928	8,57,870	...	16,062
Indian Midland (*a*)	132	752	80,930	116	752	79,102	105	9,86,741	7,04,251	...	1,86,360
Bezwada Extension	198	21	3,487	166	21	2,173	103	40,598	30,042	...	10,556
Metre gauge											
Rajputana-Malwa (*b*)	236	1,719	3,36,372	196	1,789	3,33,420	186	41,14,904	37,86,682	...	3,28,312
Palanpur-Deesa	37	17	458	27	17	800	47	6,144	7,745	1,601	...
South Indian	154	1,042	1,65,699	159	1,042	1,66,387	160	18,79,413	20,20,058	1,41,745	...
Máyavaram-Mutupet	82	54	3,722	69	54	3,861	71	46,901	56,347	9,446	...
Southern Mahratta (*c*)	90	1,165	93,250	80	1,165	1,18,292	102	12,26,874	12,58,917	32,043	...
Bengal and North-Western (*d*)	121	756	68,922	91	756	69,710	92	10,04,740	9,15,747	...	88,999
Rohilkund and Kumaon (Lucknow-Bareilly section)	87	200	10,796	54	200	7,688	38	1,26,991	1,14,046	...	12,945
Assam-Bengal	...	...	...	...	128	7,852	61	...	70,877	70,877	...
TOTAL	242	8,275	17,72,814	214	8,508	18,28,460	215	2,03,92,44[1]	2,00,52,604	...	3,39,844
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	242	2,511	4,94,477	197	2,548	5,01,391	197	63,85,264	60,81,560	5,96,305	...
Oudh and Rohilkhand (state)	238	797	1,43,481	180	797	1,39,050	174	20,02,375	18,25,800	...	1,76,515
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	382	813	3,26,322	401	813	3,67,590	452	30,60,425	30,82,199	21,774	...
Bengal Central (*f*)	127	125	16,507	132	125	18,920	151	1,73,149	1,89,903	16,754	...
East Coast (state)	90	321	19,447	61	427	18,542	43	2,95,521	3,44,427	48,906	...
Metre gauge—											
Burma (state)	131	730	86,735	119	746	1,18,187	158	11,56,943	11,98,548	41,605	...
Special gauges—											
Jorhat (state provincial)	61	25	1,388	56	25	1,830	73	20,983	23,249	2,266	...
Cherra-Companyganj (state provincial)	59	8	326	41	8	409	62	5,071	4,505	...	566
TOTAL	235	5,330	10,88,683	204	5,489	11,66,009	212	1,30,99,731	1,36,60,269	5,50,529	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	341	1,490	3,92,519	263	1,490	3,26,116	219	47,32,221	42,37,557	...	4,94,664
Bombay, Baroda and Central India	530	461	1,71,770	373	461	2,23,000	484	22,64,980	24,30,330	1,65,356	...
Madras	230	840	1,89,668	226	840	1,90,304	234	23,47,303	24,51,702	1,04,429	...
TOTAL	340	2,791	7,53,957	270	2,791	7,45,420	267	93,44,504	91,19,685	...	2,24,879
TOTAL (GUARANTEED AND STATE)	251	10,396	36,15,454	221	16,788	37,39,889	223	4,28,36,743	4,28,22,540	...	14,194
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	152	161	23,175	144	161	25,752	160	2,58,895	2,79,035	20,140	...
Tarkessur	222	22	4,458	203	22	4,495	204	55,921	57,849	1,928	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	116	67	6,431	96	66	7,194	109	75,045	83,629	8,584	...
Bengal Dooars	148	36	4,748	132	36	8,040	223	54,443	62,573	8,130	...
Dibru-Sadiya	130	78	11,519	148	78	9,360	120	1,33,203	1,27,357	..	5,906
Special gauge—											
Darjeeling-Himalayan	248	51	11,851	232	51	12,593	247	1,37,7 7	1,43,515	5,788	...
TOTAL	157	415	62,182	150	414	67,440	163	7,15,274	7,53,958	38,684	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
Bina Guna	...	...	...	...	73	900	12	...	10,305	10,395	...
The Nizam's guaranteed state	171	333	55,565	167	333	39,147	118	6,38,202	5,67,600	...	70,602
The Gaekwar's Petlád	89	13	1,054	81	13	910	70	12,543	12,288	...	255
Rájpura-Bhátinda	257	108	27,218	252	108	14,741	136	2,83,720	2,47,582	...	36,144
Kolar Gold-fields	241	10	1,850	185	10	3,266	327	34,214	39,314	5,100	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	87	362	30,353	84	362	32,848	91	3,52,765	3,95,955	43,190	...
The Gaekwar's Mehsána	60	93	4,433	48	93	4,370	47	50,586	47,526	...	3,060
Kolhápur	71	29	2,327	80	29	1,840	63	23,876	23,222	...	654
Special gauges—											
The Gaekwar's Dábhoi	47	72	3,342	46	72	2,470	34	31,222	32,303	1,081	...
Cooch Behar	40	22	711	32	22	870	40	8,515	7,151	...	1,364
TOTAL	126	1,042	1,26,853	122	1,115	1,01,362	91	14,35,049	13,83,336	...	52,313
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	81	334	21,565	65	334	22,000	66	2,50,825	2,29,529	...	21,296
Jetalsar-Rájkot	61	46	2,646	57	46	2,526	55	29,751	32,641	2,890	...
Jodhpur-Bikaneer	48	364	16,163	44	364	16,100	44	2,22,009	1,73,500	...	49,109
Oodeypore-Chitor (*i*)	...	...	...	...	61	2,110	35	...	10,519	10,519	...
Special gauge—											
Morvi	56	94	4,763	51	94	5,120	54	55,261	64,017	8,756	...
TOTAL	63	838	45,137	54	899	47,856	53	5,58,500	5,10,260	...	48,240
GRAND TOTAL	234	18,691	38,49,626	206	19,216	39,56,547	206	4,55,46,172	4,54,70,109	...	76,003

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Includes the Guntakal Mysore frontier section.
(*d*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*e*) Includes the Jammu and Kashmir, and the Hyderabad-Shadipalli railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*i*) The line is being worked by the Bombay, Baroda and Central India Railway Company, as a temporary measure.

F. B. HEBBERT.
Under Secretary.

SIMLA, *the 3rd October 1895.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. XXIII OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	Week ending 22nd September 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 21st September 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st April to 22nd September 1894.	Earnings from 1st April to 21st September 1895.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	599	1,687	9,23,517	547	1,722	9,56,175	555	2,38,42,374	2,48,18,007	9,75,653	...
Bengal-Nágpur	152	862	79,061	92	862	83,000	96	27,54,359	28,47,838	93,479	...
Indian Midland (*a*)	141	752	80,930	116	752	79,102	105	25,99,248	20,41,570	...	5,57,672
Bezwada Extension	170	21	3,487	166	21	2,173	103	74,612	78,896	4,284	...
Metre gauge											
Rajputana-Malwa (*b*)	279	1,719	3,36,372	196	1,769	3,33,420	186	1,16,40,039	1,11,02,586	...	5,37,453
Palanpur-Deesa	44	17	458	27	17	800	47	16,960	19,469	2,509	...
South Indian	1154	1,042	1,65,699	159	1,042	1,66,387	160	40,01,748	44,04,516	3,69,768	...
Máyavaram-Mutupet	75	54	3,722	69	54	3,861	71	(*c*) 95,452	1,26,217	30,765	...
Southern Mahratta (*d*)	105	1,165	93,250	80	1,165	1,18,292	102	31,62,300	32,53,314	90,954	...
Bengal and North-Western (*e*)	146	756	68,922	91	750	69,710	92	27,41,010	25,63,802	...	1,77,214
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	10,796	54	200	7,688	38	3,76,815	3,42,618	...	34,197
Assam-Bengal	...	...	...	...	128	7,852	61	...	(*f*) 70,877	70,877	...
TOTAL	259	8,275	17,72,814	214	8,508	18,28,460	215	5,13,07,963	5,16,60,710	3,61,753	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*g*)	252	2,511	4,94,477	197	2,548	5,01,391	197	1,47,15,894	1,76,18,564	29,02,670	...
Oudh and Rohilkhand (state)	270	797	1,43,481	180	797	1,39,050	174	49,58,415	47,21,504	...	2,36,911
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	339	813	3,26,322	401	813	3,67,590	452	58,12,895	58,82,279	69,384	...
Bengal Central (*h*)	130	125	16,507	132	125	18,920	151	3,81,303	3,98,078	16,775	...
East Coast (state)	99	321	19,447	61	427	18,542	43	7,09,748	9,05,215	1,95,467	...
Metre gauge—											
Burma (state)	164	730	86,735	119	746	1,18,187	158	27,23,129	29,24,126	2,01,006	...
Special gauges—											
Jorhát (state provincial)	55	25	1,388	56	25	1,830	73	37,616	44,587	6,971	...
Cherra-Companyganj (state provincial)	64	8	326	41	8	409	62	11,609	8,994	...	2,615
TOTAL	243	5,330	10,88,683	204	5,489	11,66,009	212	2,93,50,600	3,25,01,347	31,52,747	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	442	1,490	3,92,519	263	1,490	3,26,116	219	1,55,56,489	1,36,39,160	...	19,17,329
Bombay, Baroda and Central India	678	461	1,71,770	373	461	2,23,000	484	70,08,269	80,31,154	10,22,885	...
Madras	243	840	1,89,668	226	840	1,90,304	234	49,92,671	53,53,791	3,61,120	...
TOTAL	421	2,791	7,53,957	270	2,791	7,45,420	267	2,81,57,429	2,76,24,105	...	5,33,324
TOTAL (GUARANTEED AND STATE)	281	16,396	36,15,454	221	16,788	37,39,889	223	10,88,15,992	11,17,97,168	29,81,176	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	165	161	23,175	144	161	25,752	160	6,35,660	6,80,294	44,634	...
Tarkessur	269	22	4,458	203	22	4,495	204	1,48,895	1,46,766	...	2,129
Metre gauge—											
Rohilkund and Kumaon (Company's section)	121	67	6,431	96	66	7,194	109	2,10,266	2,15,917	5,651	...
Bengal Dooars	161	36	4,748	132	36	8,040	223	91,400	1,18,812	27,412	...
Dibru-Sadiya	136	78	11,519	148	78	9,366	120	2,63,530	2,70,079	6,549	...
Special gauge—											
Darjeeling-Himalayan	249	51	11,851	232	51	12,593	247	3,12,788	3,62,108	49,320	...
TOTAL	164	415	62,182	150	414	67,440	163	16,62,539	17,93,976	1,31,437	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
Bina Guna	...	...	...	...	73	900	12	...	(*j*) 15,604	15,604	...
The Nizam's guaranteed state	187	333	55,565	167	333	39,147	118	15,15,403	13,96,766	...	1,18,637
The Gaekwar's Petlád	105	13	1,054	81	13	910	70	34,865	36,586	1,721	...
Rájpura-Bhátinda	271	108	27,218	252	108	14,741	136	6,08,083	5,46,615	...	61,468
Kolar Gold-fields	200	10	1,850	185	10	3,260	327	(*k*) 47,433	76,752	29,319	...
Metre gauge—											
Southern Mahratta (Mysore section) (*l*)	89	362	30,353	84	362	32,848	91	7,89,513	8,45,857	56,344	...
The Gaekwar's Mehsána	74	93	4,433	48	93	4,370	47	1,00,928	1,50,745	...	15,883
Kolhápur	81	29	2,327	80	29	1,840	63	63,074	58,992	...	4,082
Special gauges—											
The Gaekwar's Dabhoi	59	72	3,342	46	72	2,470	34	1,10,323	1,23,592	13,269	...
Cooch Behar	45	22	711	32	22	870	40	19,316	18,186	...	1,130
TOTAL	136	1,042	1,26,853	122	1,115	1,01,362	91	33,54,638	32,69,695	...	84,943
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	103	334	21,565	65	334	22,000	66	8,31,054	9,46,753	1,15,699	...
Jetalsar-Rájkot	68	46	2,646	57	46	2,526	55	72,988	85,900	12,972	...
Jodhpur-Bikaneer	58	364	16,163	44	364	16,100	44	5,77,934	4,69,228	...	1,08,706
Oodeypore-Chitor	...	...	...	...	61	2,110	35	...	(*n*) 10,519	10,519	...
Special gauge—											
Morvi	65	94	4,763	51	94	5,120	54	1,53,002	1,86,707	33,705	...
TOTAL	78	838	45,137	54	899	47,856	53	16,30,978	16,09,167	62,189	...
GRAND TOTAL	261	18,691	38,49,626	206	19,216	39,56,547	206	11,54,70,147	11,85,60,066	30,80,859	...

(*a*) Includes the Bhopal-Itársi railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 22nd September 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Total earnings from 1st July to 21st September 1895.
(*g*) Includes the Jammu and Kashmir, and the Hyderabad-Shadipalli railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*j*) Total earnings from 1st May to 21st September 1895.
(*k*) Total earnings from 1st July to 22nd September 1894.
(*l*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections
(*m*) This line is being worked by the Bombay, Baroda and Central India Railway Company as a temporary measure.
(*n*) Total earnings from 1st August to 21st September 1895.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 3rd October 1895.*

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

SUPPLEMENT TO

The Gazette of India.

No. 41.} CALCUTTA, SATURDAY, OCTOBER 12, 1895.

OFFICIAL PAPERS.

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2nd HALF OF AUGUST 1895.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Burma—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Tenasserim—																										
Mergui	...	...	...	...	12 0	12 0	12 4	12 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	12 0	12 0
Tavoy	...	...	...	...	13 0	13 0	14 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	17 15	17 15
Moulmein and Amherst	7 0	7 0	...	...	14 0	14 0	17 7	17 7	...	...	...	...	...	...	...	...	11 6	11 6	...	†	7 12	7 12	140 0	140 0	14 0	14 0
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	20 8	20 8	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 0	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	6 0	6 0	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	10 6	10 5	11 11	11 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 3	14 3
Bassein	...	...	...	...	11 14	11 14	12 5	12 5	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Thayetmyo	...	...	...	...	12 5	12 5	14 12	14 12	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	440 0	440 0	14 3	14 3
Thayetmyo	...	...	...	...	12 0	12 3	12 0	12 3	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	183 8	183 8	16 2	16 2
Henzada	...	...	...	...	9 15	9 15	13 4	13 4	...	...	...	...	...	...	...	...	13 3	13 3	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Prome	10 6	10 6	...	...	12 2	12 2	13 8	13 8	...	...	...	...	...	...	...	...	13 10	13 10	...	...	...	...	326 8	326 8	14 3	14 3
Toungoo	...	...	...	...	11 10	11 10	13 12	13 12	19 9	21 12	...	...	...	...	...	...	14 10	16 0	...	...	8 10	8 10	435 0	435 0	11 9	11 9
Thayetmyo	12 3	12 3	...	...																						
Upper Burma—																										
Shanbaby	...	...	...	...	11 6	11 6	12 5	12 5	...	...	...	...	...	...	...	...	12 5	12 5	27 8	27 8	9 9	9 13	85 0	85 0	15 2	15 2
Bamo	...	...	...	...	8 3	8 3	11 10	11 10	...	...	...	...	...	...	...	...	10 6	10 6	...	...	7 3	7 3	220 0	220 0	9 10	9 10
Fakôkku	...	...	...	...	10 0	10 0	12 0	12 0	40 0	40 0	...	...	...	...	...	...	17 2	20 0	...	...	5 9	5 9	113 0	113 0	14 0	14 0
Shwebo	...	...	...	...	12 8	14 4	14 4	16 5	...	...	...	...	...	...	...	...	13 8	13 8	25 11	51 6	7 2	7 2	222 8	222 8	14 4	14 4
Arakan—																										
Sandoway	...	...	...	...	13 10	13 1	16 9	15 7	14 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	28 0	28 0
Kyaukpyu	...	...	...	...	10 7	11 0	11 4	11 13	...	...	...	...	...	...	...	...	6 0	6 0	...	†	...	...	340 0	340 0	25 0	25 0
Akyab	...	...	...	...	10 0	9 4	12 0	12 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	160 0	160 0	10 0	10 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	12 0	11 12	16 0	16 15	...	...	...	...	...	...	...	...	14 0	13 4	...	...	...	...	...	...	10 8	10 8
Cachar	8 0	8 6½	...	...	10 0	10 8	16 0	16 6½	...	...	...	...	...	...	...	...	13 12	13 14½	...	...	...	...	80 0	80 0	10 0	10 0
Khási and Jaintia Hills	7 7	7 2	...	...	5 13	5 11	7 13	7 13	...	...	...	...	...	...	...	...	8 4	8 3	16 0	16 0	...	...	70 0	70 0	8 0	7 15
Garo Hills	...	...	...	...	4 0	4 0	17 0	16 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	7 0	7 0
Brahmaputra—																										
Goálpára	16 0	16 0	...	...	7 0	7 8	14 8	16 0	...	...	...	...	...	...	...	...	13 4	13 4	...	...	...	...	200 0	200 0	10 8	10 8
Kámrúp	10 0	10 0	...	...	10 0	10 0	13 0	14 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	40 0	40 0	10 0	10 0
Darrang	10 0	9 0	...	...	6 8	6 8	12 0	13 0	...	...	...	...	...	...	...	...	12 0	12 8	...	...	...	...	...	...	10 0	10 0
Nowgong	...	...	...	...	8 0	8 0	11 0	11 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	8 0	8 0	10 8	10 8	...	...	...	...	...	...	...	...	10 8	10 8	...	...	...	...	120 0	120 0	8 0	8 0
Lakhimpur	8 0	8 0	...	...	7 0	7 0	13 0	13 0	...	...	...	...	...	...	...	...	11 0	11 0	12 12	12 12	...	...	140 0	140 0	8 0	8 0
Manipur	...	...	...	...	18 0	19 8	22 0	25 0	...	...	...	...	...	...	...	...	...	...	...	...	3 0	3 0	85 0	85 0	2 11	2 11

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts (*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hill Tippera (*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	...	...	...	...	6 8	6 8	...	...	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	15 0	15 0	19 8	19 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	...	...	70 0	60 0	10 8	10 8
Noakhali	...	...	...	...	14 0	14 0	16 8	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	10 0	9 8
Chittagong	9 12	9 12	...	...	11 8	11 12	13 0	14 0	...	...	...	...	...	...	...	...	11 14	11 14	...	...	...	...	80 0	80 0	10 12	10 12
Tippera	10 0	10 0	...	...	11 0	11 6	16 0	17 1	...	...	...	...	...	...	...	...	13 5	13 5	...	...	8 0	8 0	...	...	10 0	10 0
Dacca	13 0	12 0	15 0	15 0	12 12	12 12	16 8	16 0	...	...	...	...	...	...	...	...	14 0	13 0	...	...	14 8	13 0	110 0	120 0	10 10	10 10
Mymensingh	9 8	9 8	...	...	12 0	12 0	15 0	15 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	110 0	110 0	8 0	8 0
Deltaic—																										
Khulna	...	...	...	...	14 0	16 0	17 0	18 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	11 0	11 0	160 0	160 0	9 12	9 12
24-Parganas	...	...	...	...	8 0	7 4½	16 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	14 7	12 5	91 6	89 5	11 7	11 7
Midnapore	15 8	16 0	...	...	14 8	15 0	17 5	17 0	...	...	...	...	...	...	...	...	16 8	16 0	...	...	16 8	17 0	180 0	200 0	10 8	10 8
Howrah	...	...	...	...	10 0	10 4	13 8	13 12	...	...	...	...	...	...	...	...	...	...	...	...	11 0	11 0	105 0	105 0	11 0	11 0
Calcutta	12 4	12 4	16 6	16 6	8 9	8 0	11 13	11 13	17 12	17 12	14 8	14 8	...	...	...	10 0	10 0	15 3	15 9	16 6	16 6	14 8	14 8	91 6	11 3	11 3
Hooghly	14 0	14 0	...	...	8 0	5 0	12 8	14 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 0	13 0	160 0	160 0	11 8	11 8
Nadia (Krishnagar)	16 0	16 4	24 7	21 8	6 10	6 10	15 8	14 8	...	...	...	...	...	...	...	...	20 0	21 4	...	...	17 8	17 8	128 0	128 0	10 8	10 9
Jessore	13 0	13 0	16 0	16 0	13 0	13 0	17 12	19 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 0	18 0	120 0	120 0	10 4	10 4
Faridpur	18 0	18 13	...	...	7 10	7 10	18 0	18 0	...	...	...	...	...	...	...	...	13 5	13 5	...	...	13 0	13 0	140 0	140 0	9 12	9 12
Central—																										
Bankura	15 8	15 8	...	...	15 8	16 0	17 8	20 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	12 0	12 0	300 0	300 0	11 2	11 2
Burdwan	11 8	14 8	...	...	12 0	14 8	15 8	16 8	...	...	...	...	...	...	...	...	16 13	18 0	...	...	16 0	17 0	100 0	120 0	10 8	11 0
Birbhum	15 12	15 12	...	...	13 8	15 0	19 8	18 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	12 0	12 0	160 0	160 0	10 8	10 8
Murshidabad	16 0	16 0	...	...	10 0	10 8	14 0	15 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	18 0	18 0	190 0	190 0	11 0	11 0
Santhal Parganas	12 8	11 8	...	...	13 8	13 8	17 8	17 8	...	...	...	...	...	...	...	...	15 0	15 0	22 0	...	18 0	18 0	120 0	120 0	10 8	10 8
Pabna	20 0	18 12	22 8	22 8	6 6	6 12	18 0	18 12	...	...	...	...	...	...	...	...	17 4	16 0	...	...	18 12	18 12	160 0	160 0	9 12	9 12
Bogra	15 0	12 0	...	...	12 0	12 0	15 0	14 4	...	...	...	...	...	...	...	...	16 8	15 0	...	...	...	...	90 0	90 0	9 12	9 12
Rajshahi	17 4	16 8	24 0	26 4	12 0	12 0	14 10	15 0	...	...	...	...	...	...	...	...	20 4	20 4	...	...	19 15	20 6	240 0	240 0	9 9	9 9
Malda	17 0	18 0	...	...	12 0	12 0	16 0	16 0	...	...	20 0	...	...	...	16 0	13 0	18 0	19 0	...	...	11 0	11 0	160 0	160 0	10 0	10 0
Northern—																										
Rangpur	...	...	...	...	7 0	7 0	13 13½	13 5½	...	...	...	...	...	...	...	...	16 0	17 8	...	...	10 0	10 0	45 0	50 0	9 0	9 0
Dinajpur	15 0	15 0	16 0	16 0	9 0	9 0	15 8	15 8	...	...	...	...	...	...	...	...	17 12	18 8	...	...	16 0	16 0	120 0	120 0	10 0	10 0
Jalpaiguri	13 0	13 0	...	...	9 8	10 0	13 0	14 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	10 0	10 0	160 0	160 0	10 0	10 0
Hills—																										
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	13 0	13 0	...	...	12 8	12 8	...	...	...	...	12 8	12 0	23 0	23 0	7 8	7 8	120 0	120 0	8 0	8 0
Orissa—																										
Puri	10 8	10 8	...	...	13 2	13 2	23 0	22 0	...	...	...	...	...	...	...	...	14 7	14 7	...	...	13 2	13 2	80 0	80 0	12 0	12 0
Cuttack	11 13	11 13	...	...	11 13	11 13	21 0	21 0	...	...	...	...	...	...	...	...	15 2*	15 2*	...	...	18 6	18 6	80 0	80 0	10 12	10 12
Balasore	16 0	16 0	8 0	8 0	16 0 to 17 0	16 0 to 17 0	21 0 to 22 0	21 0 to 22 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	11 0	11 0	120 0	120 0	10 12	10 12
Chota-Nagpur—																										
Singhbhum	14 0	12 0	...	...	12 0	12 0	18 0	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	16 0	16 0	100 0	100 0	8 0	8 0
Manbhum	13 8	14 0	20 0	20 0	11 8 to 12 0	15 8 to 17 0	17 0 to 20 0	18 0 to 20 8	...	...	13 0	...	...	...	...	...	16 0 to 17 0	16 0 to 17 0	...	...	16 0	16 0	...	...	10 10	10 10
Lohardaga	7 0 to 11 0	7 0 to 10 8	16 0	15 0	13 0	13 0	17 0	16 0	...	...	28 0	27 0	...	...	...	...	11 0	12 0 to 12 8	18 0	18 0	10 0 and 11 0	9 8 and 11 8	160 0	160 0	9 8	9 0
Palámau	13 8	13 8	20 4	19 2	9 9	9 9	12 6	12 6	...	...	16 14	16 14	...	...	...	...	14 10	14 1	15 12	18 8	16 14	16 14	...	...	8 7	8 7
Hazáribágh	12 8	12 0	20 0	20 0	8 0	8 0	18 0	16 8	...	...	24 0	22 8	...	...	...	...	15 0	15 0	20 0	20 0	14 8	14 8	240 0	240 0	8 0	8 0

* Kalai.

† Not procurable.

(*a*) Not stated.

RETAIL PRICES FOR THE 2nd HALF OF AUGUST 1895—*continued*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued*.																										
Bihár, south—																										
Monghyr	16 0	15 0 to 18 0	26 0	24 0 to 26 0	10 8	14 0	15 0	17 8	...	16 0	...	...	...	25 0	13 8	21 0	21 0	20 8	26 0	22 8	20 0	20 8	168 0	168 0	10 0	10 12
Gaya	13 0	13 4	22 0	21 8	9 0	10 0	17 0	16 0	20 4	20 0	...	...	24 0	25 8	16 4	12 4	18 4	18 4	28 0	...	19 0	19 0	160 0	160 0	10 8	10 8
Patna	15 8 and 18 0	15 0 and 18 0	24 0	24 0	12 0	12 0	18 8	17 14	23 0	22 0	...	...	28 0	28 0	18 0	18 0	20 8	21 0	28 0	26 8	23 0	24 0	130 0	130 0	11 0	11 0
Shahabad	13 0	13 0	20 0	20 0	8 0	8 0	18 0	16 0	...	...	...	...	...	...	...	...	18 0	18 0	20 0	20 0	18 0	18 0	120 0	120 0	11 0	11 8
Bihár, north—																										
Purnea	16 0	18 0	...	...	13 0	13 0	20 0	16 0	...	...	...	...	...	...	...	...	16 0	14 0	...	...	15 0	16 0	320 0	320 0	10 0	10 0
Bhágalpur	16 6	16 6	23 15	21 7	13 14	12 10	17 10	17 11	...	...	...	...	...	...	...	...	20 3	20 3	25 4	22 11	18 15	18 15	151 8	151 8	10 11	10 11
Darbhanga	15 0	17 2	25 0	22 0	10 8	10 8	18 0	18 4	...	...	...	...	25 0	26 0	...	...	16 8	16 8	24 0	25 0	22 0	23 2	160 0	160 0	10 4	10 0
Muzaffarpur	14 8	13 8	25 0	23 8	9 0	8 0	15 14	14 0	...	...	...	...	...	...	...	...	17 0	17 8	25 2	22 8	25 0	24 0	160 0	140 0	11 0	11 0
Saran	15 5	15 0	22 0	20 0	11 0	11 0	16 8	15 0	...	...	...	...	20 0	20 0	16 0	14 0	18 8	19 0	24 0	22 0	21 8	21 0	120 0	120 0	10 8	10 8
Champaran	17 0	16 12	27 8	26 8	8 2	8 0	17 2	17 0	...	...	...	...	26 8	26 0	..	...	19 12	20 4	26 8	28 0	26 8	26 12	180 0	180 0	10 8	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	12 0	13 0	15 0	16 8	6 0	6 0	12 0	13 0	...	17 0	...	...	...	...	10 0	10 0	16 0	17 0	...	17 0	12 0	12 0	90 0	90 0	9 0	9 0
Benares	13 13½	13 14	16 10	16 12½	9 1½	9 4½	11 3	11 15	17 9	16 11	14 6¼	13 15	...	...	14 5½	14 5½	18 0	17 14	...	...	12 5½	12 14	115 0	120 0	9 4½	9 4½
Ghazipur	12 13	12 12	17 0	13 8	8 0	8 0	14 0	14 0	14 0	14 0	12 0	12 0	...	...	11 8	11 0	17 8	17 8	18 8	18 0	18 8	18 8	160 0	160 0	9 8	9 8
Jaunpur	14 4	14 8	17 8	17 8	7 0	7 0	10 0	10 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	10 8	12 0	150 0	150 0	9 12	10 0
Allahabad	12 0	12 2	17 0	17 0	10 0	9 12	14 0	14 0	17 0	16 8	14 0	15 0	...	...	15 0	14 8	19 0	19 0	...	...	18 0	18 0	80 0	80 0	10 0	10 0
Central—																										
Bánda	13 4	13 8	20 0	20 0	8 0	8 0	10 8	10 8	10 0	12 0	...	...	...	...	...	...	21 0	22 8	...	...	16 0	16 0	180 0	180 0	9 12	9 12
Fatehpur	13 8	13 4	18 0	16 0	10 0	11 0	11 0	11 8	...	...	...	...	...	...	...	...	18 0	18 0	...	...	14 0	14 8	160 0	160 0	10 0	10 0
Hamírpur	14 8	16 0	...	18 0	8 0	8 0	11 8	11 8	...	...	...	...	...	...	...	...	18 14	20 0	...	...	15 0	15 0	140 0	140 0	10 4	10 0
Jalaun	13 0	15 0	24 0	24 0	9 0	9 0	10 0	10 0	20 0	20 0	16 0	16 0	18 0	...	18 0	18 0	23 0	23 0	28 0	18 0	19 0	19 0	200 0	200 0	11 0	11 0
Cawnpore	16 4	16 0	20 8	20 0	7 8	7 8	12 0	12 0	...	...	17 0	18 0	...	...	15 0	14 0	20 0	19 8	...	...	22 0	22 0	130 0	130 0	11 8	11 8
Etáwah	16 4	16 4	20 12	20 12	8 0	8 0	11 0	11 0	17 8	17 8	15 8	15 8	18 0	18 0	12 0	12 0	20 6	20 6	22 8	22 8	18 0	18 0	140 0	140 0	10 0	10 0
Farukhabad	15 8	15 8	20 0	19 8	6 8	6 8	11 0	11 0	...	14 8	15 8	15 8	...	...	...	...	20 0	19 8	...	...	17 0	17 0	120 0	120 0	11 0	11 0
Mainpuri	17 0	17 0	21 8	22 0	4 8	4 8	10 0	10 0	14 8	14 8	13 0	13 0	...	...	14 0	...	21 8	21 12	20 0	20 0	17 8	17 8	160 0	160 0	11 0	11 0
Etah	17 12	17 4	24 8	24 8	6 0	6 0	11 8	11 8	...	...	17 8	17 8	19 8	19 8	10 8	10 8	23 4	22 12	27 8	...	18 8	18 8	120 0	120 0	11 4	11 8
Western—																										
Jhánsi	14 14	14 4	22 0	22 0	7 0	8 8	11 0	11 0	19 0	19 0	18 0	18 0	...	...	30 0	...	23 8	23 8	...	...	21 4	21 0	160 0	160 0	11 0	11 0
Agra	15 0	15 0	23 8	23 0	5 0	5 0	11 0	11 0	21 0	21 0	18 0	18 0	...	...	10 0	10 0	22 8	23 8	21 0	19 0	14 8	13 8	95 0	95 0	11 8	11 8
Muttra	16 0	16 0	23 0	23 0	7 0	7 0	11 0	11 0	18 0	18 0	16 0	16 0	...	...	12 0	12 0	27 0	27 0	...	...	26 0	26 0	120 0	120 0	11 8	11 8
Aligarh	17 0	16 8	22 8	22 8	5 12	5 4	9 8	9 8	18 0	18 0	17 0	17 0	...	...	17 0	17 0	23 8	23 8	23 0	23 0	18 0	18 0	140 0	140 0	11 8	11 8
Bulandshahr	17 10	18 0	22 8	24 0	6 0	6 0	10 0	10 0	21 0	20 0	20 0	16 0	...	...	13 0	13 0	21 14	22 12	20 0	20 0	17 0	19 0	120 0	120 0	11 4	11 4
Sub-montane—																										
Ballia	14 0	14 0	19 0	19 0	10 0	10 0	14 0	14 0	...	...	...	...	...	...	...	...	19 8	18 0	...	...	18 0	18 0	120 0	115 0	11 0	11 0
Azamgarh	12 12	12 12	16 8	16 8	7 8	7 8	12 0	12 0	...	...	...	...	...	...	...	...	16 8	16 8	24 0	...	12 0	12 0	177 8	177 8	9 13	9 13
Gorakhpur	12 2	12 2	17 9	17 9	8 9	8 9	13 1	13 1	...	...	...	...	...	...	15 5	15 5	17 2	17 2	19 12	16 3	13 4	13 4	144 0	144 0	9 10	9 10
Basti	14 4	14 0	19 12	19 12	9 4	9 4	14 4	13 8	...	...	...	...	...	...	9 0	8 12	18 4	18 8	19 12	18 8	13 0	13 0	200 0	200 0	11 4	11 8
Sháhjahánpur	15 0	14 12	20 0	20 0	7 0	7 4	11 4	11 4	16 0	16 0	...	...	...	...	8 0	8 0	19 8	20 0	20 0	20 0	15 0	15 0	120 0	120 0	10 4	10 4
Budaun	15 8	16 0	20 8	20 8	6 0	6 0	12 0	12 0	18 0	18 0	14 0	12 0	...	...	13 0	13 0	20 0	20 8	20 0	18 0	17 0	17 0	144 0	144 0	10 8	10 8
Pilibhit	14 0	14 8	24 0	25 0	5 0	5 0	12 8	12 6	22 0	20 10	...	...	...	...	...	...	19 0	19 4	...	...	15 0	...	120 0	120 0	10 8	10 8
Bareff	14 0	14 0	18 12	18 12	4 11	4 11	9 6	9 6	17 9	17 9	13 10	13 10	...	...	10 0	10 0	18 12	18 12	14 0	14 0	15 0	15 0	125 0	125 0	10 0	10 0
Moradabad	15 8	15 6	23 0	23 0	5 0	5 0	11 4	9 8	16 8	17 0	13 1	14 0	...	...	8 0	8 0	20 3	22 0	14 7	12 8	16 4	16 4	110 0	110 0	11 0	11 0
Naini Tal	11 9	11 0	17 0	17 0	5 0	5 0	9 8	9 8	15 0	15 0	12 8	12 8	...	...	10 0	10 0	14 8	14 8	...	...	9 0	8 0	160 0	160 0	7 8	8 0
Almora	10 4	10 4	13 8	13 8	7 8	8 0	8 4	8 4	...	...	...	...	11 0	11 0	12 0	12 0	13 4	12 8	...	...	9 0	8½	160 0	160 0	7 8	7 8
Bijnor	16 10	17 2	25 4	25 14	10 11	10 10	11 13	12 6	...	...	...	...	...	...	...	...	21 10	21 6	...	...	23 10	22 8	90 0	93 0	11 0	11 0
Moradabad	18 10	19 6	28 9	28 0	5 8	5 0	11 0	11 0	20 15	20 15	16 8	16 8	...	...	...	...	23 8	24 4	...	...	12 1	12 1	110 0	110 0	11 0	11 0
Meerut	16 8	16 0	22 0	22 0	5 0	5 0	13 0	13 0	19 0	18 0	17 0	...	...	...	...	...	21 0	21 0	19 0	19 0	15 0	15 0	100 0	110 0	11 4	11 4
Saháranpur	16 0	16 0	22 0	22 0	5 0	5 0	10 0	10 0	22 0	22 0	14 0	14 0	22 0	20 0	20 0	20 0	21 0	21 0	22 0	22 0	12 0	12 0	100 0	100 0	10 0	11 0
Dehra Dún	15 8	15 8	24 0	24 0	10 4	11 0	11 0	11 0	16 0	16 0	16 0	16 0	18 0	18 0	...	...	13 12	20 0	12 0	12 0	13 0	13 0	160 0	160 0	9 8	11 4
Garhwál	10 0	9 0	12 0	12 0	4 0	4 0	6 0	6 0	...	...	...	...	12 0	12 0	12 0	14 0	9 0	8 0	...	...	6 0	6 0	160 0	160 0	6 8	9 6
Oudh—																										
Southern—																										
Partábgarh	13 2	13 0	16 13	16 10	8 10	8 0	11 0	12 8	17 0	17 0	...	12 8	22 0	21 0	...	16 8	18 10	18 0	17 0	17 0	...	...	12 8	12 8	163 0	173 0	13 5	9 12
Sultanpur	13 0	13 0	18 0	18 0	8 0	8 0	12 8	12 0	17 0	17 0	13 0	13 0	18 0	18 0	13 8	11 8	19 8	19 8	16 0	17 0	19 0	18 8	160 0	160 0	10 0	10 0
Rae Barelí	14 12	14 12	19 0	19 0	8 0	8 0	12 0	12 0	17 0	17 0	13 0	13 0	18 0	18 0	13 0	13 0	20 0	19 8	16 0	15 0	16 0	16 0	200 0	200 0	11 0	11 0
Unao	14 8	14 8	19 0	19 8	8 0	8 0	12 0	12 0	16 0	14 0	14 0	14 0	...	...	13 0	13 0	20 0	20 0	16 0	16 0	16 0	16 0	160 0	160 0	11 0	11 0
Lucknow	14 8	14 0	19 8	19 8	6 0	6 0	11 4	11 4	19 0	18 0	18 0	18 0	20 8	20 8	22 8	14 8	20 0	20 0	18 8	18 8	20 0	20 0	180 0	180 0	11 0	11 0
Hardoi	16 0	16 0	20 0	20 0	7 0	7 0	13 0	13 0	...	...	...	...	...	...	...	...	21 0	21 0	...	...	13 0	13 0	160 0	160 0	10 8	10 8
Northern—																										
Fyzabad	14 9	14 9	19 8	19 8	11 0	10 8	12 5	12 12	20 8	20 0	16 8	16 8	...	...	9 5	9 4	20 3	20 0	...	...	16 0	15 3	150 0	150 0	10 8	10 8
Barabanki	13 8	13 8	20 0	19 0	8 0	8 0	11 8	11 8	19 0	19 0	13 0	16 0	23 8	23 0	16 0	16 0	20 0	19 12	13 0	20 0	13 0	13 0	120 0	120 0	11 0	11 0
Gonda	14 4	14 4	19 0	19 0	8 0	8 8	12 8	12 8	19 0	19 0	13 0	13 0	...	...	8 0	8 0	19 4	19 4	17 0	17 0	22 0	22 0	200 0	200 0	10 6	10 6
Bahraich	15 0	15 0	24 0	23 8	9 8	9 8	12 8	12 8	15 0	15 0	14 0	14 0	28 0	28 0	10 0	10 0	23 0	19 0	18 0	19 0	24 8	24 8	160 0	160 0	10 4	10 4
Sitapur	14 0	14 0	20 0	20 0	11 0	11 0	12 0	13 0	21 0	14 0	14 0	17 0	...	...	24 0	16 0	20 0	20 0	16 0	15 0	15 0	15 0	120 0	120 0	10 0	10 0
Kheri	15 0	15 0	22 0	22 0	8 0	8 0	13 0	12 0	...	...	...	...	...	...	...	...	22 0	22 0	...	...	18 0	18 0	160 0	160 0	10 0	10 0
Rajputana—																										
Eastern—																										
Partábgarh	16 4	16 4	23 12	23 15	8 2	7 8	11 4	11 4	23 12	20 0	12 8	11 14	...	...	...	...	23 12	23 12	26 8	24 6	13 2	14 6	...	...	13 12	13 12
Bánswara	22 8	21 4	25 0	25 0	7 8	7 8	15 0	15 0	...	...	...	...	...	...	...	...	37 8	36 4	37 8	37 8	17 8	17 8	...	...	9 6	9 6
Meywar (Oodeypore)	14 7½	14 7½	22 10	22 0½	8 9½	8 9½	9 6	9 6	21 14	21 14	9 6	10 15	*Nil*	*Nil*	14 1	14 1	21 14	21 5½	25 0	23 7	10 2½	9 12½	160 0	160 0	10 2½	9 12¼
Sirohee	13 0	12 8	25 0	25 0	5 8	6 0	6 0	7 0	...	...	14 0	16 0	...	...	...	...	20 0	21 0	18 0	18 0	...	...	160 0	160 0	11 8	11 8
Kriapura	13 4	14 4	23 3	25 1	7 10	7 10	9 3½	9 3	17 1	16 9	18 10	...	...	...	...	...	22 5	23 1	...	...	...	...	160 0	200 0	12 4	12 4
Ajmere	14 8	14 8	20 0	21 6	6 0	5 0	9 0	8 0	20 8	20 8	16 8	16 0	...	...	15 0	15 0	21 0	22 0	19 8	21 0	...	..	90 0	90 0	12 8	12 4 8
Abu	14 12	14 10	19 8	19 8	5 12	5 12	7 4	7 4	...	...	14 4	14 4	...	...	...	...	19 8	19 8	...	...	...	...	160 0	160 0	11 0	11 0
Kishengarh	13 8	13 0	23 4	21 4	6 0	7 8	8 8	7 0	9 8	23 0	23 12	17 8	17 4	†	†	†	†	22 8	22 4	22 0	16 12	†	†	*	*	12 8	13 0
Boondee	17 0	17 0	26 0	27 0	7 8	7 8	8 0	8 0	8 0	28 0	28 0	...	...	...	...	...	32 0	32 8	...	...	...	...	160 0	160 0	10 4	10 4
Kotah	15 0	15 0	24 0	24 0	7 8	7 8	8 0	8 0	22 0	22 0	14 0	14 0	...	...	...	...	28 0	28 0	23 0	23 0	23 0	23 0	240 0	240 0	10 4	10 4
Jhallawar	13 4	13 4	21 8	21 8	7 8	7 8	11 0	11 0	21 1	20 12	17 3	17 3	...	...	8 10	7 12	26 0	24 12	24 8	24 8	11 0	11 0	175 0	175 0	9 3	9 3
Tonk	12 0	12 12	18 0	20 0	4 0	4 0	7 0	8 0	18 8	20 0	...	...	...	...	...	...	18 0	20 0	...	...	...	...	100 0	100 0	10 0	10 3 8
Jeypore	15 0	15 0	22 8	23 0	5 0	5 0	7 8	7 8	17 0	18 0	18 8	18 8	†	†	21 0	21 0	20 0 & 21 12	20 0 & 22 0	20 8	27 0	28 0	28 0	95 0	90 0	12 0	12 0
Kerauli	15 10	15 10	21 4	21 4	10 0	10 10	10 10	10 10	20 0	20 0	17 8	16 4	...	...	15 0	15 0	21 4	21 14	...	...	31 4	32 8	200 0	200 0	11 1½	10 10
Dholpur	15 14	15 14	22 11½	22 13½	8 2½	8 2½	9 14	9 8½	15 12	15 0½	19 6½	18 0	...	...	15 12	15 12	24 6½	25 2½	...	...	...	30 5½	90 0	90 0	11 6½	11 4 8
Bhartpur	16 7	16 7	22 0	22 0	5 2½	5 2½	5 5½	5 5½	14 10	14 10	14 10	14 10	...	...	11 12	11 12	25 11	25 5	18 0	18 0	27 0	28 0	120 0	140 0	11 8	11 8
Ulwur	16 8	17 1	21 4	21 14	9 12	9 12	9 2½	9 2½	20 8	19 0	19 0	19 0	...	...	14 0	14 0	22 15	24 2	21 7	22 8	28 0	28 0	140 0	140 0	12 8	12 8
Deoli Cantonment	15 0	15 0	24 0	25 1½	5 0	5 0	8 0	8 0	26 4	26 4	28 0	28 0	...	...	...	...	23 10	23 8	...	...	11 0	...	190 0	190 0	11 8	11 8 8
Nasirabad Cantonment	15 0	15 0	...	...	5 0	6 8	7 0	23 0	22 0	15 0	15 0	...	†	†	...	...	23 8	24 8	...	...	22 0	†	110 0	105 0	13 0	13 0 8
Hilly Tracts of Meywar	16 0	15 8	33 0	32 0	...	...	16 8	16 0	...	...	...	...	...	...	...	...	28 0	28 0	24 0	28 0	...	...	§	§	11 0	11 0 8
Bálmer	11 13	12 1	...	...	5 8	5 8	7 8	7 8	...	...	21 2	21 2	...	...	...	...	14 10	14 10	...	...	...	...	260 0	260 0	13 8	13 0
Anádra	16 6	16 3½	-6	...	6 8	6 8	9 0	9 0	...	...	16 0	16 0	...	...	...	...	20 8	20 12	...	...	...	...	320 0	320 0	12 0	12 0
Shahpoora	15 8	15 0	23 0	23 0	9 0	8 4	12 0	13 8	20 0	20 0	18 0	18 0	...	...	...	...	18 15	21 0	20 0	20 0	...	...	160 0	160 0	11 9	10 14
Western—																										
Jodhpur	13 2	13 2	20 0	19 6	6 4	6 4	7 8	7 8	15 0	15 0	13 12	18 12	...	...	...	...	18 12	18 12	15 0	15 0	10 0	10 0	...	...	13 7	13 7
Jeysalmer	11 0	9 12	...	...	6 12	6 8	9 8	9 8	13 0	14 0	11 4	10 12	...	...	...	...	14 0	13 0	...	...	...	...	160 0	160 0	21 0	21 0
Bickanir	12 0	12 0	...	...	3 0	3 0	6 0	...	...	...	13 6	13 6	...	...	...	...	17 5½	17 5½	...	...	8 0	8 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	13 12	13 12	17 8	17 8	8 0	8 0	9 0	9 0	22 0	21 0	20 0	20 0	...	...	...	...	18 12	18 12	20 0	20 0	19 0	19 0	120 0	120 0	10 8	10 8
Nimach Cantonment	16 0	15 0	...	...	8 0	8 0	12 0	9 0	25 0	16 8	16 0	†	...	...	...	...	22 0	24 0	...	...	25 0	25 0	120 0	120 0	12 4	12 4
Goona	13 0	13 0	16 0	16 4	7 12	8 0	8 8	9 0	21 0	20 0	...	...	...	...	...	...	24 0	24 0	...	...	...	...	200 0	200 0	13 0	10 0
Gwalior	14 7½	13 13	23 6	23 6	5 5	5 5	8 8	8 8	18 1	17 0	14 9½	13 13	...	...	15 15	15 14	17 0	17 0	...	...	16 11½	16 7½	191 4	148 12	11 11	11 11

* Sold in bundles.

† Not sold.

‡ Husked.

§ Nine pies per bundle.

RETAIL PRICES FOR THE 2nd HALF OF AUGUST 1895—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Panjab—																										
Southern—																										
Hissar	19 0	18 0	27 0	29 0	...	...	12 0	12 6	25 0	25 0	21 0	22 0	†	†	†	†	29 0	30 0	†	†	†	†	100 0	100 0	11 0	11 0
Ferozepore	18 0	18 0	32 0	33 0	...	...	9 0	9 0	23 0	23 0	19 0	20 0	†	†	15 0	16 0	26 0	26 0	19 0	19 0	11 0	11 0	100 0	100 0	12 4	12 0
Montgomery	19 0	19 0	26 0	25 0	...	...	10 0	10 0	18 0	16 0	†	†	†	†	†	†	26 0	26 0	19 0	19 0	10 0	10 0	180 0	180 0	12 8	12 0
Central—																										
Gurgáon	20 0	19 0	27 0	27 0	...	...	9 0	9 0	19 0	19 0	21 0	21 0	†	†	†	†	27 0	27 0	20 0	20 0	26 0	26 0	100 0	100 0	10 0	10 0
Delhi	17 0	18 0	24 0	25 0	...	...	12 0	12 0	24 0	20 0	19 0	19 0	†	†	12 0	11 0	25 0	25 0	19 0	20 0	24 0	24 0	70 0	70 0	11 0	11 0
Rohtak	17 0	17 0	26 0	20 0	...	...	12 0	12 0	25 0	20 0	10 0	10 0	†	†	12 0	12 0	28 0	29 0	20 0	20 0	18 0	18 0	120 0	120 0	11 0	11 0
Karnál	17 0	17 0	27 0	27 0	...	...	12 0	12 0	20 0	20 0	15 0	15 0	16 0	16 0	12 0	12 0	29 0	28 0	20 0	20 0	15 0	15 0	160 0	120 0	10 0	10 0
Lahore	17 0	17 0	29 0	32 0	...	...	12 0	12 0	23 0	24 0	17 0	19 0	‡	‡	17 0	18 0	24 0	24 0	22 0	22 0	11 0	11 0	83 0	88 0	12 4	12 6
Sub-montane—																										
Ambala	20 0	20 0	28 0	28 0	...	...	11 0	11 0	22 0	22 0	20 0	20 0	‡	‡	8 0	8 0	25 0	25 0	25 0	25 0	‡	‡	120 0	120 0	11 12	11 12
Ludhiána	20 0	19 0	27 0	28 0	...	...	11 0	11 0	28 0	28 0	19 0	19 0	†	†	16 0	16 0	23 0	26 0	20 0	20 0	13 0	13 0	110 0	110 0	13 0	13 0
Jullundur	20 0	19 0	24 0	24 0	...	...	10 0	10 0	24 0	24 0	16 0	16 0	‡	‡	20 0	20 0	24 0	24 0	25 0	25 0	‡	‡	100 0	100 0	12 8	12 12
Hoshiárpur	21 0	21 0	28 0	28 0	...	...	10 0	10 0	27 0	27 0	20 0	20 0	14 0	14 0	16 0	16 0	23 0	24 0	25 0	25 0	10 0	10 0	120 0	120 0	12 8	12 8
Gurdáspur	20 0	20 0	32 0	32 0	...	...	12 0	14 0	26 0	26 0	26 0	20 0	20 0	†	12 0	12 0	24 0	24 0	16 0	16 0	‡	‡	120 0	120 0	12 0	12 0
Amritsar	18 0	19 0	29 0	29 0	...	...	11 0	11 0	26 0	23 0	19 0	19 0	†	†	16 0	14 0	23 0	24 0	18 0	10 0	†	†	100 0	100 0	12 0	12 0
Hills—																										
Simla	12 0	13 0	15 0	17 0	...	...	8 0	8 0	13 0	14 0	10 0	10 0	14 0	15 0	9 0	10 0	16 0	16 0	15 0	15 0	9 0	9 0	80 0	80 0	8 0	8 0
Kángra	17 0	16 0	24 0	24 0	...	...	13 0	12 0	16 0	16 0	14 0	14 0	*	*	6 0	6 0	18 0	18 0	20 0	20 0	12 0	12 0	120 0	120 0	10 0	10 0
North-western—																										
Sirsut	18 0	18 0	31 0	30 0	...	...	12 0	13 0	24 0	24 0	‡	‡	‡	‡	‡	‡	23 0	23 0	‡	‡	‡	‡	130 0	130 0	13 8	13 8
Gujránwála	19 0	19 0	33 0	32 0	...	...	7 0	13 0	20 0	20 0	25 0	16 0	†	†	23 0	20 0	24 0	20 0	21 0	20 0	†	†	110 0	110 0	13 0	13 0
Gujrát	19 0	19 0	29 0	30 0	...	...	14 0	14 0	20 0	20 0	20 0	20 0	†	†	10 0	10 0	24 0	24 0	20 0	20 0	*	*	110 0	110 0	13 0	13 0
Jhelum	21 0	21 0	29 0	29 0	...	...	14 0	13 0	24 0	24 0	26 0	26 0	†	†	†	†	24 0	24 0	20 0	20 0	*	*	120 0	120 0	14 0	14 0
Rawalpindi	20 0	20 0	29 0	28 0	...	...	8 0	8 0	32 0	28 0	28 0	28 0	†	†	†	†	24 0	24 0	24 0	24 0	*	*	60 0	60 0	13 8	13 0
Hazára	21 0	21 0	33 0	33 0	...	...	12 0	12 0	‡	‡	‡	‡	†	†	18 0	18 0	22 0	22 0	28 0	28 0	*	*	90 0	90 0	11 0	11 0
Pesháwar	19 0	19 0	30 0	30 0	...	...	10 0	10 0	33 0	29 0	21 0	22 0	†	†	‡	‡	19 0	19 0	27 0	27 0	†	†	90 0	90 0	11 0	11 0
Kohát	20 0	21 0	28 0	37 0	...	...	15 0	15 0	†	†	28 0	31 0	†	†	18 0	19 0	19 0	19 0	26 0	28 0	16 0	17 0	86 0	80 0	35 0	35 0
																	21 0	21 0	28 0	28 0	†	†	150 0	150 0	51 0	51 0
Western—																										
Sháhpur	23 0	23 0	30 0	30 0	...	...	10 0	10 0	24 0	24 0	22 0	22 0	24 0	24 0	22 0	22 0	25 0	27 0	20 0	20 0	†	†	160 0	160 0	12 0	12 0
Jhang	18 0	16 0	24 0	25 0	...	...	10 0	10 0	24 0	16 0	20 0	20 0	25 0	20 0	22 0	18 0	23 0	22 0	20 0	26 0	10 0	10 0	160 0	160 0	11 8	12 0
Multan	17 0	17 0	23 0	22 0	...	...	16 0	16 0	24 0	23 0	20 0	20 0	†	†	19 0	19 0	22 0	21 0	24 0	22 0	†	†	95 0	100 0	12 0	12 0
Bannu	27 0	27 0	46 0	47 0	...	...	14 0	13 0	33 0	33 0	32 0	32 0	9 0	9 0	8 0	8 0	27 0	28 0	38 0	44 0	13 0	13 0	90 0	90 0	55 0	55 0
D. I. Khan	21 0	21 0	31 0	31 0	...	...	8 0	8 0	26 0	28 0	25 0	26 0	‡	‡	4 0	4 0	23 0	24 0	25 0	25 0	11 0	11 0	118 0	118 0	28 0	28 0
Muzaffargarh	17 0	18 0	23 0	24 0	...	...	17 0	17 0	20 0	23 0	20 0	20 0	‡	‡	‡	‡	20 0	20 0	‡	‡	8 0	8 0	140 0	140 0	11 0	11 0
D. G. Khan	17 0	17 0	22 0	23 0	...	...	8 0	8 0	28 0	27 0	25 0	24 0	20 0	20 0	18 0	18 0	18 0	19 0	15 0	15 0	‡	‡	125 0	125 0	16 4	16 4
Sind and Baluchistan—																										
Karáchi	13 0	13 0	...	...	8 0	8 0	10 0	10 0	17 0	17 0	15 0	15 0	‡	‡	...	...	17 0	18 0	...	...	8 0 and 10 0	8 0 and 10 0	71 0	71 0	14 8	14 8
Hyderabad	13 8	13 8	...	...	8 0	8 0	10 0	10 0	17 0	17 8	15 8	16 0	‡	‡	...	...	16 0	16 8	...	...	...	...	106 11	106 11	12 8	12 8
Thar and Párkar (Umarkot)	11 0	11 0	...	...	10 0	10 0	12 0	12 0	11 0	11 0	14 0	14 0	‡	‡	...	...	8 0	14 0	...	...	9 8	9 8	213 0	213 0	12 0	12 0
Sukkur (Shikárpur)	15 0	15 0	...	...	9 0	8 0	12 0	10 0	20 0	20 0	19 0	19 0	‡	‡	...	...	16 0	20 0	...	...	...	...	142 0	142 0	12 0	11 7
Upper Sind Frontier	15 0	15 0	...	...	10 0	9 8	13 0	12 8	24 0	24 0	20 0	20 0	‡	‡	...	...	19 0	20 0	...	...	...	...	160 0	160 0	11 0	11 0
Quetta	16 0	16 0	19 12	20 0	5 0	5 0	7 0	7 0	22 12	23 8	13 0	13 0	‡	‡	6 0	6 0	16 0	16 0	22 8	23 0	9 0	9 0	77 9	77 9	9 0	9 0
Bombay—																										
Konkan—																										
Karwar (Kánara)	20 3	10 3	...	...	10 2	10 2	11 2	11 2	16 2	16 2	15 0	15 0	21 9	21 9	...	...	13 7	13 7	...	...	...	...	312 0	312 0	9 12	9 12
Ratnágiri	10 13	10 13	...	...	10 14	10 14	11 6	11 6	15 12	15 12	15 4	15 4	16 7	16 7	...	...	13 14	13 14	...	...	*	*	134 6	134 6	13 0	13 0
Alibág (Colába)	9 4	9 4	...	...	10 13	10 13	11 11	11 11	11 9	11 9	12 12	12 12	*	*	...	...	11 14	11 14	...	...	*	*	89 10	89 10	11 14	11 14
Bombay	13 10	13 0	...	...	8 5	8 5	11 1	11 1	15 15	14 11	13 15	13 15	14 10	14 10	...	...	15 0	13 12	...	...	13 4	13 4	97 1	97 1	11 9	11 9
Tanna	12 12	12 12	...	...	10 3	10 3	11 2	11 2	*	*	14 6	14 6	*	*	...	...	16 0	16 0	...	...	*	*	112 0	112 0	12 4	12 4
Deccan—																										
Dhárwar	20 3	21 2	...	...	10 8	10 8	11 8	11 8	22 3	22 3	21 6	20 15	...	...	...	...	11 14	11 14	...	...	12 15	12 15	100 0	100 0	11 6	11 1
Belgaum	17 12	16 3	...	...	10 12	10 12	11 0	11 0	22 13	22 13	22 7	21 15	28 0	27 0	...	...	13 0	13 0	...	...	14 8	14 8	108 8	86 1	11 4	10 13
Sátára	14 1	14 1	...	...	8 2	8 2	9 7	9 7	18 11	20 2	16 10	16 10	*	*	...	...	12 7	11 13	...	...	*	*	91 3	91 3	12 10	12 10
Sholapur	16 12	16 12	...	...	7 10	7 10	11 11	11 11	28 10	26 13	21 7	21 7	*	*	...	...	14 6	15 5	...	...	*	*	80 0	80 0	11 10	11 10
Bijápur	20 11	19 8	...	...	9 4	9 4	11 6	11 6	28 13	27 14	*	*	*	*	...	...	14 5	14 5	...	...	*	*	80 0	80 0	11 6	11 6
Poona	13 15	13 15	...	...	9 11	9 11	10 13	10 13	29 0	20 0	16 2	16 2	15 13	15 13	...	...	14 6	15 8	...	...	17 2	17 2	81 1	81 1	11 5	11 5
Khandesh—																										
Ahmadnagar	18 2	18 2	...	...	8 14	8 14	9 13	9 13	26 2	27 8	21 15	22 11	*	*	...	...	15 4	16 10	...	...	16 15	16 15	80 0	80 0	12 6	12 6
Násik	17 4	17 4	...	...	8 14	8 14	11 11	11 11	*	*	18 6	18 6	20 11	20 11	...	...	16 6	17 2	...	...	*	*	128 0	128 0	12 11	12 1
Dhulia (Khandesh)	16 10	16 10	...	...	7 7	7 7	9 7	9 7	22 7	21 9	18 6	18 6	*	*	...	...	13 3	14 14	...	...	*	*	80 0	80 0	10 9	10 9
Guserat—																										
Surat	14 13	14 13	...	...	7 6	7 6	8 5	8 5	14 13	14 13	13 7	13 7	*	*	...	...	14 13	14 13	...	...	13 14	14 5	74 0	74 0	12 0	12 0
Broach	16 0	15 0	...	...	7 8	8 4	10 8	12 0	16 8	16 8	16 0	15 0	*	*	...	...	18 12	19 0	...	...	20 0	17 0	101 0	101 0	13 6	13 4
Kaira	13 8	13 0	...	...	...	...	12 0	11 8	12 4	13 0	13 0	13 0	20 0	19 0	...	...	18 0	18 0	...	...	*	*	106 11	106 11	12 0	12 0
Baroda (Camp)	12 0	12 0	...	...	8 0	8 0	10 0	10 0	16 0	16 0	12 8	12 8	18 0	18 0	...	...	15 8	16 0	...	...	*	*	91 7	91 7	11 8	11 8
Ahmadabad	13 0	12 0	...	...	11 0	11 0	13 0	13 0	16 0	15 0	15 0	14 0	...	...	...	...	21 0	20 0	...	...	...	...	80 0	80 0	13 10	13 10
Godhra (Panch Mahála)	13 0	13 0	...	...	10 0	12 0	12 0	...	...	15 8	15 8	21 8	21 8	...	...	24 0	24 0	...	...	20 0	20 0	182 0	182 0	12 8	12 8
Deesa Cantonment	13 8	13 0	...	...	8 0	8 0	10 0	10 0	18 0	15 0	17 *	16 0	*	*	...	...	20 0	20 0	...	...	*	*	142 0	128 0	11 0	11 0
Kattywar—																										
Rájkot	14 15	14 7	...	...	5 8	5 8	7 0	7 0	17 6	16 5	13 10	13 10	*	*	...	...	15 9	15 9	...	...	*	*	80 0	60 0	60 0	60 0
Central Provinces—																										
Western—																										
Nimar	14 3	14 3	...	...	6 12	6 12	11 7	11 7	20 10	20 10	...	...	...	...	...	...	16 2	16 2	...	...	12 1	12 1	100 0	100 0	11 6	11 6
Khandwa-Asirgarh Cant.	14 0	13 12	...	...	9 0	9 0	11 4	11 8	22 0	21 0	20 0	20 0	*	*	...	...	16 0	16 0	...	...	*	*	160 0	160 0	10 0	10 0
Hoshangabad	14 4	14 4	...	...	8 1	8 1	11 14	11 14	17 8	18 5	...	...	...	...	...	...	16 0	17 4	...	...	10 4	12 0	180 0	180 0	9 8	9 8
Betúl	14 6	14 6	...	...	...	...	9 0	9 0	16 0	16 0	...	...	...	...	...	...	13 8	13 8	...	...	11 6	11 6	240 0	240 0	8 0	8 0
Chhindwára	11 6	12 10	...	...	7 4	7 4	10 0	10 0	13 1	16 0	...	...	...	...	...	...	13 13	15 0	...	...	10 5	10 5	150 0	140 0	8 0	8 0
Nágpur	15 10	15 10	...	...	10 0	10 0	11 14	11 14	18 2	18 2	...	...	...	...	...	...	16 14	16 14	...	...	11 4	11 4	115 0	115 0	10 4	10 8
Wardha	16 0	16 0	...	...	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	16 0	16 0	...	...	13 5	13 5	120 0	120 0	10 10	10 10
Central—																										
Narsinghpur	13 1	13 1	...	...	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	200 0	200 0	9 4	9 4
Saugor	11 12	11 12	...	...	10 3	10 3	11 1	11 1	...	...	...	...	...	...	...	...	17 10	17 10	...	...	15 12	15 12	130 0	130 0	9 2	9 2
Damoh	11 4	11 4	...	...	10 0	10 0	11 4	11 4	...	...	...	...	...	...	...	...	15 0	15 0	...	...	9 0	9 0	160 0	160 0	9 0	9 0
Jubbulpore	12 8	12 0	...	...	9 4	9 0	14 4	14 0	...	...	...	...	...	...	...	...	15 4	17 0	...	...	11 8	11 12	140 0	130 0	9 4	9 0
Baghalkhand (Sutna)	13 8	13 8	19 *	20 0	6 8	6 8	16 8	16 8	*	12 0	*	*	*	*	8 8	8 8	18 8	19 0	*	*	18 0	18 0	160 0	160 0	10 0	10 0
Mandla	16 0	15 0	...	...	10 0	10 0	12 0	13 0	...	...	...	...	...	...	...	...	16 0	17 8	...	...	13 0	13 0	200 0	200 0	8 0	8 0
Seoni	13 9	13 9	...	...	9 2	8 10	11 8	11 8	...	...	...	...	...	...	...	...	13 9	13 9	...	...	11 8	11 8	190 0	190 0	9 2	9 2
Bálághát	11 0	11 0	...	...	8 0	8 0	11 0	11 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	8 0	8 0	120 0	120 0	9 0	9 0
Bhandára	16 0	16 0	...	...	...	...	12 8	12 8	...	...	...	...	...	...	...	...	16 0	15 0	...	...	11 4	10 0	240 0	240 0	9 0	9 0
Chánda	14 12	14 12	...	...	...	...	12 13	12 13	15 2	15 2	...	...	...	...	...	...	11 13	11 13	...	...	10 10	10 10	320 0	320 0	...	...
Eastern—																										
Bilaspur	14 7	14 7	...	...	11 3	11 3	16 15	16 15	...	...	...	...	...	...	...	...	12 8	12 8	...	...	...	...	110 0	110 0	8 0	8 0
Raipur	15 0	15 9	...	...	10 0	10 0	17 8	17 8	...	...	...	...	...	...	...	...	16 4	16 4	...	...	8 0	9 0	100 0	100 0	8 8	9 8
Sambalpur	13 2	14 0	...	...	11 13	11 13	17 8	17 8	...	...	...	...	...	...	...	...	14 14	14 14	...	...	9 0	9 0	120 0	120 0	8 12	9 12
Berar—																										
Buldana	18 0	18 0	...	...	7 0	7 0	10 0	10 0	25 0	25 0	24 0	23 0	...	...	...	...	18 0	17 0	...	...	13 0	13 0	182 0	182 0	10 0	10 0
Basim	17 8	19 0	...	...	7 0	7 0	11 0	11 0	24 0	25 8	...	...	...	...	...	...	15 8	15 8	...	...	11 0	10 8	65 0	70 0	8 0	8 0
Akola	16 8	16 0	...	...	5 8	5 8	7 8	7 8	25 8	25 8	...	...	...	...	...	...	16 8	15 8	...	...	11 0	10 0	100 0	120 0	12 8	12 8
Ellichpur	15 0	15 0	...	...	6 0	6 0	8 0	8 0	21 0	21 0	15 0	15 0	...	...	...	...	13 0	14 0	...	...	15 0	12 0	120 0	120 0	10 0	10 0
Amraoti	16 8	16 0	8 0	...	7 0	7 0	10 0	10 0	21 0	20 0	14 0	14 0	...	...	...	...	16 0	15 0	...	...	11 0	12 0	90 0	90 0	11 0	11 0
Wún	15 8	16 0	...	...	6 0	7 0	8 0	8 0	18 8	19 0	15 0	16 0	...	...	...	...	14 8	15 0	...	...	18 0	18 0	240 0	240 0	9 0	9 0
Nizam's Territories—																										
Secunderabad	13 8	13 13	*	*	6 13	7 8	10 14	10 8	20 1	18 13½	17 12	17 12	23 0	22 3	*	*	11 15	12 3	*	*	16 12	16 12	90 0	90 0	9 2	9 4
Boláram	14 6	14 0	*	*	7 0	7 0	9 15	9 14	21 13	21 0	*	*	*	*	*	*	13 1	12 4	*	*	*	*	116 14	116 14	9 8 12	9 8 12
Chadarghat	12 0	12 0	*	*	7 8	7 8	12 8	12 0	22 0	22 0	24 0	24 0	*	*	*	*	13 8	14 8	*	*	10 8	10 0	110 0	90 0	9 8	9 0

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

RETAIL PRICES FOR THE 2nd HALF OF AUGUST 1895—*concluded*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight. S.	Wheat. Present fortnight. Ch.	Wheat. Past fortnight. S.	Wheat. Past fortnight. Ch.	Barley. Present fortnight. S.	Barley. Present fortnight. Ch.	Barley. Past fortnight. S.	Barley. Past fortnight. Ch.	Rice, best sort. Present fortnight. S.	Rice, best sort. Present fortnight. Ch.	Rice, best sort. Past fortnight. S.	Rice, best sort. Past fortnight. Ch.	Rice, common. Present fortnight. S.	Rice, common. Present fortnight. Ch.	Rice, common. Past fortnight. S.	Rice, common. Past fortnight. Ch.	Jowar or cholum (*Sorghum vulgare*). Present fortnight. S.	Jowar or cholum (*Sorghum vulgare*). Present fortnight. Ch.	Jowar or cholum (*Sorghum vulgare*). Past fortnight. S.	Jowar or cholum (*Sorghum vulgare*). Past fortnight. Ch.	Bajra or cumbu (*Penicillaria spicata*). Present fortnight. S.	Bajra or cumbu (*Penicillaria spicata*). Present fortnight. Ch.	Bajra or cumbu (*Penicillaria spicata*). Past fortnight. S.	Bajra or cumbu (*Penicillaria spicata*). Past fortnight. Ch.	Marua or ragi (*Eleusine coracana*). Present fortnight. S.	Marua or ragi (*Eleusine coracana*). Present fortnight. Ch.	Marua or ragi (*Eleusine coracana*). Past fortnight. S.	Marua or ragi (*Eleusine coracana*). Past fortnight. Ch.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight. S.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight. Ch.	Kangni or kakun, Italian millet (*Setaria italica*). Past fortnight. S.	Kangni or kakun, Italian millet (*Setaria italica*). Past fortnight. Ch.	Gram, chenna, cholai, kadalay or sunaga (*Cicer arietinum*). Present fortnight. S.	Gram, chenna, cholai, kadalay or sunaga (*Cicer arietinum*). Present fortnight. Ch.	Gram, chenna, cholai, kadalay or sunaga (*Cicer arietinum*). Past fortnight. S.	Gram, chenna, cholai, kadalay or sunaga (*Cicer arietinum*). Past fortnight. Ch.	Maize (*Zea Mays*). Present fortnight. S.	Maize (*Zea Mays*). Present fortnight. Ch.	Maize (*Zea Mays*). Past fortnight. S.	Maize (*Zea Mays*). Past fortnight. Ch.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Present fortnight. S.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Present fortnight. Ch.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Past fortnight. S.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Past fortnight. Ch.	Firewood. Present fortnight. S.	Firewood. Present fortnight. Ch.	Firewood. Past fortnight. S.	Firewood. Past fortnight. Ch.	Salt. Present fortnight. S.	Salt. Present fortnight. Ch.	Salt. Past fortnight. S.	Salt. Past fortnight. Ch.
Madras—																																																		
Malabar Coast—																																																	
Malabar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
S. Canara	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
South, central—																																																	
Coimbatore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19	2	19	4	23	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nilgiris	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Salem	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21	5	20	8	24	13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Central—																																																	
Bellary	39	0	30	0	...	...	...	...	10	13	10	13	10	13	10	13	27	13	27	13	...	...	...	...	25	0	...	...	...	...	24	0	...	...	85	2	85	2	10-5&11-8	10-5&11-8	10-5&11-8	10-5&11-8
Anantapur	27	3	27	3	...	...	...	...	10	13	10	13	10	13	10	13	27	13	27	13	...	...	...	...	17	0	...	...	...	...	...	...	...	...	97	3	97	3	11	8	11	8
Cuddapah	27	0	27	0	...	...	...	...	12	0	12	0	12	0	12	0	22	2	22	2	...	...	...	...	18	0	...	...	...	...	...	...	...	...	126	6	126	6	11	13	11	13
Kurnool	...	...	...	...	...	...	...	...	11	13	11	13	11	13	11	13	28	2	28	2	...	...	25	6	35	0	...	...	...	...	...	...	...	...	97	3	97	3	10-2 & 11-10	10-2 & 11-10	10-2 & 11-10	10-2 & 11-10
West Coast, north—																																																
Ganjam	20	5	20	5	...	...	...	...	19	0	16	8	16	8	16	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	46	11	86	8	11	0	9	3
Vizagapatam	26	5	26	5	...	...	...	...	11	5	11	5	11	5	11	5	...	...	...	...	...	...	30	11	28	11	...	...	...	...	...	...	...	...	97	3	97	3	12	0	12	0
Godavari	29	2	29	2	...	...	...	...	14	8	14	0	14	0	14	0	25	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	133	11	133	11	12	2	12	2
East Coast, central—																																																
Kistna	26	13	26	13	...	...	...	...	14	5	13	3	13	3	14	3	22	2	23	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	140	14	140	14	13	3	13	3
Nellore	26	14	26	14	...	...	...	...	13	13	13	13	14	13	14	13	24	11	24	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	93	5	93	5	12	13	12	13
East Coast, south—																																																
Madras	21	14	21	14	...	...	...	...	10	14	10	14	10	14	11	5	20	3	20	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	89	8	89	8	13	2	13	5
Chingleput	20	10	20	10	...	...	...	...	11	5	11	5	11	5	11	5	...	...	...	...	...	...	...	...	19	13	...	...	...	...	...	...	...	...	91	14	91	14	13	5	13	5
N. Arcot	25	2	25	2	...	...	...	...	11	5	11	5	11	5	11	5	21	13	21	13	...	...	...	...	26	3	...	...	...	...	...	...	...	...	100	13	100	13	11	8	11	8
S. Arcot	25	6	25	6	...	...	...	...	12	5	12	5	13	2	13	2	...	...	...	...	...	...	...	...	24	10	...	...	...	...	...	...	...	...	209	0	209	0	12	13	12	13
Tanjore	24	3	24	3	...	...	...	...	12	2	12	2	12	2	12	2	...	...	...	...	...	...	...	...	20	5	...	...	...	...	...	...	...	...	145	13	145	13	12	6 and 12	12	8
Trichinopoly	21	10	21	5	...	...	...	...	10	5	10	5	10	5	10	5	20	5	18	14	...	...	...	...	20	5	...	...	...	...	...	...	...	...	140	0	140	0	12	0	12	0
Southern—																																																
Tinnevelly	...	...	...	...	...	...	...	...	10	11	10	13	10	13	10	13	...	...	...	...	...	...	...	...	17	5	...	...	...	...	...	...	...	...	53	5	53	5	13	13	13	13
Madura	21	11	21	14	...	...	...	...	11	6	11	6	11	6	11	6	19	6	19	6	...	...	...	...	19	0	...	...	...	...	...	...	...	...	97	3	97	3	12	11	12	11
Mysore—																																																
Mysore	25	0	25	0	11	0	12	0	7	12	7	8	9	4	9	4	30	0	29	0	19	0	25	0	...	...	...	...	...	...	...	...	...	...	96	0	96	0	10	0	10	0
Bangalore	29	8	29	8	10	0	10	0	8	0	8	0	9	0	9	0	24	0	23	0	18	0	...	...	...	...	...	...	...	...	...	...	...	...	96	0	96	0	10	4	10	4
Kolar	21	0	21	0	10	8	11	0	9	0	9	0	10	0	10	0	21	0	21	0	17	0	17	0	35	0	...	...	...	...	...	...	...	...	192	0	192	0	10	0	10	0
Trichinopoly	34	0	34	0	11	0	11	0	9	0	9	0	9	0	9	0	25	0	25	0	33	0	35	0	...	...	...	...	...	...	...	...	...	...	224	0	224	0	10	8	10	8
Madura	33	0	33	0	12	0	12	0	9	0	9	0	9	0	9	0	16	0	16	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	200	0	200	0	9	0	9	0
Tinnevelly	38	9	38	9	14	0	14	0	7	14	8	6	9	0	9	0	27	13	27	13	24	0	22	0	...	...	...	...	...	...	...	...	...	...	240	0	240	0	9	0	9	0
Chittledroog	48	0	48	0	14	0	14	0	9	0	9	0	9	0	9	0	36	0	36	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	274	0	274	0	10	8	9	8
Coorg—																																																
Coorg	8	8	8	8	7	8	7	8	9	0	9	0	10	8	10	8	...	...	...	...	...	...	...	...	...	...	...	...	27	0	26	8	...	...	110	0	110	0	9	0	9	0
Ajmere—																																																
Ajmere	7	0	8	0	...	...	7	8	5	14	9	0	7	0	6	9	10	3	10	3	...	...	...	...	9	4	...	...	...	...	...	...	...	...	65	5	65	5	32	0	32	0

* Not sold.

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

FINANCE AND COMMERCE DEPARTMENT.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, 5th October 1895.

The only important feature in the meteorology of the week under review has been the important cyclonic storm which formed over the east of the Bay apparently on Sunday, the 29th, and travelled along a curved course up to the head of the Bay, and thence through Lower Bengal, north-eastward to Assam. The storm was a deep one if we accept the very doubtful barometric reading reported from Barisal on the morning of October 2nd. This reading showed that pressure at the centre of the storm was as low as 28·868 inches, or 0·925 inch below the normal average. The storm was accompanied with some heavy falls of rain, but, on the whole, the accompanying precipitation was less than might have been anticipated. In those parts of India which lay at a distance from the storm area, as well as in all parts of India, after the disappearance of the storm the general weather was fine or only slightly showery. This showeryness was most marked over the south of the Peninsula and Lower Burma during the early days of the week, and was least marked over North-Western India, where only a very few scattered showers were received. The mean temperature was generally excessive over India during the early part of the week, but the rainfall accompanying the storm reduced temperature quickly in Bengal on the 2nd and 3rd, and after the disappearance of the cyclonic storm, temperature conditions apparently changed, so that, though there was practically no rain, the general temperature on the 5th fell below the normal.

Daily Summary.—*Sunday, 29th September.*—Pressure had increased briskly to rapidly over Lower Burma, and briskly in North Bengal, but elsewhere the changes were small. The wind had suddenly shifted to south-east, and risen in force at Diamond Island, and a centre of depression had been developed over the east of the Bay. The winds were cyclonic around the Bay, and were very variable elsewhere with calms in many places. The mean temperature was excessive in all provinces, except Madras, where it was in slight defect. Rain had fallen over the south and east of the Peninsula, North Bengal, and parts of Burma. The showers were locally heavy in some places.

Monday.—Pressure had increased throughout the whole of the Indian area. The rise was brisk to rapid over Burma, and brisk over the Carnatic and in North-Western India, while it was least on the Orissa and Ganjam Coasts. Pressure was lowest over the Bay, highest over Tenasserim, and relatively uniform over India. There were no definite indications of the existence of the storm over the Bay. The wind, however, remained cyclonic around the Bay, and the force at Diamond Island, where the wind had veered to south, was fresh. The force was also freshening at Saugor Island. The mean temperature was in moderate defect in Madras, in slight defect in Burma, and normal in Bengal, while it was slightly to moderately excessive in the other provinces. Rain was falling over the south of the Peninsula, over Bengal, and over Lower Burma. The amounts received were large in Lower Burma, and locally considerable at two or three stations in the Peninsula.

Tuesday.—Pressure had increased over Lower Burma and the Peninsula, and decreased elsewhere. The fall was very rapid over Orissa, and brisk to rapid over the whole of Bengal. The depression which had been advancing up the Bay had struck the coast near False Point, where pressure was 0·342 inch below the normal. Cyclonic winds were blowing over the north of the Bay, the force being strong to a gale near the storm centre. In most other parts of India the winds were variable, but there was a fairly well defined easterly current up the north side of the Gangetic plain. The mean temperature was in moderate defect in Burma, in slight defect in Madras, normal in Bengal, and in excess elsewhere.

Heavy rain had been received around the north of the Bay, and moderate rain in the south of the Peninsula and in Lower Burma.

Wednesday.—Pressure had risen in Orissa and Ganjam, and fallen almost everywhere else. The storm had advanced north-eastward, and the centre lay over East Bengal. According to the Barisal report, the barometer had fallen 0·925 inch to 28·868 inches at that station, and the centre was between Barisal and Jessore. Strong cyclonic gales prevailed over Bengal, and the winds over the eastern half of India were largely influenced by the storm. Southerly winds prevailed along the west coast of India, and westerly or variable winds elsewhere. The mean temperature was in considerable defect over Bengal, normal in Burma and Madras, and excessive in the other provinces. Rain had fallen over Burma and Bengal, and there were a few scattered showers in other parts of the country. Barisal had received nearly 5 inches.

Thursday.—The barometer had risen briskly to very rapidly over Lower Bengal, and had fallen elsewhere. The storm had continued to move north-eastward, and had disappeared up the Assam Valley. Westerly and south-westerly winds prevailed over the greater part of the country. The mean temperature still exceeded the normal average over the more central parts of the country, but was below the normal elsewhere. Rain had almost ceased throughout India, only a few scattered showers being reported.

Friday.—Pressure had increased, except at Trivandrum and Colombo. The rise was brisk to rapid over Northern India, and readings, though lower in the north than in the south, were more uniform than on the preceding day. The winds were southerly or variable on both coasts of the Peninsula, and were westerly to south-westerly in most other places. The distribution of the mean temperature was the same as on the preceding day, but the excess over the central districts was much slighter. There was slightly more rain over the Peninsula, but elsewhere there was practically no rain.

Saturday.—Pressure had fallen over Lower Burma and risen elsewhere. The rise was again greater in the north than in the south, and readings were hence more uniform. Readings were highest over Bombay; lowest over Bihar. Winds were variable. The mean temperature was normal, or below the normal, except in Bengal, where there was a trifling excess. A few scattered showers of rain were reported.

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

Province.	September 1895.		October 1895.					Mean variation of week.
	29th	30th	1st	2nd	3rd	4th	5th	
	°	°	°	°	°	°	°	°
Burma	+1·3	—1·1	—3·0	—0·3	—1·3	—1·3	—0·9	—0·9
Bengal and Assam	+0·8	—0·5	+0·1	—3·5	—2·5	+0·7	+1·1	—0·5
North-Western Provinces and Oudh	+1·4	+2·6	+2·5	+1·9	+1·9	+0·9	—0·2	+1·6
Punjab	+1·3	+2·7	+4·1	+2·2	—0·1	—0·7	—0·6	+1·3
Bombay	+1·6	+1·8	+1·1	+1·1	+1·3	+0·3	+0·1	+1·0
Central Provinces and Berar	+2·0	+1·3	+2·6	+1·5	+2·5	+1·2	+0·4	+1·6
Central India and Gujarat	+2·0	+3·1	+3·6	+3·2	+3·2	+1·0	—0·8	+2·2
Sind and Rajputana	+1·1	+1·6	+3·6	+2·5	+0·4	—1·3	—1·5	+0·9
Madras	—1·1	—2·8	—1·4	—0·4	—0·5	—0·9	—0·3	—1·1
Mean for whole of India	+1·2	+1·0	+1·5	+0·9	+0·5	0	—0·3	+0·7

The mean temperature of the whole country for the first five days exceeded the normal by amounts varying from 1·5° to 0·5°; on the 4th the general temperature was exactly normal; and on the 5th it was 0·3° below. The provincial

variations show that the heat was slightly less than normal in Madras, about normal in Burma, Bengal, and Assam, and in slight to moderate excess in the remaining provinces. It is remarkable that, during the development and passage of the cyclone noticed above, the mean temperature of India, except in those provinces which received heavy cyclonic rainfall, was above the normal, while after the disappearance of the storm, although the rainfall practically ceased all over the country, the temperature began to fall steadily and generally.

Rain.—The rainfall of the week under review has fallen principally under two sets of conditions. The more important cause of rainfall was the cyclonic storm which appeared off the Orissa Coast on the 1st, traversed Lower Bengal on the 2nd, and disappeared over Assam on the 3rd. On the two earlier days the rainfall was heavy within the storm area, the largest amount received being 4·75 inches at Barisal during the twenty-four hours ending at 8 A.M. on the 2nd. A second important cause of rainfall was the series of small thunderstorm disturbances which affected the Peninsula. These disturbances occasioned thundershowers throughout the whole week. They were most general and most effective in producing rain during the first two days of the week, but during the whole period there was no day on which these showers were not received in some part of the Peninsula. Outside these two areas of disturbed conditions, *viz.*, North-Eastern India and the Peninsula, rainfall was either altogether absent or very small in amount, and was due to slight scattered showers of little importance.

The table at the close of the summary gives the rainfall data of the week. The first column shows that in the case of eight divisions no rainfall whatever was received during the week, and in the case of eight more the total average rainfall for the week was less than 0·10 inch. These divisions practically covered the whole of the Gangetic plain and North-Western India. In other parts of the country effective rainfall was received, and the average actual ranged from 6·80 inches in Arakan, 6·44 inches in Assam (Surma), and 5·90 inches in Eastern Bengal to 0·15 inch in the hill districts of the Punjab, 0·10 inch in the East Coast (North (*a*)), and 0·27 inch in Madras (South). This general distribution agrees fairly well with the normal, but the actual amounts over North-Eastern India are, for reasons given above, considerably in excess of the average. The third column of the table gives the differences between the actuals and normals for the various divisions. Eighteen divisions report excessive rainfall, and thirty-two deficient falls. The region of excessive rain includes the following divisions:—*viz.*, Tenasserim and Lower Burma, Arakan, both the Assam divisions, East, Deltaic, Central and North Bengal, Orissa, Coorg, Mysore, the Bombay Deccan, Hyderabad (South), the East Coast (Central and South), and Madras (Central and South-Central). The greatest abnormal excess was reported from North-Eastern India, and amounted to 4·24 inches in East Bengal, 3·89 inches in Assam (Surma), 3·59 inches in Arakan, and over 2 inches in Lower Burma, Deltaic Bengal, and Orissa. The greatest defect was in Khandesh and perhaps in East Coast (North (*a*)).

In Upper Burma there was again a fairly heavy general fall of rain.

The returns of the sudder stations show that rain fell daily in Tenasserim and Lower Burma, on all but the last two days of the week in other parts of North-Eastern India, on most days of the week in the Peninsula, and only as scattered showers in other parts of India.

The three concluding columns of the table show the state of the seasonal rainfall. In nearly all parts of the country, except the Peninsula, the actual fall from June 2nd to date has been below the average, but in most cases the deficiency has been small, and generally less than 20 per cent. This limit has, however, been exceeded in the case of Arakan, East, Deltaic and Central Bengal, the Punjab (Central and Submontane), Berar, Gujarat, Kathiawar, Rajputana (East), and Central India (West).

The following are the more important totals recorded during the week:—Kyauktan (Hanthawaddy) 11·59 inches, Minbya (Akyab) 12·35 inches, Cox's Bazar (Chittagong) 11·36 inches, Cherra Poonjee 13·26 inches, Satkhira (Khulna) 9·58 inches, Bhagatpur (Jalpaiguri) 10·96 inches, False Point (Cuttack) 5·97 inches, Nilambur (Calicut) 5·67 inches, Bhatkal (Karwar) 8·74 inches, Chikodi (Belgaum) 8·74 inches, Siruguppa (Bellary) 6·97 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending October 5th, 1895.			Rainfall data from June 2nd to October 5th, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, June 2nd to October 5th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	4·74	4·50	+ 0·24	147·35	150·01	— 2
	Lower Burma	5·28	3·22	+ 2·06	78·63	77·75	+ 1
	Central Burma	1·76	2·25	— 0·49	41·03	49·33	— 17
	Upper Burma	1·46	?	?	26·59	?	?
	Arakan	6·80	3·21	+ 3·59	118·42	152·93	— 23
Bengal and Assam	East Bengal	5·90	1·66	+ 4·24	55·84	70·45	— 21
	Assam (Surma)	6·44	2·55	+ 3·89	114·87	124·30	— 8
	Do. (Brahmaputra)	2·10	1·33	+ 0·77	58·29	55·62	+ 5
	Deltaic Bengal	3·67	1·03	+ 2·64	32·95	44·20	— 26
	Central Bengal	1·58	1·06	+ 0·52	33·28	45·05	— 26
	North Bengal	3·16	2·06	+ 1·10	80·36	83·89	— 4
	Orissa	3·78	1·59	+ 2·19	53·12	43·97	+ 21
	Chota Nagpur	0·82	0·90	— 0·08	39·18	44·06	— 11
	Bihar (South)	0·61	1·12	— 0·51	30·64	37·08	— 17
	Do. (North)	0·64	1·50	— 0·86	45·96	43·23	+ 6
North-Western Provinces and Oudh.	North-Western Provinces (East)	0·34	0·89	— 0·55	32·03	34·64	— 8
	Do. (Submontane) (*a*)	0·60	0·99	— 0·39	39·49	37·20	+ 6
	Oudh (South)	0·04	0·80	— 0·76	32·61	32·81	— 1
	Do. (North)	0·01	0·85	— 0·84	36·34	35·39	+ 3
	North-Western Provinces (Central).	0·01	0·71	— 0·70	28·82	30·79	— 6
	North-Western Provinces (West).	0	0·58	— 0·58	23·96	25·49	— 6
	North-Western Provinces (Submontane). (*b*)	0·03	0·72	— 0·69	37·80	38·62	— 2
Punjab	Punjab (South)	0	0·04	— 0·04	8·91	11·20	— 20
	Do. (Central)	0	0·20	— 0·20	13·79	18·73	— 26
	Do. (Submontane)	0·03	0·17	— 0·14	18·19	23·37	— 22
	Do. (Hill Districts)	0·15	0·31	— 0·16	61·06	56·46	+ 8
	Do. (North-West)	0·06	0·22	— 0·16	12·61	14·96	— 16
	Do. (West)	0	0·05	— 0·05	4·98	5·60	— 11
Bombay and Malabar Coast Districts (Madras).	Malabar	1·82	1·99	— 0·17	85·28	94·01	— 9
	Madras (South-Central)	1·25	1·03	+ 0·22	24·33	22·36	+ 9
	Coorg	2·41	2·04	+ 0·37	85·78	107·65	— 20
	Mysore	1·93	1·27	+ 0·66	20·32	23·30	— 13
	Konkan	1·67	2·14	— 0·47	97·86	111·57	— 12
	Bombay Deccan	2·33	1·96	+ 0·37	29·68	24·28	+ 22
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0·54	1·74	— 1·20	23·88	22·15	+ 8
Central Provinces and Berar.	Berar	0·50	0·99	— 0·49	23·99	31·65	— 24
	Central Provinces (West)	0·28	0·84	— 0·56	33·25	37·71	— 12
	Ditto (Central)	0·50	0·70	— 0·20	41·72	48·01	— 13
	Ditto (East)	0·29	0·66	— 0·37	49·24	44·74	+ 10
Bombay (North)	Gujarat	0·08	0·70	— 0·62	29·43	42·70	— 31
	Kathiawar	0	0·32	— 0·32	13·64	19·62	— 30
	Sind	0	0	0	3·61	4·29	— 16
Rajputana and Central India.	Central India (East)	0·04	0·20	— 0·16	29·42	34·00	— 13
	Rajputana (East), Central India (West).	0	0·07	— 0·07	16·17	25·24	— 36
	Rajputana (West)	0	0·05	— 0·05	12·91	12·81	+ 1
Madras	East Coast (North)	0·91	1·61	— 0·70	33·41	25·84	+ 30
	Ditto (ditto) (*a*)	0·10	1·41	— 1·31	47·27	48·16	— 2
	Hyderabad (South)	2·16	0·84	+ 1·32	25·03	20·03	+ 29
	Madras (Central)	1·79	1·44	+ 0·35	16·56	16·92	— 3
	East Coast (Central)	2·06	1·21	+ 0·85	22·32	16·40	+ 38
	Ditto (South)	1·88	1·50	+ 0·38	19·66	16·43	+ 19
	Madras (South)	0·27	0·70	— 0·43	6·14	7·05	— 13

SIMLA, *10th October 1895.*

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DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 5th October.*—Rainfall good in the Carnatic, and in parts of the Deccan and Central districts; fair rain elsewhere, except in Coimbatore, Madura, and Tinnevelly, where light or scattered showers have fallen. Ploughing, sowing and transplanting are in active progress. The standing crops are generally fair and are improving after the recent rains, but the paddy crop has withered, or is withering in parts of Tinnevelly. More rain is urgently wanted in this district and in parts of Madura. The harvest is progressing with generally moderate yield. Pasture and fodder are sufficient. Cattle are in good condition. Prices are generally falling or stationary, but the price of *cholum* (*Sorghum vulgare*) has risen slightly in parts of the Deccan.

Bombay.—*For week ending 9th October.*—Good rain throughout the Karnatak, moderate in the Deccan, and slight in parts of the Konkan, Surat, Broach, and Thar and Parkar. More rain is wanted throughout Gujarat and in parts of Khandesh, Poona, and Kolaba. The crops are poor in parts of Sind, and are withering in parts of Ahmedabad and Broach. Harvesting of the early crops is progressing in ten districts. Sowing of the late crops is general, but is retarded in one taluka of Sholapur owing to excessive moisture. Fodder is insufficient in parts of Sind. Agricultural stock in good condition, except in parts of Thar and Parkar and Ahmedabad. Prices are normal.

Bengal.—*For week ending 7th October.*—There was general rain during the week, except in parts of Bihar. In the Eastern and Central districts the rain was heavy being accompanied by a cyclone. The cyclone is reported to have done but slight damage to the crops, and the rainfall was generally beneficial. Reports of the winter rice crop continue generally favourable, except in parts of the Burdwan and Presidency divisions. In the Gaya and Purneah districts, where there has been little or no rain for the last two weeks, more rain is needed. The autumn harvest is almost completed, and the preparation of lands for the spring sowings is in progress. The price of common rice is, on the whole, stationary, but in Gaya it is reported to have risen from 17 to 14 seers per rupee.

North-Western Provinces and Oudh.—*For week ending 9th October.*—Light rain has fallen in a few districts; more rain is much needed for spring sowings in several districts. The crops are suffering from want of rain in Cawnpore, Farukhabad, Garhwal, Agra, Jhansi, and Aligarh. Harvesting of the autumn crops is progressing, and the spring sowings continue. The condition of the crops, and prospects on the whole, are favourable. Supplies and fodder are ample. Prices are fluctuating.

Punjab.—*For week ending 9th October.*—Rain has fallen in parts of the Rawal Pindi and Peshawar districts. Harvesting of the autumn crops is in progress. Ploughings for and sowings of the spring crops have commenced. Rain is badly wanted in most districts. The prospects of the standing crops are generally

reported to be good to fair, but the crops are drying up for want of rain in some districts. The crops have been slightly damaged by hail in one tahsil of the Lahore district. Cattle are generally in good condition, except in Hissar. Fodder is sufficient in all districts, except Hissar, Delhi, Jullundur, and Lahore. Prices are rising in Jullundur and Hissar, high in Delhi, normal in Ferozepore, and low elsewhere, except the price of wheat in Shahpur.

Central Provinces.—*For week ending 9th October.*—Weather clear and warm during the day, but the mornings are cool. Rain is much needed everywhere, especially in the Northern districts and in the Chhattisgarh country, where the rice crop is suffering for want of rain. Other autumn crops are doing well. Winter sowings are in progress. The price of wheat has risen slightly in two districts; elsewhere prices are stationary.

Burma.—*For week ending 28th September.*—In Lower Burma transplanting of wet-weather paddy is completed in all but three districts. Reaping of the early paddy has begun in Thaton. In Prome prospects have improved. In Thaton some damage has been caused by insects in one subdivision. The rainfall has been seasonable, and the standing crops promise well everywhere. In Upper Burma transplanting of wet-weather paddy is in progress in all but three districts, and reaping is going on in Shwebo and the Southern Shan States. Reaping of hill paddy continues in the Northern Shan States, and ploughing for and sowing of dry-weather paddy in Magwe. In Lower Chindwin prospects continue to improve, and in Shwebo a fair outturn is expected. In Magwe some crops in irrigated tracts have been destroyed by flood, and more rain is required there for tracts affected by the recent drought. The rainfall has been general, and prospects are on the whole favourable. Sowing of wheat has begun in the Southern Shan States. Sowing of sesamum is progressing in Sagaing and Myingyan, and reaping is nearly over in Lower Chindwin and Minbu. Sowing of millet continues in Lower Chindwin, Magwe, Minbu, and Myingyan, and of gram in Pakokku. Sowing of peas has commenced in Meiktila, and reaping is nearly completed in Lower Chindwin. The price of paddy has fallen slightly in Rangoon, Prome, Thongwa, and Magwe, and has risen considerably in Thayetmyo; elsewhere prices are stationary.

For week ending 5th October.—In Lower Burma prospects continue favourable, except in parts of Prome and Tharrawaddy. In Upper Burma transplanting of paddy is in progress everywhere, and is nearly completed in several districts. Ploughing for and sowing of *jowar* (*Sorghum vulgare*), maize, and peas are in progress. Good rain has fallen in Mandalay, Sagaing, Lower Chindwin, Thayetmyo, Pakokku, Minbu, Magwe, and Meiktila. A fair paddy crop may be expected, and the prospects of miscellaneous crops are generally good. Some destruction to the paddy crops has been caused by floods in the Pakokku district. The price of paddy has risen considerably in Minbu, slightly in Thaton, Pakokku, and Myingyan, and has fallen slightly in Rangoon, Prome, and Thayetmyo; elsewhere prices are stationary.

Assam.—*For week ending 8th October.*—Weather seasonable. Reaping of the early and transplanting of the late rice have been completed. Tea is doing well. The condition of cattle is fair. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 9th October.*—MYSORE: Good rain throughout the State. Prospects are favourable. *Ragi* (*Eleusine coracana*) has been harvested in parts of the Mysore, Hassan, and Shimoga districts. Prices have risen slightly in Chitaldroog and Hassan.

COORG: Rainfall moderate. Reaping of *ragi* (*Eleusine coracana*) continues. Rice is coming into ear. The coffee crop is in good condition. Picking of cardamoms continues. Water and fodder are ample. Prices are normal.

Berar and Hyderabad.—*For week ending 9th October.*—BERAR: Weather hot with scanty rainfall. The crop prospects are favourable, except in parts of Akola and Wun where more rain is needed. Preparation of land for the winter crops is in progress. Sowings have commenced in four districts. Weeding operations continue. Fodder and water are insufficient in the Khamgaon and Jalgaon talukas. Prices are fluctuating in Buldana, but are steady elsewhere.

HYDERABAD: Rainfall good. The standing crops are generally good. Preparations are being made for spring sowings. Prices are fluctuating.

Central India.—*For week ending 9th October.*—No rain during the week. More rain is still wanted in Bundelkhand, Bhopawar, Goona, and parts of Gwalior. Agricultural operations are in progress in all Agencies. The crops have been slightly damaged in Gwalior, Bundelkhand, and Bhopawar for want of rain. The condition of agricultural stock and pasturage is good, except in a few districts of Gwalior. Prices of food-grains are rising in one district of Gwalior and in Bundelkhand, and are high in Goona; in other Agencies prices are normal.

Rajputana.—*For week ending 9th October.*—Rain is much wanted in Kotah, Shahpura, the Merwara district, Jeypore, Karauli, and Ulwar, where the unirrigated crops are withering. Prospects are generally fair, except in Bhurtpore and Jeypore. Agricultural stock are generally in good condition. Pasturage and fodder are generally sufficient, except in parts of Meywar, but the supply is failing in Dholepore and Bhurtpore. Prices are rising in five States, fluctuating in one, and falling in another, but are steady elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 8th October.*—Rainfall moderate. The maize crop is being reaped. Wheat and barley are being sown. Prices are now normal.

JAMMU PROVINCE.—*For week ending 9th October.*—The standing crops are suffering for want of rain. Fodder is sufficient. Prices have fallen, but the price of rice at Ladakh is very high.

Nepal.—*For week ending 5th October.*—Weather seasonable and fine. Prospects are good.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 29TH SEPTEMBER 1894, AND FROM 1ST JULY TO 28TH SEPTEMBER 1895.

N.B.—As regards the figures in column *Total Earnings from 1st July 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 2nd-half of 1894.	Week ending 29th September 1894.			Week ending 28th September 1895.			Earnings from 1st July to 29th September 1894.	Earnings from 1st July to 28th September 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Standard gauge—											
East Indian	556	1,687	9,57,239	567	1,722	9,07,244	527	1,10,48,457	1,10,46,680	...	1,777
Bengal-Nágpur	109	862	78,733	91	862	72,000	84	9,52,661	9,38,235	...	14,426
Indian Midland (*a*)	132	752	1,09,921	146	825	92,145	112	10,90,562	8,95,860	...	1,94,702
Bezwada Extension	198	21	6,377	304	21	2,909	139	46,975	32,951	...	14,024
Metre gauge—											
Rajputana-Malwa (*b*)	236	1,719	3,75,469	218	1,789	3,39,620	190	44,30,463	41,24,204	...	3,66,259
Pálanpur-Deesa	37	17	552	32	17	1,110	65	6,696	8,546	1,850	...
South Indian	154	1,042	1,56,017	150	1,042	1,70,637	164	20,35,430	21,93,240	1,57,810	...
Máyavaram-Mutupet	82	54	3,972	74	54	3,847	71	50,873	60,296	9,423	...
Southern Mahratta (*c*)	90	1,165	94,927	81	1,165	1,09,692	94	13,21,801	13,61,320	39,519	...
Bengal and North-Western (*d*)	121	756	79,811	106	756	75,860	100	10,84,557	9,91,607	...	92,950
Rohilkund and Kumaon (Lucknow-Bareilly section)	87	200	59,069	295	200	8,463	42	1,86,060	1,23,160	...	62,900
Assam-Bengal	...	...	...	...	128	7,540	59	...	78,340	78,340	...
TOTAL	232	8,275	19,22,087	232	8,581	17,91,067	209	2,23,14,535	2,18,54,439	...	4,60,096
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	242	2,511	6,05,833	241	2,548	4,94,606	194	69,91,097	74,97,356	5,06,259	...
Oudh and Rohilkhand (state)	238	797	1,64,564	206	797	1,47,914	186	21,66,939	19,73,774	...	1,93,165
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	382	813	3,84,264	473	813	3,55,520	437	34,44,689	34,37,719	...	6,970
Bengal Central (*f*)	127	125	19,872	159	125	20,590	165	1,93,021	2,10,493	17,472	...
East Coast (state)	90	321	48,509	151	427	43,456	102	3,44,030	3,89,477	45,447	...
Metre gauge—											
Burma (state)	131	730	83,698	115	746	1,18,508	159	12,40,641	13,25,695	85,054	...
Special gauges—											
Jorhát (state provincial)	61	25	1,460	58	25	2,210	88	22,443	25,459	3,016	...
Cherra-Companyganj (state provincial)	59	8	463	58	8	497	62	5,534	5,002	...	532
TOTAL	235	5,330	13,08,663	246	5,489	11,83,301	216	1,44,08,394	1,48,64,975	4,56,581	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	341	1,490	4,35,966	293	1,490	3,78,490	254	51,68,187	46,18,876	...	5,49,311
Bombay, Baroda and Central India	530	461	2,07,904	451	461	2,36,000	512	24,72,884	26,61,238	1,88,354	...
Madras	236	840	2,10,462	251	840	2,05,204	244	25,57,825	26,55,026	97,201	...
TOTAL	340	2,791	8,54,332	306	2,791	8,19,694	294	1,01,98,896	99,35,140	...	2,63,756
TOTAL (GUARANTEED AND STATE)	251	16,396	40,85,082	249	16,861	37,94,062	225	4,69,21,925	4,66,54,554	...	2,67,271
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	152	161	26,920	167	161	23,457	146	2,85,815	3,02,492	16,677	...
Tarkessur	222	22	4,795	218	22	4,920	224	60,716	62,769	2,053	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	116	67	8,084	121	66	7,773	118	83,129	89,821	6,692	...
Bengal Dooars	148	36	5,105	142	36	8,110	225	59,528	70,683	11,155	...
Dibru-Sadiya	130	78	10,944	140	78	12,080	155	1,44,207	1,41,180	...	3,027
Special gauge—											
Darjeeling-Himalayan	248	51	13,037	256	51	14,050	275	1,50,764	1,57,565	6,801	...
TOTAL	157	415	68,885	166	414	70,390	170	7,84,159	8,24,510	40,351	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	171	333	52,929	159	333	39,353	118	6,91,131	6,06,053	...	84,178
The Gaekwar's Petlád	89	13	917	71	13	1,100	85	13,460	14,040	580	...
Rájpura-Bhátinda	257	108	27,218	252	108	12,714	118	3,10,944	2,60,296	...	50,648
Kolar Gold-fields	241	10	1,879	188	10	3,339	334	36,093	42,475	6,382	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	87	362	32,060	89	362	40,115	111	3,84,825	4,31,022	46,197	...
The Gaekwar's Mehsána	60	93	4,615	50	93	4,050	44	55,201	51,313	...	3,888
Kolhápur	71	29	2,190	76	29	1,794	62	26,066	25,030	...	1,036
Special gauges—											
The Gaekwar's Dabhoi	47	72	4,566	63	72	2,630	37	35,788	35,107	...	681
Cooch Behar	40	22	600	27	22	700	32	9,115	7,851	...	1,264
TOTAL	126	1,042	1,26,974	122	1,042	1,05,795	102	15,62,623	14,74,087	...	88,536
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	81	334	21,657	65	334	31,715	95	2,72,482	2,61,278	...	11,204
Jetalsar-Rájkot	61	46	2,574	56	46	3,817	83	32,325	36,490	4,165	...
Jodhpur-Bickaneer	48	364	15,975	44	364	16,600	46	2,38,644	1,92,469	...	46,175
Oodeypore-Chitor (*i*)	...	...	...	...	61	2,210	36	...	(*j*) 14,502	14,502	...
Special gauge—											
Morvi	56	94	4,507	48	94	6,229	66	59,768	70,249	10,481	...
TOTAL	63	838	44,713	53	899	60,571	67	6,03,219	5,74,988	...	28,231
GRAND TOTAL	234	18,691	43,25,654	231	19,216	40,30,818	210	4,98,71,826	4,95,28,139	...	3,43,687

(*a*) Includes the Bhopal-Itársi and Bína Guna railways.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Includes the Guntakal-Mysore frontier section.
(*d*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*e*) Includes the Jammu and Kashmir, and the Hyderabad-Shadipalli railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*i*) The line is being worked by the Bombay, Baroda and Central India Railway Company, as a temporary measure.
(*j*) Total earnings from 1st August to 28th September 1895.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 10th October 1895.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. XXIV OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	Week ending 29th September 1894.			Week ending 28th September 1895.			Earnings from 1st April to 29th September 1894.	Earnings from 1st April to 28th September 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Standard gauge—											
East Indian	599	1,687	9,57,239	567	1,722	9,07,244	527	2,47,99,593	2,57,25,251	9,25,658	...
Bengal-Nágpur	152	862	78,733	91	862	72,000	84	28,33,092	29,28,207	95,115	...
Indian Midland (*a*)	144	752	1,09,921	146	825	92,145	112	27,09,109	21,48,304	...	5,60,775
Bezwada Extension	170	21	6,377	304	21	2,909	139	80,989	81,805	816	...
Metre gauge—											
Rajputana-Malwa (*b*)	279	1,719	3,75,469	218	1,789	3,39,620	190	1,20,15,508	1,14,40,108	...	5,75,400
Pálanpur-Deesa	44	17	552	32	17	1,110	65	17,512	20,270	2,758	...
South Indian	154	1,042	1,56,017	150	1,042	1,70,637	164	41,60,765	45,77,098	4,16,333	...
Máyavaram-Mutupet	75	54	3,972	74	54	3,847	71	(*c*) 99,424	1,30,176	30,752	...
Southern Mahratta (*d*)	105	1,165	94,927	81	1,165	1,09,692	94	32,57,287	33,55,717	98,430	...
Bengal and North-Western (*e*)	146	756	79,811	106	756	75,860	100	28,20,827	26,39,662	...	1,81,165
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	59,069	295	200	8,463	42	4,35,884	3,51,732	...	84,152
Assam-Bengal	...	...	...	...	128	7,540	59	...	(*f*) 78,340	78,340	...
TOTAL	259	8,275	19,22,087	232	8,581	17,91,067	209	5,32,30,050	5,34,76,760	2,46,710	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*g*)	252	2,511	6,05,833	241	2,548	4,94,606	194	1,53,21,727	1,81,34,352	28,12,625	...
Oudh and Rohilkhand (state)	270	797	1,64,564	206	797	1,47,914	186	51,22,979	48,69,418	...	2,53,561
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	339	813	3,84,264	473	813	3,55,520	437	61,97,159	62,37,799	40,640	...
Bengal Central (*h*)	130	125	19,872	159	125	20,590	165	4,01,175	4,18,668	17,493	...
East Coast (state)	99	321	48,509	151	427	43,456	102	7,58,257	9,50,265	1,92,008	...
Metre gauge—											
Burma (state)	164	730	83,698	115	746	1,18,508	159	28,06,818	30,51,273	2,44,455	...
Special gauges—											
Jorhát (state provincial)	55	25	1,460	58	25	2,210	88	39,076	46,797	7,721	...
Cherra-Companyganj (state provincial)	64	8	463	58	8	497	62	12,072	9,491	...	2,581
TOTAL	243	5,330	13,08,663	246	5,489	11,83,301	216	3,06,59,263	3,37,18,063	30,58,800	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	442	1,490	4,35,966	293	1,490	3,78,490	254	1,59,92,455	1,40,20,479	...	19,71,976
Bombay, Baroda and Central India	678	461	2,07,904	451	461	2,36,000	512	78,16,173	88,62,056	10,45,883	...
Madras	243	840	2,10,462	251	840	2,05,204	244	52,03,133	55,57,025	3,53,892	...
TOTAL	431	2,791	8,54,332	306	2,791	8,19,694	294	2,90,11,761	2,84,39,560	...	5,72,201
TOTAL (GUARANTEED AND STATE)	281	16,396	40,85,082	249	16,861	37,94,062	225	11,29,01,074	11,56,34,383	27,33,309	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	165	161	26,920	167	161	23,457	146	6,62,580	7,03,751	41,171	...
Tarkessur	269	22	4,795	218	22	4,920	224	1,53,690	1,51,686	...	2,004
Metre gauge—											
Rohilkund and Kumaon (Company's section)	121	67	8,084	121	66	7,773	118	2,18,350	2,22,109	3,759	...
Bengal Dooars	161	36	5,105	142	36	8,110	225	96,505	1,26,922	30,417	...
Dibru-Sadiya	136	78	10,944	140	78	12,080	155	2,74,474	2,83,902	9,428	...
Special gauge—											
Darjeeling-Himalayan	249	51	13,037	256	51	14,050	275	3,25,825	3,76,158	50,333	...
TOTAL	164	415	68,885	166	414	70,390	170	17,31,424	18,64,528	1,33,104	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	187	333	52,929	159	333	39,353	118	15,68,332	14,36,119	...	1,32,213
The Gaekwar's Petlád	105	13	917	71	13	1,100	85	35,782	38,338	2,556	...
Rájpura-Bhátinda	271	108	27,218	252	108	12,714	118	6,35,301	5,59,329	...	75,972
Kolar Gold-fields	260	10	1,879	188	10	3,339	334	(*j*) 49,312	79,913	30,601	...
Metre gauge—											
Southern Mahratta (Mysore section) (*k*)	89	362	32,060	89	362	40,115	111	8,21,573	8,80,924	59,351	...
The Gaekwar's Mehsána	74	93	4,615	50	93	4,050	44	1,71,243	1,54,532	...	16,711
Kolhápur	81	29	2,190	76	29	1,794	62	65,264	60,800	...	4,464
Special gauges—											
The Gaekwar's Dabhoi	59	72	4,566	63	72	2,630	37	1,14,889	1,26,396	11,507	...
Cooch Behar	45	22	600	27	22	700	32	19,916	18,886	...	1,030
TOTAL	136	1,042	1,26,974	122	1,042	1,05,795	102	34,81,612	33,55,237	...	1,26,375
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	103	334	21,657	65	334	31,715	95	8,54,711	9,78,502	1,23,791	...
Jetalsar-Rájkot	68	46	2,574	56	46	3,817	83	75,562	89,809	14,247	...
Jodhpur-Bickaneer	58	364	15,975	44	364	16,600	46	5,93,909	4,88,137	...	1,05,772
Oodeypore-Chitor (*l*)	...	...	...	...	61	2,210	36	...	(*m*) 14,502	14,502	...
Special gauge—											
Morvi	65	94	4,507	48	94	6,229	66	1,57,509	1,92,939	35,430	...
TOTAL	78	838	44,713	53	899	60,571	67	16,81,691	17,63,889	82,198	...
GRAND TOTAL	261	18,691	43,25,654	231	19,216	40,30,818	210	11,97,95,801	12,26,18,037	28,22,236	...

(*a*) Includes the Bhopal-Itársi and Bína Guna railways.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 29th September 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Total earnings from 1st July to 28th September 1895.
(*g*) Includes the Jammu and Kashmir, and the Hyderabad-Shadipalli railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*j*) Total earnings from 1st June to 29th September 1894.
(*k*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*l*) This line is being worked by the Bombay, Baroda and Central India Railway Company as a temporary measure.
(*m*) Total earnings from 1st August to 28th September 1895.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 10th October 1895.*

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SUPPLEMENT TO

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OFFICIAL PAPERS.

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF SEPTEMBER 1895.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, cholai, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Burma—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Tenasserim—																										
Mergui	...	...	...	...	12 0	12 0	12 4	12 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	12 0	12 0
Tavoy	...	...	...	...	13 0	13 0	14 13	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	17 15	17 15
Moulmein and Amherst	7 0	7 0	...	...	14 0	14 0	17 7	17 7	...	...	...	...	...	...	...	...	11 6	11 6	...	...	7 12	7 12	140 0	140 0	14 0	14 0
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	20 8	20 8	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 0	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	6 0	6 0	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	10 15	10 6	11 14	11 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 3	14 3
Bassein	...	...	...	...	11 14	11 14	12 5	12 5	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tharrawaddy	...	...	...	...	12 5	12 5	14 12	14 12	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	440 0	440 0	14 3	14 3
Henzada	...	...	...	...	12 7	12 0	12 7	12 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	10 12	9 15	13 4	13 4	...	...	...	...	...	...	...	...	13 3	13 3	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	13 3	12 2	14 14	13 8	...	...	...	...	...	...	...	...	13 10	13 10	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	12 3	12 3	...	...	11 10	11 10	13 12	13 12	16 5	19 9	...	...	...	...	...	...	14 4	14 10	...	...	8 10	8 10	435 0	435 0	11 9	11 9
Upper Burma—																										
Mandalay	...	...	...	...	11 6	11 6	12 5	12 5	...	...	...	...	...	...	...	...	12 5	12 5	20 10	27 8	9 9	9 9	85 0	85 0	15 2	15 2
Bamo	...	...	...	...	8 3	8 3	11 10	11 10	...	...	...	...	...	...	...	...	10 6	10 6	...	...	7 3	7 3	220 0	220 0	9 10	9 10
Pakôkku	...	...	...	...	10 0	10 0	12 0	12 0	40 0	40 0	...	...	...	...	...	...	17 2	17 2	...	...	5 9	5 9	113 0	113 0	14 0	14 0
Meiktila	...	...	...	...	12 8	12 8	14 4	14 4	...	...	...	...	...	...	...	...	13 8	13 8	34 4	25 11	7 2	7 2	222 8	222 8	14 4	14 4
Arakan—																										
Sandoway	...	...	...	...	16 0	13 10	20 9	16 9	14 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	28 0	28 0
Kyaukpyu	...	...	...	...	10 7	10 7	11 4	11 4	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	25 0	25 0
Akyab	...	...	...	...	10 0	10 0	12 0	12 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	160 0	160 0	10 0	10 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	11 12	12 0	16 0	16 0	...	...	...	...	...	...	...	...	14 10	14 0	...	...	...	...	...	...	10 0	10 8
Cachar	8 0	8 0	...	...	9 8	10 0	16 0	16 0	...	...	...	...	...	...	...	...	13 12	13 12	...	...	...	...	80 0	80 0	10 0	10 0
Khási and Jaintia Hills	7 0	7 7	...	...	5 2	5 13	8 0	7 13	...	...	...	...	...	...	...	...	8 7	8 4	16 0	16 0	...	...	60 0	70 0	7 10	8 0 0
Garo Hills	...	...	...	...	5 0	4 0	16 0	17 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	7 0	7 0 0
Brahmaputra—																										
Goálpára	16 0	16 0	...	...	7 0	7 0	14 8	14 8	...	...	...	...	...	...	...	...	13 4	13 4	...	...	...	...	200 0	200 0	10 3	10 8
Kámrúp	8 8	10 0	...	...	8 0	10 0	16 0	13 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	49 0	49 0	10 0 0	10 0 0
Darrang	9 0	10 0	...	...	6 8	6 8	13 0	12 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	133 0	...	10 0 0	10 0 0
Nowgong	...	...	...	...	8 0	8 0	11 0	11 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	120 0	120 0	8 0	8 0 0
Sibságar	...	...	...	...	8 0	8 0	9 0	10 8	...	...	...	...	...	...	...	...	9 0	10 8	...	...	...	...	120 0	120 0	8 0	8 0 0
Lakhimpur	9 0	8 0	...	...	6 12	7 0	13 0	13 0	...	...	...	...	...	...	...	...	11 0	11 0	13 0	12 12	...	...	140 0	140 0	8 0	8 0 0
Manipur	...	...	...	...	18 0	18 0	22 0	22 0	...	...	...	...	...	...	...	...	...	...	...	...	3 0	3 0	85 0	85 0	2 11	2 11

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, cholai, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hill Tippera (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	...	...	...	...	6 8	6 8	...	...	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	14 8	15 0	16 8	19 8	...	...	...	...	...	...	...	...	14 0	14 0	...	...	...	...	70 0	70 0	10 8	10 8
Noakhali	...	...	...	...	15 0	14 0	16 0	16 8	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	10 0	10 0
Chittagong	9 12	9 12	...	...	11 8	11 8	13 0	13 0	...	...	...	...	...	...	...	...	12 0	11 14	...	...	...	...	80 0	80 0	10 12	10 12
Tippera	10 0	10 0	...	...	10 10	11 0	20 0	16 0	...	...	...	...	...	...	...	...	13 5	13 5	...	...	6 1	8 0	...	...	10 0	10 0
Dacca	13 0	13 0	...	15 0	12 12	12 12	16 8	16 8	...	...	...	...	...	...	...	...	14 0	14 0	...	...	14 8	14 8	115 0	110 0	10 10	10 10
Mymensingh	9 8	9 8	...	...	12 0	12 0	14 0	15 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	120 0	110 0	8 0	8 0
Deltaic—																										
Khulna	...	...	...	...	14 0	14 0	17 0	17 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	11 0	11 0	160 0	160 0	9 12	9 12
24-Parganas	...	...	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	14 8	14 7	191 0	91 6	11 6	11 7
Midnapore	15 0	15 8	...	...	14 8	14 8	17 0	17 5	...	...	...	...	...	...	...	...	15 0	16 8	...	...	11 0	11 0	240 0	183 0	10 8	10 8
Howrah	...	...	...	...	10 0	10 0	13 8	13 8	...	...	...	...	...	...	...	...	...	...	...	...	11 0	11 0	105 0	105 0	11 0	11 0
Calcutta	12 1	12 4	16 0	16 6	7 12	8 0	11 6	11 13	17 4	17 12	14 14	14 8	...	...	...	10 0	10 0	15 3	15 3	16 6	16 6	14 3	14 8	91 6	11 3	11 3
Hooghly	...	14 0	...	...	8 0	8 0	12 8	12 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 0	11 0	160 0	160 0	10 0	11 8
Nadia (Krishnagar)	15 8	16 0	24 8	24 7	6 10	6 10	13 5	15 8	...	...	...	...	...	...	...	...	20 0	20 0	...	...	17 8	17 8	128 0	128 0	10 8	10 8
Jessore	12 8	13 0	13 4	16 0	12 8	13 0	21 0	17 12	...	...	...	...	...	...	...	...	16 0	16 0	...	...	...	18 0	...	125 0	10 0	10 4
Faridpur	18 0	18 0	...	...	7 10	7 10	18 0	18 0	...	...	...	...	...	...	...	...	13 5	13 5	...	...	13 0	13 0	160 0	140 0	9 12	9 12
Central—																										
Bankura	15 8	15 8	...	...	15 8	15 8	20 0	17 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	12 0	12 0	320 0	300 0	11 2	11 2
Burdwan	13 0	11 8	...	...	12 8	12 0	15 8	15 8	...	...	...	...	...	...	...	...	17 8	16 13	...	...	15 0	10 0	90 0	100 0	11 0	10 8
Birbhum	15 12	15 12	...	...	15 0	13 8	19 8	19 8	...	...	...	...	...	...	...	...	18 0	18 0	...	...	12 0	12 0	160 0	160 0	10 8	10 8
Murshidabad	16 0	16 0	...	...	10 0	10 0	14 0	14 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	18 0	18 0	190 0	190 0	11 0	11 0
Sonthal Parganas	11 8	12 8	...	...	14 0	13 8	18 0	17 8	...	...	...	...	...	...	...	...	15 0	15 0	23 0	22 0	18 0	18 0	120 0	120 0	10 8	10 8
Pabna	19 8	20 0	22 8	22 8	6 6	6 6	18 0	18 0	...	...	...	...	...	...	...	...	16 8	17 4	...	...	18 0	18 12	160 0	160 0	9 12	9 12
Bogra	17 4	15 0	...	...	12 0	12 0	15 0	15 0	...	...	...	...	...	...	...	...	16 8	16 8	...	...	...	...	90 0	90 0	9 12	9 12
Rajshahi	18 0	17 4	24 0	24 0	12 0	12 0	15 0	14 10	...	...	...	...	...	...	...	...	19 8	20 4	...	...	19 11	19 15	240 0	240 0	9 9	9 9
Malda	18 0	17 0	...	...	12 0	12 0	16 0	16 0	...	...	20 0	20 0	...	...	16 0	16 0	18 0	18 0	32 0	...	12 0	11 0	160 0	160 0	10 0	10 0
Northern—																										
Rangpur	...	...	...	...	10 0	7 0	13 8	13 13	...	...	...	...	...	...	...	...	16 0	16 0	...	...	10 8	10 0	60 0	45 0	9 0	9 0
Dinajpur	15 0	15 0	15 10	16 0	10 14	9 0	15 8	15 8	...	...	...	...	...	...	...	...	18 0	17 12	...	...	13 4	10 0	115 0	120 0	10 0	10 0
Jalpaiguri	13 0	13 0	...	...	9 8	9 8	25 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	10 0	10 0	100 0	100 0	10 0	10 0
Hills—																										
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	13 0	13 0	...	...	...	...	13 0	12 8	...	...	13 0	12 8	23 0	23 0	7 12	7 8	120 0	120 0	8 0	8 0
Orissa—																										
Puri	10 8	10 8	...	...	13 2	13 2	23 0	23 0	...	...	...	...	...	...	...	...	14 0	14 7	...	...	13 0	13 2	80 0	80 0	12 0	12 0
Cuttack	11 13	11 13	...	...	11 13	11 13	21 0	21 0	...	...	...	...	...	...	...	...	15 2*	15 2*	...	...	17 1	18 6	80 0	80 0	10 12	10 12
Balasore	16 0	16 0	8 0	8 0	17 0	16 0 to 17 0	22 0	21 0 to 22 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	11 0	11 0	120 0	120 0	10 12	10 12
Chota-Nagpur—																										
Singhbhum	14 0	14 0	...	...	12 0	12 0	18 0	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	16 0	16 0	100 0	100 0	8 0	8 0
Manbhum	13 4	13 8	16 0	20 0	15 0 to 16 0	11 8 to 12 0	17 0 to 19 0	17 0 to 20 0	...	...	...	...	...	...	...	...	16 0 to 17 0	16 0 to 17 0	...	...	16 0	16 0	...	...	10 10	10 10
Lohardaga	7 0 to 11 0	7 0 to 11 0	16 0	16 0	13 0	13 0	17 0	17 0	...	...	28 0	28 0	...	...	18 0	18 0	12 0 to 12 8	11 0	18 0	18 0	6 8 and 9 0	10 0 and 11 0	160 0	160 0	9 8	9 8
Palámau	15 3	13 8	20 4	20 4	9 0	9 9	12 15	12 6	...	...	27 0	16 14	...	...	30 6	15 12	15 3	14 10	18 0	20 0	10 14	14 8	240 0	240 0	8 0	8 0
Hazáribágh	10 0	12 8	13 4	20 0	8 0	8 0	17 8	18 0	...	...	24 0	24 0	...	...	...	...	15 0	15 0	18 0	20 0	14 0	14 8	240 0	240 0	8 0	8 0

* Kalai.

(a) Not stated.

RETAIL PRICES FOR THE 1st HALF OF SEPTEMBER 1895—*continued*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine Coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Bengal—*continued*.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bihár, south—																										
Monghyr	15 8	16 0	24 8	26 0	12 0	10 8	15 8	15 0	...	...	...	...	...	...	13 8	13 8	20 8	21 0	30 0	26 0	19 8	20 0	168 0	168 0	10 8	10 0
Gaya	13 0	13 0	23 8	22 0	9 0	9 0	17 0	17 0	17 4	20 4	...	...	25 4	24 0	16 4	16 4	18 4	18 4	23 4	28 0	19 0	19 0	160 0	160 0	10 8	10 8
Patna	16 0 and 18 0	15 8 and 18 0	24 0	24 0	12 0	12 0	19 8	18 8	24 0	23 0	...	...	29 0	28 0	25 0	18 0	21 0	20 8	28 0	28 0	23 0	23 0	130 0	130 0	11 0	11 0
Shahabad	13 0	13 0	20 0	20 0	8 0	8 0	19 0	18 0	...	...	...	...	...	...	...	...	18 0	18 0	20 0	20 0	20 0	18 0	120 0	120 0	11 0	11 0
Bihár, north—																										
Purnea	16 0	16 0	...	...	13 0	13 0	20 0	20 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	15 0	15 0	320 0	320 0	10 0	10 0
Bhágalpur	16 6	16 6	22 11	23 15	13 14	13 14	18 15	17 10	...	...	...	...	...	...	...	...	20 3	20 3	29 0	25 4	18 15	18 15	151 8	151 8	10 11	10 11
Darbhanga	13 0	15 0	25 0	25 0	10 8	10 8	18 8	18 0	...	...	...	...	30 0	25 0	...	...	17 8	16 8	28 0	24 0	21 8	22 0	160 0	160 0	10 0	10 4
Muzaffarpur	14 8	14 8	25 0	25 0	8 0	9 0	15 0	15 14	...	...	...	...	27 8	...	...	...	17 8	17 0	25 8	25 2	24 0	25 0	160 0	160 0	11 0	11 0
Saran	16 0	15 5	21 8	22 0	11 0	11 0	16 0	16 8	...	...	...	...	25 0	20 0	17 0	16 0	19 8	18 8	25 0	24 0	21 0	21 8	160 0	120 0	10 8	10 8
Champaran	17 0	17 0	29 4	27 8	8 8	8 2	17 8	17 2	...	...	...	...	30 0	26 8	...	...	19 8	19 12	26 0	26 8	24 4	26 8	180 0	180 0	10 8	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	12 0	12 0	15 0	15 0	6 0	6 0	12 0	12 0	...	...	...	...	...	...	10 0	10 0	16 0	16 0	...	...	12 0	12 0	90 0	90 0	9 0	9 0
Benares	13 11½	13 13½	16 9	16 10	9 0	9 1½	11 12	11 3	18 4½	17 9	14 10½	14 6½	18 7	...	10 0	10 0	16 0	16 0	...	...	12 0	12 0	112 8	115 0	9 4½	9 4½
Ghazipur	12 0	12 12	16 4	17 0	8 0	8 0	14 0	14 0	14 0	14 0	12 0	12 0	...	...	11 8	11 8	17 8	17 8	18 9	18 8	18 0	18 8	160 0	160 0	9 8	9 8
Jaunpur	14 0	14 4	18 0	17 8	7 0	7 0	11 0	10 0	...	...	...	...	...	...	...	...	19 0	18 0	...	...	14 0	10 8	160 0	150 0	9 12	9 12
Allahabad	12 0	12 0	17 0	17 0	10 4	10 0	13 12	14 0	17 0	17 0	14 0	14 0	...	...	16 0	15 0	18 4	19 0	19 0	...	17 8	18 0	90 0	80 0	10 0	10 0
Central—																										
Bánda	13 8	13 4	20 0	20 0	8 0	8 0	10 8	10 8	...	10 0	...	...	...	...	...	...	20 8	21 0	...	...	15 0	16 0	180 0	180 0	9 12	9 12
Fatehpur	13 8	13 8	18 0	18 0	8 0	10 0	11 0	11 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	14 8	14 0	160 0	160 0	10 0	10 0
Hamírpur	14 0	14 8	19 0	...	8 0	8 0	12 10	11 8	...	...	...	...	...	...	...	...	18 8	18 14	...	...	15 0	15 0	140 0	140 0	10 4	10 4
Jalaun	14 8	15 0	24 0	24 0	9 0	9 0	10 0	10 0	20 0	20 0	16 0	16 0	18 0	18 0	18 0	18 0	22 0	23 0	18 0	28 0	19 0	19 0	200 0	200 0	11 0	11 8
Cawnpore	16 4	16 4	20 0	21 8	7 8	7 8	12 0	12 0	...	...	16 8	17 0	...	...	18 0	15 0	20 0	20 0	...	...	22 0	22 0	130 0	130 0	11 4	11 8
Etáwah	16 0	16 4	20 0	20 12	5 0	5 0	11 0	11 0	18 0	17 8	16 0	15 8	19 0	18 0	12 0	12 0	20 0	20 6	22 0	22 8	18 0	18 0	140 0	140 0	10 0	10 0
Farukhabad	15 8	15 8	19 8	20 0	6 8	6 8	11 0	11 0	...	...	15 8	15 8	...	...	...	...	20 0	20 0	23 4	...	15 0	17 0	120 0	120 0	11 0	11 0
Mainpuri	16 8	17 0	21 4	21 8	4 8	4 8	10 0	10 0	18 8	14 8	15 8	13 0	...	...	14 0	14 0	21 4	21 8	24 0	20 0	17 0	17 8	160 0	160 0	10 12	11 0
Etah	17 4	17 12	23 8	24 8	6 0	6 0	11 8	11 8	...	...	17 8	17 8	20 8	19 8	10 8	10 8	23 4	23 4	28 8	27 8	18 8	18 8	120 0	120 0	11 8	11 4
Western—																										
Jhánsi	14 4	14 14	22 0	22 0	8 8	7 0	11 8	11 0	19 0	19 0	...	18 0	...	...	...	30 0	22 8	23 8	...	...	22 8	21 4	160 0	160 0	11 0	11 0
Agra	15 0	15 0	23 0	23 8	5 0	5 0	11 0	11 0	21 0	21 0	19 0	18 0	...	...	10 0	10 0	22 8	22 8	21 0	21 0	14 8	14 8	95 0	95 0	11 8	11 8
Muttra	15 8	16 0	23 0	23 0	7 0	7 0	11 0	11 0	22 0	18 0	17 0	16 0	...	...	12 0	12 0	26 0	27 0	...	...	26 0	26 0	120 0	120 0	11 12	11 8
Aligarh	16 8	17 0	22 8	22 8	5 8	5 12	9 8	9 8	17 8	18 0	17 0	17 0	...	...	17 0	17 0	23 0	23 8	26 0	23 0	18 0	18 0	140 0	140 0	11 8	11 8
Bulandshahr	17 12	17 10	22 8	22 8	6 0	6 0	10 0	10 0	20 0	21 0	16 0	20 0	...	...	13 0	13 0	22 0	21 14	22 5	20 0	19 0	17 0	120 0	120 0	11 4	11 4
Sub-montane—																										
Ballia	14 0	14 0	19 0	19 0	10 0	10 0	15 0	14 0	...	...	...	...	...	...	20 0	...	19 0	19 8	...	...	18 0	18 0	120 0	120 0	11 0	11 0
Azamgarh	12 12	12 12	16 8	16 8	7 8	7 8	12 0	12 0	...	...	...	...	...	...	...	...	16 8	16 8	...	24 0	12 12	12 0	177 8	177 8	9 13	9 13
Gorakhpur	12 2	12 2	17 2	17 9	8 9	8 9	13 8	13 1	...	...	...	...	19 13	...	23 6	15 5	16 10	17 2	23 6	19 12	13 4	13 4	144 0	144 0	9 10	9 10
Basti	14 4	14 4	19 12	19 12	9 4	9 4	15 0	14 4	16 0	16 0	19 0	16 0	18 0	16 0	10 0	9 0	18 4	18 4	19 12	19 12	13 0	13 0	200 0	200 0	11 4	11 4
Shahjahánpur	15 0	15 0	20 0	20 0	7 4	7 0	11 4	11 4	...	16 0	...	9 0	...	...	25 0	8 0	19 8	19 8	24 0	20 0	15 0	15 0	120 0	120 0	10 4	10 4
Budaun	15 8	15 8	20 0	20 8	6 0	6 0	12 0	12 0	19 0	18 0	14 0	14 0	...	...	20 0	13 0	19 0	20 0	22 0	20 0	17 0	17 0	144 0	144 0	10 8	10 8
Pilibit	14 6	14 6	23 4	24 0	5 0	5 0	12 8	12 8	...	22 0	...	...	...	...	...	...	18 12	19 0	20 0	...	16 2	15 0	120 0	120 0	10 14	10 8
Basoli	13 8	14 0	19 6	18 12	4 11	4 11	10 6	9 6	17 9	17 9	17 1	13 10	...	...	10 0	10 0	19 6	18 12	22 4	14 0	13 4	13 0	125 0	125 0	10 0	10 0
Mandalsar	15 8	15 8	23 0	23 0	11 4	11 4	16 8	16 8	17 8	17 8	13 0	13 1	...	...	8 0	8 0	20 8	20 3	16 0	14 7	16 4	16 4	110 0	110 0	10 14	11 0
Nasirabad	11 0	11 0	17 0	17 8	5 0	5 0	9 0	8 8	22 8	15 0	12 8	12 8	11 0	11 0	20 0	10 0	14 8	14 8	20 0	...	9 0	9 0	160 0	160 0	7 0	7 8
Sahárunpur	16 8	15 8	24 0	24 0	10 0	10 0	16 0	16 0	...	...	...	...	20 0	18 0	...	...	21 0	20 0	19 12	13 0	12 0	13 0	160 0	160 0	9 8	9 8
Dehra Dún	9 0	10 0	13 0	12 0	4 0	4 0	6 0	6 0	...	...	...	...	13 0	12 0	12 0	12 0	9 0	9 0	...	...	6 0	6 0	160 0	160 0	6 0	6 0
Garhwál																										
Oudh—																										
Southern—																										
Partabgarh	13 0	13 2	16 8	16 13	9 5	8 10	12 8	11 0	18 0	17 0	16 0	...	20 5	22 0	18 0	...	17 0	18 10	...	...	12 10	12 8	160 0	163 0	10 6	10 5
Sultanpur	13 0	13 0	18 8	18 0	8 0	8 0	14 0	12 8	18 0	17 0	13 8	12 8	25 0	21 0	25 0	21 0	18 0	18 0	18 0	17 0	19 0	19 0	160 0	160 0	10 0	10 0
Rae-Bareli	14 8	15 0	18 8	19 0	8 0	8 0	12 12	13 0	17 8	17 0	13 0	13 0	20 0	18 0	15 8	13 8	19 8	19 8	16 0	16 0	16 0	16 0	200 0	200 0	10 12	10 12
Unao	14 8	14 8	19 0	19 0	8 0	8 0	11 0	12 0	18 0	16 0	14 0	14 0	...	...	13 0	13 0	20 8	20 8	16 0	16 0	16 0	16 0	160 0	160 0	11 0	11 0
Lucknow	14 0	14 8	19 8	19 8	6 0	6 0	15 0	11 4	20 8	18 0	18 0	18 0	25 0	20 8	25 0	22 8	20 0	20 0	31 0	18 8	20 0	20 0	100 0	100 0	10 8	10 8
Hardoi	15 8	16 0	20 0	20 0	7 0	7 0	13 0	13 0	...	...	...	...	...	...	...	...	21 0	21 0	...	...	13 0	13 0	160 0	160 0	10 8	10 8
Northern—																										
Fyzabad	14 10½	14 9	19 0	19 8	11 8	11 0	14 9	12 5	20 8	20 8	16 8	16 8	...	...	17 0	9 5	19 12	20 3	29 11	...	15 0	16 0	150 0	150 0	10 8	10 8
Barabanki	14 0	13 8	19 0	20 0	11 0	8 0	14 0	11 8	20 0	20 0	16 0	16 0	27 0	23 8	18 0	16 0	21 0	20 0	24 0	19 0	13 8	13 0	120 0	120 0	11 0	11 0
Gonda	14 4	14 4	20 0	19 0	11 8	11 8	17 0	13 8	19 0	13 0	13 0	13 0	...	...	8 0	8 0	18 4	19 4	18 0	17 0	22 0	22 0	200 0	200 0	10 0	10 4
Bahraich	15 0	15 0	24 0	24 0	9 8	9 8	12 8	12 8	15 0	15 0	14 0	14 0	28 0	28 0	10 0	10 0	19 0	20 0	18 0	18 0	23 0	24 8	160 0	160 0	10 8	10 4
Sitapur	13 0	14 0	22 0	20 0	11 0	11 0	12 0	12 0	29 0	20 0	18 0	14 0	...	...	29 0	24 0	19 0	20 0	29 0	16 0	15 0	15 0	120 0	120 0	10 0	10 0
Kheri	13 8	15 0	20 0	22 0	8 0	8 0	15 0	13 0	...	...	...	...	30 0	...	30 0	...	19 0	22 0	...	...	18 0	18 0	160 0	160 0	10 0	10 0
Rajputana—																										
Eastern—																										
Partábgarh	16 14	16 4	25 0	23 12	8 2	8 2	11 4	11 4	20 0	23 12	...	12 8	...	...	...	...	23 12	23 12	27 0	26 8	13 12	13 2	...	...	11 1	13 12
Bánswara	21 4½	22 8	25 0	25 0	7 8	7 8	13 12	15 0	...	...	...	...	...	...	...	...	37 8	37 8	37 8	37 8	20 0	17 8	...	...	9 6	9 6
Meywar (Oodeypore)	15 3½	14 7½	22 10½	22 10½	8 5½	8 9½	9 6	9 14½	21 1½	21 14	10 2½	9 6	*Nil*	*Nil*	10 2½	14 1	21 1½	21 14	23 7	25 0	9 12½	10 2½	160 0	160 0	10 5½	10 2½
Sirohee	13 0	13 0	25 0	25 0	5 8	5 8	6 0	6 0	...	...	15 0	14 0	...	...	...	...	20 0	20 0	18 0	18 0	...	...	160 0	160 0	11 8	11 8
Erinpura	13 4	13 4	23 3	23 3	7 10	7 10	9 3½	9 3½	...	...	16 9	16 0	...	...	...	...	22 5	22 5	...	...	...	...	160 0	160 0	12 4	12 4
Ajmere	14 8	14 8	19 13	20 0	6 0	6 0	9 0	9 0	19 8	20 8	16 8	16 8	...	...	15 0	15 0	20 0	21 0	19 0	19 8	...	...	90 0	90 0	12 8	12 8
Abu	12 7	14 12	19 8	19 8	5 12	5 12	7 4	7 4	...	...	14 4	14 4	...	...	...	...	19 8	19 8	...	...	...	...	160 0	160 0	11 0	11 0
Kishengarh	13 8	13 8	20 0	23 4	8 0	6 0	9 0	7 0	21 8	23 0	16 12	17 8	†	†	†	†	20 0	22 8	20 12	22 0	†	†	*	*	13 0	12 8
Boondee	17 8	17 0	27 0	26 0	7 8	7 8	8 0	8 0	28 0	26 0	...	...	...	...	...	...	36 4	32 0	...	...	...	...	160 0	160 0	10 4	10 4
Kotah	16 0	15 0	23 0	24 0	6 0	7 0	8 0	8 0	22 0	22 0	14 0	14 0	...	...	...	...	28 0	28 0	26 0	23 0	23 0	23 0	240 0	240 0	10 8	10 4
Jhallawar	13 4	13 4	20 13	21 1½	7 2	7 2	11 0	11 0	22 6	21 1	17 3	17 3	...	...	11 7	8 10	26 0	26 0	24 8	24 8	11 0	11 0	175 0	175 0	9 11	9 3
Tonk	12 0	12 0	17 0	18 0	4 0	4 0	7 0	7 0	17 8	18 8	...	...	...	...	...	...	17 0	18 0	...	...	...	...	100 0	100 0	10 0	10 0
Jeypore	14 4	15 0	21 0	22 8	5 0	5 0	7 8	7 8	18 0	17 0	17 0	18 8	†	†	21 0	21 0	20 8	20 8 & 21 12	20 0	20 0	27 0	27 0	100 0	95 0	12 0	12 0
Kerauli	15 15	15 10	20 10	21 4	10 0	10 0	11 4	10 10	21 4	20 0	16 14	17 8	...	...	16 4	15 0	21 4	21 4	...	...	32 8	31 4	200 0	200 0	10 10	11 1½
Dholpur	15 10½	15 14	20 13	22 11½	8 2½	9 1½	9 14	16 1	15 12	18 12	18 12	19 6½	...	...	19 2	15 12	24 7½	24 6½	28 10½	30 0½	...	...	90 0	90 0	11 9½	11 6½
Bhartpur	15 15	16 7	21 10	22 0	5 2½	5 2½	5 5½	5 5½	14 10	14 10	14 10	14 10	...	...	11 12	11 12	24 12	25 11	24 0	18 0	28 0	27 0	120 0	120 0	11 8	11 8
Ulwur	16 1	16 8	20 4	21 4	6 10	6 10	9 2½	9 2½	20 8	20 8	19 0	19 0	...	...	14 0	14 0	23 5	22 15	20 8	21 7	29 13	28 0	140 0	140 0	12 8	12 8
Deoli Cantonment	15 6½	15 0	24 11	24 4½	5 0	5 0	8 0	8 0	26 8	26 4	28 0	28 0	...	...	...	...	23 5	23 10	...	...	...	...	190 0	190 0	11 8	11 8
Nasirabad Cantonment	15 0	15 0	...	...	6 8	6 8	7 0	7 0	22 0	23 0	15 0	15 0	†	†	...	...	21 8	23 8	...	...	22 0	22 0	110 0	110 0	13 4	13 0
Hilly Tracts of Meywar	16 0	16 0	31 0	33 0	...	...	16 0	16 8	...	...	...	...	...	...	...	...	28 0	28 0	25 0	24 0	...	...	§	§	11 0	11 0
Jáimer	11 6	11 13	...	...	5 8	5 8	7 8	7 8	...	...	14 10	21 2	...	...	...	...	13 0	14 10	...	...	...	...	260 0	260 0	13 8	13 8
Anádra	13 11	16 6	...	...	6 8	6 8	9 0	9 0	...	...	16 0	16 0	...	...	...	...	20 0	20 8	...	...	...	...	320 0	320 0	12 0	12 0
Shahpoora	15 0	15 8	23 0	23 0	9 0	9 0	11 0	12 0	...	20 0	18 0	18 0	...	...	...	...	18 0	18 15	20 0	20 0	...	...	160 0	160 0	11 10	11 9
Western—																										
Jodhpur	12 13	13 2	18 12	20 0	6 4	6 4	7 8	7 8	15 10	15 0	13 12	13 12	...	...	...	...	18 12	18 12	13 12	15 0	10 0	10 0	...	...	13 7	13 7
Jeysalmer	11 0	11 0	...	...	7 0	6 12	9 4	9 8	13 0	13 0	11 0	11 4	...	...	...	...	13 0	14 0	...	...	...	...	160 0	160 0	21 0	21 0
Bickanir	12 8	12 0	...	...	3 0	3 0	6 0	6 0	...	...	14 4	13 6	...	...	...	...	16 2½	17 5½	...	...	9 0	8 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	13 12	13 12	17 8	17 8	8 0	8 0	9 0	9 0	23 0	22 0	20 0	20 0	...	...	...	...	18 12	18 12	20 0	20 0	19 0	19 0	120 0	120 0	10 8	10 8
Nimach Cantonment	15 8	16 0	...	...	8 0	8 0	12 0	12 0	24 8	25 0	16 8	16 8	†	†	...	...	22 0	22 0	...	...	25 0	25 0	120 0	120 0	12 4	12 4
Goona	13 4	13 0	16 0	16 0	7 12	7 12	8 8	8 8	21 0	21 0	...	...	...	...	...	...	24 8	24 0	...	...	...	...	200 0	200 0	10 0	10 0
Gwalior	13 13	14 7½	23 6	23 6	5 5	5 5	8 8	8 8	19 10½	18 1	17 0	14 9½	...	...	15 15	15 15	17 0	17 0	...	...	17 0	16 11½	191 4	191 4	11 11	11 11

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

RETAIL PRICES FOR THE 1st HALF OF SEPTEMBER 1895—*continued*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or Cholum (*Sorgum vulgare*).		Bajra or Cumbu (*Penicillaria spicata*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian Millet (*Setaria italica*).		Gram, Chenna, Cholai, Kadalay or Sonaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or Thur, Cadian Pea (*Cajanus indicus*).		Fire-wood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	18 0	19 0	26 0	27 0	12 0	12 0	12 0	12 0	†	†	†	†	†	†	†	†	28 0	29 0	†	†	†	†	100 0	100 0	11 0	11 0
Ferozepore	18 0	18 0	31 0	32 0	10 0	10 0	10 0	10 0	11 0	11 0	†	†	†	†	†	†	23 0	26 0	†	†	11 0	11 0	100 0	100 0	12 4	12 4
Montgomery	18 0	19 0	25 0	26 0	...	...	...	...	10 0	10 0	†	†	†	†	†	†	20 0	20 0	†	†	10 0	10 0	180 0	180 0	12 8	12 8
Central—																										
Gurgaon	20 0	20 0	27 0	27 0	9 6	...	9 6	...	19 0	19 0	21 0	21 0	†	†	†	†	27 0	27 0	20 0	20 0	26 0	26 0	100 0	100 0	10 0	10 0
Delhi	16 0	17 0	23 0	26 0	...	...	12 0	12 0	24 0	24 0	13 0	19 0	†	†	†	†	24 0	25 0	24 0	24 0	24 0	24 0	70 0	70 0	11 0	11 0
Rohtak	16 0	17 0	26 0	26 0	...	...	12 0	12 0	25 0	25 0	15 0	15 0	†	†	†	†	25 0	25 0	18 0	18 0	27 0	27 0	120 0	120 0	10 0	10 0
Karnál	17 0	17 0	27 0	27 0	...	...	12 0	12 0	26 0	26 0	15 0	15 0	†	†	†	†	26 0	26 0	17 0	17 0	26 0	26 0	100 0	100 0	12 4	12 4
Lahore	17 0	17 0	29 0	29 0	...	...	12 0	12 0	20 0	20 0	16 0	16 0	†	†	†	†	26 0	26 0	11 0	11 0	20 0	20 0	83 0	83 0	12 4	12 4
Sub-montane—																										
Ambala	20 0	20 0	28 0	28 0	...	...	12 0	12 0	22 0	22 0	20 0	20 0	†	†	†	†	28 0	28 0	22 0	22 0	28 0	28 0	120 0	120 0	11 12	11 12
Ludhiána	19 0	20 0	25 0	27 0	...	...	13 0	13 0	28 0	28 0	19 0	20 0	†	†	†	†	28 0	28 0	24 0	24 0	28 0	28 0	110 0	110 0	13 0	13 0
Jullundur	21 0	21 0	27 0	28 0	...	...	10 0	10 0	24 0	24 0	16 0	18 0	†	†	†	†	27 0	27 0	24 0	24 0	27 0	27 0	100 0	100 0	12 8	12 8
Hoshiárpur	20 0	20 0	27 0	27 0	...	...	10 0	10 0	24 0	24 0	18 0	18 0	†	†	†	†	26 0	26 0	20 0	20 0	26 0	26 0	120 0	120 0	12 0	12 0
Gurdáspur	20 0	20 0	32 0	32 0	...	...	14 0	12 0	26 0	26 0	20 0	20 0	†	†	†	†	26 0	26 0	20 0	20 0	26 0	26 0	100 0	100 0	12 0	12 0
Amritsar	18 0	18 0	29 0	29 0	...	...	11 0	11 0	20 0	20 0	19 0	19 0	†	†	†	†	26 0	26 0	20 0	20 0	26 0	26 0	120 0	120 0	12 0	12 0
Hills—																										
Simla	13 0	12 0	15 0	15 0	...	...	8 0	8 0	14 0	14 0	10 0	10 0	†	†	†	†	16 0	16 0	10 0	10 0	16 0	16 0	130 0	130 0	13 8	13 8
Kángra	17 0	17 0	24 0	24 0	...	...	13 0	13 0	22 0	22 0	16 0	16 0	†	†	†	†	24 0	24 0	16 0	16 0	24 0	24 0	110 0	110 0	13 0	13 0
North-western—																										
Sialkot	18 0	18 0	31 0	31 0	...	...	12 0	12 0	24 0	24 0	20 0	25 0	†	†	†	†	24 0	24 0	20 0	20 0	24 0	24 0	120 0	120 0	12 0	12 0
Gujránwala	19 0	19 0	33 0	33 0	...	...	13 0	13 0	26 0	26 0	20 0	20 0	†	†	†	†	26 0	26 0	20 0	20 0	26 0	26 0	110 0	110 0	12 8	12 8
Gujrát	19 0	19 0	29 0	29 0	...	...	14 0	14 0	24 0	24 0	20 0	20 0	†	†	†	†	24 0	24 0	20 0	20 0	24 0	24 0	120 0	120 0	12 10	12 10
Jhelum	21 0	21 0	30 0	30 0	...	...	14 0	14 0	24 0	24 0	20 0	20 0	†	†	†	†	24 0	24 0	24 0	24 0	24 0	24 0	120 0	120 0	12 6	12 6
Rawalpindi	19 0	20 0	26 0	29 0	...	...	8 0	8 0	28 0	28 0	30 0	30 0	†	†	†	†	33 0	33 0	26 0	26 0	33 0	33 0	90 0	90 0	11 8	11 8
Hazára	21 0	21 0	33 0	33 0	...	...	12 0	12 0	27 0	27 0	21 0	21 0	†	†	†	†	33 0	33 0	26 0	26 0	33 0	33 0	80 0	80 0	11 6	11 6
Peshawar	18 0	19 0	30 0	30 0	...	...	10 0	10 0	26 0	26 0	20 0	20 0	†	†	†	†	33 0	33 0	20 0	20 0	33 0	33 0	80 0	80 0	11 13	11 13
Kohat	18 0	20 0	28 0	28 0	...	...	15 0	15 0	28 0	28 0	24 0	24 0	†	†	†	†	28 0	28 0	24 0	24 0	28 0	28 0	130 0	130 0	12 6	12 6
Western—																										
Shahpur	22 0	23 0	30 0	30 0	...	...	9 6	10 0	24 0	24 0	22 0	22 0	†	†	†	†	24 0	24 0	22 0	22 0	24 0	24 0	160 0	160 0	12 0	12 0
Jhang	17 0	18 0	24 0	24 0	...	...	8 0	10 0	20 0	20 0	16 0	16 0	†	†	†	†	20 0	20 0	16 0	16 0	20 0	20 0	100 0	100 0	12 8	12 8
Mooltan	17 0	17 0	23 0	23 0	...	...	10 0	10 0	24 0	24 0	16 0	16 0	†	†	†	†	24 0	24 0	16 0	16 0	24 0	24 0	95 0	95 0	12 8	12 8
Bannu	24 0	27 0	40 0	40 0	...	...	13 0	14 0	33 0	33 0	26 0	26 0	†	†	†	†	33 0	33 0	26 0	26 0	33 0	33 0	90 0	90 0	11 8	11 8
D. I. Khán	21 0	21 0	31 0	31 0	...	...	8 0	8 0	26 0	26 0	20 0	20 0	†	†	†	†	26 0	26 0	20 0	20 0	26 0	26 0	115 0	115 0	11 6	11 6
Dera Ghazi Khán	17 0	17 0	24 0	23 0	...	...	17 0	17 0	28 0	28 0	20 0	20 0	†	†	†	†	28 0	28 0	20 0	20 0	28 0	28 0	120 0	120 0	11 5	11 5
Bannu	18 0	18 0	25 0	22 0	...	...	8 0	8 0	24 0	24 0	22 0	22 0	†	†	†	†	24 0	24 0	22 0	22 0	24 0	24 0	120 0	120 0	12 6	12 6
Sind and Baluchistan—																										
Karachi	13 0	13 0	...	...	8 0	8 0	10 0	10 0	17 0	17 0	15 0	15 0	9 0	9 0	17 0	17 0	16 0	16 0	8 0	8 0	17 0	17 0	71 0	71 0	14 8	14 8
Hyderabad	13 8	13 8	...	...	8 0	8 0	10 0	11 0	16 0	16 0	15 0	15 0	9 0	9 0	16 0	16 0	8 0	8 0	8 0	8 0	16 0	17 0	106 11	106 11	12 8	12 8
Thar and Parkar (Umarkot)	11 0	11 0	...	...	9 0	10 0	11 0	12 0	14 0	14 0	12 0	12 0	8 0	8 0	14 0	14 0	8 0	8 0	8 0	8 0	14 0	16 0	213 0	213 0	12 0	12 0
Sukkur (Shikarpur)	16 0	15 0	...	...	9 0	9 0	12 0	12 0	13 0	13 0	11 0	11 0	8 0	8 0	13 0	13 0	8 0	8 0	8 0	8 0	13 0	21 0	142 0	142 0	12 0	12 0
Upper Sind Frontier	15 0	15 0	...	...	10 0	10 0	13 0	13 0	25 0	24 0	21 0	20 0	8 0	8 0	16 0	16 0	8 0	8 0	8 0	8 0	16 0	21 0	160 0	160 0	11 0	11 0
Quetta	16 0	16 0	17 0	19 12	5 0	5 0	7 0	7 0	21 0	22 12	14 0	13 0	8 0	8 0	16 0	16 0	8 0	8 0	8 0	8 0	22 8	22 8	77 9	77 9	9 0	9 0

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or Cholum (*Sorgum vulgare*).		Bajra or Cumbu (*Penicillaria spicata*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian Millet (*Setaria italica*).		Gram, Chenna, Cholai, Kadalay or Sonaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or Thur, Cadian Pea (*Cajanus indicus*).		Fire-wood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bombay—																										
Konkan—																										
Karwar (Kánara)	10 3	10 3	...	...	10 2	10 2	11 2	11 2	16 2	16 2	15 0	15 0	21 9	21 9	...	...	13 7	13 7	...	...	16 2	16 2	312 0	312 0	9 12	9 12
Ratnágiri	10 13	9 4	10 14	10 14	11 6	11 6	16 7	16 7	15 12	15 12	15 0	15 0	14 10	14 10	...	...	13 14	13 14	...	...	15 12	15 12	134 6	134 6	13 0	13 0
Alibág (Kolába)	9 4	9 4	10 13	10 13	11 11	11 11	11 11	11 11	11 9	11 9	15 0	15 0	14 10	14 10	...	...	13 14	13 14	...	...	15 12	15 12	89 10	89 10	11 14	11 14
Bombay	13 10	13 10	8 5	8 5	11 1	11 1	11 1	11 1	15 15	15 15	15 0	15 0	21 9	21 9	...	...	13 7	13 7	...	...	15 12	15 12	87 6	87 6	11 9	11 9
Thána	12 12	12 12	10 3	10 3	11 2	11 2	11 2	11 2	15 15	15 15	14 6	14 6	21 9	21 9	...	...	13 7	13 7	...	...	15 12	15 12	112 0	112 0	12 4	12 4
Deccan—																										
Dhárwar	19 4	20 3	...	...	10 8	10 8	11 8	11 8	20 12	22 3	21 6	21 6	23 7	23 7	...	...	11 14	11 14	...	...	16 0	16 0	100 0	100 0	11 6	11 6
Belgaum	17 3	17 12	...	...	10 3	10 12	11 0	11 0	22 13	23 13	23 7	22 7	23 7	23 7	...	...	13 8	11 8	...	...	16 0	16 0	103 8	103 8	11 1	11 1
Sátara	14 1	16 12	...	...	8 2	8 2	9 7	9 7	17 4	18 11	15 15	16 10	15 15	16 10	...	...	14 6	14 5	...	...	16 0	16 0	91 3	91 3	12 10	12 10
Sholápur	16 12	16 12	...	...	7 10	7 10	11 11	11 11	28 10	28 10	21 7	21 7	21 7	21 7	...	...	13 5	13 5	...	...	17 2	17 2	86 0	86 0	11 10	11 10
Bijápur	20 11	20 7	...	...	9 4	9 4	11 6	11 6	28 13	28 13	23 13	23 13	23 13	23 13	...	...	13 5	13 5	...	...	16 2	16 2	80 0	80 0	11 6	11 6
Poona	13 15	13 15	...	...	9 11	9 11	10 13	10 13	20 0	20 0	16 2	16 2	16 2	16 2	...	...	13 13	14 8	...	...	16 2	16 2	81 1	81 1	11 13	11 5
Khándesh—																										
Ahmednagar	18 2	18 2	...	...	8 14	8 14	9 13	9 13	27 8	26 2	22 11	21 15	21 15	21 15	...	...	14 9	15 4	...	...	16 2	16 2	80 0	80 0	12 6	12 6
Násik	18 11	17 4	...	...	8 14	8 14	11 11	11 11	24 2	22 7	20 3	18 6	23	23	...	...	15 0	16 6	...	...	16 2	16 2	128 0	128 0	12 11	12 11
Dhulia (Khándesh)	17 8	16 10	...	...	7 7	7 7	9 7	9 7	24 2	22 7	20 3	18 6	23	23	...	...	15 0	16 6	...	...	16 2	16 2	80 0	80 0	10 9	10 9
Gujerat—																										
Surat	14 13	14 13	...	...	7 6	7 6	8 5	8 5	14 13	14 13	13 7	13 7	13 7	13 7	...	...	13 14	13 14	...	...	16 2	16 2	74 0	74 0	12 0	12 0
Broach	16 0	16 0	...	...	7 8	7 8	10 8	10 8	16 8	16 8	16 0	16 0	16 0	16 0	...	...	13 12	13 12	...	...	16 0	16 0	101 0	101 0	13 2	13 6
Kaira	13 8	13 8	...	...	...	...	12 8	12 8	16 4	16 0	16 0	16 0	16 0	16 0	...	...	13 13	13 13	...	...	16 0	16 0	106 11	106 11	12 0	12 0
Baroda (Camp)	11 8	12 0	...	...	8 0	8 0	10 0	10 0	16 0	16 0	16 0	16 0	16 0	16 0	...	...	14 5	14 6	...	...	16 0	16 0	80 0	80 0	11 8	11 8
Ahmadabad	13 8	13 0	...	...	11 0	11 0	13 0	13 0	17 0	16 0	15 0	15 0	15 0	15 0	...	...	14 14	16 0	...	...	16 0	16 0	91 7	91 7	13 10	13 10
Godhra (Panch Mahálas)	13 0	13 0	...	...	10 0	10 0	12 0	12 0	16 0	...	15 0	15 0	15 0	15 0	...	...	14 14	16 0	...	...	16 0	16 0	80 0	80 0	12 0	12 0
Deesa Cantonment	13 0	13 8	...	...	8 0	8 0	10 0	10 0	16 0	18 0	15 0	15 0	15 0	15 0	...	...	14 8	14 8	...	...	16 0	16 0	80 0	80 0	12 0	12 0
Kattywar—																										
Rájkot	14 7	14 15	...	...	5 8	5 8	7 0	7 0	17 6	17 6	13 10	13 10	15 8	15 8	...	...	15 9	16 4	...	...	16 2	16 2	182 0	182 0	9 0	9 0
Central Provinces—																										
Western—																										
Nimar	14 3	14 3	...	...	6 12	6 12	11 7	11 7	20 10	20 10	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	63 0	63 0	8 0	8 0
Khandwa-Asirgarh Cant.	13 12	14 0	...	...	9 0	9 0	11 0	11 0	22 0	22 0	20 0	20 0	20 0	20 0	...	...	16 0	16 0	...	...	16 0	16 0	100 0	100 0	8 0	8 0
Hoshangabad	14 4	14 4	...	...	8 1	8 1	11 14	11 14	17 8	17 8	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	106 0	106 0	12 8	12 8
Betúl	13 8	14 6	...	...	...	...	9 0	9 0	17 0	17 0	...	...	...	...	...	...	13 13	13 13	...	...	16 0	16 0	140 0	140 0	12 8	12 8
Chhindwára	11 12	11 6	...	...	7 4	7 4	10 0	10 0	17 4	17 0	13 1	13 1	13 1	13 1	...	...	14 14	16 0	...	...	16 0	16 0	140 0	140 0	12 8	12 8
Nágpur	15 10	15 0	...	...	10 0	10 0	11 14	11 14	18 2	18 2	15 0	15 0	15 0	15 0	...	...	14 14	16 0	...	...	16 0	16 0	160 0	160 0	12 8	12 8
Wardha	16 0	16 0	...	...	8 0	8 0	10 0	10 0	20 0	20 0	15 0	15 0	15 0	15 0	...	...	14 14	16 0	...	...	16 0	16 0	160 0	160 0	12 8	12 8
Central—																										
Narsinghpur	13 1	13 1	...	...	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	13 9	13 9	...	...	16 0	16 0	200 0	200 0	9 4	9 4
Saugor	11 12	11 12	...	...	10 3	10 3	11 1	11 1	...	...	...	...	...	...	...	...	13 13	13 13	...	...	16 0	16 0	130 0	130 0	9 2	9 2
Damoh	11 4	11 4	...	...	10 0	10 0	11 4	11 4	...	...	...	...	...	...	...	...	13 13	13 13	...	...	16 0	16 0	100 0	100 0	9 0	9 0
Jubbulpore	12 0	12 8	...	...	8 8	9 4	13 4	14 8	16 8	16 8	12 0	12 0	12 0	12 0	...	...	13 13	13 13	...	...	16 0	16 0	140 0	140 0	9 8	9 4
Baghalkhand (Sutna)	13 4	13 8	18 0	...	7 0	7 0	9 8	9 8	12 0	12 0	12 0	12 0	12 0	12 0	...	...	13 13	13 13	...	...	16 0	16 0	160 0	160 0	10 0	10 0
Mandla	16 0	16 0	...	...	9 0	9 2	11 8	11 8	...	...	...	...	...	...	...	...	13 13	13 13	...	...	16 0	16 0	200 0	200 0	9 2	8 0
Seoni	13 9	13 9	...	...	9 10	9 10	11 8	11 8	...	...	...	...	...	...	...	...	13 13	13 13	...	...	16 0	16 0	190 0	190 0	9 2	9 2
Bilaspur	11 0	11 0	...	...	8 0	8 0	11 4	11 4	20 0	20 0	15 0	15 0	15 0	15 0	...	...	13 13	13 13	...	...	16 0	16 0	120 0	120 0	8 0	8 0
Bhandára	16 0	16 0	...	...	...	...	12 8	12 8	20 0	20 0	15 0	15 0	15 0	15 0	...	...	14 14	16 0	...	...	16 0	16 0	240 0	240 0	9 0	9 0
Chánda	14 12	14 12	...	...	...	...	12 8	12 8	20 0	20 0	15 0	15 0	15 0	15 0	...	...	14 14	16 0	...	...	16 0	16 0	240 0	240 0	9 0	9 0
Eastern—																										
Bilaspur	14 7	14 7	...	...	12 5	11 3	16 15	16 15	...	...	...	...	...	...	...	...	13 10	12 8	...	...	16 0	16 0	110 0	110 0	8 0	8 0
Raipur	15 0	15 0	...	...	10 0	10 0	17 8	17 8	...	...	...	...	...	...	...	...	16 4	16 4	...	...	16 0	16 0	100 0	100 0	8 0	8 0
Sambalpur	13 8	13 2	...	...	12 0	12 0	18 0	17 8	...	...	...	...	...	...	...	...	15 0	14 14	...	...	16 0	16 0	120 0	120 0	8 12	8 12
Berar—																										
Buldana	17 0	18 0	...	...	7 0	7 0	10 0	10 0	24 0	25 0	23 0	24 0	...	...	...	...	13 0	13 0	...	...	16 12	16 12	182 0	182 0	9 0	10 0
Basim	17 8	17 8	...	...	7 0	7 0	10 8	11 0	25 0	24 0	...	...	...	...	...	...	12 15	12 15	...	...	16 0	16 0	63 0	63 0	8 0	8 0
Akola	16 8	16 8	...	...	7 6	7 8	11 0	11 0	25 0	24 0	...	...	...	...	...	...	14 8	14 8	...	...	16 0	16 0	106 0	106 0	8 0	8 0
Ellichpur	15 0	15 0	...	...	5 8	5 8	7 8	7 8	25 0	25 0	...	...	...	...	...	...	14 14	14 14	...	...	16 0	16 0	120 0	120 0	8 0	8 0
Amraoti	15 0	16 8	...	...	7 0	7 0	9 0	9 0	25 0	25 0	...	...	...	...	...	...	14 14	14 14	...	...	16 0	16 0	120 0	120 0	8 0	8 0
Wun	16 0	15 8	...	...	7 0	7 0	10 0	10 0	24 0	24 0	20 0	20 0	20 0	20 0	...	...	14 14	14 14	...	...	16 0	16 0	120 0	120 0	8 0	8 0
Nizam's Territories—																										
Secunderabad	13 8	13 8	...	...	6 13	6 13	10 14	10 14	20 1	20 1	17 12	17 12	22	22	...	...	11 8	11 15	...	...	16 12	16 12	90 0	90 0	9 0	9 2
Bolárum	14 0	14 6	...	...	7 0	7 0	9 15	9 15	21 12	21 8	15 0	15 0	22	22	...	...	12 4	13 1	...	...	10 8	10 8	116 14	116 14	8 8	8 12
Chaudarghat	11 8	12 0	...	...	7 8	7 8	12 8	12 8	23 0	22 0	15 0	15 0	22	22	...	...	13 8	13 8	...	...	10 8	10 8	90 0	90 0	8 8	9 8

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

RETAIL PRICES FOR THE WEEK ENDING 19TH OF SEPTEMBER 1895—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Maize (*Zea Mays*).		Gram, chenna, cholam, kadalay or sunaga (*Cicer arietinum*).		Kangni or rakun, Italian millet (*Setaria italica*).		Marua or ragi (*Eleusine coracana*).		Arhar, or tur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	12 0	12 0	11 0	11 0	7 12	7 12	9 4	9 4	19 0	19 0	19 0	17 10			10 0	10 0	24 0	24 0	25 0	25 0			96 0	96 0	10 0	10 0
S. Canara	13 8	13 8	10 8	10 8	7 8	8 12	9 4	9 4	18 0	18 0	25 0	19 13			10 0	10 0	19 8	19 8	26 0	26 0			90 0	90 0	9 8	10 4
South, central—																										
Coimbatore	10 12	11 8	11 12	11 8	8 8	9 0	9 12	10 4	35 0	35 0	33 0	28 3			9 12	10 0	35 0	35 0	33 0	33 0			192 0	192 0	9 12	10 0
Nilgiris	13 8	13 8	12 0	11 8	8 8	9 0	10 0	10 0	28 0	28 0	33 0	27 13			10 0	10 0	37 14	37 14	48 0	48 0			224 0	224 0	10 12	10 12
Salem	12 0	12 0	11 8	11 8	8 0	8 0	9 0	9 0	28 0	28 0	30 14	24 0			9 0	9 0	48 0	48 0					200 0	200 0	9 0	9 0
Central—																										
Bellary	13 8	13 8	12 0	12 0	8 8	8 8	9 0	9 0	28 0	28 0	30 11	25 6			9 0	9 0	42 0	42 0					240 0	240 0	9 0	9 0
Ananiapur	13 8	13 8	12 0	12 0	8 8	8 8	9 0	9 0	28 0	28 0	30 11	25 6			9 0	9 0	42 0	42 0					240 0	240 0	9 0	9 0
Cuddapah	13 8	13 8	12 0	12 0	8 8	8 8	9 0	9 0	28 0	28 0	30 11	25 6			9 0	9 0	42 0	42 0					240 0	240 0	9 0	9 0
Kurnool	13 8	13 8	12 0	12 0	8 8	8 8	9 0	9 0	28 0	28 0	30 11	25 6			9 0	9 0	42 0	42 0					240 0	240 0	9 0	9 0
East Coast, north—																										
Ganjam	13 8	13 8	12 0	12 0	8 8	8 8	9 0	9 0	28 0	28 0	30 11	25 6			9 0	9 0	42 0	42 0					240 0	240 0	9 0	9 0
Vizagapatam	13 8	13 8	12 0	12 0	8 8	8 8	9 0	9 0	28 0	28 0	30 11	25 6			9 0	9 0	42 0	42 0					240 0	240 0	9 0	9 0
Godavari	13 8	13 8	12 0	12 0	8 8	8 8	9 0	9 0	28 0	28 0	30 11	25 6			9 0	9 0	42 0	42 0					240 0	240 0	9 0	9 0
East Coast, central—																										
Kistna	13 8	13 8	12 0	12 0	8 8	8 8	9 0	9 0	28 0	28 0	30 11	25 6			9 0	9 0	42 0	42 0					240 0	240 0	9 0	9 0
Nellore	13 8	13 8	12 0	12 0	8 8	8 8	9 0	9 0	28 0	28 0	30 11	25 6			9 0	9 0	42 0	42 0					240 0	240 0	9 0	9 0
East Coast, south—																										
Madras	13 8	13 8	12 0	12 0	8 8	8 8	9 0	9 0	28 0	28 0	30 11	25 6			9 0	9 0	42 0	42 0					240 0	240 0	9 0	9 0
Chingleput	13 8	13 8	12 0	12 0	8 8	8 8	9 0	9 0	28 0	28 0	30 11	25 6			9 0	9 0	42 0	42 0					240 0	240 0	9 0	9 0
N. Arcot	13 8	13 8	12 0	12 0	8 8	8 8	9 0	9 0	28 0	28 0	30 11	25 6			9 0	9 0	42 0	42 0					240 0	240 0	9 0	9 0
S. Arcot	13 8	13 8	12 0	12 0	8 8	8 8	9 0	9 0	28 0	28 0	30 11	25 6			9 0	9 0	42 0	42 0					240 0	240 0	9 0	9 0
Tanjore	13 8	13 8	12 0	12 0	8 8	8 8	9 0	9 0	28 0	28 0	30 11	25 6			9 0	9 0	42 0	42 0					240 0	240 0	9 0	9 0
Trichinopoly	13 8	13 8	12 0	12 0	8 8	8 8	9 0	9 0	28 0	28 0	30 11	25 6			9 0	9 0	42 0	42 0					240 0	240 0	9 0	9 0
Southern—																										
Tinnevelly	13 8	13 8	12 0	12 0	8 8	8 8	9 0	9 0	28 0	28 0	30 11	25 6			9 0	9 0	42 0	42 0					240 0	240 0	9 0	9 0
Madura	13 8	13 8	12 0	12 0	8 8	8 8	9 0	9 0	28 0	28 0	30 11	25 6			9 0	9 0	42 0	42 0					240 0	240 0	9 0	9 0
Mysore—																										
Mysore	12 0	12 0	11 0	11 0	7 12	7 12	9 4	9 4	29 0	30 0	19 0	19 0			10 0	10 0	24 0	24 0	25 0	25 0			96 0	96 0	10 0	10 0
Bangalore	13 8	13 8	10 8	10 8	8 8	8 12	9 12	9 12	24 0	24 0	25 0	25 0			9 8	9 8	19 8	19 8	26 0	26 0			90 0	90 0	9 8	9 8
Kolar	10 12	11 8	11 12	11 8	9 0	9 0	9 12	10 0	23 0	24 0	25 0	25 0			9 12	10 0	35 0	35 0	33 0	33 0			192 0	192 0	9 12	10 0
Tumkur	13 0	13 8	12 0	12 0	8 8	8 8	9 0	9 0	25 0	25 0	29 6	27 13			9 0	9 0	30 0	30 0					224 0	224 0	10 0	10 0
Hassan	...	11 0	11 8	11 8	8 0	8 0	9 0	9 0	18 0	18 0	...	...			9 0	9 0	24 0	24 0					200 0	200 0	9 0	9 0
Kadur	12 0	12 0	12 0	12 0	8 0	8 0	9 0	9 0	24 0	24 0	24 0	24 0			9 0	9 0	24 0	24 0					240 0	240 0	9 0	9 0
Shimoga	14 15	13 6	...	...	7 14	8 6	11 9	11 9	30 0	36 0	24 0	24 0			11 0	11 0	30 0	30 0					175 0	175 0	9 0	9 0
Chitaldroog	15 0	15 0	14 0	14 0	9 0	9 0	11 8	11 8	30 0	30 0	24 0	24 0			11 0	11 0	30 0	30 0					175 0	175 0	9 0	9 0
Coorg—																										
Coorg	8 8	8 8	7 8	7 8	8 8	9 0	10 8	10 8	...	...	...	...			8 8	8 8	...	...	...	...			110 0	110 0	9 0	9 0
Area	9 4	8 0	...	...	6 9	6 9	8 0	7 0	10 3	...	9 4	...			6 9	6 9	...	...	...	...			65 5	65 5	32 0	32 0

* Not sold.

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

FINANCE AND COMMERCE DEPARTMENT.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, 12th October 1895.

During the present week the change to the cold weather distribution of pressure has been completed. On Sunday and Monday the pressure was very uniform throughout the Indian area, but the area of high readings in the south which is characteristic of the summer distribution was still shown, and a large low pressure area existed over the Bay. On Tuesday, however, the barometer rose over Northern India, the highest pressures were developed over that region, and readings decreased steadily from the north, southward. At the same time the last instances of westerly and south-westerly winds disappeared, and northerly to easterly winds characteristic of the cold season set in throughout the whole Indian area. With this change of wind rain set in over the Carnatic and the whole of the south of the Peninsula. This change of wind and weather in Madras was accompanied with much electrical disturbance, but the force of the wind was gentle throughout, and the autumnal rains of the Carnatic appear to have set in most unusually quietly. With the setting of the northerly winds the skies became very clear of cloud throughout a large part of the country, and the nights hence became unusually cool—so much so that, although the days were generally hotter than the normal, the mean temperature of all the provinces was lower than the average.

Daily Summary.—*Sunday, 6th October 1895.*—Pressure had decreased very slightly over Lower Burma, the south of the Bay, and the west of the Peninsula, and had increased elsewhere—most in Bengal and the Gangetic plain. Pressure was very uniform throughout the Indian area, and the winds were very variable. The mean temperature was lower than usual, except in Bombay. Thunderstorms had given light rain to the east and south of the Peninsula and to one or two places in North-Eastern India.

Monday.—Pressure had decreased, except in Bengal. The changes had, however, been slight in all places except the neighbourhood of Madras, where the fall had been brisk. Pressure continued very uniform, and the only important feature in the distribution was the low pressure area stretching across the centre of the Bay. The winds were very variable. The mean temperature was above the normal over the Peninsula, and below elsewhere. Scattered showers of rain were reported over the Peninsula; in Mysore a heavy thunderstorm had apparently prevailed, and the town of Mysore reported 5 inches of rain.

Tuesday.—Pressure had fallen slightly over the west of the Peninsula, and briskly over Ceylon, while it had risen elsewhere, the change being brisk along the foot of the North-Western Himalayas. Pressure was highest and in excess of the normal over Northern and Central India, and lowest and in defect over the extreme south. The winds were northerly to easterly over the Bay and the Peninsula, and variable elsewhere. The mean temperature was below the normal over North-Eastern India, and above over the Central Provinces, and about normal elsewhere. Rain had become much more general over the south of the Peninsula, and showers had fallen in Lower Burma.

Wednesday.—The barometer had risen everywhere, the change being greater in the north than in the south. Pressure remained highest, and considerably above the normal over Northern India, and lowest and only slightly above the normal in the extreme south. The winds were northerly over the Bay, south-easterly along the West Coast, and variable elsewhere. The mean temperature was low in the east of the Indian area, and about normal in the west. Moderate to light showers had occurred in Burma and the south of the Peninsula.

Thursday.—Pressure had fallen briskly at Colombo, and changed slightly and irregularly elsewhere. The general distribution was unchanged, readings

remaining highest in the north and centre, and lowest in the south. The wind directions were practically unaltered. The mean temperature was low, except in Bombay, where it was in slight excess. Light showers of rain were reported from Burma and from Southern India.

Friday.—Pressure had again changed by very small amounts generally, and both the distribution of pressure and the circulation of the winds showed no important change. The mean temperature remained generally low. Scattered showers were received around the Bay.

Saturday.—The barometer was falling everywhere, but the change was fairly uniform, and the general distribution was unaltered. The wind directions were the same as on the 11th. The mean temperature was low, except in parts of the West Coast, Sind, and Rajputana, where it was in excess. Rain had fallen all around the Bay, but the amounts were small.

Temperature.—The most marked feature in the temperature returns of this period is the very large daily range which obtained throughout nearly the whole country during the whole week. In nearly every province on each day the means of the maximum readings were slightly above the normal, while the means of the minimum readings were slightly to considerably below. Perhaps the most marked instance of this was shown in the observations recorded over the North-Western Provinces, where on the 7th the mean abnormal excess of the day temperatures was 3·5°, and the mean abnormal deficiency of the night temperatures was 7·6°, giving an excess of 11° in the diurnal range.

The following table gives the variations of the mean temperature from the normal in the different provinces of India for each day of the week:

Province.	October 1895.							Mean variation of week.
	6th	7th	8th	9th	10th	11th	12th	
	°	°	°	°	°	°	°	°
Burma	—0·6	—0·4	—0·5	—0·6	—0·3	+0·6	+1·2	—0·1
Bengal and Assam	—0·4	—1·4	—2·4	—2·5	—1·3	—1·2	—0·7	—1·4
North-Western Provinces and Oudh	—1·6	—2·3	—1·8	—1·4	—1·4	—1·1	—1·1	—1·5
Punjab	—1·7	—1·2	—1·0	—0·6	—0·6	—0·7	+0·2	—0·8
Bombay	+0·1	+0·2	—0·2	+0·4	+0·4	—1·2	—0·1	—0·1
Central Provinces and Berar	—1·0	—0·9	+0·5	—0·5	—2·2	—2·7	—2·3	—1·3
Central India and Gujarat	—1·7	—1·4	—1·6	—1·2	—1·5	—1·3	—1·1	—1·4
Sind and Rajputana	—2·3	—2·4	—1·0	—0·8	—0·1	+0·5	+1·3	—0·7
Madras	—0·1	+0·5	—0·1	—1·8	—1·9	—1·9	—0·6	—0·8
Mean for whole of India	—1·0	—1·0	—0·9	—1·0	—1·0	—1·0	—0·4	—0·9

The mean temperature of the whole country was about 1° below the normal average on most days, and the provincial variations of temperature show that the heat was slightly less than usual in all parts of the Indian area.

Rain.—The whole of Northern and Central India was during the past week under the influence of the winter monsoon, the weather was fine, and all the rainfall received during the week was derived from the retreating south-west monsoon. The rainfall was consequently almost wholly confined to the southern portions of the Indian area, and fell in Burma and the Peninsula. In Assam and Bengal showers accompanying in most cases slight thunderstorm disturbances occurred on the first day of the week, but this disturbed weather quickly passed away, and the weather during the greater part of the week was as fine as in other parts of Northern India. In Southern India the setting in of the autumnal rainfall was carried out very quietly. On Sunday, Monday, Tuesday, and Wednesday thunderstorms giving moderate rain were reported over the south

of the Peninsula with very variable winds, but on Thursday the wind settled into north and north-east, rain commenced on the Madras Coast, and continued steadily till the close of the week. The northerly and north-easterly wind was, however, light, and the only heavy falls of rain at this time were 2·23 inches at Negapatam, reported on the 11th, and 1 inch at Madras, Cuddalore, Trichinopoly, and Negapatam, reported on the 12th.

The concluding table shows the rainfall data for the week. The first column shows that no rain whatever was received during the week in twenty-five of the rainfall divisions, and a total of less than one-tenth of an inch in the case of four more divisions, while effective rainfall was received in the case of twenty-three divisions. The regions which received effective rainfall included all the Burma divisions, except Arakan, both the Assam divisions, Eastern, Deltaic and North Bengal, Orissa, and all the peninsular divisions. The average actual rainfall ranged from 2·96 inches in Madras (South-Central), and 2·88 inches in Madras (South) to 0·11 inch in Assam (Brahmaputra) and Deltaic Bengal. The second column of the table shows that, on the average of a number of years, showers of rain are received over a large part of the country during the week under review, and that in parts of Burma, of Bengal, and of the Peninsula the fall is moderately heavy. The third column shows that the actual rainfall of the week was in defect of the normal in all divisions, except Madras (South-Central), Mysore, the Bombay Deccan, Madras (Central), Madras (South), and the East Coast (South), in each of which it was normal, or in trifling excess. The deficiency for the week was as much as 2·63 inches in Arakan, and over 1 inch in Tenasserim, East Bengal, Assam (Surma), Deltaic Bengal, Central Bengal, Bihar (North), the North-Western Provinces (Submontane), Malabar, Coorg, the East Coast (North), and the East Coast (Central). The principal deficiency was thus shown to be around the Bay area.

The returns of the sudder stations show that rain fell almost daily over the south of the Peninsula.

The columns giving the state of the seasonal rainfall exhibit a slightly deficient rainfall for the whole monsoon season over the greater part of the country. The exceptions are—Lower Burma, Assam (Brahmaputra), Orissa, Bihar (North), North-Western Provinces (Submontane (*a*)), Oudh (North), the hill districts of the Punjab, Madras (South-Central), the Bombay Deccan, Khandesh, the Central Provinces (East), Rajputana (West), the East Coast (North, Central and South), Hyderabad (South), Madras (Central), and Madras (South), where the total from June 2nd to date has been normal or slightly above. Although the seasonal rainfall is generally in defect, the amount of this defect is small in most cases, and amounts to or exceeds 20 per cent. only in the case of Arakan, East Bengal, Deltaic Bengal, Central Bengal, Bihar (South), the Punjab (South, Central and Submontane), Coorg, Berar, Gujarat, Kathiawar, Rajputana (East), and Central India (West).

The heaviest total falls reported during the week are Yandoon (Maubin) 3·40 inches, Karimganj (Sylhet) 6·00 inches, Perintalmanna (Calicut) 5·20 inches, Kotagiri (Nilgiris) 9·58 inches, Pavagada (Tumkur) 6·00 inches, Karadgi (Dharwar) 5·31 inches, Madakasira (Anantapur) 9·72 inches, Tranquebar (Tanjore) 3·82 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending October 12th, 1895.			Rainfall data from June 2nd to October 12th, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, June 2nd to October 12th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	0·54	2·37	— 1·83	147·89	152·38	— 3
	Lower Burma	1·24	2·14	— 0·90	79·87	79·89	0
	Central Burma	0·76	1·56	— 0·80	41·79	50·88	— 18
	Upper Burma	0·23	?	?	26·84	?	?
	Arakan	0·04	2·67	— 2·63	118·46	155·60	— 24
Bengal and Assam	East Bengal	0·31	1·55	— 1·24	56·15	72·00	— 22
	Assam (Surma)	0·77	1·98	— 1·21	115·65	126·28	— 8
	Do. (Brahmaputra)	0·11	0·92	— 0·81	58·39	56·54	+ 3
	Deltaic Bengal	0·11	1·20	— 1·10	33·06	45·40	— 27
	Central Bengal	0·03	1·15	— 1·12	33·31	46·20	— 28
	North Bengal	0·41	0·99	— 0·58	80·78	84·88	— 5
	Orissa	0·59	1·47	— 0·88	53·71	45·44	+ 18
	Chota Nagpur	0·03	0·97	— 0·94	39·21	45·03	— 13
	Bihar (South)	0·01	1·00	— 0·99	30·64	38·08	— 20
	Do. (North)	0	1·29	— 1·29	45·96	44·52	+ 3
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·76	— 0·76	32·03	35·40	— 10
	Do. (Submontane) (*a*)	0	1·27	— 1·27	39·49	38·47	+ 3
	Oudh (South)	0	0·48	— 0·48	32·61	33·29	— 2
	Do. (North)	0	0·59	— 0·59	36·34	35·99	+ 1
	North-Western Provinces (Central).	0	0·29	— 0·29	28·82	31·08	— 7
	North-Western Provinces (West).	0	0·22	— 0·22	23·96	25·71	— 7
	North-Western Provinces (Submontane). (*b*)	0	0·34	— 0·34	37·80	38·96	— 3
Punjab	Punjab (South)	0	0·05	— 0·05	8·91	11·25	— 21
	Do. (Central)	0	0·13	— 0·13	13·79	18·86	— 27
	Do. (Submontane)	0	0·13	— 0·13	18·19	23·50	— 23
	Do. (Hill Districts)	0	0·19	— 0·19	61·06	56·64	+ 8
	Do. (North-West)	0	0·14	— 0·14	12·61	15·10	— 16
	Do. (West)	0	0·01	— 0·01	4·98	5·61	— 11
Bombay and Malabar Coast Districts (Madras).	Malabar	1·79	3·08	— 1·29	87·07	97·09	— 10
	Madras (South-Central)	2·96	1·97	+ 0·99	27·28	24·33	+ 12
	Coorg	0·39	1·89	— 1·50	86·17	109·54	— 21
	Mysore	1·97	1·67	+ 0·30	22·29	24·97	— 11
	Konkan	0·45	1·37	— 0·92	98·31	112·94	— 13
	Bombay Deccan	0·80	0·79	+ 0·01	30·48	25·07	+ 22
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0·63	— 0·63	23·88	22·78	+ 5
Central Provinces and Berar.	Berar	0	0·57	— 0·57	23·99	32·22	— 26
	Central Provinces (West)	0	0·39	— 0·39	33·25	38·10	— 13
	Ditto (Central)	0	0·41	— 0·41	41·72	48·42	— 14
	Ditto (East)	0	0·54	— 0·54	49·24	45·28	+ 9
Bombay (North)	Gujarat	0	0·25	— 0·25	29·43	42·95	— 31
	Kathiawar	0	0·10	— 0·10	13·64	19·71	— 31
	Sind	0	0	0	3·61	4·29	— 16
Rajputana and Central India.	Central India (East)	0	0·18	— 0·18	29·42	34·19	— 14
	Rajputana (East), Central India (West).	0	0·10	— 0·10	16·17	25·34	— 36
	Rajputana (West)	0	0·03	— 0·03	12·91	12·84	0
Madras	East Coast (North)	0·57	1·86	— 1·29	33·99	27·70	+ 23
	Ditto (ditto) (*a*)	0·25	1·08	— 0·83	47·52	49·23	— 4
	Hyderabad (South)	0·26	0·86	— 0·60	26·16	20·88	+ 25
	Madras (Central)	1·71	1·45	+ 0·26	18·28	18·36	0
	East Coast (Central)	0·47	1·63	— 1·16	22·79	18·03	+ 26
	Ditto (South)	1·53	1·53	0	21·18	17·96	+ 18
	Madras (South)	2·88	1·24	+ 1·64	9·01	8·28	+ 9

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

Simla, *17th October 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 12th October.*—Rainfall good in Anantapur, Salem, the Nilgiris, and the Southern districts; fair rain elsewhere. Agricultural operations are in active progress. The standing crops are generally fair, and the crops previously reported as withering have greatly improved, though more rain is still wanted in parts of Salem and Tinnevelly. The harvest is progressing with moderate yield. Pasture and fodder are sufficient. Cattle are in good condition. Prices are generally falling or stationary, but have slightly risen in Ganjam.

Bombay.—*For week ending 16th October.*—Rainfall moderate throughout the Karnatak, slight in parts of the Konkan, Poona, and Sholapur; no rain elsewhere. More rain is wanted in parts of Thana, Kolaba, Poona, and Satara, and throughout Gujarat, where the standing crops are suffering in parts. *Jowar* (*Sorghum vulgare*) has been damaged by insects in one taluka of Broach. Harvesting of the early crops is progressing in sixteen, and sowing of late crops in four, districts. Cotton-picking has commenced in two districts. Fodder is scarce in Shikarpur and Hyderabad. Agricultural stock in good condition. Prices are normal, except in parts of Sholapur.

Bengal.—*For week ending 14th October.*—There was no rain during the week, except a slight shower in the 24-Parganas. The general prospects of the winter rice crop continue good, but in some districts it is now in need of more rain. Considerable portions of the rice land in the Burdwan and Presidency divisions remain uncultivated owing to deficient rainfall. The preparation of lands for the spring crops is generally going on, and the early sowings have begun. The price of common rice is generally steady, but in Cuttack it has fallen owing to the appearance of the new crop in the market.

North-Western Provinces and Oudh.—*For week ending 16th October.*—The weather is clear. Rain is much needed. The crops are suffering for want of rain in a few districts. The autumn crops are being harvested, and the outturn is expected to be good. Spring sowings continue. Sugarcane is in good condition, but the *urd* (*Phaseolus radiatus*) crop is slightly damaged by insects in one tahsil of Moradabad. Prospects are generally favourable. Markets are well supplied, and fodder is ample, except in Cawnpore tahsil, where it is reported to be getting scarce. Prices are rising in a few districts; elsewhere prices are fluctuating.

Punjab.—*For week ending 16th October.*—In Jullundur a few drops of rain fell and the weather is cloudy. Harvesting of the autumn crops and the ploughing for and sowing of the spring crops have commenced, but rain is urgently wanted. Cotton is being picked. The condition of the standing crops is generally reported good to fair, but the crops are drying for want of rain in Hissar and Shahpur. The *bajra* (*Penicillaria spicata*) crop has been damaged considerably by grasshoppers in parts of Dera Ismail Khan. Cattle are generally said to be in good condition, and fodder is sufficient in all districts, except Hissar, Delhi, Jullundur, and Lahore. Prices continue high in Delhi, and are rising in Hissar, Umballa, Jullundur, and Peshawar. In Ferozepore prices are normal; elsewhere they are low, but in Sialkote wheat is selling from 17 to 20 seers per rupee.

Central Provinces.—*For week ending 16th October.*—Weather clear and warm during the day, but the nights and mornings are cool. The rice crop has suffered considerably in Seoni and Bilaspur for want of rain, and to some extent in Damoh, Raipur, and Sambalpur. The outturn in Sambalpur is estimated at ten annas. Prospects otherwise are favourable. The winter sowings are progressing. Prices are above normal in Seoni and Saugor.

Burma.—*For week ending 12th October.*—In Lower Burma agricultural operations have been completed everywhere, except in Tharrawaddy, Prome, and Bassein, where transplanting for the main paddy crop still continues. In Thaton reaping of early paddy is in progress. The rainfall so far has been favourable, and crop prospects are very good. In Upper Burma transplanting for wet-weather paddy continues in eight districts, and has been finished in others. Reaping of early paddy is progressing in three districts. Some damage has been done by floods in Bhamo, Myitkyina, Upper Chindwin, and Minbu, but the crop prospects on the whole are fair. Slight rain has fallen in most districts, but more is still wanted. Sowing for *jowar* (*Sorghum vulgare*), maize, and peas is in progress, also of wheat in the Southern Shan States. The price of paddy has fallen slightly in Thaton, and risen considerably in Magwe; elsewhere prices are stationary.

Assam.—*For week ending 16th October.*—Weather seasonable. The prospects of the crops are good. Tea is doing well. The condition of cattle is fair. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 16th October.*—MYSORE: Rainfall good throughout the State. The standing crops are in good condition. Sugarcane and *ragi* (*Eleusine coracana*) have been harvested in parts of the Kolar, Shimoga, and Tumkur districts. Prices have fallen slightly in the Kolar and Kadur districts.

COORG: Rainfall moderate. Reaping of *ragi* (*Eleusine coracana*) and picking of cardamoms continue. The rice and coffee crops are in good condition. Water and fodder for cattle are sufficient. Prices are normal.

Berar and Hyderabad.—*For week ending 16th October.*—BERAR: Weather cool and clear. The standing crops are in fair condition. Sowings are well advanced and weeding operations continue. Fodder and water are sufficient, except in parts of the Akola district. Prices are stationary.

HYDERABAD: Rainfall moderate. The autumn crops are being harvested in many talukas. Sowing of the spring crops is progressing. Prices are fluctuating.

Central India.—*For week ending 16th October.*—No rain during the week. Rain is still wanted in Goona, Bundelkhand, Bhopawar, and Nimar. Agricultural operations are in progress everywhere. The crops have been slightly damaged in Gwalior, Bundelkhand, and Bhopawar for want of rain. Cattle are in good condition, except in parts of the Bhopal Agency. Pasturage is good and sufficient in all Agencies, except in some districts of Gwalior. Prices of food-grains are high in Bundelkhand and Goona, and rising in some districts of Gwalior; elsewhere prices are normal.

Rajputana.—*For week ending 16th October.*—Rain is much wanted in Shahpura, Merwara district, Jeypore, and Ulwar, where the unirrigated crops are withering for want of it. Prospects are generally fair, except in Jeypore and Bhurtpore. Agricultural stock are generally good, but are suffering in Ulwar for want of fodder. Pasturage and fodder are generally sufficient, except in parts of Meywar, Shahpura, Ulwar, and Jaisalmere. Fodder is failing in Dholepore and Bhurtpore. Prices are rising in eight States, fluctuating in two others, and falling in one, but are steady elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 15th October.*—Rainfall moderate. Reaping of Indian-corn is almost completed. Sowings of wheat and barley are in progress. Prices continue normal.

JAMMU PROVINCE.—*For week ending 16th October.*—The crops have been reaped. Fodder is sufficient. Prices are normal.

Nepal.—*For week ending 12th October.*—The weather is fine. Reaping of low-land rice has commenced.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

No. 4948-S.R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.
CUSTOMS.

Simla, the 17th October, 1895.

Read—

Customs Circular No. XXI.

Letter from the Finance and Commerce Department, No. 4373-S.R., dated the 11th September 1895.

Ordered, that the Circular be published for general information in the Supplement to the *Gazette of India*.

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

Customs Circular No. XXI.

From—The Government of India, Finance and Commerce Department, No. 4373-S. R., dated 11th September 1895,

To—The Secretary to the Government of Bombay, Revenue Department.

I am directed to acknowledge the receipt of your letter No. 646, dated the 24th August 1895, on the subject of the liability to import duty of dredgers and component parts thereof.

2. I am to say that the Government of India are of opinion that a dredger may be held to be a piece of machinery, for although it is constructed on a floating bottom, it is not built or used for the purposes of navigation, and is not therefore exempt under No. 96 of the schedule.

Dredger buckets are in any case component parts of machinery, being indispensable for the working of the dredging machine and unsuitable for any other purpose.

3. The Government of India consider that although "dredging" is not specified as one of the purposes for which exemption from duty is allowed in No. 14 of the Tariff Schedule, the principles which govern the exemptions in that number are applicable thereto, and the buckets imported by the Karachi Port Trust may therefore be passed free.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 6TH OCTOBER 1894, AND FROM 1ST JULY TO 5TH OCTOBER 1895.

N.B.—As regards the figures in column *Total Earnings from 1st July 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 2nd-half of 1894.	Week ending 6th October 1894.			Week ending 5th October 1895.			Earnings from 1st July to 6th October 1894.	Earnings from 1st July to 5th October 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Standard gauge—											
East Indian	556	1,687	9,07,998	592	1,722	8,51,642	495	1,20,53,416	1,18,77,731	...	1,75,685
Bengal-Nágpur	109	862	88,621	103	862	74,503	86	10,41,282	10,20,002	...	21,280
Indian Midland (*a*)	132	752	1,18,333	157	825	89,633	109	12,08,895	9,85,440	...	2,23,455
Bezwada Extension	198	21	4,398	209	21	3,697	176	51,373	36,648	...	14,725
Metre gauge—											
Rajputana-Malwa (*b*)	236	1,719	4,03,998	235	1,789	3,45,330	193	48,94,461	44,97,465	...	3,96,996
Pálanpur-Deesa	37	17	680	40	17	1,300	76	7,376	9,461	2,085	...
South Indian	154	1,042	1,63,913	157	1,042	1,81,034	174	21,99,343	23,76,145	1,76,802	...
Máyavaram-Mutupet	82	54	3,799	70	54	4,000	74	54,672	64,438	9,766	...
Southern Mahratta (*c*)	90	1,165	95,187	82	1,165	1,16,097	100	14,16,988	14,70,762	53,774	...
Bengal and North-Western (*d*)	121	756	74,586	99	756	71,280	94	11,59,143	10,60,660	...	98,483
Rohilkund and Kumaon (Lucknow-Bareilly section)	87	200	11,221	56	200	9,908	50	1,97,281	1,34,335	...	62,946
Assam-Bengal	...	...	...	...	128	8,771	69	...	87,111	87,111	...
TOTAL	232	8,275	19,62,734	237	8,581	17,57,195	205	2,42,84,230	2,36,20,198	...	6,64,032
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	242	2,511	5,46,549	218	2,548	5,59,089	219	75,27,326	81,12,614	5,85,288	...
Oudh and Rohilkhand (state)	238	797	1,69,847	209	797	1,38,733	174	23,33,786	21,19,424	...	2,14,362
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	382	813	3,73,301	459	813	3,46,930	427	38,17,990	37,83,520	...	34,470
Bengal Central (*f*)	127	125	23,059	184	125	15,470	124	2,16,080	2,25,394	9,314	...
East Coast (state)	90	321	24,586	77	427	23,353	55	3,68,616	4,12,830	44,214	...
Metre gauge—											
Burma (state)	131	730	89,511	123	746	1,14,185	153	13,30,152	14,40,796	1,10,644	...
Special gauges—											
Jorhát (state provincial)	61	25	1,467	59	25	1,450	58	23,910	26,909	2,999	...
Cherra-Companyganj (state provincial)	59	8	484	61	8	497	62	6,018	5,499	...	519
TOTAL	235	5,330	12,25,804	230	5,489	11,99,707	219	1,56,23,878	1,61,26,986	5,03,108	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	341	1,490	4,97,017	334	1,490	4,39,779	295	56,65,204	50,61,524	...	6,03,680
Bombay, Baroda and Central India	530	491	2,26,553	491	461	2,58,000	560	26,90,437	29,35,007	2,35,570	...
Madras	236	840	1,96,740	234	840	2,04,257	243	27,54,505	28,73,030	1,19,005	...
TOTAL	340	2,791	9,20,310	330	2,791	9,02,036	323	1,11,10,201	1,08,70,101	...	2,49,045
TOTAL (GUARANTEED AND STATE) Assisted companies.	251	10,396	41,08,848	251	16,861	38,58,938	229	5,10,27,314	5,06,17,345	...	4,09,969
Standard gauge—											
Delhi-Umballa-Kalka	152	161	28,824	179	161	25,750	160	3,16,047	3,27,453	10,506	...
Tarkessur	222	22	5,849	266	22	5,330	242	66,813	67,584	771	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	116	67	8,450	126	66	8,704	132	91,579	97,955	6,376	...
Bengal Dooars	148	36	4,110	114	36	4,540	126	63,638	75,223	11,585	...
Dibru-Sadiya	130	78	12,044	154	78	12,284	157	1,56,251	1,52,974	...	3,277
Special gauge—											
Darjeeling-Himalayan	248	51	12,613	247	51	12,680	249	1,63,377	1,70,245	6,868	...
TOTAL	157	415	71,890	173	414	69,288	167	8,58,605	8,91,434	32,829	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	171	333	45,040	135	333	46,688	140	7,36,171	6,53,641	...	82,530
The Gaekwar's Petlád	89	13	1,080	83	13	1,210	93	14,540	15,185	645	...
Rájpura-Bhátinda	257	108	16,893	156	108	12,240	113	(*h*)3,08,396	2,72,536	...	35,860
Kolar Gold-fields	241	10	1,609	161	10	2,383	238	37,702	44,329	6,627	...
Metre gauge—											
Southern Mahratta (Mysore section) (*i*)	87	362	48,282	133	362	40,407	112	4,33,107	4,67,851	34,744	...
The Gaekwar's Mehsána	60	93	4,780	51	93	4,070	50	50,981	58,102	...	1,819
Kolhápur	71	29	2,228	77	29	2,215	76	28,204	27,195	...	1,099
Special gauges—											
The Gaekwar's Dabhoi	47	72	5,413	75	72	3,730	52	41,201	39,013	...	2,188
Cooch Behar	40	22	1,435	65	22	470	21	10,550	8,321	...	2,229
TOTAL	126	1,042	1,26,760	122	1,042	1,14,013	109	16,69,942	15,86,233	...	83,709
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	81	334	25,200	75	334	17,778	53	2,97,691	2,80,555	...	17,13
Jetalsar-Rájkot	61	46	3,193	69	46	2,150	47	35,518	38,727	3,209	...
Jodhpur-Bickaneer	48	364	16,826	46	364	16,500	45	2,55,470	2,10,517	...	44,953
Oodeypore-Chitor (*j*)	...	...	...	...	61	2,410	40	...	(*k*)17,846	17,846	...
Special gauge—											
Morvi	56	94	5,679	60	94	6,887	73	65,447	76,999	11,552	...
TOTAL	63	838	50,907	61	899	45,725	51	6,54,126	6,24,644	...	29,482
GRAND TOTAL	234	18,691	43,58,405	233	19,216	40,87,964	213	5,42,09,987	5,37,19,656	...	4,90,331

(*a*) Includes the Bhopal-Itársi and Bína Guna railways.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Includes the Guntakal-Mysore frontier section.
(*d*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*e*) Includes the Jammu and Kashmir, and the Hyderabad-Shadipalli railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Decrease due to certain adjustments.
(*i*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*j*) The line is being worked by the Bombay, Baroda and Central India Railway Company, as a temporary measure.
(*k*) Total earnings from 1st August to 5th October 1895.

F. B. HEBBERT,

SIMLA, *the 17th October 1895.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. XXV OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	Week ending 6th October 1894.			Week ending 5th October 1895.			Earnings from 1st April to 6th October 1894.	Earnings from 1st April to 5th October 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Standard gauge—											
East Indian	599	1,687	9,97,998	592	1,722	8,51,642	495	2,58,04,552	2,61,00,706	2,96,154	...
Bengal-Nágpur	152	862	88,621	103	862	74,503	86	29,21,713	30,09,974	88,261	...
Indian Midland (*a*)	144	752	1,18,333	157	825	89,633	109	28,27,502	22,37,974	...	5,89,528
Bezwada Extension	170	21	4,398	209	21	3,697	176	85,387	85,502	115	...
Metre gauge—											
Rajputana-Malwa (*b*)	279	1,719	4,03,998	235	1,789	3,45,330	193	1,24,19,506	1,18,13,369	...	6,06,137
Pálanpur-Deesa	44	17	680	40	17	1,300	76	18,192	21,185	2,993	...
South Indian	154	1,042	1,63,913	157	1,042	1,81,034	174	43,24,678	47,00,003	4,35,325	...
Máyavaram-Mutupet	75	54	3,799	70	54	4,000	74	(*c*) 1,03,223	1,34,318	31,095	...
Southern Mahratta (*d*)	105	1,165	95,187	82	1,165	1,16,097	100	33,52,474	34,65,159	1,12,685	...
Bengal and North-Western (*e*)	146	756	74,586	99	756	71,280	94	28,95,413	27,09,715	...	1,86,698
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	11,221	56	200	9,908	50	4,47,105	3,62,907	...	84,198
Assam-Bengal	...	...	...	...	128	8,771	69	...	(*f*) 87,111	87,111	...
TOTAL	259	8,275	19,62,734	237	8,581	17,57,195	205	5,51,99,745	5,47,86,923	...	4,12,822
State lines worked by the State.											
Standard gauge—											
North Western (state) (*g*)	252	2,511	5,46,549	218	2,548	5,59,089	219	1,58,57,956	1,87,49,610	28,91,654	...
Oudh and Rohilkhand (state)	270	797	1,66,847	209	797	1,38,733	174	52,89,826	50,15,068	...	2,74,758
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	339	813	3,73,301	459	813	3,46,930	427	65,70,460	65,83,600	13,140	...
Bengal Central (*h*)	130	125	23,059	184	125	15,470	124	4,24,234	4,33,569	9,335	...
East Coast (state)	99	321	24,586	77	427	23,353	55	7,82,843	9,73,618	1,90,775	...
Metre gauge—											
Burma (state)	164	730	89,511	123	746	1,14,185	153	28,96,329	31,66,374	2,70,045	...
Special gauges—											
Jorhát (state provincial)	55	25	1,467	59	25	1,450	58	40,543	48,247	7,704	...
Cherra-Companyganj (state provincial)	64	8	484	61	8	497	62	12,556	9,988	...	2,568
TOTAL	243	5,330	12,25,804	230	5,489	11,99,707	219	3,18,74,747	3,49,80,074	31,05,327	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	442	1,490	4,97,017	334	1,490	4,39,779	295	1,64,89,472	1,44,63,127	...	20,26,345
Bombay, Baroda and Central India	678	461	2,26,553	491	461	2,58,000	560	80,42,726	91,35,825	10,93,099	...
Madras	243	840	1,96,740	234	840	2,04,257	243	53,99,873	57,75,629	3,75,756	...
TOTAL	421	2,791	9,20,310	330	2,791	9,02,036	323	2,99,32,071	2,93,74,581	...	5,57,490
TOTAL (GUARANTEED AND STATE) Assisted companies.	281	16,396	41,08,848	251	16,861	38,58,938	229	11,70,06,563	11,91,41,578	21,35,015	...
Standard gauge—											
Delhi-Umballa-Kalka	165	161	28,824	179	161	25,750	160	6,93,712	7,32,776	39,064	...
Tarkessur	269	22	5,849	266	22	5,330	242	1,59,787	1,56,881	...	2,906
Metre gauge—											
Rohilkund and Kumaon (Company's section)	121	67	8,450	126	66	8,704	132	2,26,800	2,30,243	3,443	...
Bengal Dooars	161	36	4,110	114	36	4,540	126	1,00,615	1,31,462	30,847	...
Dibru-Sadiya	136	78	12,044	154	78	12,284	157	2,86,518	2,95,696	9,178	...
Special gauge—											
Darjeeling-Himalayan	249	51	12,613	247	51	12,680	249	3,38,438	3,88,838	50,400	...
TOTAL	164	415	71,890	173	414	69,288	167	18,05,870	19,35,896	1,30,026	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	187	333	45,040	135	333	46,688	140	16,13,372	14,82,807	...	1,30,565
The Gaekwar's Petlád	105	13	1,080	83	13	1,210	93	36,862	39,483	2,621	...
Rájpura-Bhátinda	271	108	16,893	156	108	12,240	113	(*j*) 6,32,753	5,71,569	...	61,184
Kolar Gold-fields	260	10	1,609	161	10	2,383	238	(*k*) 50,921	81,767	30,846	...
Metre gauge—											
Southern Mahratta (Mysore section) (*l*)	89	362	48,282	133	362	40,407	112	8,69,855	9,17,753	47,898	...
The Gaekwar's Mehsána	74	93	4,780	51	93	4,670	50	1,76,023	1,61,381	...	14,642
Kolhápur	81	29	2,228	77	29	2,215	76	67,492	62,965	...	4,527
Special gauges—											
The Gaekwar's Dabhoi	59	72	5,413	75	72	3,730	52	1,20,302	1,30,302	10,000	...
Cooch Behar	45	22	1,435	65	22	470	21	21,351	19,356	...	1,995
TOTAL	136	1,042	1,26,760	122	1,042	1,14,013	109	35,88,931	34,67,383	...	1,21,548
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	103	334	25,209	75	334	17,778	53	8,79,920	9,97,779	1,17,859	...
Jetalsar-Rájkot	68	46	3,193	69	46	2,150	47	78,755	92,046	13,291	...
Jodhpur-Bickaneer	58	364	16,826	46	364	16,500	45	6,10,735	5,06,185	...	1,04,550
Oodeypore-Chitor (*m*)	...	...	...	...	61	2,410	40	...	(*n*) 17,846	17,846	...
Special gauge—											
Morvi	65	94	5,679	60	94	6,887	73	1,63,188	1,99,689	36,501	...
TOTAL	78	838	50,907	61	899	45,725	51	17,32,598	18,13,545	80,947	...
GRAND TOTAL	261	18,691	43,58,405	233	19,216	40,87,964	213	12,41,33,962	12,63,58,402	22,24,440	...

(*a*) Includes the Bhopal-Itársi and Bína Guna railways.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 6th October 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Total earnings from 1st July to 5th October 1895.
(*g*) Includes the Jammu and Kashmir, and the Hyderabad-Shadipalli railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*j*) Decrease due to certain adjustments.
(*k*) Total earnings from 1st June to 6th October 1894.
(*l*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*m*) The line is being worked by the Bombay, Baroda and Central India Railway Company as a temporary measure.
(*n*) Total earnings from 1st August to 5th October 1895.

F. B. HEBBERT,

Under

SIMLA, *the 17th October 1895.*

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

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OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Total Gross and Net Indian Sea and Land Customs Revenue (excluding Salt Revenue).

[In thousands of Rupees.]

	In the six months, April to September, of									
IMPORTS (GROSS REVENUE).	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Arms, Ammunition, and Military Stores	1,01	1,06	1,07	98	1,26	1,51	1,51	1,47	1,45	1,56
Liquors:										
Spirit	19,17	21,07	23,14	23,87	26,50	24,71	26,87	24,83	25,55	28,25
Other liquors	2,72	3,11	3,01	3,04	2,97	3,31	3,02	3,11	2,66	3,15
Apparel, drapery, etc.	—	—	—	—	—	—	—	—	3,51	3,26
Chemical products and preparations	—	—	—	—	—	—	—	—	1,26	1,23
Cotton manufactures:										
Twist and yarn	—	—	—	—	—	—	—	—	—	6,79
Piece goods, grey	—	—	—	—	—	—	—	—	—	30,45
„ white	—	—	—	—	—	—	—	—	—	10,65
„ coloured	—	—	—	—	—	—	—	—	—	11,03
Other goods	—	—	—	—	—	—	—	—	—	1,27
Drugs, medicines, and narcotics	—	—	—	—	—	—	—	—	1,54	1,50
Dyeing and tanning materials	—	—	—	—	—	—	—	—	1,30	1,86
Glass and glassware	—	—	—	—	—	—	—	—	1,53	1,70
Hardware and cutlery	—	—	—	—	—	—	—	—	3,55	3,32
Metals:										
Copper	—	—	—	—	—	—	—	—	1,79	3,47
Iron and steel	—	—	—	—	—	—	—	—	1,13	1,96
Silver	—	—	—	—	—	—	—	—	19,60	15,57
Tin	—	—	—	—	—	—	—	—	70	66
Other metals	—	—	—	—	—	—	—	—	2,07	1,31
Oils: Petroleum	—	—	5,80	7,71	7,16	8,60	8,56	8,47	7,03	23,27
Paints and colours	—	—	—	—	—	—	—	—	78	81
Paper	—	—	—	—	—	—	—	—	97	1,23
Provisions	—	—	—	—	—	—	—	—	2,32	3,66
Silk, raw and manufactured	—	—	—	—	—	—	—	—	6,04	7,09
Spices	—	—	—	—	—	—	—	—	1,96	1,34
Stationery	—	—	—	—	—	—	—	—	66	66
Sugar	—	—	—	—	—	—	—	—	4,58	8,21
Tea	—	—	—	—	—	—	—	—	1,40	78
Umbrellas	—	—	—	—	—	—	—	—	96	87
Wood and timber	—	—	—	—	—	—	—	—	55	75
Woollen goods	—	—	—	—	—	—	—	—	3,82	3,23
Imports by post	1	1	...	1	...	1	1	1	61	68
All other articles	2	1	2	1	2	1	1	9	9,49	10,78
TOTAL	22,93	25,26	33,04	35,62	37,91	38,15	39,98	37,98	1,08,76	1,92,35
EXPORTS (GROSS REVENUE).										
Rice and rice-flour	27,71	30,87	25,46	32,48	42,58	39,79	29,47	33,33	40,68	40,73
TOTAL GROSS REVENUE	50,64	56,13	58,50	68,10	80,49	77,94	69,45	71,31	1,49,44	2,33,08
TOTAL NET REVENUE	49,45	54,49	56,83	66,19	78,34	75,33	67,57	69,08	1,46,02	2,27,79
Provincial distribution of Net Customs Revenue.										
Bengal — Import	6,59	5,79	10,05	11,56	12,28	13,03	13,85	12,81	27,56	74,69
Bengal — Export	4,96	6,67	7,91	6,06	8,34	8,30	6,60	6,73	6,89	8,90
Bombay — Import	6,12	7,13	8,79	8,73	10,35	10,39	11,20	11,17	53,95	68,74
Bombay — Export	52	74	59	94	78	52	83	82	1,68	1,23
Sindh — Import	2,26	2,48	3,20	3,18	2,50	3,02	3,19	3,22	5,81	10,54
Sindh — Export	45	34	19	24	38	31	33	25	29	30
Madras — Import	3,06	4,53	5,26	5,36	6,03	5,38	5,27	5,25	10,90	18,59
Madras — Export	2,64	2,46	2,65	3,42	2,32	2,14	1,98	2,69	3,86	2,58
Burma — Import	4,46	4,57	4,97	5,65	4,74	5,10	5,38	4,31	8,05	15,41
Burma — Export	18,39	19,78	13,22	21,05	29,62	27,14	18,94	21,83	27,03	26,81

Finance and Commerce Department
Calcutta, the 1st October 1895.

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, 19th October 1895.

During the week under review very quiet conditions have prevailed over the greater part of the Indian area. Barometer readings have been highest along and near the Himalayas, relatively high over the central parts of the country and the head of the Peninsula, and low over the Western Desert, over the Arabian Sea, and over the Bay. The low pressure areas over North-Western India and over the Bay have apparently been of relatively little importance, but within the low pressure area over the Arabian Sea cyclonic conditions apparently developed during the week, and these conditions affected the weather on the West Coast. Hence, while at the commencement of the week, when normal conditions prevailed, light or moderate rainfall was general along the East Coast and over the south of the Peninsula, by the middle of the week these conditions were changing, and the disturbed conditions over the Arabian Sea determined rainfall to the west and south of the Peninsula. The mean temperature was about normal over a large part of the country during the week, but there was a fairly steady excess over Bombay, due in part to the southerly winds and cloudy skies which resulted from the cyclonic winds over the Arabian Sea.

Daily Summary.—*Sunday, 13th October 1895.*—Pressure had changed by very small amounts, but had, on the whole, risen. Readings were highest along the foot of the Himalayas, lowest off the Malabar Coast, relatively low over the Bay of Bengal and the Arabian Sea. The wind directions were normal, but the weather was finer than usual, and rainfall was confined to the east and south of the Peninsula, where light or moderate showers had fallen.

Monday.—The barometer had fallen almost everywhere, the change being greatest over Northern India. Readings were high over Bengal and along the foot of the Eastern and Central Himalayas, and also over the central parts of the country, while, in addition to the low pressure areas over the Bay and Arabian Sea, a depression had appeared over North-Western India. The winds were little changed, and were fairly normal. General light to moderate rain had fallen over Southern India. The mean temperature was excessive, except in South Madras, Bengal, and across the head of the Peninsula.

Tuesday.—Pressure had again fallen everywhere—most in the north. The depression over North-Western India was better defined than on the 14th, but in other respects the distribution was little changed. The winds were cyclonic in the north-west, variable on the West Coast, and about normal elsewhere. The mean temperature remained above the normal, except in Bengal, the Central Provinces, and the south of Madras. General and rather heavier rain had occurred over the south of the Peninsula, and some snow and rain on the North-Western Himalayas.

Wednesday.—The barometer had risen briskly in the extreme north-west, and had fallen slightly on the West Coast. Elsewhere the changes were small. The depression in the north-west had moved very slightly eastward, and a depression was apparently developing over the Arabian Sea. Otherwise conditions were unchanged. The winds were irregularly cyclonic off the West Coast and over North-Western India, and were about normal in other parts of the country. Rain continued over the south of the Peninsula, and the fall was extending along the West Coast. At a few stations in the Peninsula the fall was heavy. The mean temperature was low over the Punjab, Bengal and Assam, and the South Carnatic, and above the normal elsewhere.

Thursday.—Pressure had increased briskly over the Southern Punjab, but had hardly changed in other parts of the country. The depression over North-Western India had continued to move eastward, and had entered the Gangetic

plain. Readings were highest in the North Punjab, and lowest off the Malabar Coast. The winds were cyclonic over the Gangetic plain and along the West Coast, but were about normal in direction in other places. The mean temperature was low over North-Western India, North-Eastern India, and the Carnatic, and high for the season elsewhere. Rain continued to fall over the Peninsula, but the fall was light in the east and was becoming much heavier in the west.

Friday.—The barometer had fallen slightly in the north-west and north-east, and risen in other parts of India. The changes were, however, small, and the general distribution was unchanged. The winds were northerly over the Bay area, easterly over Central and Western India, and variable elsewhere. The mean temperature remained low in the north-east and north-west of India and the South Carnatic, and above the normal elsewhere. Rain was falling over the Peninsula and Lower Burma, the fall being heaviest and most general over the west of the Peninsula.

Saturday.—The barometer had changed very little, but the low pressure area over the Arabian Sea seemed to be moving northward towards the Kathiawar Coast. The winds were northerly over the Bay area, easterly to southerly over the Peninsula, and variable with calms over Northern India. Scattered showers of rain had occurred over a large part of the country. The mean temperature remained low in the north-west and north-east and excessive in other places.

Temperature.—The temperature changes and variations from the normal during the week under review have agreed closely with the occurrence of rainfall. Thus the chief deficiency in temperature has been over the South Carnatic, where rain occurred daily, and on some occasions fell heavily. The next most important area of diminished temperature was in Northern India. A fall of snow on the inner ranges and of rain on the outer ranges occurred on Tuesday, and on Wednesday a considerable deficiency of temperature was reported from the Punjab. This fall of temperature advanced eastward, and by the close of the week deficient temperatures were reported all along the line of the Himalayas. Over Bombay temperature was steadily excessive throughout the week, and over the central parts of the country the variations were irregular from day to day.

The following table gives the variations of the mean temperature from the normal in the different provinces of India for each day of the week:

Province.	October 1895.							Mean variation of week.
	13th	14th	15th	16th	17th	18th	19th	
	°	°	°	°	°	°	°	°
Burma	+1·2	+1·1	+1·6	+0·9	+0·9	−0·5	+0·1	+0·8
Bengal and Assam	−0·8	−0·7	−0·7	−0·7	−0·8	−0·7	−0·6	−0·7
North-Western Provinces and Oudh	−1·1	−0·8	+0·3	+1·9	+0·3	+0·2	−1·4	−0·1
Punjab	+1·7	+2·3	+3·3	−0·4	−0·7	−1·2	−0·4	+0·7
Bombay	+0·4	+1·7	+2·4	+2·0	+2·5	+2·2	+1·3	+1·8
Central Provinces and Berar	−1·9	−0·4	−0·3	+0·6	+1·1	+0·8	+0·8	+0·1
Central India and Gujarat	−0·7	−0·4	+0·2	+1·2	+1·5	+2·2	+1·8	+0·8
Sind and Rajputana	+1·6	+1·6	+1·9	+1·8	−0·9	+0·4	+0·6	+1·0
Madras	+0·1	−0·7	−0·6	0	+0·1	+0·2	+0·5	−0·1
Mean for whole of India	+0·1	+0·4	+0·9	+0·8	+0·4	+0·4	+0·3	+0·5

The mean temperature of the whole country for the whole week was $\frac{1}{5}$° above the normal, and the variations for the whole country from day to day were small and unimportant. The provincial variations exhibited a slight excess of heat in Bombay, Sind, and Rajputana, but in all the remaining provinces the heat was about normal.

Rainfall.—The rainfall during the week under review has been slightly more general, and in places heavier than was the case last week. The rainfall of India has occurred under three different conditions. In the first place, the weather has been slightly showery throughout Northern and Central India. The most important of these showers occurred over the Himalayas and their neighbourhood on Tuesday and Wednesday, when a considerable amount of snow fell on the higher ranges, and moderate showers of rain on the outer ranges. The unsettled conditions which produced these showers apparently travelled eastward along the line of the Himalayas, as snow occurred in Kashmir, etc., on the 15th and 16th, and at Gnatong on the 18th and 19th. In the second place, rain was received over the east and south of the Peninsula from the north-easterly winds forming part of the retreating south-west monsoon. This rainfall was heaviest and most general during the first few days of the week, and fell off both in amount and extent from the 17th to the close of the week. In the third place, rain was occasioned over the south and west of the Peninsula by the unsettled cyclonic weather which prevailed over the Arabian Sea. These unsettled conditions first assumed prominence on the 16th, when rain was falling in Malabar. The unsettled weather appeared to move northward up the coast, as on Saturday rain had ceased in Malabar, while it was falling at Goa and Ratnagiri. These three causes led to rain being recorded during the week in thirty of the rainfall divisions. Of these, however, no less than ten received during the week an average fall each of less than one-tenth of an inch, so that the number of divisions which received effective rainfall was only twenty. These twenty divisions included the whole of Burma, except Arakan, Assam (Surma), Deltaic and North Bengal, Chota Nagpur, the hill districts of the Punjab, Malabar, Coorg, Mysore, the Konkan, the Bombay Deccan, Gujarat, the East Coast (North, Central and South), and Madras (South-Central and South). In all other parts of India there had been either no rain whatever or only unimportant showers.

The actual average rainfall was generally less than the normal average, except in one part of the country, *viz.*, the south of the Peninsula. This region, it will have been noticed, received rainfall during the week both from the disturbed conditions over the Arabian Sea, and from the north-easterly winds of the retreating south-west monsoon. It was hence more favourably situated for rain than other districts, and the total rainfall was considerably in excess in the East Coast (South) and Madras (South), and slightly in excess in Malabar, Madras (South-Central), and Coorg. The rainfall of the hill districts of the Punjab was also in trifling excess, due to the heavy showers noticed above. In all other parts of India and Burma the rainfall was in defect. This deficiency equalled or exceeded 1 inch in the case of the following divisions:—Tenasserim, Lower Burma, Arakan, East Bengal, Assam (Surma), Central Bengal, Orissa, the East Coast (North and North (*a*)), Madras (Central), and the East Coast (Central).

The returns of the sudder stations show that throughout Northern and Central India the rainfall occurred as scattered showers at irregular intervals, while over the Peninsula the rainfall in the east occurred in the earlier and in the west in the later part of the week.

As the present is the first week of new rainfall period, the information in the three last columns of the table is the same as that given in the first three.

The heaviest total falls reported during the week are—Kyangin (Henzada) 3·97 inches, Perintalmanna (Calicut) 8·30 inches, Coonoor (Nilgiris) 9·16 inches, Satara 4·75 inches, Cuddalore 8·58 inches, Kulasekarapatnam (Tinnevelly) 7·60 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending October 19th, 1895.			Rainfall data from October 13th to October 19th, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, October 13th to October 19th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	0·90	2·20	— 1·30	0·90	2·20	— 59
	Lower Burma	0·68	1·68	— 1·00	0·68	1·68	— 59
	Central Burma	0·93	1·01	— 0·08	0·93	1·01	— 8
	Upper Burma	0·12	?	?	0·12	?	?
	Arakan	0	1·16	— 1·16	0	1·16	— 100
Bengal and Assam	East Bengal	0	1·23	— 1·23	0	1·23	— 100
	Assam (Surma)	0·11	1·25	— 1·14	0·11	1·25	— 90
	Do. (Brahmaputra)	0·02	0·85	— 0·83	0·02	0·85	— 98
	Deltaic Bengal	0·29	1·14	— 0·85	0·29	1·14	— 75
	Central Bengal	0·04	1·15	— 1·11	0·04	1·15	— 97
	North Bengal	0·17	1·08	— 0·91	0·17	1·08	— 84
	Orissa	0	1·17	— 1·17	0	1·17	— 100
	Chota Nagpur	0·31	0·48	— 0·17	0·31	0·48	— 35
	Bihar (South)	0	0·43	— 0·43	0	0·43	— 100
	Do. (North)	0·01	0·42	— 0·41	0·01	0·42	— 98
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·23	— 0·23	0	0·23	— 100
	Do. (Submontane) (*a*)	0	0·37	— 0·37	0	0·37	— 100
	Oudh (South)	0·02	0·13	— 0·11	0·02	0·13	— 85
	Do. (North)	0·01	0·16	— 0·15	0·01	0·16	— 94
	North-Western Provinces (Central).	0	0·05	— 0·05	0	0·05	— 100
	North-Western Provinces (West).	0	0·03	— 0·03	0	0·03	— 100
	North-Western Provinces (Submontane). (*b*)	0·01	0·05	— 0·04	0·01	0·05	— 80
Punjab	Punjab (South)	0	0·06	— 0·06	0	0·06	— 100
	Do. (Central)	0	0·07	— 0·07	0	0·07	— 100
	Do. (Submontane)	0	0·07	— 0·07	0	0·07	— 100
	Do. (Hill Districts)	0·15	0·13	+ 0·02	0·15	0·13	+ 15
	Do. (North-West)	0·06	0·11	— 0·05	0·06	0·11	— 45
	Do. (West)	0	0·02	— 0·02	0	0·02	— 100
Bombay and Malabar Coast Districts (Madras).	Malabar	2·92	2·82	+ 0·10	2·92	2·82	+ 4
	Madras (South-Central)	2·07	1·93	+ 0·14	2·07	1·93	+ 7
	Coorg	2·21	1·89	+ 0·32	2·21	1·89	+ 17
	Mysore	0·61	1·24	— 0·63	0·61	1·24	— 51
	Konkan	0·80	1·13	— 0·33	0·80	1·13	— 30
	Bombay Deccan	0·82	1·09	— 0·27	0·82	1·09	— 25
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0·09	0·92	— 0·83	0·09	0·92	— 90
Central Provinces and Berar.	Berar	0	0·77	— 0·77	0	0·77	— 100
	Central Provinces (West)	0	0·40	— 0·40	0	0·40	— 100
	Ditto (Central)	0	0·28	— 0·28	0	0·28	— 100
	Ditto (East)	0	0·23	— 0·23	0	0·23	— 100
Bombay (North)	Gujarat	0·10	0·12	— 0·02	0·10	0·12	— 17
	Kathiawar	0	0·03	— 0·03	0	0·03	— 100
	Sind	0	0·03	— 0·03	0	0·03	— 100
Rajputana and Central India.	Central India (East)	0	0·24	— 0·24	0	0·24	— 100
	Rajputana (East), Central India (West).	0	0·12	— 0·12	0	0·12	— 100
	Rajputana (West)	0	0·04	— 0·04	0	0·04	— 100
Madras	East Coast (North)	0·28	1·84	— 1·56	0·28	1·84	— 85
	Ditto (ditto) (*a*)	0·05	1·38	— 1·33	0·05	1·38	— 96
	Hyderabad (South)	0	0·43	— 0·43	0	0·43	— 100
	Madras (Central)	0·08	1·48	— 1·40	0·08	1·48	— 95
	East Coast (Central)	0·85	2·48	— 1·63	0·85	2·48	— 66
	Ditto (South)	3·25	2·08	+ 1·17	3·25	2·08	+ 56
	Madras (South)	3·69	1·76	+ 1·93	3·69	1·76	+ 110

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

Simla, *24th October 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 19th October.*—Rainfall good in the South and in parts of the Carnatic, light in the Circars and Deccan, and fair elsewhere. Agricultural operations are in active progress. The standing crops are generally fair, but more rain is still required in parts of the Central districts and Nellore. The harvest is progressing with moderate outturn. Cattle are generally in good condition. Prices are falling or stationary, but have slightly risen in Bellary and Madura.

Bombay.—*For week ending 23rd October.*—Rainfall generally moderate in the Deccan and Konkan; slight in parts of the Carnatic, Gujarat, and Sind. More rain is wanted in parts of Gujarat and in one taluka of Thana. The standing crops are suffering for want of moisture in parts of Ahmedabad and Baroda territory. Harvesting of the early crops and sowing of the late crops are general. Cotton-picking continues in Khandesh. Fodder is sufficient. Agricultural stock in good condition. Prices are normal, except in one taluka of Sholapur.

Bengal.—*For week ending 21st October.*—There was little rain during the week; more rain is generally required. In the Burdwan and Presidency divisions the winter rice crop is suffering severely for want of rain, and in parts of Bihar, especially in the Gaya district, the rice crop in the highlands is said to be withering. In parts of Bihar rain is also needed for the spring sowings. Cattle are in good condition, except in parts of Rangpur. The price of common rice continues generally steady.

North-Western Provinces and Oudh.—*For week ending 23rd October.*—The weather is clear. Showers have fallen in Sitapur, Garhwal, and Bareilly; in the Sitapur district the falls were accompanied by hail, but no damage was done. Rain is greatly needed in places. Harvesting of the autumn crops continues, and sowings for the spring crops are in progress. Prospects are generally favourable. Supplies and fodder are ample. Prices are fairly steady, but are rising in several districts.

Punjab.—*For week ending 23rd October.*—Rain has fallen only in parts of Sialkot and Rawalpindi. Harvesting of the autumn crops is in progress. Ploughings for and sowings of the spring crops have commenced, but rain is urgently wanted. The standing crops are in good condition in Amritsar and Peshawar; average to poor elsewhere. They are withering for want of rain in Hissar and Shahpur. The millet crop has been damaged by grasshoppers in part of the Dera Ismail Khan district. Cattle are generally in good condition, but in Hissar they are short of fodder. Fodder is scarce in Hissar, Delhi, Jullundur, and Lahore, but is sufficient elsewhere. Prices are high in Delhi, Umballa, and Amritsar, and rising in Hissar, Jullundur, and Peshawar, but are normal in Ferozepore and Lahore, and continue low elsewhere, except the price of wheat in Shahpur.

Central Provinces.—*For week ending 23rd October.*—Weather generally cloudy and warm, but no rain has fallen. The want of rain has considerably injured the autumn crops, especially rice, in the northern districts and in the Chhattisgarh country. Prospects are favourable in the lower Nerbudda valley. Winter sowings continue, but in Damoh the early sown wheat and linseed have suffered for want of rain and are being resown. In the Satpura districts also the early sowings are withering owing to want of rain. Prices are stationary.

Burma.—*For week ending 19th October.*—In Lower Burma the prospects continue favourable in all districts. Slight damage has been caused by insects in parts of the Kyaukpyu district. In Upper Burma the crop prospects have not changed materially, but more rain is wanted in Shwebo, Lower Chindwin, Pakokku, Meiktila, Yamethin, and Myingyan. The standing crops in the Myingyan sub-division will probably fail unless rain falls soon. The price of paddy has risen slightly in Rangoon and Magwe, and fallen slightly in Shwebo and Thayetmyo.

Assam.—*For week ending 22nd October.*—The weather is seasonable. The prospects of the crops are generally good, but more rain is wanted in some districts for tea and late rice. The condition of cattle is fair. Fodder is scarce in Kamrup, Darrang, and parts of the Khasi and Jaintia hills. Water is sufficient.

Mysore and Coorg.—*For week ending 23rd October.*—MYSORE: Rainfall good in the Mysore, Kolar, Bangalore, and Tumkur districts, and fair elsewhere. The standing crops are in good condition. *Ragi* (*Eleusine coracana*) has been harvested in parts of Mysore and Shimoga. Prices have fallen in three districts and risen in two others.

COORG: Rainfall moderate. The rice crop is in good condition. Reaping of *ragi* (*Eleusine coracana*) and picking of cardamoms continue. The coffee crop is ripening in some parts. Water and fodder for cattle are sufficient. Prices are normal.

Berar and Hyderabad.—*For week ending 23rd October.*—BERAR: Weather cool and cloudy. The crop prospects are favourable, except in parts of Akola and Wun, where more rain is needed. Preparation of land for the winter crop is almost completed. Weeding operations are well advanced. Insufficiency of fodder and water prevails in the Khamgaon and Jalgaon talukas. Prices are steady.

HYDERABAD: Rainfall moderate. The crops on irrigated areas are thriving. Sowing of the winter crops is almost completed in most talukas. Agricultural prospects are good. Fodder and pasture are available for cattle. Prices are normal.

Central India.—*For week ending 23rd October.*—No rain during the week. More rain is still wanted in Bundelkhand, Bhopawar, and Goona. Agricultural operations are in progress everywhere. The crops have been damaged for want of rain in Gwalior, Bundelkhand, Baghelkhand, and Bhopawar; elsewhere the crops are in good condition. Agricultural stock in fairly good condition, except in a few districts of Gwalior. Pasturage is good and sufficient in

all districts, except in parts of Gwalior. Prices of food-grains are rising in Gwalior and Bundelkhand, and are high in Goona; elsewhere prices are normal.

Rajputana.—*For week ending 23rd October.*—Rainfall slight in two States. The crops have been partly injured in Merwara and Jeypore, and have withered in Karauli and Ulwar for want of rain. Prospects are fair, except in Bhurtpore and Tonk. Agricultural stock are generally in good condition, but are suffering in Ulwar for want of fodder. Pasturage and fodder are generally sufficient, but fodder is scarce in parts of Meywar, Shahpura, Ulwar, and Jaisalmere, and is failing in Dholepore and Bhurtpore. Prices are rising in ten States and fluctuating in two others; elsewhere prices are steady. One thousand two hundred persons emigrated to Sind from Jaisalmere.

Kashmir.—KASHMIR VALLEY.—*For week ending 22nd October.*—Rainfall moderate. The spring sowings are in progress. Water is ample for irrigation. Prices continue normal.

JAMMU PROVINCE.—*For week ending 23rd October.*—No rain. Harvesting is in progress. Cattle are in good condition. Prices are rising slightly.

Nepal.—*For week ending 19th October.*—The mornings are foggy, but the days are fine. Low-land rice is still being harvested.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Circular No. $\frac{18}{290-2}$ F.

Extract from the Proceedings of the Government of India in the Department of Revenue and Agriculture (Forests),—dated Simla, the 18th October, 1895.

Read the following despatch from Her Majesty's Secretary of State, forwarding copies of the Regulations for 1896 of the Forest Service Branch in Cooper's Hill College:

No. 98 (Revenue), dated London, the 5th September 1895.

From—The Right Honourable Lord George Hamilton, Her Majesty's Secretary of State for India,

To—The Right Honourable the Governor General of India in Council.

I forward herewith, for the information of Your Excellency's Government, ten copies of the Regulations for admission to the Forest Service Branch at Cooper's Hill College for the year 1896.

REGULATIONS FOR THE FOREST SERVICE BRANCH OF THE ROYAL INDIAN ENGINEERING COLLEGE, COOPER'S HILL, FOR 1896.

[*Post Town, Staines. Railway Station, Egham. Telegraph Station, Englefield Green.*]

STAFF OF THE COLLEGE.*

President, General Sir ALEXANDER TAYLOR, G.C.B., R.E.

Secretary, Lieutenant-Colonel W. J. BOYES.

Bursar, J. P. PASCO, Esq., R.N., Retired.

Chaplain, Rev. C. CROSLEGH, D.D.

Engineering Branch.

Assistant Professor of Engineering, A. H. HEATH, Esq., Assoc. Mem. Inst. C.E.

Professor of Surveying, Major-General E. H. COURTNEY, R.E.

Instructor in Geometrical Drawing, ARTHUR HICKS, Esq.

Lecturer in Accounts, J. C. HURST, Esq.

Instructor in Freehand Drawing, RUSSELL DOWSON, Esq.

Mathematical Branch.

Professor of Applied Mathematics, G. M. MINCHIN, Esq., M.A., F.R.S.

Professor of Pure Mathematics, A. LODGE, Esq., M.A., Fereday Fellow of St. John's College, Oxon.

Natural Science Branch.

Professor of Chemistry, HERBERT MCLEOD, Esq., F.R.S.

Professor of Physics, W. N. STOCKER, Esq., M.A., Fellow of Brasenose College, Oxon.

Lecturer in Geology and Mineralogy, Professor H. G. SEELEY, F.R.S.

Forestry Branch.

Principal Professor of Forestry, W. SCHLICH, C.I.E., Ph.D., late Inspector-General of Forests to the Government of India.

Assistant Professor of Forestry, W. R. FISHER, Esq., B.A., late Conservator of Forests, Northern India.

Professor of Botany, H. MARSHALL WARD, Esq., M.A., S.D., F.R.S., F.L.S., Fellow of Christ's College, Cambridge.

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

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

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

Instructor in German, T. H. DITTEL, Esq.

Lecturer on Forest Law, B. H. BADEN POWELL, Esq., C.I.E., late of the Indian Civil Service.

Director of Practical Study in Forestry on the Continent, SIR DIETRICH BRANDIS, K.C.I.E., Ph. D., F.R.S., late Inspector-General of Forests to the Government of India.*

[*The arrangements hereinafter described are subject to revision under the orders of the Secretary of State for India.*]

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

India Forest Department Appointments.

2. The Examination, which is conducted by the Civil Service Commissioners, usually takes place towards the end of June; and candidates may undergo the written part of their examination in London, Edinburgh, or Dublin, or at any of the provincial centres at which the simultaneous examination of candidates for admission to the Royal Military College, Sandhurst, is to be held. A list of the probable centres may be obtained from the Civil Service Commissioners at any time after March 1896. The oral and practical parts of the examination will be held in London only.

A fee of £2 is required from candidates examined in London, but when the written examination is conducted elsewhere than in London the fee is £3. Candidates examined at a college or school will probably be required to pay a local fee in addition to the fee of £3 (in order to defray the expenses of superintendence), as to which they should obtain early information from the college or school authorities. The fee payable to the Civil Service Commissioners must be paid by means of stamps of the specified amount. Instructions on **this point will be issued to candidates about 10 days before the examination.**

3. The number of candidates to be selected annually varies according to the requirements of the Forest Service in India; the figures as regards each particular year will be advertised from time to time. *In* 1896 *there will be six appointments offered for competition. It is possible that after* 1896 *recruits for the Indian Forest Service will be selected from Cooper's Hill College students at the end of their first year's course of study.*

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

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

(*b*) An applicant must send† to the Revenue Department of the India Office, on or before the 15th day of May of the year in which he proposes to compete:

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

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

(*c*) Applicants will have to appear before a Medical Board‡ at the India Office, particular stress being laid upon good vision and hearing. A physical

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

† There is no form of application; the documents specified in para. 4 (*b*), clauses (1) and (2), should be enclosed in a covering letter addressed to the Secretary, Revenue Department, India Office, London.

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

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

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

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

test will also be imposed, so as to ensure the selection of persons of active habits and powers of endurance.

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

CLASS I.—OBLIGATORY SUBJECTS.†

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

CLASS II.—OPTIONAL SUBJECTS.

4. Mathematics (higher), including Analytical Geometry, Conic Sections, Statics, and Dynamics	2,000	A candidate may take any two, but not more than two, of the optional subjects. Under "Optional Subjects" Nos. 9, 10, 11, and 12, the examination will be partly practical.
5. French (400 for colloquial)	2,000	
6. Latin	2,000	
7. Greek	2,000	
8. English History. There will be set: one general paper; one paper limited to a fixed period, which will be from the year 1702 to the year 1788 for the examination of 1896	2,000	
9. Botany, *viz.*, the elementary parts of vegetable morphology, histology, and physiology, and the principles of a natural system of classification as illustrated by the more important British natural orders. Candidates will be required to describe plants in technical language. Questions will not be set on vegetable palæontology or on the geographical distribution of plants	2,000	
10. Chemistry, *viz.*, the elements of Inorganic Chemistry	2,000	
11. Physics. Elementary properties of Electricity, Magnetism, Heat, Light, and Sound	2,000	
12. Physical Geography and Geology, chiefly economic; including the recognition of the more familiar minerals and rocks, and their properties and uses ...	2,000	

CLASS III.—ADDITIONAL SUBJECTS.

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

(*e*) The Secretary of State will nominate as probationers such competitors as attain the highest aggregate of marks (provided they obtain the minimum in the obligatory subjects and satisfy the requisite conditions in other respects). These probationers will then enter the College, where they will be further trained for the Forest Service of India.

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

5. The course of study for candidates for the India Forest Service extends over about three years, divided into seven terms, and a period of study in foreign forests. During seven terms the candidates will prosecute their studies mainly at the College, and during the period of foreign study, which may last for five or six months, they will visit, under suitable supervision, such Continental forests as may be selected for the purpose. Excursions may also be made for purposes of instruction, both during term time and during part of the vacations.

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

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

6. Each annual session begins in September and is divided into three terms, with vacations of about four weeks at Christmas, two weeks at Easter, and eight weeks in the summer, except at the end of the visit to the Continent when the vacation will be shorter.

7. A charge of £61 is made for each of the seven terms spent at the College; for the period of foreign study the charge is £150 for each student; the amount must be paid terminally in advance to the Bank of England for the first seven terms, and the amount due for the period of foreign study must be paid before the period begins. Receivable orders, with full directions as to the mode of payment, will be forwarded from the India Office to the parents or guardians, shortly before the fees fall due. A student will not be allowed to come into residence or to start for his foreign study of forests until his fee has been paid.

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

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

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

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

I.—*Auxiliary Subjects.*

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

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

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

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

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

14. Candidates who have obtained this diploma and are found to be of sound constitution and free from physical defects which would render them unsuitable for employment in the Forest Department (the final decision on which points will rest with the Secretary of State for India), will be appointed Assistant Conservators in the Forest Department of India in the order of their standing at the end of the final examination. They will be allowed, before leaving the College, to state their preference in respect to the Provinces to which they desire to be allotted; but the distribution will be made to the several Provinces according to the needs of the public service, at the discretion of the Secretary of State for India after consulting the President of the College and the Principal Professor of Forestry. The distribution will be made on the understanding that officers are at all times liable to be transferred from one Province to another at the pleasure of the Government of India.

* For details see Royal Indian Engineering College Calendar.

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

16. The pay of an Assistant Conservator of Forests will begin from the date of reporting arrival in India. Probationers who acquit themselves creditably during their course at Cooper's Hill College will begin on a salary of Rs. 350 a month. It will, however, rest with the President of the College, in consultation with the Principal Professor of Forestry, to decide whether any of the probationers, though they have obtained the College diploma in Forestry, have failed to deserve that rate of initial salary. Such probationers, if any, will begin on a salary of Rs. 250 a month; and this difference of salary will continue until the first departmental examination is passed in India.

17. Promotion, leave, and pension will be regulated by the rules of the Service for the time being. The more favourable pension rules have recently been extended to Forest officers appointed from England, who are thus placed on an equality with Public Works officers appointed from Cooper's Hill College. Any Forest officer who has rendered not less than three years' approved service as head of his department, has also been made eligible for an extra pension of Rs. 1,000 per annum. A copy of the Regulations relative to these matters can be seen on application either at the Library or the Record Department of the India Office; the principal rules, however, are contained in the Abstract of the Civil Service Regulations, as given in the "India Office List" or the "India List," published respectively by Messrs. Harrison and Sons, 59, Pall Mall, and Messrs. W. H. Allen & Co., 13, Waterloo Place, S.W., either of which can be procured through any bookseller.

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

General Rules.

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

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

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

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

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

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

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

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

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

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

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

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

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

India Office,
August 1895.

FOREST EXAMINATION.

SYLLABUS.

CLASS I.

Mathematics.—The extent of the Examination will be as follows:

(*a*) Algebra, up to and including the binomial theorem, the theory and use of logarithms;

(*b*) Euclid, Books I to IV and VI;

(*c*) Plane Trigonometry up to and including solution of triangles and mensuration.

***English Composition.*—The standard of positive merit will be looked for in logical arrangement of thought, and in accuracy and propriety of expression, but large deductions of marks will be made for faults of writing and spelling.**

Candidates are also warned that, for similar faults in the use of the English language similar deductions will be made from the marks obtained in the German papers in Class I.

German.—There will be translations of unseen passages from German into English, and from English into German; the passages for translation will be taken, mainly, from standard authors, and a few simple questions may be asked on the passages set, as to the structure and character of the language, and allusions of obvious and general interest. The *viva voce* Examination will include Dictation.

CLASS II.

Any two Subjects may be taken up.

Higher Mathematics.—

*** In all the following subjects great importance will be attached to accuracy in numerical results.

Further questions and problems on the subjects of the Examination in Mathematics, Class I.

And in addition:

Statics: The equilibrium of forces acting in one plane and of parallel forces, the centre of gravity, the mechanical powers, and friction. (The graphical or geometrical method of treating such problems should be studied as well as the analytical. No application of the differential calculus to Statics will be required.)

Dynamics: Uniform, uniformly accelerated, and uniform circular motion, falling bodies and projectiles *in vacuo*, collisions and work. (Analytical methods of solution, but not the use of the differential calculus, will be involved.)

Analytical Geometry: Problems on straight line and circle.

Conic Sections: Elementary properties, with easy problems both on the analytical and geometrical methods.

French.—The passages for translation will be taken mainly from standard authors, and in other respects the Examination will proceed on the same lines as in German.

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

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

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

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

Chemistry will be limited to elements of inorganic chemistry.

Physics will include elementary properties of electricity, magnetism, heat, light, and sound.

Geology, chiefly economic, including the recognition of the more familiar minerals and rocks, and their properties and uses.

CLASS III.

Both subjects may be taken up.

Drawing, Freehand.

Drawing, Geometrical.

GENERAL.

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

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

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

Ordered, also, that these papers be published in the Supplement to the *Gazette of India.*

[True Extract.]

F. G. SLY,

Under-Secretary to the Government of India.

No. 5054-S.-R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.
CUSTOMS.

RESOLUTION

Simla, the 24th October, 1895.

Read the following reports on the proceedings taken by Customs officials under the Indian Merchandise Marks Act, 1889, during the year 1894-95:

From the Chief Commissioner of Burma, No. 172-1 C.-1, dated the 10th May 1895.

From the Government of Bombay, No. 5022, dated the 3rd July 1895.

From the Government of Bengal, No. 3615, dated the 6th July 1895.

From the Government of Madras, No. 585-A., dated the 28th August 1895.

RESOLUTION.—The aggregate number of detentions under the Act during the year was 955 against 1,287 in 1893-94 and 1,208 in 1892-93, the decline on the preceding year being nearly 26 per cent. It may perhaps be inferred from the reduction, which was very great in Bombay, that, as remarked by the Collector of Customs at that port, the requirements of the Act are now more generally known and complied with. The Collector of Customs at Calcutta, where also there was a substantial decrease, says that the requirement of the law in respect of the marking of piece-goods is now more generally complied with. Still the suddenness of the decline is hardly explicable by the reasons mentioned. In Madras the number of cases increased by 33, the increase being attributed to greater activity having followed an increase in the examining and appraising staff.

2. The following table shews the number of detentions at each port at which detentions were made in the last three years:

Ports.		Number of cases in which detention was ordered.	Detention followed by confiscation.	Detention followed by release.		Detention ordered on information received.	Detention ordered without information.
				With fine.	Without fine.		
Calcutta	1892-93	344	8	285	48	2	342
	1893-94	334	4	302	23	1	333
	1894-95	285	0	244	37	0	285
Madras Godavari Tanjore	1892-93	27	1	13	13	0	27
	1893-94	21	1	9	11	0	21
	1894-95	54	3	23	26	0	54
Malabar	1892-93	2	0	1	1	0	2
	1893-94	0	0	0	0	0	0
	1894-95	0	0	0	0	0	0
Rangoon Moulmein	1892-93	23	1	21	2	0	23
	1893-94	45	2	40	3	0	45
	1894-95	41	0	37	4	0	41
Bombay	1892-93	447	4	357	86	0	447
	1893-94	647	4	593	50	0	647
	1894-95	352	0	321	30	2	350
Karachi	1892-93	365	1	167	197	0	365
	1893-94	240	0	108	138	0	240
	1894-95	223	0	104	119	0	223
Total	1892-93	1,208	15	844	347	2	1,206
	1893-94	1,287	11	1,046	225	1	1,286
	1894-95	955	3	729	216	2	953

3. Of the total number of cases in which detention was ordered in 1894-95, 337, or nearly 35 per cent. came under clause (*f*) of sub-section 2 of section 10 of the Act, which requires all piece goods to be stamped with their lengths; in the previous year such cases were 430 in number or 33·4 per cent. of the whole. There were 409 cases of counterfeit trade marks or false trade descriptions against 320 in the preceding year, while the number of cases of non-description or false description of origin coming under clause (*e*) of sub-section (1) of the same section was 210, being less than the number in 1893-94 by 327. Detention was followed by confiscation in only 3 cases against 11 in 1893-94 and 15 in 1892-93. Fines were imposed in 76·33 per cent. of the cases; in a few cases the goods were allowed to be re-shipped without payment of fine; and in the remaining cases the goods were released with a warning.

4. The working of the Act appears to have been generally satisfactory.

ORDER.—Ordered that the foregoing Resolution and the papers read in the preamble be published in the Supplement to the *Gazette of India* for general information, and that copy be forwarded to the Governments of Madras, Bombay and Bengal, and the Chief Commissioner of Burma.

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

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Burma.

No. 172-1 C.—1., dated 10th May 1895.

From—F. C. GATES, Esq., Revenue Secretary to Chief Commissioner, Burma,

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

With reference to paragraph 4 of the instructions annexed to Finance and Commerce Department letter No. 295-S., dated the 28th November 1890, I am directed to submit for the information of the Government of India a copy of letter No. 38-8, dated the 27th April 1895, from the Chief Collector of Customs, Burma, to the Financial Commissioner, Burma, containing a report on the working of the Indian Merchandise Marks Act, 1889, in this province during the year 1894-95.

No. 38-8, dated 27th April 1895.

From—The Chief Collector of Customs, Burma,

To—The Secretary to the Financial Commissioner, Burma.

I have the honour to submit the report for the official year 1894-95 on the administration of the Indian Merchandise Marks Act, 1889, in Burma, with a statement showing the number of cases dealt with for breaches of the provisions of the Act during that period.

1. The total number of detentions ordered during the year was 41 (40 in Rangoon and one in Moulmein), showing a decrease of four when compared with the number during the year immediately preceding, which was 45 (42 in Rangoon and 3 in Moulmein).

2. There were 35 detentions of consignments of piece-goods owing to the yardage not being stamped on the pieces in accordance with the requirements of section 10, sub-section (2), of the Act. Of this number, 11 were importations from the United Kingdom, 5 from the Continent, 17 from the Straits Settlements, and 2 from India. In 33 cases a fine was imposed and the goods were released after every piece had been properly stamped under Customs supervision. In the remaining two no penalty was imposed as the goods were continuations of consignments on which fines had already been inflicted and sufficient time had not elasped to enable consignees to advise the manufacturers of the requirements of the law; every piece, however, was properly stamped before delivery was given.

3. Under the head of "False trade descriptions" there was only one detention. This was an importation of five cases of butter from Amsterdam *viâ* Liverpool. When the shipment arrived the consignees reported that they were ignorant of the actual contents of the packages, and asked that a sample should be tested. The tins were labelled "Finest Dutch Butter" and one was forwarded to the Chemical Examiner for analysis. He reported that the so-called butter contained "40 per cent. of fats other than butter fat." The consignees pleaded ignorance, and as they had made no declaration as to the contents in their import bill of entry, their explanation was accepted and the consignment was allowed to be re-shipped to Europe without the payment of any penalty.

4. Under the third head of the statement, namely, "indication of country of origin," there were five detentions of matches of Japanese manufacture from the Straits. In four cases fines were inflicted and the labels and wrappers ordered to be stamped with the place of manufacture. In one instance this order was complied with and the goods were released. In the other three the consignments were allowed to be re-exported to the Straits as the importers were of opinion that opening and stamping every packet would render the goods unsaleable. In the fifth case no penalty was imposed, as the provisions of the Act had been partly complied with, and the articles were allowed to be re-shipped to the Straits.

5. With the exception of the case of "False trade description" in which notice was given by the consignee, no information was received. The whole of the detentions were made by the Customs officers in the ordinary course of their duty.

6. The amount of the fines imposed and realised during the year aggregated Rs. 1,000.

Statement showing the number of cases dealt with under the Indian Merchandise Marks Act during the years 1893-94 and 1894-95.

	Detertion ordered.		Detention followed by confiscation.		Detention followed by release.				Detention ordered on information.		Detention ordered without information.	
					With fine.		Without fine.					
	1893-94.	1894-95.	1893-94.	1894-95.	1893-94.	1894-95.	1893-94.	1894-95.	1893-94.	1894-95.	1893-94.	1894-95.
Without stamp under section 10, sub-section (2) ...	33	35	...	...	32	33	1	2	...	...		
False trade description under section 10 ...	2	1	2*	...	...	...	...	1	...	...	45	41
The place of manufacture not given or incorrectly given under section 10...	10	5	...	...	8	4	2	1	...	...		
TOTAL ...	45	41	2	...	40	37	3	4	...	...	45	41

* Confiscation with option of fine.

RANGOON CUSTOM HOUSE:
The 27th April 1895.

E. DARLINGTON,
Chief Collector of Customs, Burma.

Bombay and Sindh.

No. 5022, dated 3rd July 1895.

From—J. MONTEATH, Esq., I.C.S., Acting Secretary to the Government of Bombay,

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

I am directed to forward herewith, for the information of the Government of India, a copy of the papers noted in the margin containing the reports received from the Collectors of Customs, Bombay and Karachi, on the working of the Merchandise Marks Act, IV of 1889, during the year 1894-95, together with a copy of the Resolution, No. 5021 of to-day's date, recorded thereon by this Government.

Memorandum from the Commissioner in Sind, No. 3001, dated 3rd June 1895, and its accompaniments.

Memorandum from the Commissioner of Customs, Salt, Opium and Abkari, No. 2827, dated 19th June 1895, and its accompaniments.

No. 1533, dated 30th May 1895.

From—W. E. YOUNG, Esq., Acting Collector of Customs, Karachi,

To—The Commissioner in Sindh.

I have the honour to submit my report on the working of the Indian Merchandise Marks Act during the year 1894-95. This is the fifth annual report since the Act came into force.

2. The attached statement shows the number of cases dealt with under the Act, that is, under each of the clauses (*d*), (*e*), and (*f*) of section 10.

3. There were 223 cases during the year 1894-95 as against 240 cases in the previous year.

4. Of the 223 cases, 124 came under clause (*d*), 42 came under clause (*e*), and 57 came under clause (*f*). In 104 of the 223 cases, fines were inflicted, and in the remaining 119 cases the goods were passed with a warning.

5. The 124 cases of detention under clause (*d*) were due to—

(*a*) 59 instances of omission of origin on goods of foreign manufacture bearing English description or words ;

(*b*) 10 cases of origin being shown in much smaller letters ;

(*c*) 39 cases of origin being shown on a separate label which was detachable, and 16 of false trade description.

6. In the cases of omission of origin, in 22 instances nominal fines ranging from Re. 1 to Rs. 25 were imposed, and the goods, together with those in the remaining 37 cases, were passed after due marking.

7. In the cases where origin was shown in smaller letters, in five instances small fines not exceeding Rs. 25 were inflicted, and the goods in all 10 cases were, after due compliance with the law, allowed to pass.

8. As regards the goods having separate labels showing origin, fines were imposed in 27 cases not exceeding Rs. 30 in each case, as there was reason to suspect fraud, and in these as well as the remaining 11 cases the goods were passed after the requirements of the Act had been fulfilled.

9. Of the 16 cases of false trade description, in 10, fines ranging from Rs. 5 to Rs. 75 were imposed. Slightly heavier fines were called for in these cases, as there was reason to suspect fraud on the part of the shippers or consignees. The goods were allowed in all the 16 cases to pass after compliance with the law.

10. The 42 cases of detention under clause (*e*) were due in all cases to the goods bearing the names of British or British Indian traders without being accompanied by origin. The bulk of these goods were imported from Hamburg, Antwerp, and Trieste.

11. In 10 out of the 42 cases, fines ranging from Rs. 5 to Rs. 50 were inflicted, and in the remaining 32 cases the goods were allowed to pass with a warning after they were correctly marked according to the requirements of the Act.

12. The total number of infringements of clause (*f*) was 57. In the majority of cases, namely, 47, the lengths were shewn in chalk or other easily effaceable material, while in the remaining cases the lengths were not shown at all. In 30 cases out of the 57 importers were permitted to duly stamp the goods on payment of fines ranging from Rs. 3 to Rs. 15. In the remaining 27 cases the goods were passed with a warning after being duly marked.

13. All the detections in the cases reported on were made by Customs officers in the course of examination of goods passing through the Custom House. There were no cases during the year out of the ordinary calling for special mention.

Number of cases detained.	Clauses and section under which detention was ordered.	Detention followed by confiscation.	Detention followed by release.		Detention ordered on information received.	Detention ordered without information.
			With fine.	Without fine.		
1	2	3	4	5	6	7
124	Section 18, clause (*d*) ...	...	64	60	...	124
42	,, ,, ,, (*e*) ...	...	10	32	...	42
57	,, ,, ,, (*f*) ...	...	30	27	...	57
223	Total ...	...	104	119	...	223

KARACHI;
31st May 1895.

W. E. YOUNG,
Acting Collector of Customs.

No. 3001, dated 3rd June 1895.

Endorsed by the Acting Commissioner in Sind.

Submitted to Government.

2. The Acting Commissioner has no remarks to make.

No. 8823-C., dated 17th June 1895.

From—J. M. CAMPBELL, Esq., I.C.S., C.I.E., Collector of Customs and Opium, Bombay,

To—The Commissioner of Customs, Salt, Opium and Abkari, Bombay.

I have the honour to submit the report for the official year 1894-95, being the fifth annual report on the administration of the Indian Merchandise Marks Act which came into operation on the 1st of April 1889.

2. *Statement A.*—The accompanying statement (marked A) has been prepared in accordance with the instructions of the Government of India conveyed in Government Resolution No. 8960, dated 15th December 1890, Revenue Department. It shows that the total number of cases under the Merchandise Marks Act during the year was 352 against 647 in 1893-94 showing a total decrease of 295. This large decrease in the number of cases under each of the clauses (*d*), (*e*), and (*f*) of section 10 of the Act is no doubt mainly due to the fact that the requirements of the Act are now generally known and complied with.

3. During the year under report 193 infringements under clause (*d*), 124 under clause (*e*), and 35 under clause (*f*) of section 18 of the Sea Customs Act as amended by section 10 of the Indian Merchandise Marks Act, were detected. Only one of the 352 cases shown in Statement A referred to goods imported by parcel post. Fines and confiscations were inflicted in 321 cases. In 30 cases the goods under detention were passed without penalties, as the requirements of the Act were held to have been partly or fully complied with. In the remaining case the goods are still under detention pending disposal of the case in the Presidency Magistrates' Court.

4. Except 12 cases which infringed clauses (*d*) and (*e*), all the cases adjudicated were under clauses (*d*), (*e*), or (*f*) of section 18 of the Sea Customs Act as amended by section 10 of the Merchandise Marks Act.

5. Under clause (*d*) of section 18 one case occurred of paper imported with a mark alleged to be a false trade mark. The case is still pending in the Presidency Magistrate's Court. On the other hand, several cases of false trade descriptions were detected, chiefly as regards place of manufacture, materials, number, weight, and measure. Other false trade descriptions consisted of the application to goods of descriptive expressions in languages (mostly English) other than those of the country of origin.

6. *Statement B.*—Statement B shows that of the 352 seizures 26 were adjudicated by the Collector, 3 by the First Assistant Collector, and 322 by the Assistant Collector in charge of the Branch Custom House at the Docks. One is still under enquiry at the Chief Presidency Magistrate's Court. One appeal was preferred to the Commissioner against the decision of the Collector, with the result that the order passed by the Collector was upheld. No appeals were instituted against the decision of the Assistant Collector in charge of the Branch Custom House. The total recoveries under fines and redemption penalties amounted to Rs. 4,719.

7. During the year 18,738 packages of different kinds of goods, 11,372 bundles and plates of steel and iron, 2,593 bars of iron, and 1,144 slabs of spelter were detained. Statement C shows in detail the disposal of the detained packages.

8. During the year under report in 35 cases length of piece-goods was not stamped upon the pieces as required by clause (*f*) of section 18. In all cases except one a fine was inflicted. In every case pieces were required to be stamped with their length in standard yards before they were allowed to be cleared from the Customs House.

9. During the year under report no case has occurred either so important or so different from those detailed in last year's report as to require detailed mention.

10. In conclusion I have pleasure in stating that, though during the year under report the staff was busily engaged in working the new Tariff Act, the results recorded above seem to me to show that the provisions of the Merchandise Marks Act have not been neglected. The care with which the Act has been worked, as shown by the absence of any appeals from the decision of the Assistant Collector in charge of the Branch Custom House, is, I venture to think, highly creditable to Mr. Jehangir Dosabhai Framji.

No. 2827, dated 19th June 1895.

Endorsed by Commissioner of Customs, Salt, Opium and Abkari.

Submitted to Government in the Revenue Department.

2. Mr. Campbell's report shows that there has been a large decrease in the number of cases dealt with under the Merchandise Marks Act; the decrease occurs under each clause of the amended section 18 of the Sea Customs Act, but it is greatest in cases coming under clause (*e*). It is no doubt due to the fact that the provisions of the Merchandise Marks Act are now well known and that shippers understand that they will be enforced.

3. As in former years the small percentage of appeals to decisions shows that the work has been carefully done by the Collector and his Assistants, especially by Mr. Jehangir Dosabhai Framji, on whom the bulk of the work falls.

STATEMENT A.

Administration of the Merchandise Marks Act (details required under Government of India's letter No. 295-S, dated 28th November 1890).

Year.	No. of cases in which detention was ordered.			Total of columns 2 to 4	Detention followed by confiscation.	Detention followed by release.		Detention on information	Detention without information.	Remarks.
	Clause (*d*).	Clause (*e*).	Clause (*f*.)			With fine.	Without fine.			
1	2	3	4	5	6	7	8	9	10	11
1893-94 ...	244	362	41	647	4	593	50	...	647	
1894-95 ...	193*	124	35	352	...	321	30	21†	350	† One case is not yet disposed of.

* These include 12 cases which infringed clause (*e*) also.

BOMBAY CUSTOM HOUSE;
The 17th June 1895.

J. M. CAMPBELL,
Collector of Customs and Opium.

STATEMENT B.

Disposal of cases under the Merchandise Marks Act by officers exercising powers under section 182 of Act VIII of 1878.

Year.	Cases disposed of—			Total of columns 2 and 3 and 4.	Total penalties under clause (8) of section 167 of the Customs Act (*b*).	Total fine in lieu of confiscation under clause (8) of section 167 of the Sea Customs Act (*b*).
	By the Collector.	By the First Assistant Collector.	By the First Assistant Collector in charge Docks Custom House.			
1	2	3	4	5	6	7
					Rs.	Rs.
1893-94 ...	169	1	477	*647	4,274	1,166
1894-95 ...	26	3	322	*351 ‡1	†3,691	(*a*) 1,028

(*a*) In four cases the importers did not redeem the goods on payment of penalties in lieu of confiscation amounting in all to Rs. 190.
(*b*) The penalties and fines in lieu of confiscation are the amounts actually recovered.
* These include 30 cases disposed of without the infliction of a penalty.
† This sum includes Rs. 300 which were shown as not recovered in the year 1893-94.
‡ This case is not yet disposed.

BOMBAY CUSTOM HOUSE;
The 17th June 1894.

J. M. CAMPBELL,
Collector of Customs and Opium.

STATEMENT C.

Packages detained under the Merchandise Marks Act in 1894-95.

Year.	Number.	How disposed of.								Remarks.
		Passed.				Reshipped.		Confiscated.	Packages not redeemed on payment of redemption penalty.	
		(*a*) With qualification and with fine.	(*a*) Without qualification and with fine.	(*a*) Without qualification and without fine.	(*a*) With qualification and without fine.	With fine.	Without fine.			
1893-94 ...	24,202	20,647	2,562	215	708	13	81	9	12	15 packages bonded.
	Bundle of steel and sheets of iron=1,634	1,184	...	...	Bundles 450	...	...	...	...	
	Bars of iron=2,367	2,367	...	...	...	...	...	...	...	
	Copper slabs= 128	128	...	...	...	...	...	...	...	
1894-95 ...	18,738	16,931	98	45	1,490	21	57	...	82	14 bales are yet detained.
	Bundles and plates of steel and iron—11,372.	8,961	997	501	913	...	...	...	...	
	Bars of iron—2,593	385	2,208	...	...	...	...	...	...	
	Slabs of spelter—1,144	1,144	...	...	...	...	...	...	...	

(*a*) Qualification means an addition to or alteration in the description or marks upon goods or their covers made to bring them into accordance with the requirements of the law.

BOMBAY CUSTOM HOUSE;
The 17th June 1895.

J. M. CAMPBELL,
Collector of Customs and Opium.

Extract from the Proceedings of the Government of Bombay, Revenue Department, No. 5021, dated 3rd July 1895.

Read the following—

Memorandum from the Commissioner in Sind, No. 3001, dated 3rd June 1895—Submitting a report, No. 1533, dated 30th May 1895, from the Collector of Customs and Salt Revenue in Sind, on the working of the Indian Merchandise Marks Act, IV of 1889.

Memorandum from the Commissioner of Customs, Salt, Opium, and Abkari, No. 2827, dated 19th June 1895—Submitting a report, No. C.—8823, dated 17th idem, from the Collector of Land Revenue, Customs and Opium, Bombay, on the administration of the Indian Merchandise Marks Act, IV of 1889.

RESOLUTION.—The number of cases of breaches of the provisions of the Merchandise Marks Act dealt with at Bombay and Karachi during the year 1894-95 was 575, as compared with a total of 887 dealt with in the preceding year. The Karachi figures do not show much variation, but in Bombay there was a decline of not less than 295 or 45 per cent. in the number of cases dealt with, principally in those falling under clause (*e*) of section 18 of Act VIII of 1878, as amended by the Indian Merchandise Marks Act, which is due to the fact that the requirements of the law are now more generally known and complied with. The working of the Act both at Bombay and Karachi was generally satisfactory, and its provisions appear to have been carefully and judiciously enforced.

2. Government notice with pleasure the commendations bestowed by the Collector of Land Revenue, Customs, and Opium, Bombay, and the Commissioner of Customs, Salt, Opium, and Abkari, on Mr. Jehangir Dosabhai Framji, on whom the main part of the work falls and against whose decisions no appeals were made.

3. A copy of the papers and of this Resolution should be forwarded to the Government of India for information.

Bengal.

No. 3615-S. R., dated 6th July 1895.

From—H. H. RISLEY, Esq., C.I.E., Secretary to the Government of Bengal, Financial Department,

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

In accordance with the orders conveyed in paragraph 4 of the enclosure of your letter No. 295-S., dated the 28th November 1890, I am directed to submit, for the information of the Government of India, the accompanying copy of a letter from the Board of Revenue, No. 522-B., dated the 19th June 1895, and its enclosure, from the Collector of Customs, Calcutta, reporting on the working of the Merchandise Marks Act, IV of 1889, in the port of Calcutta during the year 1894-95. No proceedings were taken under the Act by the Collector of Customs at Chittagong, Narainganj or the Orissa ports during the year.

No. 522-B., dated 19th June 1895.

From—N. K. BOSE, Esq., Officiating Secretary to the Board of Revenue, Lower Provinces,

To—The Secretary to the Government of Bengal, Financial Department.

With reference to Government order No. C $\frac{1A}{1}$ 16, dated the 8th December 1890, and paragraph 4 of the instructions of the Government of India therein enclosed, I am directed by the Board of Revenue to submit, for the information of Government, the accompanying copy of a report, No. 248, dated the 15th April 1895, from the Collector of Customs, Calcutta, on the proceedings taken by him under the Merchandise Marks Act, IV of 1889, during the year 1894-95. This report has been delayed owing to no report having been received from the Collector of Customs, Naraingan j.

CUSTOMS.

D. R. Lyall, Esq., C.S.I.

2. It will be seen that the total number of cases in which goods were detained for infringement of the Act was 285 against 334 in the preceding year, thus showing a decrease of 49 cases or 14 per cent. This falling off is entirely due to the diminution in the number of cases of importation of piece-goods without stamp under clause (*f*), section 18 of the Sea Customs Act, as amended by section 10 of the Merchandise Marks Act. On the other hand, cases of false trade description under clause (*d*) of the same section increased from 30 in 1893-94 to 91 in 1894-95. In thirty-seven cases the goods were released without fine against 23 in the preceding year. The amount realised in fines likewise fell off from Rs. 2,444 to Rs. 2,090 in the past year.

3. From the reports received from the outports other than Naraingan j, it appears that no proceedings were taken under the Act by the Collectors of Customs at any of the outports during the year under report.

No. 248, dated 15th April 1895.

From—C. R. MARRIOTT, Esq., Collector of Customs, Calcutta,

To—The Secretary to the Board of Revenue, Lower Provinces.

I have the honour to submit the annual report of the working of the Merchandise Marks Act at this port during the year 1894-95.

2. The tables appended show that out of 285 cases in which goods were detained there were under section 10—

Clause (*d*)	...	91
„ (*e*)	...	3
„ (*f*)	...	191
		285

Of the first of these classes 88 were detained owing to false indication of origin, the goods being marked with words implying that they were manufactured or produced in some country in which they had not been manufactured or produced; in two cases there were false statements as to the material; and in another (cotton yarn) a false statement as to length.

3. Amongst the above Japanese matches were imported having words implying Swedish origin, whilst the make of the boxes was clearly an imitation of well-known Swedish boxes.

In another case margarine was imported as butter, the label having a milch-cow depicted thereon.

4. Under clause (*e*) three cases were detected, and under clause (*f*) 191.

5. From the statement appended it will be seen that fewer cases in all have been discovered, and that the marking of piece-goods is now much more carefully attended to by importers. No goods were detained on information during the year. The total amount realised in fines during the year is Rs. 2,090-1.

Statement showing the number of cases dealt with under the Indian Merchandise Marks Act during the official year 1894-95.

Number of cases in which detention was ordered.		Detention followed by confiscation.	Detention followed by release with or without fine.		Detention ordered on information.	Detention ordered without information.	Reshipment allowed.
			Released—				
			With fine.	Without fine.			
1		2	3	4	5	6	7
Without stamp under section 18, clause (*f*)	191	...	186	5	...	...	...
Under clause (*d*), false trade description ...	91	...	55	32	...	...	4
Under clause (*e*)	3	...	3	...	...	...	...
TOTAL	285	...	244	37	...	...	4

C. R. MARRIOTT,
Collector of Customs.

Madras.

Extract from Proceedings of the Board of Revenue, Separate Revenue, No. 341, dated 22nd July 1895.

Read again the following—

Proceedings of the Board of Revenue (Separate Revenue), dated 16th May 1895, Mis. No. 2153 :

Read the following—

Letter from R. B. CLEGG, Esq., Acting Sub-Collector in charge, Tanjore, to the Secretary to the Commissioner of Salt, Abkari and Separate Revenue, dated 11th May 1895, No. 385-S.R. :

I have the honour to report on the working of the Indian Merchandise Marks Act in 1894-95, along with the statement called for in Board's Proceedings, dated 30th January 1891, No. 29.

2. In the year under report there was only one case in which cognisance had to be taken of the infringement of the provisions of the Act against four in 1893-94. Four hundred pieces of cambric were imported from Penang to be dyed in indigo and re-exported and none of them was stamped with the length thereof in standard yards [section 10, sub-section (2)], or bore indication as to the place of manufacture [section 10, sub-section (1)]. On inquiry, however, the place of manufacture was ascertained to be the United Kingdom, and, after having each piece duly stamped, the importer was allowed to clear the consignment with a warning.

3 As in 1893-94, in the year under report no instance has come to notice of goods having been imported bearing a counterfeit trade mark or a false trade description, nor was any instance detected of importation of goods marked with the object of deceiving people into the belief that they were of English or British Indian manufacture.

4. There were no importations during the year direct from Europe (excluding the United Kingdom), nor from America, China or Japan. From Ceylon, Penang and the United Kingdom alone were there any importations, and the only manufactured goods imported during the year were piece-goods manufactured in the United Kingdom.

5. The circumstances warrant the inference that the rules have been, during the year under report, better understood by the merchants than before.

Read again the following—

Proceedings of the Board of Revenue (Separate Revenue), dated 21st June 1895, No. 1609, Routine :

Read the following—

Letter from W. J. H. LE FANU, Esq., Acting Collector of Sea Customs, Madras, to the Secretary to the Commissioner of Salt, Abkari and Separate Revenue, dated 12th June 1895, No. 2576-G. :

I have the honour to submit the fifth annual report on the working of the Merchandise Marks Act, IV of 1889, together with a statement in the prescribed form showing the cases disposed of during the official year 1894-95.

2. Out of 1,170 packages opened during the year under review for the purposes of the Act, 53 were detained (against 16 in the previous year), as they were found to infringe the provisions of the law. Of these, 35 came under clause (*e*) and 18 under clause (*f*) of section 18 of Act VIII of 1878 as amended by the Merchandise Marks Act. No instance occurred during the year of goods being imported with a counterfeit trade mark, and no information was received with reference to any of the cases detected, the detections in all cases having been made by the Customs staff in the course of their examination of the goods.

3. The 18 cases coming under clause (*f*)—which requires that all piece-goods should be conspicuously stamped with their lengths in yards—were chiefly importations by retail and bazar dealers, the articles in some instances not being stamped with the number of yards, and in others the word "yards" being omitted ; small fines were imposed in 10 of the 18 cases, the goods being in all cases required to be stamped with their correct lengths before they were allowed to be cleared from the Custom House.

4. The 35 cases dealt with under clause (*e*) referred principally to consignments of wines and spirits which had marks or labels affixed to them in the English language, the necessary qualification of the country of origin being, in most cases, either omitted or so placed on the labels as to be easily removeable ; while in others separate labels with only the country of origin printed on them were placed round the necks of the bottles. In 15 of these cases fines were inflicted and the remainder were passed with a warning. In every instance, however, a satisfactory compliance with the provisions of the law was insisted upon, either by the country of origin being stamped by the importers in large and distinct letters on the main labels, or by the objectionable labels being removed, and proper ones substituted before the goods were allowed to pass out of the Custom House.

5. On the whole, I consider that the Act has worked very satisfactorily during the year, and with as little friction as possible. There has been a greater number of detections than in any previous year owing to the increase in the examining and appraising staff.

6. The following is a summary of the cases :

(1) Twenty cases of port wine were imported from *France* by Messrs. . . . . On examination the bottles were found to bear labels on which the works "Superior Port Wine" in English were printed without any indication of the country of origin. The description on the labels was misleading, and the consignment was accordingly ordered to be confiscated ; but the importers were given the option of redeeming it on paying a penalty of Rs. 20 and stamping the words "made in France" conspicuously on the main labels before removing the goods.

(2—11) In 10 consignments of liquor, the descriptions on the labels were either in English or were so contrived as to cause it to be believed that they came from countries other than those in which they were manufactured. In some the place of manufacture, instead of appearing on the main label was notified on a separate one which could be easily removed. In two of the cases fines were levied, the goods being allowed to pass in every case, only after the law had been duly complied with by the qualification being impressed on the main labels.

(12) Messrs. . . . . imported 53 cases of port wine, sherry, and champagne. On examination it was found that in the case of the port wine, sherry, and champagne (in the last of which there were two brands) the bottles bore English labels with the names of London manufacturers without any corresponding indication of the country of origin, except in the case of one of the brands of champagne, which had the country of origin marked on a separate label, attached to the necks of the bottles, and not on the main labels as required by the law. The cases were ordered to be confiscated, and a redemption fine of Rs. 25 awarded. The wines were then allowed to be cleared after the country of origin had been properly indicated on the labels.

(13) A consignment of thirteen cases of liquors imported by Messrs. . . . . had no indication of the country of origin though the labels bore the names of English traders. As in this case the liquor was shown to be intended for private use, the law was not enforced.

(14—15) There were two consignments of champagne which were imported by Messrs. . . . . without the country of origin being shown on the main labels which bore English traders' names. In one of the cases a small fine of Rs. 2 was imposed, the liquor being allowed to pass in both cases on the labels being altered in accordance with the law.

(16—17) An examination of two consignments of 120 cases of brandy imported by Messrs. . . . . disclosed the fact that the words "made in Germany" on the bottles were so arranged that they might be easily removed, leaving the words "*Jules Pierre and Cie.*" conspicuously on the labels, which could only lead to the belief that the brandy was of French manufacture, which it was not. The cases were passed with a warning after the words "made in Germany" were conspicuously stamped on the upper portion of the main label.

(18) . . . . imported a case containing nine bottles of wines and spirits. The bottles were labelled with the name of a Birmingham firm, leaving it to be implied that they were of English origin as declared by the importer, but the brandies appeared to be of French manufacture from the names of the brands borne on the labels. The port and sherry were also probably of continental origin, and, as the importer had no abkari license to possess or sell, he preferred to surrender the goods which were ordered to be confiscated.

(19) A consignment of soap was found on examination to contain samples of different kinds manufactured in Italy. The card-board boxes containing the tablets were correctly labelled "made in Italy," while the cakes themselves were moulded with words ("*Paris*" —in large letters—and "*Empress Toilet Fine Soap*") indicating quite a different origin. The offence being a deliberate attempt at deception, the consignment was ordered to be confiscated and destroyed and a penalty of Rs. 30 imposed on the importer.

(20—21) Two consignments of 200 drums of bloomless oil imported from Antwerp were found marked with the words "Bloomless Raw Oil" in English, besides having a brass plate with the following words stamped on it :—"J. T. Seddon, Paint, Colour, Varnish, Oil and Grease Manufacturer, Oxford St., Hull." As the oil was declared by the importers to be of German manufacture and was unaccompanied by any indication of origin, the drums were ordered to be confiscated and a redemption fine of Rs. 25 imposed in each case. One importer having since established by production of satisfactory evidence that the oil was of English origin, the fine in his case has since been refunded.

(22) The words "Best Refined" were found to be stamped on the bands of a consignment of Belgian hoop-iron without any indication of the country of origin, which was calculated to lead purchasers to believe that it was of English manufacture. The consignment was passed with a warning after removal of the objectionable bands.

(23) A consignment of 260 bundles of hoop-iron was found to have the words "Made in France" stamped on them in English, while they came from Belgium and were certified

to be of Belgian manufacture. The iron was confiscated, but the importer was given the option of redeeming and clearing it on payment of a fine of Rs. 50, and on altering the country of origin to Belgium, which he did.

(24—26) Three consignments of cut tacks were imported from Germany in packets, which had labels on them, describing the goods in English, without any indication of the country of origin. As the description was misleading, a fine of Rs. 20 was inflicted in each case and the packets ordered to be stamped with the place of origin before removal.

(27—29) As the labels on the casks of three consignments of Portland cement described the contents in English as "Best Portland Cement," the casks were detained as they were without any indication of the country of origin. The casks were ordered to be duly stamped with the country of manufacture (Belgium) and fines of Rs. 10 in two cases and Rs. 20 in the third were imposed.

(30) A German hand-organ imported by a local merchant had the words "Phœnix" on it in large gilt letters over a flag and eagle without being qualified by the country of origin. As this description was supposed to be calculated to lead to the belief that the organ was of English or American make, which it was not, the word "Phœnix" was ordered to be removed or qualified with the country of manufacture. The importer having adopted the latter course, the case was passed with a warning.

(31) The labels put on the packets of a consignment of needles from Germany described the goods in English as "Best Steel Needles" without any indication as to the country of origin. It was resolved to confiscate the goods and to award a redemption fine of Rs. 20, the importer being required to stamp the words "Made in Germany" on the labels before removal. He paid the fine and stamped his packets as directed.

(32) Out of a consignment of 150 cases of Japan matches, 10 contained boxes with labels describing the contents in English as "Best Matches, Madras, Queen Empress," with the importer's name in Tamil, without any indication on them of the country of origin. A fine of Rs. 20 was imposed and the cases were ordered to be correctly stamped before removal, the importer being allowed the alternative of re-exporting the cases under Customs supervision to the Straits Settlements, whence they were imported.

(33) Ten cases of Japan matches had labels on them describing the contents in English as "Robber Safety Matches," but as the words "Oaker, Japan," indicating the place of manufacture, appeared on the packets in small and indistinct letters, the importer was given the option of stamping them conspicuously or returning them to the shippers, and, having elected the latter course, was allowed to return them to the Straits Settlements, whence they were imported.

(34) A consignment of steel imported from America was found branded with the words "Best Cast-steel," without any indication of the country of origin. The consignment was allowed to pass with a warning, on the importers stencilling the words "Made in America" on the bars at the Custom House before removal.

(35) A sample case of wines and spirits was imported from Germany. The labels on the bottles were so got up with the names of English, French and other manufacturers as to make it appear that the whisky, brandy, rum, &c., were from Scotland, France and the West Indies, though they had the words "Made in Germany" on them in such small characters as to be hardly perceptible. As this was clearly intended as a test shipment and was manifestly calculated to deceive, the case was confiscated.

ENCLOSURE.

Statement showing the number of cases dealt with under the Merchandise Marks Act during the year 1894-95.

NUMBER OF CASES IN WHICH DETENTION WAS ORDERED.				Number of cases in which detention was followed by confiscation.	NUMBER OF CASES IN WHICH DETENTION WAS FOLLOWED BY RELEASE.		Number of cases in which detention was ordered on information received.	Number of cases in which detention was ordered without information.
Under section 18, clause (*d*).	Under section 18, clause (*e*).	Under section 18, clause (*f*).	Total.		With fine.	Without fine.		
.....	35	18	53	3	23	25	...	53

NOTE.—One of the two consignments of matches detained was reshipped and the other still remains, the penalty being unpaid.

Read also the following—

From L. C. Miller, Esq., Acting Collector, Vizagapatam, to the Secretary to the Commissioner of Salt, Abkari and Separate Revenue, dated 10th July 1895, Dis. No. 3679-Acc.:

In reply to Board's first reminder, dated 1st July 1895, I have the honour to subjoin below a *nil* statement of cases of detections under the Merchandise Marks Act, IV of 1889, during 1894-95.

ENCLOSURE.

Statement of cases of detections under the Merchandise Marks Act, IV of 1889, for the year 1894-95.

Nil.

No. 341, dated 22nd July 1895.

RESOLUTION.—The reports of the Collector of Sea Customs, Madras, and of the Collector of Tanjore on the administration of the Merchandise Marks Act (IV of 1889) during 1894-95 are submitted to Government. There were no detentions under the Act in the other districts.

2. The total number of detentions under the Act during the year was 54. Of these, 35 were under section 18, clause (*e*), of the Sea Customs Act, as amended by section 10 of the Merchandise Marks Act, which requires the country of manufacture to be stated on the labels of certain goods, and 19 were under section 18 (*f*), which requires all piece-goods to be stamped with their length. The following statement shows the particulars of detention:

Districts and ports.	Detention ordered.	Detention followed by confiscation.	DETENTION FOLLOWED BY RELEASE.		Detention ordered on information received.	Detention ordered without information.
			With fine.	Without fine.		
Madras	53	3	23	25	.....	53
Tanjore (Negapatam)	1	.....	.....	1	.....	1
Total ...	54	3	23	26	.....	54

Of the 53 cases of detention in Madras, 18 were under clause (*f*) and referred chiefly to importations by retail dealers. Small fines were imposed in 10 cases. The goods were passed after being stamped with their lengths. In 35 cases detention was ordered under clause (*e*) of imported liquor, oil, soap, iron, steel, cement and matches, on the ground that they had been made or produced beyond the limits of the United Kingdom and British India, but the descriptions on them were in English and the indication of the country of origin was insufficient or altogether omitted. In 15 cases fines were inflicted; in one of these the goods were also confiscated; in another the fined was refunded on its being proved that the goods were the produce of the United Kingdom. In two other cases the goods were confiscated, in two others permission was granted for re-exportation, and in the others a warning was considered sufficient.

One case is reported from Tanjore under clause (*f*). It related to a consignment of cambric from Penang intended for re-exportation after being dyed in indigo; it was passed after each piece had been stamped with its length.

(True copies and extract.)

D. D. MURDOCH,
Secretary.

No. 585-A., dated 28th August 1895.

Endorsed by the Secretary to the Government of Madras, Revenue Department.

Copy to the Government of India, Department of Finance and Commerce.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 13TH OCTOBER 1894, AND FROM 1ST JULY TO 12TH OCTOBER 1895.

N.B.—As regards the figures in column *Total Earnings from 1st July 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 2nd half of 1894.	Week ending 13th October 1894.			Week ending 12th October 1895.			Earnings from 1st July to 13th October 1894.	Earnings from 1st July to 12th October 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
	Rs.	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
State lines worked by companies.											
Standard gauge—											
East Indian	556	1,687	8,10,613	481	1,722	10,16,012	590	1,28,64,029	1,28,93,076	29,047	...
Bengal-Nagpur	109	862	67,474	78	862	82,404	96	11,08,756	11,02,406	...	6,350
Indian Midland (*a*)	132	752	1,44,617	192	825	1,11,484	135	13,53,512	10,98,064	...	2,55,448
Bezwada Extension	198	21	2,729	130	21	3,921	187	54,102	42,923	...	11,179
Metre gauge—											
Rajputana-Malwa (*b*)	236	1,719	4,28,603	249	1,789	3,56,130	199	53,23,064	48,53,595	...	4,69,469
Pálanpur-Deesa	37	17	696	41	17	1,410	83	8,072	10,871	2,799	...
South Indian	154	1,042	1,67,539	161	1,042	1,69,444	163	23,66,882	25,47,132	1,80,250	...
Máyavaram-Mutupet	82	54	3,529	65	54	3,832	71	58,201	68,393	10,192	...
Southern Mahratta (*c*)	90	1,165	91,385	78	1,165	1,18,489	102	15,08,373	15,86,849	78,476	...
Bengal and North-Western (*d*)	121	756	73,530	97	756	83,440	110	12,32,673	11,38,238	...	94,435
Rohilkund and Kumaon (Lucknow-Bareilly section)	87	200	29,310	147	200	11,323	57	2,26,591	1,44,753	...	82,338
Assam-Bengal	...	...	...	...	128	7,790	61	...	96,931	96,931	...
TOTAL	232	8,275	18,20,025	220	8,581	19,65,709	229	2,61,04,255	2,55,82,731	...	5,21,524
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	242	2,511	5,46,584	218	2,548	7,02,596	276	80,73,910	87,86,549	7,12,639	...
Oudh and Rohilkhand (state)	238	797	1,52,613	191	797	1,47,115	185	24,86,399	22,02,910	...	2,23,433
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	382	813	3,11,310	383	813	3,70,710	456	41,29,300	41,52,465	23,165	...
Bengal Central (*f*)	127	125	12,984	104	125	17,900	143	2,29,064	2,42,856	13,792	...
East Coast (state)	90	321	27,227	85	427	25,983	61	3,95,843	4,37,373	41,530	...
Metre gauge—											
Burma (state)	131	730	84,477	116	746	1,10,134	148	14,14,629	15,52,152	1,37,523	...
Special gauges—											
Jorhát (state provincial)	61	25	1,351	54	25	1,990	80	25,261	28,946	3,685	...
Cherra-Companyganj (state provincial)	59	8	341	43	8	483	60	6,359	5,988	...	371
TOTAL	235	5,330	11,36,887	213	5,489	13,76,311	251	1,67,60,765	1,74,69,245	7,08,480	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	341	1,490	4,62,469	310	1,490	4,76,775	320	61,27,673	55,38,290	...	5,89,374
Bombay, Baroda and Central India	530	461	2,41,550	524	461	2,57,000	557	20,40,087	31,92,007	2,51,920	...
Madras	230	840	1,97,075	235	840	1,98,963	237	20,51,040	20,22,096	1,80,456	...
TOTAL	340	2,791	9,01,094	323	2,791	9,32,738	334	1,02,18,800	1,18,02,402	...	2,17,898
TOTAL (GUARANTEED AND STATE) Assisted companies.	251	10,5 6	38,58,006	235	16,861	42,75,358	254	5,48,85,320	5,48,54,378	...	30,942
Standard gauge—											
Delhi-Umballa-Kalka	152	161	26,518	165	161	36,624	227	3,43,465	3,64,392	20,927	...
Tarkessur	222	22	5,101	232	22	5,557	253	71,914	73,145	1,231	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	116	67	8,196	122	66	10,720	162	99,775	1,04,935	5,160	...
Bengal Dooars	148	36	5,236	145	36	8,790	244	68,874	87,547	18,053	...
Dibru-Sadiya	130	78	10,057	129	78	10,505	135	1,61,308	1,63,495	...	2,813
Special gauge—											
Darjeeling-Himalayan	248	51	13,461	264	51	13,467	264	1,76,838	1,83,712	6,874	...
TOTAL	157	415	68,569	165	414	85,663	207	9,27,174	9,77,206	50,032	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	171	333	43,850	132	333	49,605	149	7,80,021	7,05,007	...	75,014
The Gaekwar's Petlád	89	13	1,784	137	13	900	69	16,324	16,085	...	239
Rájpura-Bhátinda	257	108	16,893	156	108	13,185	122	3,25,289	2,85,721	...	39,568
Kolar Gold-fields	241	10	1,879	188	10	2,979	298	39,581	48,045	8,464	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	87	362	45,004	124	362	39,136	108	4,78,111	5,06,677	28,566	...
The Gaekwar's Mehsána	60	93	5,813	63	93	4,870	52	65,794	63,032	...	2,762
Kolhápur	71	29	1,734	60	29	2,223	77	30,028	29,289	...	739
Special gauges—											
The Gaekwar's Dabhoi	47	72	3,303	46	72	3,980	55	44,504	42,993	...	1,511
Cooch Behar	40	22	746	34	22	870	40	11,296	9,191	...	2,105
TOTAL	126	1,042	1,21,006	116	1,042	1,17,748	113	17,90,948	17,06,040	...	84,908
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	81	334	24,530	73	334	30,110	90	3,22,221	3,10,527	...	11,694
Jetalsar-Rájkot	61	46	2,602	57	46	3,604	78	38,120	42,513	4,393	...
Jodhpur-Bickaneer	48	364	16,762	46	364	18,300	50	2,72,232	2,28,817	...	43,415
Oodeypore-Chitor (*i*)	...	...	...	...	61	2,410	40	...	(*j*)20,256	20,256	...
Special gauge—											
Morvi	56	94	4,700	50	94	7,050	75	70,147	83,602	13,455	...
TOTAL	63	838	48,594	58	899	61,474	68	7,02,720	6,85,715	...	17,005
GRAND TOTAL	234	18,691	40,96,175	219	19,216	45,40,243	236	5,83,06,162	5,82,23,339	...	82,823

(*a*) Includes the Bhopal-Itársi and Bína Guna railways.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Includes the Guntakal Mysore frontier section.
(*d*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*e*) Includes the Jammu and Kashmir, and the Hyderabad-Shadipalli railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*i*) The line is being worked by the Bombay, Baroda and Central India Railway Company, as a temporary measure.
(*j*) Total earnings from 1st August to 12th October 1895.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 24th October 1895.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. XXVI OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	Week ending 13th October 1894.			Week ending 12th October 1895.			Earnings from 1st April to 13th October 1894.	Earnings from 1st April to 12th October 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
	Rs.	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
State lines worked by companies.											
Standard gauge—											
East Indian	599	1,687	8,10,613	481	1,722	10,16,042	590	2,66,15,165	2,71,16,051	5,00,886	...
Bengal-Nágpur	152	862	67,474	78	862	82,404	96	29,89,187	30,92,378	1,03,191	...
Indian Midland (*a*)	144	752	1,44,617	192	825	1,11,484	135	29,72,119	23,50,598	...	6,21,521
Bezwada Extension	170	21	2,729	130	21	3,921	187	88,116	91,777	3,661	...
Metre gauge—											
Rajputana-Malwa (*b*)	279	1,719	4,28,603	249	1,789	3,56,130	199	1,28,48,109	1,21,69,499	...	6,78,610
Pálanpur-Deesa	44	17	696	41	17	1,410	83	18,888	22,595	3,707	...
South Indian	154	1,042	1,67,539	161	1,042	1,69,444	163	44,92,217	49,30,990	4,38,773	...
Máyavaram-Mutupet	75	54	3,529	65	54	3,832	71	(*c*) 1,06,752	1,38,273	31,521	...
Southern Mahratta (*d*)	105	1,165	91,385	78	1,165	1,18,489	102	34,43,859	35,81,246	1,37,387	...
Bengal and North-Western (*e*)	146	756	73,530	97	756	83,440	110	29,68,943	27,86,293	...	1,82,650
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	29,310	147	200	11,323	57	4,76,415	3,72,825	...	1,03,590
Assam-Bengal	...	...	...	...	128	7,790	61	...	(*f*) 96,931	96,931	...
TOTAL	259	8,275	18,20,025	220	8,581	19,65,709	229	5,70,19,770	5,67,49,456	...	2,70,314
State lines worked by the State.											
Standard gauge—											
North Western (state) (*g*)	252	2,511	5,46,584	218	2,548	7,02,596	276	1,64,04,540	1,94,23,545	30,19,005	...
Oudh and Rohilkhand (state)	270	797	1,52,613	191	797	1,47,115	185	54,42,439	51,58,560	...	2,83,879
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	339	813	3,11,310	383	813	3,70,710	456	68,81,770	69,52,545	70,775	...
Bengal Central (*h*)	130	125	12,984	104	125	17,900	143	4,37,218	4,51,031	13,813	...
East Coast (state)	99	321	27,227	85	427	25,983	61	8,10,070	9,98,161	1,88,091	...
Metre gauge—											
Burma (state)	164	730	84,477	116	746	1,10,134	148	29,80,806	32,77,730	2,96,924	...
Special gauges—											
Jorhát (state provincial)	55	25	1,351	54	25	1,990	80	41,894	50,284	8,390	...
Cherra-Companyganj (state provincial)	64	8	341	43	8	483	60	12,897	10,477	...	2,420
TOTAL	243	5,330	11,36,887	213	5,489	13,76,911	251	3,30,11,634	3,63,22,333	33,10,699	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	442	1,490	4,62,469	310	1,490	4,76,775	320	1,69,51,941	1,49,39,902	...	20,12,039
Bombay, Baroda and Central India	678	461	2,41,550	524	461	2,57,000	557	82,84,276	93,92,825	11,08,549	...
Madras	243	840	1,97,075	235	840	1,98,963	237	55,90,948	52,74,095	3,77,147	...
TOTAL	421	2,791	9,01,094	323	2,791	9,32,738	334	3,08,33,165	3,03,06,822	...	5,26,343
TOTAL (GUARANTEED AND STATE) Assisted companies.	281	16,396	38,58,006	235	16,861	42,75,358	254	12,08,64,569	12,33,78,611	25,14,042	...
Standard gauge—											
Delhi-Umballa-Kalka	165	161	26,518	165	161	36,624	227	7,20,230	7,69,715	49,485	...
Tarkessur	269	22	5,101	232	22	5,557	253	1,64,888	1,62,442	...	2,446
Metre gauge—											
Rohilkund and Kumaon (Company's section)	121	67	8,196	122	66	10,720	162	2,34,996	2,37,223	2,227	...
Bengal Dooars	161	36	5,236	145	36	8,790	244	1,05,851	1,43,766	37,915	...
Dibru-Sadiya	136	78	10,057	129	78	10,505	135	2,96,575	3,06,217	9,642	...
Special gauge—											
Darjeeling-Himalayan	249	51	13,461	264	51	13,467	264	3,51,899	4,02,305	50,406	...
TOTAL	164	415	68,569	165	414	85,663	207	18,74,439	20,21,668	1,47,229	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	187	333	43,850	132	333	49,605	149	16,57,222	15,34,173	...	1,23,049
The Gaekwar's Petlád	105	13	1,784	137	13	900	69	38,646	40,383	1,737	...
Rájpura-Bhátinda	271	108	16,893	156	108	13,185	122	6,49,646	5,84,992	...	64,654
Kolar Gold-fields	260	10	1,879	188	10	2,979	298	(*j*) 52,800	85,483	32,683	...
Metre gauge—											
Southern Mahratta (Mysore section) (*k*)	89	362	45,004	124	362	39,136	108	9,14,859	9,56,579	41,720	...
The Gaekwar's Mehsána	74	93	5,813	63	93	4,870	52	1,81,836	1,66,251	...	15,585
Kolhápur	81	29	1,734	60	29	2,223	77	69,226	65,059	...	4,167
Special gauges—											
The Gaekwar's Dabhoi	59	72	3,303	46	72	3,980	55	1,23,605	1,34,282	10,677	...
Cooch Behar	45	22	746	34	22	870	40	22,097	20,226	...	1,871
TOTAL	136	1,042	1,21,006	116	1,042	1,17,748	113	37,09,937	35,87,428	...	1,22,509
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	103	334	24,530	73	334	30,110	90	9,04,450	10,27,751	1,23,301	...
Jetalsar-Rájkot	68	46	2,602	57	46	3,604	78	81,357	95,832	14,475	...
Jodhpur-Bickaneer	58	364	16,762	46	364	18,300	50	6,27,497	5,24,485	...	1,03,012
Oodeypore-Chitor (*l*)	...	...	...	...	61	2,410	40	...	(*m*) 20,256	20,256	...
Special gauge—											
Morvi	65	94	4,700	50	94	7,050	75	1,67,888	2,06,292	38,404	...
TOTAL	78	838	48,594	58	899	61,474	68	17,81,192	18,74,616	93,424	...
GRAND TOTAL	261	18,691	40,96,175	219	19,216	45,40,243	236	12,82,30,137	13,08,62,373	26,32,186	...

(*a*) Includes the Bhopal-Itársi and Bína-Guna railways.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 13th October 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Total earnings from 1st July to 12th October 1895.
(*g*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*j*) Total earnings from 1st June to 13th October 1894.
(*k*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*l*) The line is being worked by the Bombay, Baroda and Central India Railway Company as a temporary measure.
(*m*) Total earnings from 1st August to 12th October 1895.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 24th October 1895.*

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OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, 26th October 1895.

Throughout the week under review high pressures and quiet weather prevailed over the whole of Northern and Central India. On the contrary, in the south of the Indian region the weather was unsettled during the whole week; pressure was low, and first on one side of the Peninsula and later on the other, cyclonic conditions were developed, which, if they never reached the intensity of a well-defined cyclonic storm, were yet sufficiently disturbing to occasion strong winds and a good deal of rain over the Peninsula and the neighbouring seas. Temperature conditions were very unsteady during the week, so that, though the means for the whole country for each day exhibited comparatively little variation from the normal, the provincial variations frequently showed large changes from day to day.

Daily Summary.—*Sunday, October 20th.*—The barometer had risen briskly over North Bombay, but had changed by small amounts elsewhere. Pressure was low over the Bay, the south of the Peninsula, and the Indus valley, while it was relatively high and uniform elsewhere. The winds were easterly and south-easterly over the west and centre of the Peninsula, northerly over the

Bay area, and variable elsewhere. The mean temperature was in defect over North-Eastern India and along the West Coast, but was in excess of the average elsewhere. Rain had fallen over the west and south of the Peninsula.

Monday.—Pressure had decreased a little over North Bombay, over Assam, and over Upper Burma, and had increased elsewhere. Readings were high over Northern and Central India, and low over the Bay and the Arabian Sea. The winds were unchanged. The mean temperature was in large defect over North Bombay, over the South Carnatic, and over North-Eastern India. Elsewhere it was in excess. The rainfall area had extended, and showers were reported from the Peninsula, the central parts of the country, and Khandesh.

Tuesday.—Pressure changes were almost everywhere very small, and the barometric distribution was little changed. Readings were fairly uniform throughout the country, though slightly higher in the north than in the south. The winds were northerly over the Bay; variable elsewhere. The mean temperature was low over Assam, Bengal, the Gangetic plain, Central India, and the north of Bombay. Rain had fallen over the greater part of the Peninsula and in Khandesh and Kathiawar.

Wednesday.—Pressure had decreased almost everywhere, the change being generally slight. High pressure areas were shown in the north-west and centre, and very uniform readings elsewhere. The winds were northerly over the Bay, and south-easterly to southerly on the west coast of the Peninsula. The mean temperature was high in Sind and over the central parts of the country, and low elsewhere. Rain had fallen over the Peninsula and in North Bombay.

Thursday.—Pressure had decreased briskly at some western stations, and changed by small amounts elsewhere. Readings were high over North-Western and North-Eastern India, and were low over the Bay and the east of the Arabian Sea. The winds were northerly over the Bay area, cyclonic on the West Coast, and variable or between north and north-east elsewhere. The mean temperature was in excess all over the central parts of the country, and in defect over Bengal and Assam, over the south of the Peninsula, and over North Bombay. The variations from the normal were large. General rain had fallen over the south of the Peninsula, and showers on the West Coast and in the Central Provinces and Central India.

Friday.—The barometer had fallen briskly to rapidly over the Bay and the south of the Peninsula, and had risen slightly to briskly elsewhere. A well-defined depression had been developed over the Bay, while the low pressure area over the Arabian Sea was still shown. The winds were cyclonic on both sides of the Peninsula, and at 8 A.M. were blowing very strongly on the Madras Coast. The mean temperature was very low over Madras and over Gujarat, Central India, and Rajputana, and was more or less in excess of the normal elsewhere. Rain was fairly general over the Peninsula and the Central Provinces, and showers had fallen in Gujarat.

Saturday.—Pressure had fallen over the central districts of Madras, and a small centre of depression was shown between Nellore and Kurnool. Elsewhere

pressure had increased, but the low pressure area off the West Coast was still shown there. The winds were cyclonic around the depression near Nellore, but in other respects the wind directions were not much changed. The mean temperature was still very low over Madras, Khandesh, Gujarat, the Central Provinces, and Rajputana, and in slight or moderate excess elsewhere. Rain had fallen generally over the Peninsula, and as scattered showers over other parts of the country, except the north-west.

Temperature.—The distribution, as regards locality, of the mean temperature with respect to the normal has been very steady throughout the week under review. The mean temperature has been steadily higher than usual over the whole of the central parts of the country, and lower than usual over North-Eastern India, the south of the Peninsula, and part of North-Western India. Within these areas of deficient heat large variations in the amount of the deficiency have occurred depending on the amount of the rainfall. Thus, during the twenty-four hours ending at 8 A.M. on the 25th the mean temperature of Rajkote was 13°, of Deesa 10°, and of Neemuch 8° below the normal, while for the twenty-four hours ending at 8 A.M. on the 26th the temperature of Kurnool and of Cuddapah was 11° below the average. The principal defect was shown in the day temperatures, which on some occasions were more than 20° below the average.

The following table gives the variations of the mean temperature from the normal in the different provinces of India for each day of the week:

Province.	October 1895.							Mean variation of week.
	20th	21st	22nd	23rd	24th	25th	26th	
	°	°	°	°	°	°	°	°
Burma	0	+0·4	+2·8	+1·1	+1·5	+2·2	+2·2	+1·5
Bengal and Assam	−0·5	0	−1·2	−1·3	−0·6	−0·3	+1·3	−0·4
North-Western Provinces and Oudh	−1·3	−0·4	−0·2	−0·1	+1·6	−1·1	−2·5	−0·6
Punjab	+2·1	+3·3	+0·7	+1·1	0	−0·7	−0·3	+0·9
Bombay	+0·4	−2·2	0	−0·5	+0·4	−1·0	−0·9	−0·5
Central Provinces and Berar	+3·6	+0·8	−0·1	+2·8	+3·3	+2·3	+1·2	+2·0
Central India and Gujarat	+4·1	−2·0	−2·2	+0·8	+0·4	−5·5	−4·6	−1·3
Sind and Rajputana	+0·9	+0·8	+0·3	+1·3	+3·4	−1·0	−1·5	+0·6
Madras	+0·9	0	−0·5	−0·8	−1·8	−1·8	−3·7	−1·1
Mean for whole of India	+1·1	+0·1	0	+0·5	+0·9	−0·8	−1·0	+0·1

The mean temperature of the whole country for the whole week was practically normal, and the variations from day to day only on two occasions equalled 1°. The provincial variations also exhibited comparatively small departures from the normal when the figures for the whole week were considered, but when the daily variations are investigated the unsteadiness of the temperature in certain parts of the country becomes very apparent. Thus, in Central India and Gujarat there was an excess of 4·1° on the 20th, and a defect of 5·5° on the 25th; in Madras an excess of 0·9° on the 20th, and a defect of 3·7° on the 25th; and in the Central Provinces an excess of 3·6° on the 20th, and a defect of 0·1° on the 22nd.

Rain.—The rainfall of the week under review has been generally similar to that which was reported during last week. Thus, over the whole region influenced by the retreating south-west monsoon current, heavy general rain has been received. At the same time unsettled conditions over the Arabian Sea have occasioned a large departure from the normal in the winds over Western India, and have given damp southerly and easterly winds to the west of the Peninsula, Khandesh, Gujarat, Kathiawar, and Central India, in place of the dry north-easterly and northerly winds which normally occupy these regions. When these unsettled conditions were most pronounced their influence was felt even beyond the districts given above, and showers were received over the whole of the central parts of the country. In North-Western India one period of feeble disturbance occurred during the week. On Sunday showers commenced in Baluchistan, and continued during Monday. Thence they extended to Cherat and Srinagar on Monday, and to Murree on Tuesday, but this was the extreme limit, and over the plains of North-Western India the weather remained fine throughout the week.

The concluding table gives the rainfall data. Effective rainfall was received in twenty-four of the rainfall divisions; slight rainfall, averaging less than one-tenth of an inch per division, in ten divisions, and no rainfall whatever in eighteen divisions. The effective rainfall ranged from 4·82 inches in the East Coast (South) to 0·12 inch in Assam (Brahmaputra), and the regions affected included the following divisions:—all the Burma divisions, except Arakan, Assam (Brahmaputra), all the Peninsular divisions, Khandesh, Berar, the Central Provinces (West), Gujarat, Kathiawar, and Central India (East). In all other parts of the country there has been either no rain or only a few unimportant showers. The third column of the table shows that the rainfall of the week has been in excess of the normal in seventeen, and in defect in thirty-two divisions, while in the case of two divisions no rain is anticipated or has been received. The region of excessive rain includes all the Peninsula divisions (except Mysore), Tenasserim, Gujarat, Kathiawar, and Central India (East). The greatest excess is reported from the Peninsula, where the East Coast (South) reports an excess of nearly 3 inches, the East Coast (Central) of over 2 inches, and Malabar, the Konkan, the East Coast (North), Madras (Central) and Madras (South) of over 1 inch. The greatest deficiency is reported from North-Eastern India, where Arakan, East Bengal, Assam (Surma), and Orissa have received more than an inch less than the normal amount.

The three concluding columns of the table show very much the same information as that exhibited by the first three. The rainfall since the 16th of October has been excessive in Malabar, Madras (South-Central), Coorg, the Konkan, Gujarat, Kathiawar, Central India (East), and the east coast districts of Madras, and a deficiency elsewhere.

The heaviest totals received during the week are—Perintalmanna (Calicut) 6·66 inches, Dharapuram (Coimbatore) 7·00 inches, Bimlipatam (Vizagapatam) 14·36 inches, Cumbum (Kurnool) 9·58 inches, Cuddalore 16·58 inches, Shiyali (Tanjore) 10·88 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending October 26th, 1895.			Rainfall data from October 13th to October 25th, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, October 13th to October 26th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	1·23	1·08	+ 0·15	2·13	3·28	— 35
	Lower Burma	0·51	1·20	— 0·69	1·19	2·88	— 59
	Central Burma	0·28	0·93	— 0·65	1·20	1·94	— 38
	Upper Burma	0·21	?	?	0·33	?	?
	Arakan	0	1·79	— 1·79	0	3·05	— 100
Bengal and Assam	East Bengal	0	1·15	— 1·15	0	2·38	— 100
	Assam (Surma)	0·04	1·32	— 1·28	0·15	2·56	— 94
	Do. (Brahmaputra)	0·12	0·73	— 0·61	0·14	1·58	— 91
	Deltaic Bengal	0	0·86	— 0·86	0·29	2·00	— 86
	Central Bengal	0·06	0·58	— 0·52	0·10	1·73	— 94
	North Bengal	0·06	0·88	— 0·82	0·24	1·95	— 88
	Orissa	0	1·63	— 1·63	0	2·80	— 100
	Chota Nagpur	0·01	0·60	— 0·59	0·57	1·08	— 47
	Bihar (South)	0·03	0·61	— 0·58	0·03	1·04	— 97
	Do. (North)	0	0·42	— 0·42	0·02	0·84	— 98
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·49	— 0·49	0	0·72	— 100
	Do. (Submontane) (*a*)	0	0·36	— 0·36	0	0·73	— 100
	Oudh (South)	0·01	0·25	— 0·24	0·03	0·37	— 92
	Do. (North)	0	0·09	— 0·09	0·01	0·25	— 96
	North-Western Provinces (Central).	0	0·11	— 0·11	0	0·17	— 100
	North-Western Provinces (West).	0	0·03	— 0·03	0	0·06	— 100
	North-Western Provinces (Submontane). (*b*)	0	0·02	— 0·02	0·01	0·06	— 83
Punjab	Punjab (South)	0	0	0	0	0·07	— 100
	Do. (Central)	0	0	0	0	0·07	— 100
	Do. (Submontane)	0	0·01	— 0·01	0	0·08	— 100
	Do. (Hill Districts)	0	0·06	— 0·06	0·15	0·19	— 21
	Do. (North-West)	0·01	0·05	— 0·04	0·07	0·16	— 56
	Do. (West)	0	0·01	— 0·01	0	0·03	— 100
Bombay and Malabar Coast Districts (Madras).	**Malabar**	3·13	1·73	+ 1·40	6·05	4·55	+ 33
	Madras (South-Central)	2·13	1·33	+ 0·80	4·20	3·25	+ 29
	Coorg	2·39	1·87	+ 0·52	4·60	3·76	+ 22
	Mysore	0·81	1·13	— 0·32	1·42	2·37	— 40
	Konkan	2·64	1·07	+ 1·57	3·44	2·20	+ 56
	Bombay Deccan	1·07	1·05	+ 0·02	1·89	2·13	— 11
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	1·18	0·51	+ 0·67	1·27	1·43	— 11
Central Provinces and Berar.	Berar	0·27	0·47	— 0·20	0·28	1·27	— 78
	Central Provinces (West)	0·32	0·52	— 0·20	0·32	0·92	— 65
	Ditto (Central)	0·03	0·45	— 0·42	0·03	0·73	— 96
	Ditto (East)	0 08	0·48	— 0·40	0·08	0·71	— 89
Bombay (North)	Gujarat	1·19	0·27	+ 0·92	1·29	0·39	+ 231
	Kathiawar	0·95	0·20	+ 0·75	0·95	0·23	+ 313
	Sind	0	0·01	— 0·01	0	0·04	— 100
Rajputana and Central India.	Central India (East)	0·64	0·01	+ 0·63	0·64	0·25	+ 156
	Rajputana (East) and Central India (West).	0·05	0·13	— 0·08	0·05	0·25	— 80
	Rajputana (West)	0	0·01	— 0·01	0	0·05	— 100
Madras	East Coast (North)	2·58	1·75	+ 0·83	2·85	3·59	— 21
	Ditto (ditto) (*a*)	2·30	0·86	+ 1·44	2·35	2·24	+ 5
	Hyderabad (South)	0·67	0·22	+ 0·45	0·67	0·65	+ 3
	Madras (Central)	2·21	0·96	+ 1·25	2·38	2·44	— 3
	East Coast (Central)	3·83	1·68	+ 2·15	4·68	4·16	+ 13
	Ditto (South)	4·82	1·87	+ 2·95	8·05	3·95	+ 104
	Madras (South)	2·77	1·46	+ 1·31	6·45	3·22	+ 110

Simla, *31st October 1895.*

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

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 26th October.*—Rainfall heavy in Ganjam, Kurnool, Carnatic, the south and parts of central districts; moderate elsewhere. Agricultural operations are in active progress. Standing crops are generally fair. Harvest is progressing with moderate outturn. Cattle are generally in good condition. Prices have slightly risen in the Circars, Kurnool, South Arcot, and Madura, but elsewhere are falling or stationary.

Bombay.—*For week ending 30th October.*—Rainfall slight in parts of Hyderabad, Baroda territory, Poona, and Bijapur; generally good in other districts of the Presidency Proper. More rain is wanted in parts of Broach and Poona. Cotton in five talukas of Khandesh and standing or cut crops in parts of Surat, Kaira, Ahmedabad, and Kolaba have been slightly injured by the late rain, but prospects of cotton in Broach and of late crops generally in Gujarat have much improved. Harvesting and sowing operations are in progress generally. Cotton-picking continues in Khandesh and Thar and Parkar. Fodder is insufficient in parts of Hyderabad and Thar and Parkar. The condition of agricultural stock is good, except in parts of Broach and Thar and Parkar. Prices are generally steady.

Bengal.—*For week ending 28th October.*—There was rain on the 27th and 28th instant throughout the greater part of the province, except in Behar and parts of North and East Bengal. Rain will benefit the rice crop, and will be good for the spring sowings. In Behar the absence of the October rain has been detrimental to the prospects of the rice crop. The price of common rice is generally steady.

North-Western Provinces and Oudh.—*For week ending 30th October.*—Slight rain has fallen in Jhansi; elsewhere the weather has been clear. Rain is much needed in several districts for spring sowings. Harvesting of autumn crops is progressing; outturn favourable, except in Agra, Lalitpur, and Jhansi, where crops have suffered for want of rain. Supplies sufficient. Prices are generally stationary, but rising in a few districts.

Punjab.—*For week ending 30th October.*—No rain. Harvesting of autumn crops and picking of cotton are going on. Ploughings and sowings of spring crops are in progress. Rain is badly wanted in most districts. Condition and prospects of standing crops are reported good in Amritsar and Peshawar; average to poor in other districts. Autumn crops, especially rice, are drying for want of rain in Sialkot and Shahpur. Grasshoppers, which were damaging the crops in parts of Dera Ismail Khan, have mostly died off. Cattle are generally said to be in good condition. Fodder is scarce in Hissar, Delhi, Jullundur, Sialkot, and Lahore, and sufficient elsewhere. Prices are rising in Hissar, Umballa, Jullundur, Dera Ismail Khan, and Peshawar; high in Delhi; normal in Ferozepore, Amritsar, and Lahore; above normal in Sialkot, and continue low in Rawalpindi. In Shahpur wheat is selling from 16 to 18 seers per rupee.

Central Provinces.—*For week ending 30th October.*—Weather cloudy. Good rain in Chanda and slight showers in a few other districts. The rain has benefitted both autumn and winter crops. More rain is required, especially in the northern districts, for winter sowings. Prices are above normal in Seoni, and stationary elsewhere.

Burma.—*For week ending 26th October.*—In Lower Burma crop prospects continue good in all districts. Reaping of early wet-weather paddy commenced in places. In Upper Burma transplanting of wet-weather paddy is practically

completed everywhere. Reaping of early paddy is in progress in some districts. Standing crops are backward in several districts for want of rain; elsewhere prospects continue fair, but the late ripening showers are badly wanted throughout some districts. Damage caused to crops in Upper Chindwin and Minbu. Ploughing and sowing for cold weather crops are progressing favourably. The price of paddy has risen slightly in Rangoon and Sagaing, and considerably in Minbu, and has fallen slightly in Tavoy, Thaton, and Magwe; elsewhere stationary.

Assam.—*For week ending 29th October.*—Weather seasonable. Prospects of crops are good on the whole. More rain is wanted for late rice in Darrang and Nowgong. Condition of cattle is fair. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 30th October.*—MYSORE: Slight rain throughout the State. Crops and prospects good. Prices have slightly risen in Bangalore, Kolar, Kadur, and Chitaldrug, and fallen in the Hassan district.

COORG: Rainfall good. Rice crop is in good condition. Reaping of *ragi* (*Eleusine coracana*) and picking of cardamoms continue. Coffee is ripening. Prices are normal. Water and fodder for cattle sufficient.

Berar and Hyderabad.—*For week ending 30th October.*—BERAR: Weather cool. Standing crops are in fairly good condition. Picking of cotton is commenced. Preparation of land for ensuing crop is completed. Sowings of wheat and linseed are in progress. Scarcity of fodder and water is still felt in Khamgaon and Jalgaon talukas. Prices are stationary.

HYDERABAD: Rainfall slight. Standing crops are in good condition. Fodder and pasture are available for cattle. Prices are normal.

Central India.—*For week ending 30th October.*—Some rain fell in parts of Central India during the week: more rain is required in Bundelkhand, Bhopawar, and in the Neemuch district. Agricultural operations are in progress in all parts. Crops are damaged in some parts for want of rain, but are in fairly good condition elsewhere. Agricultural stock is in fairly good condition. Pasturage good and sufficient, except in some districts of Gwalior. Prices are rising in Bundelkhand and in parts of Gwalior; high in Goona; normal elsewhere.

Rajputana.—*For week ending 30th October.*—Rainfall slight in six States. Agricultural operations are satisfactory. Crops have withered in parts of Ulwar for want of rain; other prospects reported fair, except in Jeypore, Bhurtpore, Bikanir, Jaisulmere, and Tonk. Agricultural stock is generally good. Pasturage or fodder is generally sufficient, but scarce in parts of Meywar, Shahpura, Ulwar, and Jaisulmere, and failing in Bhurtpore. Prices are rising in six States, fluctuating in two, and steady elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 29th October.*—No rain. Rice-threshing is going on. Spring sowings are in progress. Prices continue normal.

JAMMU PROVINCE.—*For week ending 30th October.*—No rain. Autumn harvest continues. Prices stationary. Cattle in fair condition.

Nepal.—*For week ending 26th October.*—Slight rain. Weather cloudy. Low-land rice is still being reaped.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Circular No. $\frac{20}{272-2}$ F.

Extract from the Proceedings of the Government of India in the Department of Revenue and Agriculture (Forests),—dated Simla, the 25th October, 1895.

Read—

(i) Circular Resolution of this Department, No. 11-F. dated 28th June 1893, promulgating rules to regulate the constitution of, admission to, and studies and discipline at, the Imperial Forest School, Dehra Dun.

(ii) Circular of this Department, No. 9-F. dated 29th May 1895, forwarding copies of the resolutions passed by the Board of Control of the Imperial Forest School in March 1895.

(iii) Letter from the Inspector General of Forests, No. 793 dated 9th September 1895, regarding the fourth and sixth of the resolutions passed by the Forest School Board of Control in March 1895.

RESOLUTION.

The Director of the Imperial Forest School and his staff having noticed the difficulty which the students experience in intelligently assimilating the lectures with which the School course commences, and which deal with technical subjects in their relation to the practice of forestry, proposed, following the example of the Forest Schools of Europe, that the students should join the School each year on the 15th April instead of on the 1st July, in order that they might commence their studies with practical work in the forests under an Instructor, and thus become to some extent familiar with the forests and the nature of the work to be done in them, as a preliminary to the study in the class-room of sylviculture and forest-mathematics.

Under this proposal, which has received the approval of the Government of India, and to which effect will be given from the beginning of the year 1897, the School course will last $23\frac{1}{2}$ instead of 21 months as at present; and it will be necessary to hold the examination for entrance into the School in January instead of in March. The additional expenditure entailed on each student by the change will be as follows:

	Rs.
(*a*) For a European student of the Upper Class	$112\frac{1}{2}$
(*b*) „ Native „ „ „	$87\frac{1}{2}$
(*c*) „ „ „ „ Lower „	70

2. The Government of India have also approved of a recommendation by the Board of Control that Rule 15 of the Forest School Rules should be amended, so as to allow of candidates for the Lower Class who are already in Government

service being admitted into the School, even though they may be 25 years of age or over and may have been in the Subordinate Forest Service for less than three years. The conditions now imposed by Rule 13 (ii), (*a*) and (*c*), may therefore bewaived by a special order of the Local Government or Administration in the case of any Government student whom it may be in future proposed to send to the Lower Class.

3. It has also been found desirable to make some other small corrections of minor importance in the rules. Appended to this Resolution is a copy of the Forest School Rules as now amended. The alterations effected in the rules noted in the margin* will not take effect till the 1st January 1897; but the amendments made in the remaining rules† will come into force on and after the 1st January 1896.

* 4, 5, 10, 12 (i) (*e*), (v) [except the addition to the fourth subject of examination], and (viii); 13 (last clause), 14, 15 (ii) and (iii); 18, 19, 20, and 21.

† 12 (v) [addition to fourth subject of examination]; 13 (*a*), (*b*), and (ii); and 15 [new clause (iv)].

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

Bengal.	Assam.
North-Western Provinces and Oudh.	Coorg.
Punjab.	Ajmere.
Central Provinces.	A damans.
Burma.	Baluchistan.
	Hyderabad.

ORDERED, also, that a copy be forwarded to the Foreign Department for transmission to the Durbars of such Native States as have a Forest Department.

ORDERED, further, that the Resolution, with its appendix, be published in the Supplement to the *Gazette of India*.

(True Extract.)

DENZIL IBBETSON,

Offg. Secretary to the Govt. of India.

Appendix.

Rules to regulate the constitution of, admission to, and studies and discipline, at the Imperial Forest School, Dehra Dun.

Section I.—Constitution and Studies.

1. The School is under the administrative control of the Inspector General of Forests, who is assisted by a Board consisting of—

1. The Inspector General of Forests, *President ;*
2. The Director of Public Instruction, North-Western Provinces and Oudh ;
3. The Director of the School ;
4. One Conservator from each province (not more than three serving in any given year);

with, as *Secretary*, the Assistant Inspector General of Forests.

2. The Superior Staff of the School consists of—

1. The Director,
2. The Deputy-Director,
3. & 4. Two Instructors,
5. The Vernacular Instructor,

} assisted by the Forest Officers of the School Circle, North-Western Provinces.

The Conservator of Forests, School Circle, North-Western Provinces, will ordinarily be Director of the School. The Deputy Director and two Instructors are officers of the Indian Forest Service on the Imperial List. The Vernacular Instructor is an officer of the Provincial Forest Service, also on the Imperial List.

3. The Director of the School is charged with (1) the general administration of the institution, including the regulation of the course of study under the arrangements prescribed by the Board of Control, subject to the sanction of the Government of India ; (2) the supervision of the School buildings, quarters, and gardens ; (3) the control of the accounts, and the conduct of correspondence.

4. *Courses.*—There are two courses ; one in English, the other in the Hindustani language. Each course lasts $23\frac{1}{2}$ months. The English course is that followed by the "Upper Class"; the Hindustani course, that followed by the "Lower Class." The first year's students are called "Juniors"; the second year's students, "Seniors." In the English course, students are prepared for the certificate in Forestry by the "Higher Standard"; in the Hindustani course, for that by the "Lower Standard."

The subjects taught in these courses are the following, described in the School syllabuses :

1. Forestry, including Sylviculture, Utilisation and Forest Working-Plans ; both theoretical and practical.
2. Mathematics—elementary Arithmetic, Algebra, Trigonometry, and Mechanics ; in their application to forest questions.
3. Physical Science, including Chemistry, Physics, Physiography, Geology, Mineralogy and Soils.
4. Botany, both theoretical and practical ; including the collection and preservation of plants.
5. Zoology—the classification of animals and the study of useful and dangerous species, especially of insects ; including the collection and preservation of specimens.
6. Drawing, Surveying and Estimating ; as required for forest officers.
7. Forest Engineering, theoretical and practical.
8. Forest Law, the elements of Criminal Law, and departmental organisation.
9. Forest Accounts and Procedure.

5. *Terms.*—The terms of study are as follows :

1st year—
- Preliminary term—April 15th to June 15th, in camp.
- Vacation—June 16th to June 30th.
- Rains term—July 1st to October 31st, in Dehra Dun.
- Winter term—November 1st to December 22nd, in camp.
- Vacation—December 23rd to January 5th.
- Spring term—January 6th to March 31st, in camp.

2nd year—
- Hill tour term—April 1st to May 31st, in camp.
- Vacation—June 1st to 30th.
- Rains term—July 1st to October 31st, in Dehra Dun.
- Winter term—November 1st to December 22nd, in camp.
- Vacation—December 23rd to January 5th.
- Spring term—January 6th to February 15th, in camp.
- Examinations, including survey test—February 16th to March 31st.

6. *Examinations.*—The School Examinations are :

1. Monthly, to test progress and application.
2. Final.

The *Monthly Examinations* are usually held on the last two working days of each month, as the Director may order. The marks obtained at these examinations are counted for one-fourth of the aggregate at the Final.

The *Final Examinations* are held in March of the second year, and the marks then obtained count for three-fourths of the aggregate.

7. *Certificates.*—There are two certificates obtainable in each class, after the final examinations : a "pass" certificate and an "honours" certificate. The former is granted to students who obtain over 50 per cent. of the aggregate marks allotted to all subjects, provided this includes 50 per cent. of the marks allowed for each of the subjects of Forestry, Botany, Surveying, and Engineering. The latter is granted to students who obtain over 75 per cent. of the aggregate marks allotted to all subjects, including over 50 per cent. in each individual subject. These certificates are only granted on the orders of the Board of Control, who have authority to exercise their discretion in doubtful cases.

8. *Prizes.*—The School medals are awarded by order of the Board of Control, but only if "honour" marks (75 per cent.) have been obtained. Other prizes, whether given by Government or other donors, are also awarded by the Board of Control.

9. Should any student, of the three categories enumerated in Rule 11, be unable (*a*) to appear at the final examinations, or, having appeared, (*b*) fail to pass those examinations, he will not be permitted to appear at any subsequent final examination, unless he follows a second time the whole course of instruction at the School, or, at the discretion of the Director, the second year's course.

Section II.—Admission Rules.

10. The total number of students of each class who can be admitted into the School each year will be limited to such number as the Board of Control may decide, from time to time, can be accommodated in the School. The number of studentships to be allotted each year to the respective Provinces, as well as the number of nominations to be made by the Director, will, with due regard to the total prescribed by the Board of Control, be decided by the Director of the School before the 1st of November, after consultation with the Provincial authorities as to their requirements, and communicated to the Local Governments concerned.

A.—Upper Class.

11. There are three categories of students in the Upper Class—

(1) Private Students.
(2) Students already in the Government service.
(3) Students deputed by Native States.

12. *Private Students* comprise all those students who are at present without appointments in any Forest Service, and whose object it is, by becoming possessors of Forest School certificates, to obtain employment, either in the Forest Service of the Government of India, or in that of a Native State or some other owner of forest-property.

(i) Candidates for admission to the Forest School as private students must not be less than 18 or more than 25 years of age, and their applications must be sent to a Conservator of Forests* through a Divisional Forest Officer of rank not below that of an Assistant Conservator of the 1st grade, or through a Collector or other district officer. Neither the Conservator, the Divisional Forest Officer, nor the Collector need belong to the forest circle or province in which the candidate seeks employment; but Divisional Forest Officers and Collectors may not forward to Conservators applications unsupported by the five certificates enumerated below, namely:

* Conservator of Forests, Bengal Circle, at Darjeeling.
Conservator of Forests, Assam Circle, at Shillong.
Conservators of Forests, North-Western Provinces and Oudh—
School Circle, at Dehra Dun.
Central Circle, at Naini Tal.
Oudh Circle at Naini Tal.
Conservators of Forests, Central Provinces—
Southern Circle, at Nagpur.
Northern Circle, at Jabalpur.
Conservator of Forests, Berar Circle, at Amraoti.
Conservator of Forests, Punjab Circle, at Lahore.
Conservators of Forests, Upper Burma—
Eastern Circle, at Mandalay.
Western Circle, at Mandalay.
Conservators of Forests, Lower Burma—
Pegu Circle, at Rangoon.
Tenasserim Circle, at Rangoon.
Conservators of Forests, Madras Presidency—
Northern Circle, at Waltair.
Central Circle, at Madras.
Southern Circle, at Coimbatore.

(*a*) A certificate that the candidate is a "Native of India," within the meaning† assigned to those words by section 6 of 33 Vict., Cap. 3.

(*b*) A certificate of age.

(*c*) A health certificate in the form prescribed by article 61 of the Civil Service Regulations, signed by the Civil Surgeon of the district in which the said Divisional Forest Officer's or Collector's duties lie, and testifying to the candidate's sound constitution, good vision and hearing, and general physical fitness for a rough out-door life in the Forest Department.

(*d*) A certificate of respectability and good moral character from two or more persons whose social or official position can be accepted as a guarantee of reliableness.

(*e*) A certificate from an officer of the Educational Department, of a rank not less than that of a Deputy Inspector of Schools or the Head-master of a High School under public management, to the effect that the candidate's education appears sufficiently good to give hopes of his being able to pass the entrance examination.

The last three certificates must bear date not further back than the 1st August of the year preceding that in which the candidate proposes to present himself at the entrance examination.

If any person, giving certificates as above under (*c*), (*d*), and (*e*), is in a position to mention anything more to the credit of the candidate than the certificates actually call for, he may do so.

(ii) Upon the receipt by the Conservator of any application in respect to which the preceding conditions shall have been observed, that officer may either accept or reject the application, without assigning any reason for so doing; or he may require the candidate to produce other or better certificates in person before him.

† "Native of India" means any person born and domiciled within the dominions of Her Majesty in India, or within the territories of Indian Princes tributary to or in alliance with Her Majesty, of parents habitually resident in India, and not established there for temporary purposes only. (Article 45 Civil Service Regulations.)

(iii) Conservators may, at their option, test the fitness of a candidate who desires to enter the service of Government by practical work in the forests.

(iv) Those candidates who have been approved by the Conservator will be permitted, under his recommendation, to appear at the next entrance examination for the Forest School held in his circle.

(v) The *Entrance Examination* is held in the month of January each year, on such date as may be fixed by the Director, both at the Imperial Forest School and at such centres as may be fixed from time to time by Local Governments, and under such officers, Educational, Revenue, Forest, or other, as may be appointed: provided that the date shall be communicated by the Director to Local Governments and Conservators on or before 1st November. The subjects of examination are:

		Minima pass marks. Per cent.
1. English	Conversation	50
	Composition	33
2. Arithmetic		40
3. Algebra, up to and including quadratic equations ...		40
4. Elements of Euclid, books I to IV and book VI, with examples		25
5. Mensuration—lengths, areas and volumes, with examples ...		25

The examination papers on the above subjects will be forwarded by the Director, in sealed covers, to such officials as the Local Governments may direct, in the month preceding the examination.

(vi) A Local Government may lay down rules under which the number of candidates allotted, under Rule 10, to the Province for admission into the School, shall be selected from the number of passed candidates. In such rules due regard must be had to the place taken in the examination, but the Local Government shall not be debarred from preferring, for good and sufficient reasons, a passed candidate who may have taken a lower place in the list to one higher on the list; provided that the Director may, after inspection of the papers of the selected candidates, place before the Local Government an objection to the admission of any of such candidates on the ground that he is below the required standard.

(vii) The Local Government may, if it thinks fit, exempt from the entrance examination any candidate who is a Bachelor of Arts, or who has obtained a degree or diploma of about the same standard at any University in India or in the United Kingdom or in a British Colony, or at any educational institution to which the Government of India may extend the privilege: provided that such degree or diploma shall not give such candidate a preferential claim over any candidates who have passed the entrance examination and who may appear more eligible for the Forest Service.

(viii) Prior to the admission of a student, his parents or guardians must satisfy the Director that they are willing and able to defray the expenses of the student at the School. These expenses are estimated to be not less than Rs. 822½ for each student living in native fashion, and Rs. 1,057½ in the case of those living in European fashion (*vide* Rule 21). Of these sums, parents or guardians must deposit with the Director, before the course commences, a sum of Rs. 141 in the case of native students and Rs. 188 in the case of European students, to meet the initial cost of uniform, books, instruments, stationery, and camp-equipage (*vide* Rule 18), and, in addition, Rs. 50 as caution-money.

(ix) Local Governments may, on the recommendation of a Conservator or of the Director, and in exceptional cases, allow selected private

students who have passed the entrance examination a monthly stipend, not exceeding Rs. 50, to assist them through the School course; provided that such selected private students previously execute an agreement binding themselves to serve the Local Government concerned (in the event of their obtaining the School certificate) for a period of not less than five years (*vide* Rule 17). Such monthly stipend may, in case of misconduct or unsatisfactory progress at the School, be reduced or altogether withdrawn at the discretion of the Director.

(x) The names of those private students who succeed in obtaining the School certificate will be entered by the Director in a register to be kept for that purpose, and the Conservators of those circles, in which the non-stipendiary private students may severally desire or be willing to serve, will be addressed by him with the view of obtaining appointments for such students. The Conservators concerned will, for this purpose, be furnished with the original certificates already referred to in clause (i) of this rule, the School certificates, and such other useful information, more especially regarding the physical qualifications of the students, as the Director may be in a position to furnish.

(xi) A list of private students, who may not succeed in obtaining appointments, will be forwarded by the Director to the Inspector General of Forests, who will circulate the list amongst Durbars, Conservators, and other persons likely to be in need of the services of trained forest officials.

(xii) The appointment to the service of Government of passed private students depends on the existence of vacancies in the various circles, and even a stipendiary student has no claim to such appointment.

13. *Candidates in the Government Service*, who may be deputed to the Upper Class, will ordinarily be either—

(*a*) Forest Rangers who desire to qualify themselves for further promotion in their own or to a higher class; or

(*b*) other members of the Subordinate Forest Service (Foresters and other subordinate officials) similarly desirous of qualifying for promotion.

(i) Forest Rangers may be deputed by Local Governments, provided the candidates are certified, by the Conservator under whom they are serving, to possess sufficient knowledge of English and general education and ability to enable them to profit by the course. Such officers may be above 25 years of age, and need not pass the entrance examination. While at the School they will draw the pay of their grade, and the travelling allowances to which they may be entitled under the Civil Service Regulations.

(ii) Other officers of the Subordinate Service may be deputed by Local Governments, provided that—

(*a*) they have been in that service for not less than three years;

(*b*) they have passed the School entrance examination;

(*c*) they are under 25 years of age;

(*d*) they have executed the formal agreement referred to in Rule 17.

Such officers will, while at the School, draw the pay and travelling allowances of their grade in the service; provided that the total amount sanctioned to meet the cost of their training, inclusive of travelling expenses, shall not be less than Rs. 822½ in the case of students living in the native style, and Rs. 1,057½ in the case of students living in European fashion (*vide* Rule 21).

14. *Students deputed by Native States* may be admitted on the request of the State concerned; provided that—

(*a*) they have passed the entrance examination of the School;

(*b*) they have produced the certificates required for admission, specified in Rule 12 (i).

The Durbars of Native State sending students to the School shall, before the beginning of each term, or of each year if preferred, deposit with the Director a sum sufficient to meet the expenses of the students. This sum, for the whole course, must not be less than Rs. 822½ for students living in native fashion, and Rs. 1,057½ for those living in European fashion (*vide* Rule 21).

B.—Lower Class.

15. There are also three categories of students in the Lower Class—

(*a*) Private students.

(*b*) Students in Government service.

(*c*) Students deputed by Native States.

The rules for admission to the Lower Class are the same as those detailed in Rules 12, 13, and 14 for admission to the Upper Class, with the following exceptions:

(i) Instead of the Entrance Examination, the candidate must furnish a certificate of having passed the Middle Class Examination in the North-Western Provinces and Oudh, or an equivalent standard in another province, as well as a certificate that he possesses a competent knowledge of Hindustani.

(ii) The cost of training will not be less than Rs. 658 (*vide* Rule 21) for the whole course of 23½ months.

(iii) The required deposit will be Rs. 94, and the caution-money Rs. 25.

(iv) In the case of candidates who are already in the Subordinate Forest Service and below the rank of Ranger, the restrictions imposed by Rule 13 (ii) (*a*) and (*c*) may be specially relaxed under the orders of the Local Government.

C.—General.

16. No student of European or Eurasian extraction, not already in the permanent employment of Government or of a Native State, shall be admitted into the Forest School if he is married; nor shall any such student, whether in the permanent employment of Government or of a Native State or not, marry whilst at the School or until he has joined a permanent appointment. A breach of this rule will render the student liable to dismissal from the School, or to forfeiture of any appointment in the Forest Service which may have been promised to him, or to which he may otherwise have a claim.

17. *Agreement and Security-Bond.*—Officers of the Subordinate Service, deputed to the School by Local Governments under Rules 13 (ii) and 15, shall execute a formal agreement—the sureties for the fulfilment of which should be men of position and means—to continue in the Forest Service of the Local Government concerned for a period of not less than five years after passing out of the Forest School, and on such rates of pay as may be in accordance with the existing organisation of the Department. A breach of this condition will render the defaulter and his sureties liable for the refund of the entire cost of the student's education at the School. The agreement and security-bond shall be in the appended forms, and must be executed before the student is admitted to the School. The agreement will be signed by the student and, if he is a minor, by his father or guardian also; the bond by the student and two sureties. The amount of security to be taken will be—

		Rs.
For a Lower Class student	... ...	600
„ an Upper Class student	Native	750
	European	1,000

The agreement and security-bond need not be stamped.

The same rule shall apply to private students who may be granted stipends under Rule 12 (ix), subject, however, to the proviso of Rule 12 (xii). Should any such student not be appointed to the Forest Service of Government at the end of his School course, his agreement and security-bond will be returned to him.

18. *Uniform, book, and camp allowances.*—The Director is authorised to make deductions from the pay of Forest Ranger students under Rule 13 (i), or of students of the Subordinate Service under Rules 13 (ii) and 15, or from the stipends of private students under Rules 12 (ix) and 15, to the following amounts:

				Rs.
Lower Class students		...	4 monthly, or	94 in all
Upper Class students	Native	...	6 „ „	141 „
	European	...	8 „ „	188 „

in order to meet the following items of initial expenditure, *viz.*:

	Upper Class.		Lower Class.
	Native.	European.	
	Rs.	Rs.	Rs.
Uniform and equipment	35	68	20
Books and instruments	60	60	34
Camp outfit	46	60	40
TOTAL ...	141	188	94

The Director will charge off in his accounts such portions of the above as may be necessary from time to time to meet expenditure on the items mentioned, until the whole of the amounts are exhausted, after which the student will be required to pay in cash for articles supplied.

19. *Travelling allowances of private students in receipt of stipends.*—Students holding stipends from Local Governments under Rule 12 (ix) are not entitled to travelling allowance; but, as the tours entail greater expenditure in some months than in others, the Director is authorised to make a further monthly deduction from their stipends, of Rs. 5 from Upper Class Native students and Rs. 7 from Upper Class European students, and to disburse the amounts in the following manner:

		Native Students.	European Students.
		Rs.	Rs.
Monthly travelling allowances...	15th April-15th June, November-March, 1st year ...	4	8
	April-May, November-February, 2nd year...		
Or for 13 months ...		52	104
Special additional allowances for hill tours		30	22
„ „ „ for Punjab tour		35½	38½
TOTAL ...		117½	164½

20. Should the Conservator of a Circle from which any Government student of the Subordinate Service is deputed to the School, under Rule 13 (ii), prefer it, he can, subject to the orders of his Government, authorise the Director to pay travelling allowance to such student at the rates given in Rule 10, instead of at the rates allowed by the Civil Service Regulations. And in the case of Lower Class Government students, deputed to the School under Rule 15, he may similarly authorise the payment of travelling allowance at the following rates, instead of the rates permissible under the Civil Service Regulations:

	Rs.
Monthly travelling allowance @ Rs. 4	52
Special hill tour allowance	22
„ Punjab tour allowance	20
TOTAL ...	94

which rates are equivalent to a permanent travelling allowance of Rs. 4 per month for the whole course.

21. *Estimated expense of training.*—It has been calculated that, in addition to the amounts specified in Rule 18 for cost of uniform, books, &c., and camp-equipment, and in Rules 19 and 20 for travelling, the minimum monthly subsistence money for students comes to Rs. 20, 24 and 30, respectively; so that the minimum pay and travelling allowances of Government students under Rule 13 (ii), and the minimum stipends for stipendiary students under Rule 12 (ix), should not be less than Rs. 35 and Rs. 45, respectively, nor should the minimum pay and travelling allowances of Lower Class students (Rule 15) be less than Rs. 28. Thus, the minimum cost of training will be as follows:

	Lower Class.	Upper Class.	
		Native.	European.
	Rs.	Rs.	Rs.
Subsistence money	20	24	30
Uniform, books, and camp outfit	4	6	8
Travelling allowance	4	5	7
TOTAL PER MENSEM ...	28	35	45
Or for the whole course of 23½ months	658	822½	1,057½

The same amounts should be taken as minima in calculating the allowances to be deposited on account of students from Native States under Rules 14 and 15, or provided by parents and guardians for the cost of training of private students.

Section III.—Disciplinary Rules.

22. *Quarters.*—The Director will allot to students, on their arrival in Dehra, such quarters as may be available in the School buildings or in the houses rented by him for students' accommodation. The School quarters are tenable during

the whole period of the students' course, and the rent is Rs. 2 monthly for each student, or Rs. 4 for each room. Students for whom there is no accommodation in quarters or in houses rented by the Director, or who may prefer it, can, with the permission of the Director, reside in the town in lodgings selected by themselves; but in that case the Director will accept no responsibility for the rent.

All students, living in quarters or in the rented houses, are expected to abide by such orders as the Director may issue from time to time for the purpose of ensuring cleanliness and sanitation.

No dogs are allowed in quarters, nor may dogs or horses be brought inside the School grounds.

Breakages of furniture, &c., in the quarters or School buildings must be paid for by the students. Students are responsible for the acts of their servants.

23. *Uniform.*—All students must wear the School uniform, which consists of a suit of khaki drill with white-metal buttons, and a grey turban of prescribed pattern, for the hot weather, and of khaki serge with similar buttons for the cold weather and camp. Those students who become members of the Dehra Dun Mounted Rifles are, however, permitted to wear the undress uniform of the corps, which also consists of a suit of khaki drill, of pattern similar to that of the School. Students who are Volunteers will wear, as head-dress, a brown shikar hat while at the School, and the regular corps helmet when on parade. Native students may dispense with turbans, or wear other head-dress, only with the Director's special permission. Uniform must always be worn inside the School building. It must also be worn in the School grounds up to 5 P.M.

24. *Uniform and Camp Equipment.*—The uniform of members of the Dehra Dun Mounted Rifles may be obtained through the corps staff; that of other students through the Storekeeper of the School, on the Director's order. As camp equipment each student requires—

(1) A small tent, not larger than 10 feet × 8 feet.

(2) A camp bed.

(3) A small camp table.

(4) A camp chair or "morah."

These articles are made at the School and issued at cost price to students.

25. *Books and Instruments.*—The list of books and instruments required by each student will be published by the Director from time to time. The articles must be purchased from the Director, who endeavours to obtain them of the best quality procurable, consistent with cheapness. No article will, however, be issued by the Storekeeper, except (*a*) on order of the Director, or (*b*) on cash payment.

Copies of the Forest Acts and Forest Code, as also surveying instruments and herbarium presses, are issued on loan, and students using them will be responsible for their safe custody and return.

26. *Leave.*—During the course of instruction, no student may leave Dehra without the written order of the Director. Nor may students, while in camp, leave the camp head-quarters without the written order of the Deputy-Director or the Instructor in charge. Subsidiary rules regarding leave will be made by the Director from time to time.

27. *Holidays.*—During the rains term, Saturday will usually be observed as a holiday or devoted to excursions. In camp, it will ordinarily be a half-holiday. Such of the usual gazetted holidays as are allowed will be notified as such from time to time.

28. *Punishments.*—Students are liable to the following punishments:

(1) Reprimand by the teacher in class.

(2) Reprimand by the Director or the Deputy-Director at any time.

(3) Reprimand before a meeting, convened by the Director, of not less than three School officers, one of whom must be either the Director or the Deputy-Director. The proceedings of the meeting will be reported to the Conservator or the Native State deputing the student, or to his parents or guardians if he is a private student; and, if the meeting so decides, a note of them will be made on his final certificate.

(4) The Director, acting with the consensus of the meeting referred to under (3), has power to inflict, in addition, a fine to the extent of one-third of the salary or allowances of the student for a period not exceeding three months.

(5) The Director, acting with the consensus of a full meeting of the School officers presided over by himself, has power to dismiss any student for misconduct; and a student thus dismissed cannot be re-admitted to the School. The Director may remand any student who, in his opinion, is not sufficiently promising.

29. *Monthly Reports.*—A progress report on the work of each student will be issued monthly by the Director. It will record the number of marks obtained by the student at the last monthly examination, his application to his studies, and his conduct generally. It will be sent, for Government students or private students in receipt of stipends, to the Conservator of the Circle from which the student is deputed; for Native State students, to such person as the Durbar may direct; and for ordinary private students, to the parent or guardian concerned.

30. *Library.*—The books in the School Library are available for the use of students under such rules as the Director may make from time to time. Books of reference must be consulted in the library itself, and no books may be taken away except after application to the librarian and entry in a register.

31. *Museum.*—The Museum and Herbarium are also available for the use of students; but the objects in the museum may not be handled or removed without the express permission of the Director or the Deputy-Director. Permission to consult the herbarium may be obtained from the Director or the Deputy-Director, but the plants must be kept in their order as arranged, and no sheets removed or altered without permission.

32. *Athletic Sports.*—The gymnasium and the tennis-courts will be available for the use of students during all recreation hours on week-days. Cricket and football may be played on the old parade ground. Students are recommended to join the School Athletic Club, the subscription to which is Rs. 4 yearly, and half-rates for those who do not play all the games.

Forms of Agreement and Bond to be executed by students already in the service of, or in receipt of stipends from, Government, previous to entry into the Forest School, Dehra Dun.

Articles of Agreement made and entered into this day of 18

BETWEEN

of

of the first part

of

of the

son of the said

second part and the Secretary of State for India in Council hereinafter referred to as the Secretary of State of the third part. Whereby each of the parties hereto so far as the covenants and conditions on his own part are to be observed and performed covenants with the other of them as follows:

1. The said hereby of his own free will and consent and with the approbation and consent of the said testified by the execution by him of these presents agrees with and to the Secretary of State his successors in office and assigns that he the said shall well and faithfully pursue his studies at the Government Forest School, Dehra Dun, and qualify for the Forest Service of the Government of British India or of any Local Government.

2. The said shall after completing his studies at the said Forest School and if so required to do serve the Secretary of State his successors in office and assigns in the Forest Department of the Government of British India or of any Local Government for a period of not less than

five years and shall during the whole of such period diligently and efficiently do all acts and discharge all duties which may be required to be done by him in his capacity as an officer of the said Department.

3. The Secretary of State his successors in office and assigns hereby engages to educate the said at the Dehra Dun Forest School in all matters relating to forest service forest works and forest administration that it may be deemed necessary by the Director of the said School to teach the said .

4. The Secretary of State shall pay the said during the whole period of his stay at the said School at and after the rate of Rs. per month and thereafter while the said shall faithfully and diligently serve as an officer of the said Forest Department at and after the rate of not less than Rs. per month and the said shall be entitled to all the rights and privileges in respect of pay pension and promotion accorded to officers of the said Department for the time by the Rules and Regulations of the Department.

5. Lastly it is hereby agreed and declared that the Secretary of State his successors in office or assigns shall be at liberty to rescind this agreement on account of the negligence failure to attend to duty idleness or any insubordination or misconduct on the part of the said and to dismiss him from the said Forest School or the service of the said Department and the said shall not be entitled to any of the privileges hereby imposed on him but the said or shall thereupon refund to the Secretary of State his successors in office and assigns the total cost including the monthly payments made to the said while at the said School incurred by the Secretary of State or his successors in office or assigns in respect of the education of the said at the said School. IN witness whereof the said parties to these presents have hereunto set their respective hands and seals the day and year first above written.

Know all men by these presents that we of (principal obligor) of and of (sureties) are jointly and severally bound to the SECRETARY OF STATE FOR INDIA IN COUNCIL in the sum of Rs. to be paid to the said Secretary of State his successors in office or assigns or his or their certain attorney or attorneys for which payment well and truly to be made we bind ourselves our heirs executors administrators and representatives and each of us binds himself his heirs executors administrators and representatives firmly by these presents sealed with our seals and dated this day of 18 .

WHEREAS the Secretary of State for India in Council for himself and his successors in office and assigns has engaged to educate the said at the Dehra Dun Forest School in all matters relating to forest science forest works and forest administration that it may be deemed necessary by the Director of the said School to teach the said and has also agreed to pay him during the whole period of his stay at the said School at and after the rate of rupees per month and whereas the cost per annum of such education without any such allowance being included is estimated to be Rs. which shall be taken to be the actual cost for the purpose of these presents and whereas in consideration of such education and pay to be given to the said as aforesaid by the said Secretary of State and his successors in office and assigns the said has agreed with the said Secretary of State his successors in office and assigns that he will after completing his studies at the said School and if required to do so serve in the Forest Department of the Government of British India for a period of not less than five years during the whole of which time he will diligently and efficiently do all acts and discharge all duties which may be required of him to be done in his capacity as

an officer of the said Department. AND WHEREAS the said Secretary of State has also on his part agreed that the said shall be paid for such service at and after the rate of not less than rupees per month and shall be entitled to all the rights and privileges in respect of pay pension and promotion accorded to officers of the said Department for the time being by the Rules and Regulations of the Department. AND WHEREAS for the purpose of securing and indemnifying the said Secretary of State his successors in office and assigns against all loss and damage which he or they might or may in any way suffer by reason of the said leaving without permission the service of the said Secretary of State his successors in office or assigns in less than five years after the completion of his studies at the said School and for the purpose also of securing the refund to the said Secretary of State his successors in office and assigns of the total cost including the monthly payments made to the said while at the said School incurred by the said Secretary of State or his successors in office or assigns in respect of the education of the said at the said School and in consideration of the payment and education so as aforesaid to be made and given to the said at the said School and as one of the conditions of the admission of the said to the said School it has also been agreed that the said and the said and as his sureties should execute the above-written Bond subject to the condition hereinafter contained. Now the condition of the above-written Bond or obligation is such that if the said shall well and faithfully and diligently pursue his studies at the said School and qualify for the said forest service and shall also after completing his studies at the said Forest School and if so required to do serve the said Secretary of State his successors in office and assigns in the Forest Department of the Government of British India or of any Local Government for a period of not less than five years and shall during the whole of such period diligently and efficiently do all acts and discharge all duties which may be required to be done by him in his capacity as an officer of the said Department and if the said and or either of them their or either of their heirs executors administrators and representatives shall well and truly indemnify the said Secretary of State his successors in office and assigns against all loss and damage which he or they might or may in any way suffer by reason of the said giving cause for dismissal either while at the said School or while in the service of Government thereafter or of his leaving the service of the said Secretary of State his successors in office or assigns without permission in less than five years after the completion of the studies of the said at the said School and if the said and or either of them their or either of their heirs executors administrators or representatives shall also pay to the said Secretary of State his successors in office or assigns all sum or sums in any way expended paid or incurred by the said Secretary of State his successors in office or assigns in respect of the education of the said at the said School then the above-written Bond or obligation shall be void otherwise the same shall remain in full force and virtue. PROVIDED ALWAYS and it is hereby expressly agreed and declared that these presents shall be treated and considered as entered into under the orders of the Government of India for the performance by the said and and of a public duty and an act in which the public are interested within the meaning of section 74 of Act IX of 1872 of the Legislative Council of India.

In WITNESS, &c.

Notification by the Government of India, Finance and Commerce Department, No. 4760-S. R., dated Calcutta, the 29th November 1892.

In exercise of the powers conferred by section 8 of the Indian Stamp Act (I of 1879), the Governor General in Council is pleased to remit the duties payable on the agreements and security-bonds required to be executed, under the Rules to regulate appointments and promotions in the Provincial Forest Service, by students and their sureties previous to entry into the Forest School, Dehra Dún.

GOVERNMENT

DEPARTMENT OF REVENUE

STATIS

OF INDIA.

AND AGRICULTURE.

TICS.

IMPORTS OF COTTON, WHEAT, LINSEED, AND INDIGO.

Statement showing in maunds the imports of Cotton, Wheat, Linseed, and Indigo by rail and river into Calcutta, Bombay Town and Karachi, during the month of August 1895 and from 1st January to 31st August 1895, compared with the corresponding periods of the years 1893 and 1894.

Articles, and whence exported.	Imports in August.												Imports from January to August, inclusive.												Articles, and whence exported.
	Calcutta.			Bombay Town			Karachi.			Total.			Calcutta.			Bombay Town.			Karachi.			Total.			
	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	
COTTON, RAW—																									COTTON, RAW—
Madras	...	...	...	13,478	15,803	12,239	...	...	...	13,478	15,803	12,239	...	...	...	117,923	65,816	49,905	...	...	...	117,923	65,816	49,905	Madras.
Bombay	...	...	...	50,109	84,146	98,238	...	...	...	50,109	84,146	98,238	19	242	...	3,214,468	3,254,141	2,840,460	...	...	...	3,214,487	3,254,383	2,840,460	Bombay.
Sind	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Sind.
Bengal	7,369	5,549	6,595	...	...	...	5,669	10,688	19,372	5,669	10,688	19,372	87,027	60,828	70,003	10	...	...	148,946	391,625	323,562	87,046	60,828	70,003	Bengal.
N.-W. P. & O.	1,179	4,256	16,879	...	...	...	...	...	...	7,369	5,549	6,595	128,400	359,553	293,404	195,747	246,070	196,965	...	...	...	324,147	605,623	490,459	N.-W. P. & O.
Panjab	...	3,425	1,960	388	1,677	15,235	...	...	...	1,567	5,933	32,105	40,183	58,007	73,508	60,383	61,466	83,618	177,453	170,555	165,705	278,019	298,028	322,871	Panjab.
Cent. Provs.	...	...	446	...	1,017	3,583	308	616	3,964	308	5,058	9,597	4,529	8,405	6,823	79,255	125,127	119,708	...	...	...	83,784	133,532	126,531	Cent. Provs.
Berar	...	...	...	...	16	140	...	...	...	..	16	586	2,071	4,801	20,011	958,916	1,012,356	841,787	...	...	...	960,987	1,017,157	861,798	Berar.
Assam	...	...	...	1,042	521	1,374	...	...	...	1,042	521	1,374	32,614	26,293	17,350	...	...	...	...	...	...	32,644	26,293	17,350	Assam.
Raj & C. I.	635	657	285	...	...	...	...	...	...	635	657	285	11,702	49,748	38,126	567,617	790,568	905,753	...	...	...	579,319	840,316	943,879	Raj. & C. I.
Nizam's Terr.	143	...	1,555	4,619	18,210	20,592	...	...	...	4,782	18,249	22,147	...	...	...	18,604	20,491	35,553	...	...	...	18,604	20,491	35,553	Nizam's Terr.
Mysore	...	...	...	2,334	1,417	9,031	...	...	...	2,334	1,417	9,031	...	...	...	632	86	79	...	...	...	632	86	79	Mysore.
Total	9,326	13,887	27,711	71,990	122,846	160,432	5,977	11,304	23,336	87,293	148,037	211,479	306,575	567,877	519,315	5,213,564	5,584,121	5,073,868	326,399	562,180	489,267	5,846,538	6,714,178	6,082,450	Total.
WHEAT—																									WHEAT—
Madras	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	122	140	...	...	...	...	122	140	Madras.
Bombay	...	...	...	11,425	18,269	32,133	...	...	...	11,425	18,269	32,133	...	...	...	1,436,810	740,131	1,125,431	...	...	...	1,436,810	740,131	1,125,431	Bombay.
Sind	...	...	...	...	...	...	299,872	71,167	304,192	299,872	71,167	304,192	...	...	...	...	...	...	1,684,104	1,569,566	1,787,107	1,684,104	1,569,566	1,787,107	Sind.
Bengal	59,140	20,177	91,565	...	...	...	...	...	...	59,140	20,177	91,565	627,427	201,802	723,919	269,849	181,132	772,890	556	...	...	627,427	201,802	723,919	Bengal.
N.-W. P. & O.	126,302	127,766	98,687	997	13,079	4,072	...	...	...	127,299	140,845	102,759	1,990,111	1,287,003	1,727,887	216,349	607,145	1,009,661	2,183,606	4,457,750	5,213,389	2,260,516	5,468,135	2,500,779	N.-W. P. & O.
Panjab	10,537	26,879	21,310	52,829	134,204	28,189	535,971	330,980	740,304	599,312	492,063	789,803	95,111	308,893	215,103	4,119,129	1,151,337	918,801	...	...	...	4,290,822	1,179,579	975,361	Panjab.
Cent. Provs.	4,835	...	...	178,9 3	14,626	4,346	...	...	...	183,768	14,626	4,346	171,693	28,242	26,560	41,548	33,153	69,475	...	...	...	41,548	33,153	69,519	Cent. Provs.
Berar	...	...	...	...	252	783	...	...	...	..	252	783	...	...	64	...	...	...	...	...	...	...	...	...	Berar.
Assam	248	...	...	...	...	...	...	...	...	248	...	...	4,237	631	3,362	...	...	...	...	...	...	4,237	631	3,362	Assam.
Raj. & C. I.	297	...	...	31,769	10,603	8,770	...	...	...	32,066	10,603	8,770	2,490	...	...	1,071,189	390,645	461,138	...	...	...	1,073,679	390,645	461,138	Raj. & C. I.
Nizam's Terr.	...	...	...	...	2	...	...	...	...	...	2	...	...	...	...	2,286	2	1,068	...	...	...	2,286	2	1,668	Nizam's Terr.
Mysore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,133	...	...	...	...	...	2,133	...	Mysore.
Total	201,354	174,822	211,562	275,953	191,035	78,293	835,843	402,147	1,044,496	1,313,150	768,004	1,334,351	2,891,069	1,826,571	2,696,897	7,157,160	3,105,800	4,389,204	3,868,266	6,027,316	7,000,496	13,916,495	10,959,687	14,086,597	Total.
LINSEED—																									LINSEED—
Madras	...	...	...	1,141	154	...	...	...	...	1,141	154	...	...	...	...	64,168	98,607	74,950	...	...	...	64,168	98,607	74,950	Madras.
Bombay	...	...	...	6,961	19,759	14,956	...	...	...	6,961	19,759	14,956	...	...	...	990,517	1,683,658	1,541,081	...	...	...	990,517	1,683,658	1,541,081	Bombay.
Sind	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	697	...	...	697	...	Sind.
Bengal	...	...	...	...	...	...	...	16	...	...	16	...	...	...	...	...	...	...	...	...	...	...	...	...	Bengal.
N.-W. P. & O.	295,702	306,290	310,623	...	...	...	...	...	...	205,702	16	...	3,852,032	3,207,317	2,253,327	...	...	...	...	...	...	3,852,032	3,207,317	2,253,327	Bengal.
Panjab	101,758	92,866	53,890	4,073	3,013	2,407	...	...	...	105,831	306,200	310,623	1,806,300	1,736,844	950,197	199,319	312,391	48,960	...	2,273	2,328	2,065,619	2,051,508	1,001,485	N.-W. P. & O.
Cent. Provs.	1,453	2,026	923	101	1,031	258	...	...	...	4,350	95,879	56,297	3,492	4,014	1,606	1,128	2,750	4,881	5,456	25,041	32,013	10,076	31,845	38,500	Panjab.
Berar	12,753	3,573	6,170	41,768	6,760	19,004	3,796	863	2,371	3,951	3,512	182,627	353,337	81,292	1,748,3 2	1,153,429	445,754	...	...	...	1,030,949	1,506,766	527,046	Cent. Provs.	
Assam	...	824	...	15,514	10,664	4,463	...	...	...	10,333	25,264	...	12,191	2,842	820,668	1,297,641	613,712	...	...	...	820,678	1,300,832	616,554	Berar.	
Raj. & C. I.	4,345	1,450	2,319	...	...	...	...	...	...	11,488	4,463	14,426	28,962	12,816	...	...	...	...	...	...	...	14,426	28,962	12,816	Assam.
Nizam's Terr.	6,584	2,227	...	22,087	46,706	5,777	...	...	...	1,450	2,319	96,619	144,008	4,517	1,01 ,774	1,701,486	280,554	...	...	...	1,108,393	1,846,094	285,071	Raj. & C. I.	
Mysore	...	...	...	6,352	4,415	6,308	...	...	...	28,671	4,415	5,777	...	...	...	353,430	567,182	505,780	...	...	...	353,430	507,182	505,780	Nizam's Terr.
Total	422,595	409,286	373,925	97,997	92,505	53,263	3,796	879	2,371	6,352	4,415	6,308	...	...	...	83	795	566	...	...	...	83	795	566	Mysore.
INDIGO—										524 388	502,670	429,559	6,016,396	5,487,313	3,306,597	5,189,499	6,817,939	3,516,238	5,436	28,011	34,341	11,211,261	12,333,263	6,857,176	Total.
Madras	...	...	...	35	144	27	...	...	...	35	144	27													INDIGO—
Bombay	...	...	...	318	124	106	...	...	...	318	124	106	...	...	...	775	1,278	917	...	...	...	775	1,278	917	Madras.
Sind	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	749	596	554	...	...	...	749	596	554	Bombay.
Bengal	39	62	99	...	...	...	...	53	672	...	53	672	...	...	...	21	...	...	5,368	6,066	4,952	5,389	6,066	4,952	Sind.
N.-W. P. & O.	51	11	...	...	...	...	...	...	...	30	62	99	...	...	...	...	...	...	...	...	...	6,294	6,655	22,309	Bengal.
Panjab	...	...	...	...	4	...	...	...	...	...	...	...	6,294	6,655	22,305	...	...	4	...	...	...	6,294	6,655	22,309	N.-W. P. & O.
Cent. Provs.	...	...	...	...	14	...	...	151	123	51	15	...	602	3,274	7,196	141	208	24	...	...	...	743	3,482	7,220	Panjab.
Berar	...	...	...	...	...	...	169	...	...	169	165	123	...	248	1,942	5	15	26	2,229	2,510	3,923	2,234	2,773	5,891	Cent. Provs.
Assam	...	...	...	...	...	...	...	...	...	...	...	...	...	5	12	2	118	7	...	...	...	7	118	19	Berar.
Raj. & C. I.	...	...	...	...	12	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Assam.
Nizam's Terr.	...	...	...	...	36	...	...	...	...	...	13	3	...	...	...	...	...	...	...	...	...	...	...	...	Raj. & C. I.
Mysore	...	...	...	...	...	...	...	...	...	...	36	...	...	...	24	572	692	402	...	...	...	572	692	426	Nizam's Terr.
Total	90	73	99	353	334	136	169	204	795	612	611	1,030	...	...	...	...	36	14	...	...	...	...	36	14	Mysore.
													...	...	...	...	...	...	...	...	...	...	...	...	
													6,901	10,177	31,479	2,265	2,943	1,948	7,597	8,576	8,875	16,763	21,696	42,302	Total.

Simla, the 1st November 1895.

J. E. O'CONOR,
Director General of Statistics.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 20TH OCTOBER 1894, AND FROM 1ST JULY TO 19TH OCTOBER 1895.

N.B.—As regards the figures in column *Total Earnings from 1st July 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 2nd half of 1894.	Week ending 20th October 1894.			Week ending 19th October 1895.			Earnings from 1st July to 20th October 1894.	Earnings from 1st July to 19th October 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Standard gauge—											
East Indian	556	1,687	10,14,568	601	1,722	10,35,576	601	1,38,78,597	1,39,56,167	77,570	...
Bengal-Nágpur	109	862	1,00,219	116	862	67,000	78	12,08,975	11,79,697	...	29,278
Indian Midland (*a*)	132	752	1,28,714	171	825	84,182	102	14,82,226	11,84,762	...	2,97,464
Bezwada Extension	198	21	4,598	219	21	2,445	116	58,700	46,257	...	12,443
Metre gauge											
Rajputana-Malwa (*b*)	236	1,719	4,06,038	236	1,789	3,29,230	184	57,29,102	51,87,034	...	5,42,068
Pálanpur-Deesa	37	17	643	40	17	910	54	8,755	11,368	2,613	...
South Indian	154	1,042	1,74,402	167	1,042	1,38,482	133	25,41,284	26,85,614	1,41,330	...
Máyavaram-Mutupet	82	54	4,228	78	54	4,162	77	62,429	72,555	10,126	...
Southern Mahratta (*c*)	90	1,165	97,519	84	1,165	1,07,037	92	16,05,892	16,93,886	87,994	...
Bengal and North-Western (*d*)	121	756	89,112	118	756	81,410	108	13,21,785	12,15,706	...	1,06,079
Rohilkund and Kumaon (Lucknow-Bareilly section)	87	200	32,919	165	200	9,231	46	2,59,510	1,53,484	...	1,06,026
Assam-Bengal	...	...	...	...	128	8,315	65	...	1,05,386	1,05,386	...
TOTAL	232	8,275	20,53,000	248	8,581	18,67,980	218	2,81,57,255	2,74,91,916	...	6,65,339
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	242	2,511	5,68,989	227	2,548	5,72,271	225	86,42,899	93,74,070	7,31,171	...
Oudh and Rohilkhand (state)	238	797	1,61,311	202	797	1,39,782	175	26,47,710	23,94,339	...	2,53,371
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	382	813	3,16,914	390	813	3,78,810	466	44,46,214	45,21,595	75,381	...
Bengal Central (*f*)	127	125	13,410	107	125	21,040	168	2,42,474	2,65,984	23,510	...
East Coast (state)	90	321	21,596	67	427	25,241	59	4,17,439	4,62,353	44,914	...
Metre gauge—											
Burma (state)	131	730	82,994	114	746	1,01,435	136	14,97,623	16,43,173	1,45,550	...
Special gauges—											
Jorhát (state provincial)	61	25	1,488	59	25	1,706	68	26,749	31,314	4,565	...
Cherra-Companyganj (state provincial)	59	8	453	57	8	488	61	6,812	6,476	...	336
TOTAL	235	5,330	11,67,155	219	5,489	12,40,773	226	1,79,27,920	1,86,99,304	7,71,384	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	341	1,490	5,11,370	343	1,490	3,82,300	257	66,39,043	59,42,952	...	6,96,091
Bombay, Baroda and Central India	530	461	2,32,265	504	461	2,20,000	477	31,73,252	34,10,203	2,36,951	...
Madras	236	840	1,95,793	233	840	1,98,996	237	31,47,433	32,83,613	1,36,180	...
TOTAL	340	2,791	9,39,428	337	2,791	8,01,296	287	1,29,50,728	1,26,36,768	...	3,22,960
TOTAL (GUARANTEED AND STATE) Assisted companies.	251	16,396	41,59,583	254	16,861	39,10,049	232	5,90,14,903	5,88,27,988	...	2,16,915
Standard gauge—											
Delhi-Umballa-Kalka	152	161	27,909	173	161	28,757	179	3,71,374	3,80,751	9,377	...
Tarkessur	222	22	4,750	216	22	4,528	206	76,664	77,680	1,016	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	116	67	9,791	146	66	11,690	177	1,09,566	1,16,625	7,059	...
Bengal Dooars	148	36	5,274	147	36	8,400	233	74,148	93,446	19,298	...
Dibru-Sadiya	130	78	10,949	140	78	11,836	152	1,77,257	1,75,636	...	1,621
Special gauge—											
Darjeeling-Himalayan	248	51	14,901	292	51	16,206	318	1,91,739	1,99,918	8,179	...
TOTAL	157	415	73,574	177	414	81,417	197	10,00,748	10,44,056	43,308	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	171	333	58,256	175	333	47,201	142	8,38,277	7,53,164	...	85,113
The Gaekwar's Petlád	89	13	1,508	116	13	710	55	17,832	16,959	...	873
Rájpura-Bhátinda	257	108	16,893	156	108	11,456	106	3,42,182	2,97,177	...	45,005
Kolar Gold-fields	241	10	2,394	239	10	3,474	347	41,975	52,446	10,471	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	87	362	34,891	96	362	36,176	100	5,13,002	5,42,853	29,851	...
The Gaekwar's Mehsána	60	93	5,733	62	93	3,620	39	71,527	67,612	...	3,915
Kolháp ur	71	29	2,136	76	29	3,067	106	32,224	32,356	132	...
Special gauges—											
The Gaekwar's Dabhoi	47	72	4,249	59	72	2,630	37	48,753	45,851	...	2,902
Cooch Behar	40	22	743	34	22	660	30	12,039	10,348	...	1,691
TOTAL	126	1,042	1,26,863	122	1,042	1,08,994	105	19,17,811	18,18,766	...	99,045
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	81	334	30,982	93	334	21,993	66	3,53,203	3,30,318	...	22,885
Jetalsar-Rájkot	61	46	2,924	64	46	2,651	58	41,044	44,431	3,387	...
Jodhpur-Bickaneer	48	364	17,796	49	364	13,800	38	2,90,028	2,40,421	...	49,607
Oodeypore-Chitor (*i*)	...	...	...	...	61	1,510	25	...	(*j*)22,918	22,918	...
Special gauge—											
Morvi	56	94	5,261	56	94	5,946	63	75,408	89,678	14,270	...
TOTAL	63	838	56,963	68	899	45,900	51	7,59,683	7,27,766	...	31,917
GRAND TOTAL	234	18,691	44,16,983	236	19,216	41,46,360	216	6,27,23,145	6,24,18,576	...	3,04,569

(*a*) Includes the Bhopal-Itársi and Bina Guna railways.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Includes the Guntakal-Mysore frontier section.
(*d*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*e*) Includes the Jammu and Kashmir, and the Hyderabad-Shadipalli railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*i*) The line is being worked by the Bombay, Baroda and Central India Railway Company, as a temporary measure.
(*j*) Total earnings from 1st August to 19th October 1895.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 31st October 1895.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. XXVII OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	Week ending 20th October 1894.			Week ending 19th October 1895.			Earnings from 1st April to 20th October 1894.	Earnings from 1st April to 19th October 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Standard gauge—											
East Indian	599	1,687	10,14,568	601	1,722	10,35,576	601	2,76,20,733	2,81,79,142	5,49,409	...
Bengal-Nágpur	152	862	1,00,219	116	862	67,000	78	30,89,406	31,69,669	80,263	...
Indian Midland (*a*)	144	752	1,28,714	171	825	84,182	102	31,00,833	24,37,296	...	6,63,537
Bezwada Extension	170	21	4,598	219	21	2,445	116	92,714	95,111	2,397	...
Metre gauge—											
Rajputana-Malwa (*b*)	279	1,719	4,06,038	236	1,789	3,29,230	184	1,32,54,147	1,25,95,807	...	6,58,340
Pálanpur-Deesa	44	17	683	40	17	910	54	19,571	23,257	3,686	...
South Indian	154	1,042	1,74,402	167	1,042	1,38,482	133	46,66,619	50,69,472	4,02,853	...
Máyavaram-Mutupet	75	54	4,228	78	54	4,162	77	(*c*) 1,10,980	1,42,435	31,455	...
Southern Mahratta (*d*)	105	1,165	97,519	84	1,165	1,07,037	92	35,41,378	36,88,283	1,46,905	...
Bengal and North-Western (*e*)	146	756	89,112	118	756	81,410	108	30,58,055	28,63,761	...	1,94,294
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	32,919	165	200	9,231	46	5,09,334	3,82,056	...	1,27,278
Assam-Bengal	...	...	...	...	128	8,315	65	...	(*f*)1,05,385	1,05,385	...
TOTAL	259	8,275	20,53,000	248	8,581	18,67,980	218	5,90,72,770	5,87,51,674	...	3,21,096
State lines worked by the State.											
Standard gauge—											
North Western (state) (*g*)	252	2,511	5,68,989	227	2,548	5,72,271	225	1,69,73,529	1,99,06,527	30,22,998	...
Oudh and Rohilkhand (state)	270	797	1,61,311	202	797	1,39,782	175	50,03,750	52,89,983	...	3,13,767
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	339	813	3,16,914	390	813	3,78,810	466	71,98,684	73,21,675	1,22,991	...
Bengal Central (*h*)	130	125	13,410	107	125	21,040	168	4,50,628	4,74,159	23,531	...
East Coast (state)	99	321	21,596	67	427	25,241	59	8,31,666	10,23,141	1,91,475	...
Metre gauge—											
Burma (state)	164	730	82,994	114	746	1,01,435	136	30,63,800	33,68,751	3,04,951	...
Special gauges—											
Jorhát (state provincial)	55	25	1,488	59	25	1,706	68	43,382	52,652	9,270	...
Cherra-Companyganj (state provincial)	64	8	453	57	8	488	61	13,350	10,965	...	2,385
TOTAL	243	5,330	11,67,155	219	5,489	12,40,773	226	3,41,78,789	3,75,37,853	33,59,064	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	442	1,490	5,11,370	343	1,490	3,82,300	257	1,74,63,311	1,53,44,555	...	21,18,756
Bombay, Baroda and Central India	678	461	2,32,265	504	461	2,20,000	477	85,16,541	96,82,083	11,65,542	...
Madras	243	840	1,95,793	233	840	1,98,996	237	57,92,741	61,85,612	3,92,871	...
TOTAL	421	2,791	9,39,428	337	2,791	8,01,296	287	3,17,72,593	3,12,12,250	...	5,60,343
TOTAL (GUARANTEED AND STATE) Assisted companies.	281	16,396	41,59,583	254	16,861	39,10,049	232	12,50,24,152	12,75,01,777	24,77,625	...
Standard gauge—											
Delhi-Umballa-Kalka	165	161	27,909	173	161	28,757	179	7,48,139	7,86,074	37,935	...
Tarkessur	269	22	4,750	216	22	4,528	206	1,69,638	1,66,977	...	2,661
Metre gauge—											
Rohilkund and Kumaon (Company's section)	121	67	9,791	146	66	11,690	177	2,44,787	2,48,913	4,126	...
Bengal Dooars	161	36	5,274	147	36	8,400	233	1,11,125	1,49,685	38,560	...
Dibru-Sadiya	136	78	10,949	140	78	11,836	152	3,07,524	3,18,358	10,834	...
Special gauge—											
Darjeeling-Himalayan	249	51	14,901	292	51	16,206	318	3,66,800	4,18,511	51,711	...
TOTAL	164	415	73,574	177	414	81,417	197	19,48,013	20,88,518	1,40,505	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	187	333	58,256	175	333	47,201	142	17,15,478	15,82,330	...	1,33,148
The Gaekwar's Petlád	105	13	1,508	116	13	710	55	40,154	41,456	1,302	...
Rájpura-Bhátinda	271	108	16,893	156	108	11,456	106	6,66,539	5,96,448	...	70,091
Kolar Gold-fields	260	10	2,394	239	10	3,474	347	(*j*) 55,194	89,884	34,690	...
Metre gauge—											
Southern Mahratta (Mysore section) (*k*)	89	362	34,891	96	362	36,176	100	9,49,750	9,92,755	43,005	...
The Gaekwar's Mehsána	74	93	5,733	62	93	3,620	39	1,87,569	1,72,445	...	15,124
Kolháp ur	81	29	2,196	76	29	3,067	106	71,422	68,126	...	3,296
Special gauges—											
The Gaekwar's Dabhoi	59	72	4,249	59	72	2,630	37	1,27,854	1,37,470	9,616	...
Cooch Behar	45	22	743	34	22	660	30	22,840	21,383	...	1,457
TOTAL	136	1,042	1,26,863	122	1,042	1,08,994	105	38,36,800	37,02,297	...	1,34,503
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	103	334	30,982	93	334	21,993	66	9,35,432	10,47,542	1,12,110	...
Jetalsar-Rájkot	68	46	2,924	64	46	2,651	58	84,281	97,750	13,469	...
Jodhpur-Bickaneer	58	364	17,796	49	364	13,800	38	6,45,293	5,36,089	...	1,09,204
Oodeypore-Chitor (*l*)	...	...	...	...	61	1,510	25	...	(*m*) 22,918	22,918	...
Special gauge—											
Morvi	65	94	5,261	56	94	5,946	63	1,73,149	2,12,368	39,219	...
TOTAL	78	838	56,963	68	899	45,900	51	18,38,155	19,16,667	78,512	...
GRAND TOTAL	261	18,691	44,16,983	236	19,216	41,46,360	216	13,26,47,120	13,52,09,259	25,62,139	...

(*a*) Includes the Bhopal-Itársi and Bina-Guna railways.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 20th October 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Total earnings from 1st July to 19th October 1895.
(*g*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*j*) Total earnings from 1st June to 20th October 1894.
(*k*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*l*) The line is being worked by the Bombay, Baroda and Central India Railway Company as a temporary measure.
(*m*) Total earnings from 1st August to 19th October 1895.

F. B. HEBBERT,
Under S[illegible]

SIMLA, *the 31st October 1895.*

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

SUPPLEMENT TO

The Gazette of India.

No. 45.} CALCUTTA, SATURDAY, NOVEMBER 9, 1895.

OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2nd HALF OF SEPTEMBER 1895.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumfu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Burma—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Tenasserim—																										
Mergui	...	...	...	...	12 0	12 0	13 4	12 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	12 0	12 0
Tavoy	...	...	...	...	13	13 0	14 13	14 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	14 3	17 15
Moulmein and Amherst	7 0	7 0	...	...	14 0	14 0	17 7	17 7	...	...	...	...	...	...	...	...	11 6	11 6	...	...	7 12	7 12	140 0	140 0	14 0	14 0
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	20 8	20 8	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	6 0	6 0	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	11 12	10 15	12 2	11 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 3	14 3
Bassein	...	...	...	...	11 14	11 14	12 5	12 5	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Tharawadi	...	...	...	...	12 5	12 5	14 12	14 12	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	440 0	440 0	14 3	14 3
Henzada	...	...	...	...	13 9	12 7	13 9	12 7	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	9 15	10 12	13 4	13 4	...	...	...	...	...	...	...	...	11 4	13 3	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	13 3	13 3	14 14	14 14	...	...	...	...	...	...	...	...	13 10	13 10	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	12 3	12 3	...	...	11 10	11 10	13 12	13 12	16 5	16 5	...	...	...	...	...	...	14 4	14 4	28 3	...	8 10	8 10	436 0	435 0	11 9	11 9
Upper Burma—																										
Mandalay	...	...	...	...	11 13	11 6	12 13	12 5	...	...	...	...	...	...	...	...	12 5	12 5	20 10	20 10	10 4	9 9	85 0	85 0	15 2	15 2
Bamo	...	...	...	...	8 3	8 3	11 10	11 10	...	...	...	...	...	...	...	...	10 6	10 6	...	...	7 3	7 3	220 0	220 0	9 10	9 10
Pakôkku	...	...	...	...	10 0	10 0	12 0	12 0	40 0	40 0	...	...	...	...	...	...	17 2	17 2	...	...	5 9	5 9	113 0	113 0	14 0	14 0
Meiktila	...	...	...	...	12 8	8	14 4	14 4	...	...	...	...	...	...	...	...	13 8	13 8	34 4	34 4	7 2	7 2	222 8	222 8	14 4	14 4
Arakan—																										
Sandoway	...	...	...	...	17 4	16 0	21 9	20 9	14 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	28 0	28 0
Kyaukpyu	...	...	...	...	10 5	10 7	11 4	11 4	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	25 0	25 0
Akyab	...	...	...	...	10 8	10 0	12 0	12 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	160 0	160 0	10 0	16 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	13 0	11 12	17 8	16 0	...	...	...	...	...	...	...	...	13 8	14 10	...	...	...	...	...	...	10 0	10 0
Cachar	8 0	8 0	...	...	10 8	9 8	16 0	16 0	...	...	...	...	...	...	...	...	13 4½	13 12	...	...	...	...	80 0	80 0	10 0	10 0
Hill tracts—																										
Khási and Jaintia Hills	7 0	7 0	...	...	5 5	5 2	7 10	8 0	...	...	...	...	...	...	...	...	8 6	8 7	16 0	16 0	...	...	60 0	60 0	7 10	7 10
Gáro Hills	...	...	...	...	5 0	5 0	16 0	16 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	7 0	7 0
Manipur	...	...	...	...	17 0	18 0	20 0	22 0	...	...	...	...	...	...	...	...	...	...	...	...	3 0	3 0	80 0	85 0	2 11	2 11
Brahmaputra—																										
Goálpára	16 8	16 0	...	...	7 0	7 0	14 8	14 8	...	...	...	...	...	...	...	...	13 4	13 4	...	...	...	...	200 0	200 0	10 8	10 8
Kámrúp	8 8	8 8	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	40 0	40 0	10 0	10 0
Darrang	10	9 0	...	...	6 8	6 8	13 0	13 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	133 0	133 0	10 0	10 0
Nowgong	...	...	...	...	8 0	8 0	11 0	11 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	8 0	8 0	9 0	9 0	...	...	...	...	...	...	...	...	10 8	9 0	...	...	...	...	120 0	120 0	9 0	8 0
Lakhimpur	8 0	9 0	...	...	6 12	6 12	13 0	13 0	...	...	...	...	...	...	...	...	11 0	11 0	15 0	13 0	...	...	140 0	140 0	6 0	8 0
Bengal—																										
Eastern hill tract—																										
Nágá Hills	...	...	...	...	6 8	6 8	...	...	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Eastern—																										
Backerganj	...	...	...	...	13 12	14 8	16 0	16 8	...	...	...	...	...	...	...	...	13 4	14 0	...	...	...	...	70 0	70 0	10 12	10 8
Noakhali	...	...	...	...	16 0	15 0	17 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	10 0	10 0
Chittagong	10 0	9 12	...	...	11 8	11 8	13 4	13 0	...	...	...	...	...	...	...	...	12 4	12 0	...	...	...	...	80 0	80 0	10 12	10 12
Tippera	10 0	10 0	...	...	11 0	10 10	17 5	20 0	...	...	...	...	...	...	...	...	13 5	13 5	...	...	8 0	6 [illegible]	...	...	10 0	10 0
Dacca	13 0	13 0	...	...	13 0	12 12	17 8	16 8	...	...	...	...	...	...	...	...	14 0	14 0	...	...	14 8	14 8	140 0	115 0	10 10	10 10
Maimensingh	9 8	9 8	...	...	12 0	12 0	14 0	14 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	120 0	120 0	8 0	8 0
Deltaic—																										
Khulna	...	...	...	...	16 0	14 0	18 0	17 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	11 0	11 0	160 0	160 0	9 12	9 12
24-Parganas	...	...	...	...	8 0	8 0	13 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	12 5	14 8	91 6	91 0	11 6	11 6
Midnapur	16 0	15 0	...	...	14 8	14 8	18 12	17 0	...	...	...	...	...	...	...	...	16 8	15 0	...	...	11 8	17 0	320 0	240 0	11 8	11 0
Howrah	...	...	...	...	10 0	10 0	13 8	13 8	...	...	...	...	...	...	...	...	...	...	...	...	11 0	11 0	105 0	105 0	11 0	11 0
Calcutta	12 1	12 1	16 0	16 0	7 12	7 12	11 6	11 6	17 4	17 4	14 8	14 14	...	...	10 0	10 0	15 3	15 3	16 6	16 6	14 3	14 3	91 6	91 6	11 3	11 3
Hooghly	...	...	...	...	8 0	8 0	13 8	12 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 0	11 0	160 0	160 0	10 0	10 0
Nadia (Krishnagarh)	15 8	15 8	24 8	24 8	7 4	6 10	16 0	13 5	...	...	...	...	...	...	...	...	20 4	20 0	...	...	17 8	17 8	128 0	128 0	10 8	10 8
Jessore	12 12	12 8	16 0	13 4	13 0	12 8	18 8	20 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	17 12	...	...	...	9 2	10 0
Faridpur	18 0	18 0	...	...	7 10	7 10	18 0	18 0	...	...	...	...	...	...	...	...	13 5	13 5	...	...	13 0	13 0	160 0	160 0	9 12	9 12
Central—																										
Bankura	15 8	15 8	...	...	12 8	15 8	17 4	20 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	12 0	12 0	320 0	320 0	11 2	11 2
Burdwan	13 4	13 0	...	...	12 0	12 8	15 0	15 8	...	...	...	...	...	...	...	...	17 12	17 8	...	...	16 0	15 0	90 0	90 0	11 0	11 0
Birbhum	15 12	15 12	...	...	15 0	15 0	19 8	19 8	...	...	...	...	...	...	...	...	18 0	18 0	...	...	12 0	12 0	160 0	160 0	10 8	10 8
Murshidabad	16 0	16 0	...	...	10 0	10 0	14 8	14 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	18 0	18 0	190 0	190 0	11 0	11 0
Santhal Parganas	11 8	11 8	...	...	14 0	14 0	18 0	18 0	...	...	...	...	...	...	...	...	15 0	15 0	38 0	23 0	18 0	18 0	120 0	120 0	10 8	10 8
Pabna	19 8	19 8	22 8	22 8	6 6	6 6	18 8	18 0	...	...	...	...	...	...	...	...	16 0	16 8	...	...	18 0	18 0	126 0	160 0	10 0	9 12
Bogra	17 4	17 4	...	...	12 12	12 0	16 8	15 0	...	...	...	...	...	...	...	...	16 8	16 8	...	...	...	...	90 0	90 0	9 12	9 12
Rajshahi	17 4	18 0	24 0	24 0	12 0	12 0	15 0	15 0	...	...	...	...	...	...	...	...	19 8	19 8	...	...	19 14	19 11	240 0	240 0	9 9	9 9
Malda		18 0		...		12 0		16 0		...		20 0		...		16 0		18 0		32 0		12 0		160 0		10 0
Northern—																										
Rangpur	...	...	...	...	9 0	10 0	14 0	13 8	...	...	...	...	...	...	...	...	14 8	16 0	...	...	10 0	10 8	60 0	60 0	10 0	9 0
Dinajpur	15 0	15 0	16 0	15 10	11 13	10 14	15 8	15 8	...	...	...	...	...	...	...	...	17 12	18 0	...	...	17 12	13 4	120 0	110 0	10 0	10 0
Jalpaiguri	13 4	13 0	...	...	10 0	9 8	16 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	12 0	10 0	170 0	160 0	10 0	10 0
Hills—																										
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	13 0	13 0	...	...	...	...	13 0	13 0	...	...	12 8	13 0	23 0	23 0	7 8	7 12	120 0	120 0	8 0	8 0
Orissa—																										
Puri	11 0	10 8	...	...	13 2	13 2	23 0	23 0	...	...	...	...	...	...	...	...	14 7	14 0	...	...	14 7	13 0	80 0	80 0	11 8	12 0
Cuttack	11 13	11 13	...	...	11 13	11 13	21 0	21 0	...	...	...	...	...	...	...	...	15 12*	15 2*	...	...	17 1	17 1	80 0	80 0	10 12	10 12
Balasore	16 0	16 0	8 0	8 0	17 0	17 0	22 0	22 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	11 0	11 0	120 0	120 0	10 12	10 12
Chota-Nagpur—																										
Singbhum	14 0	14 0	...	...	12 0	12 0	18 0	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	16 0	16 0	100 0	100 0	8 0	8 0
Mánbhum	13 4	13 4	22 0	16 0	16 0 to 17 0	18 0 to 16 0	18 0 to 19 0	17 0 to 19 0	...	...	...	...	...	...	...	...	16 0 to 17 0	16 0 to 17 0	...	...	16 0	16 0	...	...	10 10	10 10
Lohárdaga	7 0 to 11 0	7 0 to 11 0	16 0	16 0	13 0	13 0	17 0	17 0	...	...	...	...	29 0	28 0	...	...	13 0	12 0 to 12 8	18 0	18 0	10 0 and 12 8	6 8 and 9 0	160 0	160 0	9 8	9 8
Palámau	15 3	15 3	19 2	20 4	9 9	9 0	12 15	12 15	...	...	...	...	27 0	27 0	...	...	14 1	15 3	27 0	30 6	16 14	10 14	...	...	9 0	8 7
Hazáribágh	10 0	10 0	16 0	13 4	8 0	8	16 0	17 8	...	...	...	...	25 0	24 0	...	...	15 0	15 0	18 0	18 0	15 0	14 0	240 0	240 0	8 0	8 0

* Kalai.

RETAIL PRICES FOR THE 2nd HALF OF SEPTEMBER 1895—*continued*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued*.																										
Bihár, south—																										
Monghyr	15 8	15 8	24 8	24 8	12 0	12 0	15 8	15 8	...	...	...	...	...	...	13 8	13 8	20 8	20 8	30 0	30 0	19 8	19 8	168 0	168 0	10 8	10 8
Gaya	13 0	13 0	22 12	23 8	10 0	9 0	17 0	17 0	17 4	17 4	...	...	28 4	25 4	14 4	16 4	18 4	18 4	22 8	23 4	19 0	19 0	140 0	160 0	10 10	10 8
Patna	15 0 and 18 4	16 0 and 18 0	23 0	24 0	12 0	12 0	20 8	19 8	30 0	24 0	...	...	30 0	29 0	30 0	25 0	20 8	21 0	29 0	28 0	21 0	23 0	130 0	130 0	11 0	11 0
Shahabad	13 0	13 0	20 0	20 0	8 0	8 0	19 0	19 0	...	...	...	...	...	...	...	...	18 0	18 0	24 0	20 0	20 0	20 0	120 0	120 0	11 0	11 0
Bihár, north—																										
Purnea	15 0	16 0	...	...	16 0	13 0	20 0	20 0	...	...	...	...	...	...	...	...	15 0	16 0	...	...	17 0	15 0	320 0	320 0	10 0	10 0
Bhágalpur	16 6	16 6	22 4	22 11	13 14	13 14	18 15	18 15	...	...	...	...	...	...	...	...	20 3	20 3	30 4	29 0	18 15	18 15	151 8	151 8	10 11	10 11
Darbhanga	13 0	13 0	18 0	25 0	10 8	10 8	16 0	18 8	...	...	...	...	32 8	30 0	...	...	16 0	17 8	30 0	28 0	20 0	21 8	160 0	160 0	10 8	10 0
Muzaffarpur	15 0	14 8	26 0	25 0	9 0	8 0	15 8	15 0	...	...	...	...	27 8	27 8	...	...	18 0	17 8	30 0	25 8	23 0	24 0	162 0	160 0	11 0	11 0
Sáran	15 0	16 0	21 10	21 8	11 0	11 0	20 0	16 0	...	...	...	...	30 0	25 0	20 0	17 0	19 0	19 8	30 0	25 0	21 0	21 0	160 0	160 0	10 8	10 8
Champáran	17 8	17 0	30 0	29 4	9 8	8 8	20 0	17 8	...	...	...	...	30 8	30 0	...	...	20 8	19 8	30 0	26 0	23 8	24 4	180 0	180 0	10 8	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	12 0	12 0	15 0	15 0	6 0	6 0	12 0	12 0	...	...	...	...	...	...	10 0	10 0	16 0	16 0	...	...	12 0	12 0	90 0	90 0	9 0	9 0
Benares	13 10	13 11½	16 8	16 9	8 5½	9 0	11 11	11 12	18 5½	18 4½	14 10½	14 10½	18 2½	18 7	14 8½	14 7⅝	17 14	17 13	20 2	20 2	13 4½	13 4½	116 4	112 8	9 4½	9 4½
Ghazipur	12 12	12 0	16 12	16 4	8 0	8 0	14 0	14 0	18 0	14 0	14 0	12 0	...	...	12 0	11 8	16 12	17 8	21 0	18 9	18 0	18 0	160 0	160 0	9 8	9 8
Jaunpur	14 0	14 0	17 8	18 0	7 0	7 0	11 0	11 0	...	...	...	...	...	...	...	...	19 0	19 0	19 0	...	14 0	14 0	160 0	160 0	9 12	9 12
Allahabad	12 0	12 0	17 0	17 0	10 0	10 4	13 8	13 12	17 0	17 0	...	14 0	...	...	16 0	16 0	18 0	18 4	16 8	19 0	17 8	17 8	90 0	90 0	10 0	10 0
Central—																										
Bánda	13 4	13 8	17 0	20 0	8 0	8 0	10 8	10 8	...	...	...	...	...	...	...	...	19 0	20 8	...	...	15 0	15 0	180 0	180 0	10 0	9 12
Fatehpur	13 8	13 8	16 12	18 0	9 8	8 0	11 0	11 0	...	...	...	...	...	...	...	...	17 0	18 0	...	...	14 8	14 8	160 0	160 0	10 0	10 0
Hamírpur	13 0	14 0	16 8	19 0	8 0	8 0	12 0	12 10	...	...	...	...	...	...	...	...	17 0	18 8	...	...	15 0	15 0	140 0	140 0	10 4	10 4
Jalaun	14 8	14 8	24 0	24 0	9 0	9 0	10 0	10 0	20 0	20 0	16 0	16 0	18 0	18 0	18 0	18 0	22 0	22 0	18 0	18 0	19 0	19 0	200 0	200 0	11 0	11 0
Cawnpore	16 0	16 4	19 8	20 0	7 8	7 8	12 0	12 0	...	...	16 8	16 8	...	...	20 0	18 0	20 0	20 0	26 0	...	22 0	22 0	130 0	130 0	11 4	11 4
Jhánsi	14 00	14 4	22 0	22 0	7 0	8 8	11 8	11 8	23 0	19 0	21 4	...	...	...	...	...	21 8	22 8	22 0	...	19 8	22 8	160 0	160 0	11 0	11 0
Etáwah	16 0	16 0	20 0	20 0	5 0	5 0	11 0	11 0	18 0	18 0	16 0	16 0	19 0	19 0	12 0	12 0	20 0	20 0	22 0	22 0	18 0	18 0	140 0	140 0	10 0	10 0
Farrukhabad	15 0	15 8	19 8	19 8	7 5	6 8	13 0	11 0	...	...	15 8	15 8	...	...	...	...	19 12	20 0	23 0	23 4	16 0	15 0	120 0	120 0	11 0	11 0
Mainpuri	16 8	16 8	21 0	21 4	4 8	4 8	10 0	10 0	18 8	18 8	15 8	15 8	...	...	14 0	14 0	21 0	21 4	25 0	24 0	17 0	17 0	160 0	160 0	11 0	10 12
Etah	17 4	17 4	23 8	23 8	6 0	6 0	12 8	11 8	...	...	19 8	17 8	22 8	20 8	10 8	10 8	22 4	23 4	23 8	28 8	18 8	18 8	120 0	120 0	11 4	11 8
Western—																										
Meerut	15 8	16 8	22 0	22 0	4 8	4 8	12 0	12 0	19 0	19 0	18 0	18 0	...	...	...	...	21 0	21 0	19 0	19 0	15 0	15 0	100 0	100 0	11 4	11 4
Agra	15 0	15 0	21 0	22 0	5 0	5 0	11 0	11 0	20 0	21 0	18 0	19 0	...	...	10 0	10 0	21 0	22 8	24 0	21 0	14 0	14 8	95 0	95 0	11 8	11 8
Muttra	15 0	15 8	21 0	23 0	7 0	7 0	11 0	11 0	22 0	22 0	17 0	17 0	...	...	12 0	12 0	24 0	26 0	...	...	26 0	26 0	120 0	120 0	11 12	11 12
Aligarh	16 4	16 8	22 8	22 8	5 4	5 8	9 8	9 8	18 0	17 8	17 0	17 0	...	...	17 0	17 0	23 0	23 0	27 0	26 0	18 0	18 0	140 0	140 0	11 4	11 8
Bulandshahr	17 6	17 12	22 12	22 8	6 0	6 0	16 0	10 0	22 0	20 0	20 0	16 0	...	...	16 0	13 0	21 14	22 0	23 8	22 5	17 0	19 0	120 0	120 0	11 8	11 4
Sub-montane, East—																										
Ballia	14 0	14 0	19 0	19 0	10 0	10 0	15 0	15 0	...	...	...	...	...	...	20 0	20 0	19 0	19 0	...	...	18 0	18 0	120 0	120 0	11 0	11 0
Azamgarh	8 12	12 12	16 8	16 8	7 8	7 8	12 0	12 0	...	...	...	...	...	...	...	...	16 8	16 8	...	...	13 8	12 12	177 8	177 8	9 13	9 13
Gorakhpur	12 2	12 2	16 3	17 2	8 9	8 9	13 8	13 8	...	...	21 10	19 13	21 10	23 6	16 3	16 10	21 10	23 6	12 13	13 4	144 0	144 0	9 10	9 10
Basti	13 4	14 4	19 4	19 12	9 4	9 4	15 8	15 0	18 0	16 0	20 0	19 0	10 8	10 0	16 0	18 4	22 0	19 12	13 0	13 0	200 0	200 0	11 0	11 4
Sub-montane, West—																										
Shahjahánpur	15 0	15 0	20 0	20 0	7 4	7 4	13 4	11 4	...	...	...	...	...	...	25 0	25 0	19 8	19 8	22 0	24 0	14 4	15 0	120 0	120 0	10 4	10 4
Bedaun	15 8	15 8	19 8	20 0	6 0	6 0	14 0	12 0	19 0	19 0	14 0	14 0	...	...	20 0	20 0	19 8	19 0	22 0	22 0	17 0	17 0	144 0	144 0	10 8	10 8
Pilibhit	14 10	14 6	25 0	23 4	5 0	5 0	12 8	12 8	20 0	...	...	...	...	...	...	...	18 12	18 12	23 0	20 0	16 8	16 2	120 0	120 0	10 3	10 14
Bareli	13 8	13 8	17 9	19 6	4 11	4 11	9 6	10 6	17 9	17 9	17 1	17 1	...	...	15 0	10 0	18 12	19 6	22 4	22 4	13 4	13 4	125 0	125 0	10 0	10 0
Moradabad	15 8	15 8	22 8	23 0	5 0	5 0	11 6	11 4	17 0	17 0	13 0	13 0	...	...	8 0	8 0	20 12	20 8	17 8	16 0	16 4	16 4	110 0	110 0	10 12	10 14
Bijnor	16 5	16 5	23 10	25 14	11 4	11 10	12 6	12 6	...	...	...	...	...	...	...	...	20 0	20 8	...	...	23 10	23 10	90 0	90 0	11 0	11 0
Muzaffarnagar	18 6	18 6	24 4	28 10	5 8	5 8	11 0	11 0	22 0	22 0	16 8	16 8	...	...	...	...	23 0	23 1	...	...	13 3	13 3	110 0	110 0	11 0	11 0
Saháranpur	16 0	16 0	24 0	24 0	5 0	5 0	10 8	10 8	25 0	25 0	12 0	12 0	23 0	23 0	20 0	20 0	20 0	21 0	21 0	21 0	12 0	12 0	100 0	100 0	10 8	10 8
Dehra-Dún	15 8	16 8	24 0	24 0	10 0	10 0	11 0	11 0	16 0	16 0	16 0	16 0	20 0	20 0	...	...	20 0	20 0	20 0	13 0	11 0	13 0	160 0	160 0	9 8	9 8
Hills—																										
Naini Tal	11 0	11 0	17 0	17 0	5 0	5 0	9 0	9 0	22 8	22 8	12 8	12 8	...	...	20 0	20 0	14 8	14 8	20 0	20 0	9 0	9 0‡	160 0	160 0	7 0	7 0
Almora	10 4	10 4	13 8	13 8	8 0	8 0	11 0	8 8	...	...	...	...	11 8	11 0	11 0	11 0	13 4	13 4	...	...	9 8‡	9 8‡	160 0	160 0	7 8	7 8
Garhwál	9 0	9 0	16 0	13 0	5 0	4 0	7 0	6 0	...	...	...	...	14 0	13 0	16 0	12 0	10 0	9 0	...	...	6 8	6 0	160 0	160 0	6 0	6 0
Oudh—																										
Southern—																										
Partábgarh	13 0	13 0	16 4	16 8	8 4	9 5	14 0	12 8	17 0	18 0	...	16 0	20 0	20 5	...	18 0	17 0	17 0	...	...	13 0	12 10	120 0	160 0	10 0	10 6
Sultanpur	13 0	13 0	18 0	18 0	8 0	8 0	16 0	14 0	18 0	18 0	13 8	13 8	25 0	25 0	25 0	25 0	18 0	18 0	18 0	18 0	19 0	19 0	160 0	160 0	10 0	10 0
Rae-Barili	14 8	14 8	18 0	18 8	8 0	8 0	13 8	12 12	19 0	17 8	13 0	13 0	22 0	20 0	20 8	15 8	19 8	19 8	17 0	16 0	14 0	12 8	200 0	200 0	10 8	10 12
Unao	14 8	14 8	19 0	19 0	8 0	8 0	11 0	11 0	18 0	18 0	14 0	14 0	...	...	13 0	13 0	20 8	20 8	22 0	16 0	16 0	16 0	160 0	160 0	11 0	11 0
Lucknow	14 0	14 0	19 8	19 8	6 0	6 0	15 0	15 0	20 8	20 8	17 8	18 0	25 0	25 0	25 0	25 0	19 8	20 0	25 0	31 0	20 0	20 0	100 0	100 0	10 8	10 8
Hardoi	15 8	15 8	20 0	20 0	7 0	7 0	13 0	13 0	...	...	...	...	32 8	...	30 0	...	22 0	21 0	32 0	...	13 0	13 0	160 0	160 0	10 8	10 8
Northern—																										
Fyzabad	14 10½	14 10½	19 0	19 0	11 8	11 8	15 8	14 9	20 8	20 8	16 8	16 8	...	...	17 0	17 0	19 13	19 12	24 12	29 11	15 0	15 0	150 0	150 0	10 8	10 8
Barabanki	14 •	14 0	19 0	19 0	11 0	11 0	15 0	14 0	20 0	17 0	16 •	16 0	27 0	27 0	18 0	18 0	22 0	21 0	24 0	24 0	14 0	13 8	120 0	120 0	11 0	11 0
Gonda	14 4	14 4	20 0	20 0	11 8	11 8	12 8	13 8	17 0	17 0	13 0	13 0	...	...	8 0	8 0	18 4	18 4	23 0	18 0	22 0	22 0	200 0	200 0	10 0	10 0
Bahraich	15 0	15 0	23 8	24 0	9 8	9 8	13 0	12 8	15 0	15 0	14 0	14 0	28 0	28 0	10 0	10 0	18 8	19 0	18 0	18 0	23 0	23 0	160 0	160 0	10 8	10 8
Sitapur	13 0	13 0	21 0	22 0	12 0	11 0	16 0	12 0	28 0	29 0	18 0	18 0	...	...	28 0	29 0	20 0	19 0	27 0	29 0	15 0	15 0	120 0	120 0	10 0	10 0
Kheri	14 8	13 8	21 0	20 0	8 0	8 0	12 0	15 0	...	...	...	...	30 0	30 0	...	30 0	19 0	19 0	...	...	19 0	18 0	160 0	160 0	10 0	10 0
Rajputana—																										
Eastern—																										
Partábgarh	16 4	16 14	23 8	25 0	8 2	8 2	11 4	11 4	...	20 0	15 0	...	...	...	...	...	23 12	23 12	27 8	25 0	13 2	13 12	...	...	11 1	11 1
Bánswára	21 4	21 4	25 0	25 0	7 8	7 8	15 0	13 12	...	...	...	...	...	...	...	...	37 8	37 8	40 0	37 8	20 0	20 0	...	...	9 6	9 6
Meywar (Udaipur)	15 3¾	15 3¾	23 0¾	22 10½	9 6	8 15¾	10 2½	9 12½	23 7	21 1½	11 11½	10 2½	*Nil*	*Nil*	12 14½	10 2½	28 0	28 0	34 0	25 0	...	...	§	§	11 0	11 0
Hilly Tracts of Meywar	15 8	16 0	31 0	31 0	...	...	15 0	16 0	...	...	...	...	...	...	...	...	20 0	20 0	18 0	18 0	...	...	160 0	160 0	11 8	11 8
Sirohi	13 0	13 0	25 0	25 0	5 8	5 8	6 0	6 0	...	...	15 0	15 0	...	...	...	...	22 2	•22 5	...	...	...	...	160 0	160 0	12 8	12 4
Erinpura	13 10	13 4	23 8	23 3	7 10	7 10	9 2	9 3½	20 4	...	18 0	16 9	...	...	...	...	19 11	20 0	18 8	19 0	...	...	90 0	90 0	12 8	12 8
Ajmere	13 8	14 8	18 8	19 13	6 0	6 0	9 0	9 0	18 8	19 8	16 8	16 8	...	...	15 0	15 0	...	...	...	...	...	...	...	...	...	...
Abu	13 7	12 7	18 8	19 8	5 12	5 12	7 4	7 4	...	...	14 4	14 4	...	...	•	...	19 8	19 8	...	...	...	...	160 0	160 0	11 0	11 0
Kishengarh	13 0	13 8	18 4	20 0	7 8	8 0	9 0	9 0	21 4	21 8	17 0	16 12	†	†	†	†	18 0	20 0	18 0	20 12	†	†	*	*	13 0	13 0
Bundi	17 0	17 8	26 0	27 0	7 8	7 8	8 0	8 0	30 0	28 0	...	...	...	...	...	...	33 0	36 4	...	...	...	...	160 0	160 0	10 4	10 4
Kotah	16 0	16 0	23 0	23 0	6 0	6 0	8 0	8 0	22 0	22 0	14 0	14 0	...	...	...	...	28 0	28 0	26 0	26 0	23 0	23 0	240 0	240 0	10 8	10 8
Jhallawar	13 4	13 4	20 13	20 13	7 2	7 2	11 0	11 0	22 3½	22 6	17 3	17 3	...	...	14 8	11 7	24 7	26 0	22 14	24 8	11 0	11 0	175 0	175 0	9 7½	9 11
Tonk	12 0	12 0	17 4	17 0	4 0	4 0	7 0	7 0	17 12	17 8	...	...	...	...	...	...	18 8	17 0	...	...	...	...	110 0	100 0	10 4	10 0
Jaipur	13 8	14 4	19 8	21 0	5 0	5 0	7 8	7 8	19 0	18 0	16 8	17 0	†	†	21 0	21 0	19 8 & 20 8	20 8	18 0	20 0	26 0	27 0	100 0	100 0	12 0	12 0
Kerauli	15 0	15 15	18 2	20 10	10 0	10 0	11 4	11 4	21 4	21 4	16 14	16 14	...	...	16 4	16 4	20 0	21 4	...	...	32 8	32 8	200 0	200 0	10 10	10 10
Dholpur	15 5½	15 10½	22 0	20 13	8 2½	8 2½	9 13½	9 13½	16 14	16 1	21 0	18 12	...	...	18 9	19 2	23 12¾	24 7½	...	...	28 2	28 10½	90 0	90 0	11 13	11 9½
Bhartpur	15 15	15 15	19 5	21 10	5 2½	5 2½	5 5½	5 5½	14 10	14 10	14 10	14 10	...	...	11 8	11 12	21 12	24 12	19 0	24 0	25 0	28 0	120 0	120 0	11 8	11 8
Alwar	15 4	16 1	19 3	20 4	6 10	6 10	9 2½	9 2½	20 0	20 8	19 •	19 0	...	...	14 0	14 0	21 2	23 5	20 0	20 8	28 14	29 13	140 0	140 0	12 8	12 8
Deoli Cantonment	14 12	15 6½	23 6	24 11	5 0	5 0	8 0	8 0	26 4	26 8	28 0	28 0	...	...	...	...	23 9½	23 5	...	...	...	...	190 0	190 0	11 6	11 8
Nasirabad Cantonment	14 8	15 0.	...	...	6 8	6 8	7 0	7 0	21 0	22 0	15 0	15 0	†	†	...	...	19 0	21 8	...	...	22 0	22 0	110 0	110 0	13 4	13 4
Bálmer	11 6	11 6	...	...	5 8	5 8	7 8	7 8	...	...	14 10	14 10	...	...	...	...	13 0	13 0	...	...	...	...	260 0	260 0	13 8	13 8
Anádra	14 14	13 11	...	...	6 8	6 8	9 0	9 0	...	...	16 0	16 0	...	...	...	...	18 8	20 0	...	...	...	...	320 0	320 0	12 0	12 0
Shahpura	14 12	15 0	22 0	23 0	9 0	9 0	11 0	11 0	20 0	...	18 0	18 0	...	...	...	...	18 12	18 0	20 0	20 0	...	...	160 0	160 0	11 8	11 10
Western—																										
Jodhpur	12 8	12 13	18 2	18 12	6 4	6 4	7 8	7 8	15 10	15 10	14 11	13 12	...	...	...	...	18 2	18 12	13 2	13 12	10 10	10 0	...	...	13 7	13 7
Jaisulmer	11 4	11 0	...	...	7 0	7 0	10 0	9 4	12 0	13 0	11 4	11 0	...	...	...	...	12 0	13 0	...	...	...	...	160 0	160 0	21 0	21 0
Bikanir	12 8	12 8	...	...	3 0	3 0	6 0	6 0	...	...	13 12	14 4	...	...	...	...	16 0	16 2½	...	...	9 0	9 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	14 0	13 12	17 0	17 8	8 0	8 0	9 0	9 0	24 0	23 0	20 0	20 0	...	...	...	...	18 12	18 12	27 0	20 0	19 0	19 0	120 0	120 0	10 8	10 8
Nimach Cantonment	15 8	15 8	...	...	8 0	8 0	12 0	12 0	23 8	24 8	16 8	16 8	†	†	...	...	22 0	22 0	...	...	25 0	25 0	120 0	120 0	12 4	12 4
Guna	13 0	13 4	15 4	16 0	7 8	7 12	8 4	8 8	21 0	21 0	...	...	...	...	...	...	23 0	24 8	...	...	...	...	200 0	200 0	10 0	10 0
Gwalior	13 15	13 13	22 13½	23 6	5 5	5 5	8 8	8 8	20 11½	19 10½	18 1	17 0	...	...	19 2	15 15	17 0	17 0	...	...	17 0	17 0	191 4	191 4	11 9	11 11

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

RETAIL PRICES FOR THE 2nd HALF OF SEPTEMBER 1895 —*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Panjab—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Southern—																										
Hissar	17 0	18 0	26 0	26 0	...	...	12 0	12 0	24 0	25 0	18 0	21 0	†	†	†	†	26 0	28 0	†	†	†	†	100 0	100 0	11 0	10 0
Ferozepur	17 0	18 0	30 0	31 0	...	...	9 0	9 0	23 0	23 0	17 0	18 0	†	‡	15 0	16 0	25 0	26 0	24 0	23 0	11 0	11 0	100 0	100 0	12 4	12 12
Central—																										
Lahore	16 0	17 0	26 0	29 0	...	...	12 0	12 0	25 0	26 0	17 0	18 0	‡	‡	17 0	17 0	23 0	24 0	17 0	14 0	11 0	11 0	85 0	85 0	12 14	12 14
Gujránwála	18 0	19 0	32 0	33 0	...	...	13 0	13 0	19 0	20 0	24 0	25 0	‡	‡	20 0	21 0	23 0	24 0	20 0	21 0	†	†	110 0	110 0	13 0	13 0
Gujrát	19 0	19 0	29 0	29 0	...	...	14 0	14 0	20 0	20 0	20 0	20 0	‡	‡	10 0	10 0	24 0	24 0	20 0	20 0	†	†	110 0	110 0	13 0	13 0
Jhelum	20 0	21 0	30 0	30 0	...	...	14 0	14 0	24 0	24 0	26 0	26 0	‡	‡	*	†	23 0	24 0	24 0	24 0	11 0	11 0	120 0	120 0	14 0	14 0
South-eastern—																										
Gurgaon	17 0	20 0	22 0	27 0	...	...	9 0	9 0	20 0	19 0	19 0	21 0	‡	‡	†	†	22 0	27 0	20 0	20 0	24 0	26 0	100 0	100 0	10 0	10 0
Delhi	17 0	16 0	22 0	23 0	...	...	12 0	12 0	22 0	24 0	19 0	19 0	‡	‡	13 0	13 0	23 0	24 0	20 0	20 0	23 0	24 0	70 0	70 0	11 0	11 0
Rohtak	16 0	16 0	22 0	26 0	...	...	12 0	12 0	24 0	25 0	19 0	18 0	‡	‡	12 0	12 0	24 0	20 0	20 0	20 0	18 0	18 0	120 0	120 0	11 0	11 0
Karnál	17 0	17 0	27 0	27 0	...	...	12 0	12 0	20 0	20 0	15 0	15 0	16 0	16 0	12 0	12 0	26 0	27 0	20 0	20 0	17 0	17 0	160 0	160 0	10 0	10 0
Sub-montane—																										
Ambala	20 0	20 0	28 0	28 0	...	...	12 0	12 0	24 0	24 0	20 0	20 0	‡	‡	‡	‡	26 0	25 0	26 0	25 0	‡	‡	120 0	120 0	12 12	11 12
Ludhiána	19 0	19 0	25 0	25 0	...	...	13 0	13 0	28 0	28 0	21 0	21 0	‡	‡	16 0	16 0	25 0	25 0	23 0	22 0	13 0	13 0	110 0	110 0	13 0	13 0
Jullundur	21 0	21 0	28 0	28 0	...	...	10 0	10 0	26 0	26 0	16 0	16 0	‡	‡	20 0	20 0	23 0	24 0	20 0	20 0	‡	‡	110 0	110 0	13 0	13 0
Hoshiárpur	19 0	20 0	27 0	27 0	...	...	10 0	10 0	27 0	27 0	18 0	18 0	14 0	14 0	16 0	16 0	22 0	22 0	27 0	25 0	10 0	10 0	110 0	110 0	12 12	12 12
Gurdáspur	21 0	20 0	32 0	32 0	...	...	13 0	14 0	28 0	26 0	20 0	20 0	26 0	‡	12 0	12 0	23 0	24 0	32 0	10 0	‡	‡	120 0	120 0	12 0	13 0
Amritsar	17 0	18 0	29 0	29 0	...	...	11 0	11 0	25 0	26 0	19 0	19 0	‡	‡	17 0	17 0	22 0	23 0	22 0	22 0	‡	‡	100 0	100 0	12 0	12 0
Siálkot	18 0	18 0	32 0	31 0	...	...	11 0	12 0	25 0	24 0	25 0	‡	‡	‡	‡	‡	24 0	23 0	‡	‡	‡	‡	130 0	130 0	13 8	13 8
Hills—																										
Simla	13 0	13 0	16 0	15 0	...	...	8 0	8 0	17 0	14 0	12 0	12 0	15 0	15 0	42 0	11 0	17 0	16 0	19 0	14 0	9 0	9 0	80 0	80 0	9 0	9 0
Kángra	17 0	17 0	26 0	26 0	...	...	14 0	13 0	16 0	10 0	14 0	14 0	‡	‡	6 0	6 0	18 0	18 0	20 0	16 0	12 0	12 0	120 0	120 0	10 0	10 0
Northern—																										
Ráwalpindi	19 0	19 0	26 0	26 0	...	...	8 0	8 0	30 0	30 0	26 0	26 0	*	*	18 0	18 0	21 0	22 0	29 0	29 0	*	*	60 0	60 0	13 8	13 8
Hazára	22 0	21 0	33 0	33 0	...	...	13 0	12 0	‡	‡	‡	‡	†	†	‡	‡	19 0	19 0	29 0	29 0	†	†	90 0	90 0	11 0	11 0
Peshawar	17 0	18 0	27 0	30 0	...	...	10 0	10 0	33 0	33 0	23 0	21 0	†	†	19 0	18 0	19 0	20 0	21 0	23 0	16 0	16 0	76 0	86 0	35 0	35 0
Kohát	18 0	18 0	20 0	28 0	...	...	8 0	15 0	33 0	33 0	24 0	24 0	†	†	†	†	19 0	18 0	24 0	28 0	†	†	102 0	130 0	51 0	51 0
Bannu	23 0	24 0	37 0	37 0	...	...	13 0	13 0	33 0	33 0	23 0	28 0	9 0	9 0	8 0	8 0	24 0	23 0	29 0	35 0	13	13 0	90 0	90 0	45 0	55 0
Western—																										
Sháhpur	22 0	22 0	28 0	30 0	...	...	9 0	9 0	24 0	24 0	22 0	22 0	24 0	24 0	22 0	22 0	24 0	25 0	20 0	20 0	†	†	160 0	160 0	13 0	12 0
Jhang	16 0	17 0	20 0	24 0	...	...	10 0	8 0	24 0	20 0	16 0	16 0	26 0	24 0	20 0	21 0	20 0	21 0	20 0	20 0	10 0	10 0	160 0	160 0	12 0	12 0
Multan	17 0	17 0	23 0	23 0	...	...	16 0	16 0	24 0	24 0	20 0	20 0	†	†	19 0	19 0	21 0	22 0	21 0	22 0	†	†	96 0	90 0	12 8	12 8
Montgomery	19 0	18 0	25 0	25 0	...	...	10 0	10 0	19 0	19 0	†	†	†	†	†	†	25 0	25 0	19 0	20 0	10 0	10 0	180 0	180 0	12 0	12 0
Dera Ishmail Khan	21 0	21 0	26 0	30 0	...	...	8 0	8 0	26 0	20 0	26 0	26 0	‡	‡	‡	‡	21 0	23 0	25 0	25 0	11 0	11 0	118 0	118 0	12 8	12 8
Muzaffargarh	18 0	17 0	25 0	24 0	...	...	20 0	17 0	20 0	20 0	20 0	20 0	4 0	4 0	4 0	4 0	21 0	23 0	25 0	25 0	11 0	11 0	140 0	140 0	11 0	11 0
Dera Ghazi Khan	18 0	18 0	25 0	25 0	...	...	8 0	8 0	30 0	28 0	25 0	25 0	20 0	20 0	18 0	18 0	19 0	19 0	22 0	22 0	8 0	8 0	125 0	125 0	15 0	10 0
Sind and Baluchistan—																										
Karáchi	14 0	13 0	...	...	8 0	8 0	10 0	10 0	16 0	17 0	15 0	15 0	‡	‡	...	...	16 0	17 0	...	...	8 0 and 10 0	8 0 and 10 0	80 0	80 0	14 8	14 8
Hyderabad	13 8	13 8	...	...	8 0	8 0	10 0	10 0	16 0	16 0	16 0	16 0	‡	‡	...	...	15 4	16 0	...	...	...	...	106 11	106 11	12 8	12 8
Thar and Párkar (Umarkot)	11 8	11 0	...	...	9 8	9 0	11 8	11 0	...	‡	11 8	11 0	‡	‡	...	...	7 8	7 0	...	...	...	...	213 0	213 0	12 0	12 0
Sukkur (Shikárpur)	16 0	16 0	...	...	8 0	9 0	12 0	12 0	21 0	21 0	20 0	21 0	‡	‡	...	...	15 0	14 0	...	...	...	...	142 0	142 0	12 0	12 0
Upper Sind Frontier	15 0	15 0	...	...	10 0	10 0	13 0	13 0	25 0	25 0	21 8	21 0	‡	‡	...	...	18 0	19 0	...	...	...	...	100 0	100 0	11 0	11 0
Quetta	15 4	16 0	17 0	17 0	5 0	5 0	7 0	7 0	20 8	21 0	14 0	14 0	‡	‡	6 0	6 0	10 0	16 0	22 12	22 8	9 0	9 0	75 5	77 9	9 0	9 0
Bombay—																										
Konkan—																										
Karwar (Kánara)	10 3	10 3	...	...	10 2	10 2	11 2	11 2	17 2	16 2	15 0	15 0	21 9	21 9	...	...	13 3	13 7	...	...	...	...	312 0	312 0	10 10	9 12
Ratnágiri	10 13	10 13	...	...	10 14	10 14	11 6	11 6	14 7	14 7	15 4	15 4	16 7	16 7	...	...	13 14	13 14	...	...	*	*	334 6	334 6	11 11	11 11
Alíbág (Kolába)	9 4	9 4	...	...	10 13	10 13	11 11	11 11	11 9	11 9	12 12	12 12	*	*	...	...	11 14	11 14	...	...	*	*	89 10	89 10	11 14	11 14
Bombay	13 10	13 10	...	...	8 5	8 5	11 1	11 1	15 15	15 15	13 15	13 15	14 10	14 10	...	...	15 0	15 0	...	...	*	*	87 6	87 6	11 9	11 9
Tanna	12 12	12 12	...	...	10 3	10 3	11 2	11 2	*	*	14 6	14 6	*	*	...	...	16 0	16 0	...	...	13 4	13 4	112 0	112 0	12 4	12 4
Deccan—																										
Dharwar	19 4	19 4	...	...	10 8	10 8	11 8	11 8	22 10	20 12	21 6	21 6	...	...	...	...	11 14	11 14	...	...	12 15	12 15	100 0	100 0	11 1	11 6
Belgaum	17 12	17 3	...	...	10 8	10 3	11 0	11 0	23 5	22 13	21 15	22 7	28 0	28 0	...	...	13 0	13 8	...	...	14 8	14 8	83 3	92 7	11 0	11 1
Satara	13 12	13 12	...	...	8 2	8 2	9 7	9 7	17 15	17 4	15 15	15 15	*	*	...	...	11 13	11 13	...	...	*	*	91 3	91 3	12 10	12 10
Sholapur	16 12	16 12	...	...	7 10	10	11 11	11 11	28 10	28 10	22 5	21 7	*	*	...	...	13 8	14 6	...	...	*	*	80 0	80 0	11 8	11 10
Bijápur	19 8	20 7	...	...	9 4	9 4	11 6	11 6	28 13	28 13	*	*	*	*	...	...	10 12	13 6	...	...	*	*	80 0	80 0	11 6	11 6
Poona	13 15	13 15	...	...	9 11	9 11	10 13	10 13	20 0	20 0	17 4	16 2	15 13	15 13	...	...	13 13	13 13	...	...	17 2	17 2	81 1	81 1	11 13	11 13
Khandesh—																										
Ahmadnagar	17 6	18 2	...	...	8 14	8 14	9 13	9 13	30 4	27 8	22 11	22 11	*	*	...	...	13 14	14 9	...	...	*	*	80 0	80 0	12 6	12 6
Násik	17 4	18 11	...	...	8 14	8 14	11 11	11 11	*	*	19 12	19 1	23 0	23 0	...	...	15 11	15 11	...	...	*	*	128 0	128 0	12 11	12 11
Dhulia (Khandesh)	18 6	17 8	...	...	7 7	7 7	9 7	9 7	25 14	24 2	20 3	20 3	*	*	...	...	13 3	13 3	...	...	*	*	80 0	80 0	10 9	9
Guserat—																										
Surat	14 13	14 13	...	...	7 6	7 6	8 5	8 5	14 13	14 13	13 14	13 7	*	*	...	...	13 14	14 13	...	...	13 14	13 14	74 0	74 0	12 0	12 0
Broach	16 0	16 0	...	...	8 0	8 0	10 8	10 8	16 8	16 8	16 0	16 0	*	*	...	...	18 0	18 12	...	...	20 0	20 0	101 0	101 0	13 2	13 2
Kaira	13 0	13 8	...	...	...	...	11 0	12 8	*	*	12 8	13 0	20 0	20 0	...	...	17 8	18 0	...	...	*	*	106 11	106 11	12 0	12 0
Baroda Cantonment	12 0	11 8	...	...	8 0	8 0	10 0	10 0	16 0	16 0	13 0	12 8	18 0	18 0	...	...	15 0	15 8	...	...	*	*	80 0	80 0	11 8	11 8
Ahmadabad	13 8	13 8	...	...	11 0	11 0	14 0	13 0	18 0	17 0	15 0	15 0	...	...	...	...	20 0	21 0	...	...	...	...	80 0	80 0	13 10	13 10
Godhra (Panch Mahals)	13 0	13 0	...	...	10 0	10 0	12 0	12 0	...	...	15 8	15 8	21 8	21 8	...	...	24 0	24 0	...	...	20 0	20 0	182 0	182 0	12 8	12 8
Dísa Cantonment	12 0	13 0	...	...	8 0	8 0	10 0	10 0	16 0	16 0	15 0	15 0	*	*	...	...	18 0	18 8	...	...	*	*	160 0	116 6	11 0	11 0
Kathiawár—																										
Rájkot	14 7	14 7	...	...	5 8	5 8	7 0	7 0	17 6	17 6	13 10	13 10	*	*	...	...	15 0	15 0	...	...	*	*	80 0	80 0	60 0	60 0
Central Provinces—																										
Western—																										
Nimar	14 3	14 3	...	...	6 12	6 12	11 7	11 7	22 9	20 10	...	...	...	...	...	...	14 3	16 2	...	...	12 1	12 1	100 0	100 0	11 6	11 6
Khandwa—Asirgarh Cant.	13 12	13 12	...	...	9 0	9 0	11 0	11 0	20 0	21 0	20 0	20 0	*	*	...	...	16 0	16 0	...	...	*	*	160 0	160 0	10 0	10 0
Hoshangabad	14 4	14 4	...	...	8 1	8 1	11 14	11 14	18 5	17 8	...	...	...	...	...	...	16 10	16 0	...	...	...	...	180 0	180 0	9 8	9 8
Betul	13 8	13 8	...	...	...	...	8 0	8 0	17 0	17 0	...	...	...	...	...	...	14 6	14 6	...	...	10 4	10 4	240 0	240 0	8 0	8 0
Chhindwára	11 11	11 11	...	...	7 4	7 4	10 0	10 0	12 0	13 1	...	...	...	...	...	...	15 0	13 13	...	...	10 5	10 5	160 0	140 0	8 0	8 0
Nágpur	15 10	15 10	...	...	10 0	10 0	11 14	11 14	18 12	18 2	...	...	...	...	...	...	16 14	14 14	...	...	11 4	11 4	115 0	115 0	10 2	10 4
Wardha	16 0	16 0	...	...	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	16 0	16 0	...	...	13 5	13 5	120 0	120 0	10 10	10 10
Central—																										
Narsinghpur	13 1	13 1	...	...	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	200 0	200 0	8 0	8 0
Saugor	11 12	11 12	...	...	10 3	10 3	11 1	11 1	...	...	...	...	...	...	...	...	17 10	17 10	...	...	15 12	15 12	130 0	140 0	9 2	9 2
Damoh	11 4	11 4	...	...	10 0	10 0	11 4	11 4	...	...	...	...	...	...	...	...	15 0	15 0	...	...	9 0	9 0	100 0	160 0	9 4	9 8
Jubbulpore	12 0	12 0	...	...	8 0	8 8	13 8	13 4	...	...	...	...	...	...	...	...	14 8	15 0	...	...	11 4	11 0	140 0	140 0	9 4	9 8
Bághelkhand (Satna)	12 14	13 4	16 8	18 0	7 8	7 0	16 0	16 8	*	12 0	*	*	*	*	13 0	13 0	16 14	17 4	*	*	18 0	18 0	160 0	160 0	10 0	10 0
Mandla	14 0	16 0	...	...	8 0	9 0	12 0	12 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	12 0	13 0	200 0	200 0	8 0	8 0
Seoni	13 9	13 9	...	...	8 10	8 10	11 8	11 8	...	...	...	...	...	...	...	...	13 9	13 9	...	...	11 8	11 8	190 0	190 0	9 2	9 2
Bálághát	11 0	11 0	...	...	8 0	8 0	11 0	11 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	8 0	8 0	120 0	120 0	9 2	9 2
Bhandára	16 0	16 0	...	...	...	...	12 8	12 8	...	...	...	...	...	...	...	...	15 0	16 0	...	...	10 0	11 4	240 0	240 0	9 0	9 0
Chánda	14 12	14 12	...	...	...	...	14 14	14 14	15 2	15 2	...	...	...	...	...	...	11 13	11 13	...	...	10 10	10 10	320 0	320 0	...	...
Eastern—																										
Bilaspur	14 7	14 7	...	...	11 3	12 5	16 15	16 15	...	...	...	...	...	...	...	...	15 12	13 10	...	...	...	...	110 0	110 0	8 0	8 0
Raipur	15 0	15 0	...	...	11 0	10 0	17 8	17 8	...	...	...	...	...	...	...	...	16 4	16 4	...	...	8 0	8 0	100 0	100 0	8 0	8 0
Sambalpur	13 8	13 8	...	...	12 0	12 0	17 0	18 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	9 0	9 0	120 0	120 0	9 4	9 0
Berar—																										
Buldána	18 0	17 0	...	...	7 0	7 0	10 0	10 0	25 0	24 0	23 0	23 0	...	...	...	...	17 0	17 0	...	...	13 0	13 0	182 0	182 0	9 0	9 0
Básim	18 0	17 8	...	...	7 0	7 0	10 8	10 8	25 0	25 0	...	...	...	...	...	...	15 0	15 8	...	...	11 0	11 0	70 0	70 0	8 0	8 0
Akola	16 8	16 8	...	...	5 8	5 8	7 8	7 8	25 8	25 8	...	...	...	...	...	...	14 8	15 0	...	...	11 0	11 0	106 0	106 0	11 0	11 0
Ellichpur	15 0	15 0	...	...	8 0	9 0	11 0	9 0	21 0	21 0	15 0	15 0	...	...	...	...	13 0	13 0	...	...	15 0	15 0	120 0	120 0	10 0	10 0
Amraoti	17 0	16 0	8 0	8 0	7 4	7 4	10 8	10 0	22 0	21 0	15 0	14 0	...	...	...	...	15 0	15 0	...	...	12 0	11 0	90 0	100 0	11 0	11 0
Wun	16 0	16 0	...	...	6 0	6 0	8 0	8 0	18 8	18 8	15 0	15 0	...	...	...	...	14 8	14 8	...	...	18 0	18 0	240 0	240 0	9 0	9 0
Nizam's Territories—																										
Secunderabad	12 7	13 8	*	*	6 13	6 13	10 8	10 14	18 13½	20 1	17 12	17 12	22 3	22 3	*	*	10 14	11 8	*	*	16 12	16 12	90 0	90 0	9 4	9 8
Bolaram	14 0	14 0	*	*	7 0	7 0	9 15	9 15	21 0	21 12	*	*	*	*	*	*	11 13	12 4	*	*	*	*	116 14	116 14	7 13	8 8
Chadarghát	11 4	11 8	*	*	7 8	7 8	13 6	12 8	21 0	23 0	25 0	25 0	*	*	*	*	12 8	13 8	*	*	*	*	120 0	90 0	8 8	8 8

* Not sold. † Produced. ‡ Not procurable.

RETAIL PRICES FOR THE 2nd and HALF OF SEPTEMBER 1895—*concluded*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, common.		Rice, best sort.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, cholla, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	85 2	136 2	10-5&11-8	11 10
S. Canara	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	97 3	121 8	11 8	11 3
South, central—																							126 6	133 11	11 13	10 11
Coimbatore	...	...	...	...	...	...	...	...	...	...	21 8	23 0	23 0	23 0	...	...	...	...	...	...	...	...	97 3	133 11	10-2 & 11-5	10 11
Nilgiris	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	46 11	97 3	11 0	12 0
Salem	...	...	...	...	...	...	...	...	...	...	23 0	...	25 11	25 11	...	...	...	...	...	...	...	...	97 3	133 11	12 2	12 2
Central—																							140 14	140 14	13 3	13 3
Bellary	...	...	...	...	...	...	...	...	...	...	...	...	31 0	30 0	...	...	...	...	...	...	...	...	93 5	93 5	12 13	12 13
Anantapur	...	...	...	...	...	...	...	...	...	...	...	...	29 2	29 2	...	...	...	...	...	...	...	...	96 11	89 8	13 2	13 2
Cuddapah	...	...	...	...	...	...	...	...	...	...	...	...	27 0	27 0	...	...	...	...	...	...	...	...	91 14	91 14	13 5	13 5
Karnul	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 13	100 13	11 8	11 8
East Coast, central—																							209 0	209 0	12 13	12 13
Kistna	...	...	...	...	...	...	...	...	...	...	...	...	28 0	30 0	...	...	...	...	...	...	...	...	145 13	145 13	12 0 and 12 8	12 0 and 12 8
Nellore	...	...	...	...	...	...	...	...	...	...	...	...	26 5	26 5	...	...	...	...	...	...	...	...	130 11	129 5	12 0	12 0
East Coast, south—																							58 5	58 5	13 13	13 13
Madras	...	...	...	...	...	...	...	...	...	...	...	...	29 2	29 2	...	...	...	...	...	...	...	...	97 3	97 3	13 2	12 11
Chingleput	...	...	...	...	...	...	...	...	...	...	...	...	26 13	26 13	...	...	...	...	...	...	...	...	96 0	96 0	9 12	10 8
N. Arcot	...	...	...	...	...	...	...	...	...	...	...	...	26 8	25 11	...	...	...	...	...	...	...	...	96 0	90 0	9 8	9 8
S. Arcot	...	...	...	...	...	...	...	...	...	...	...	...	27 0	27 0	...	...	...	...	...	...	...	...	192 0	192 0	10 0	9 12
Tanjore	...	...	...	...	...	...	...	...	...	...	...	...	27 13	27 14	...	...	...	...	...	...	...	...	224 0	224 0	10 0	10 0
Trichinopoly	...	...	...	...	...	...	...	...	...	...	...	...	25 11	25 11	...	...	...	...	...	...	...	...	200 0	200 0	9 0	8 12
Southern—																							240 0	240 0	9 0	9 0
Tinnevelly	...	...	...	...	...	...	...	...	...	...	...	...	23 10	23 10	...	...	...	...	...	...	...	...	320 0	320 0	10 8	10 8
Madura	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	175 0	175 0	9 8	9 8
Mysore—																										
Mysore	...	...	...	...	...	...	...	...	...	...	...	...	26 0	26 0	24 0	24 0	10 0	10 0	...	...	...	...	110 0	110 0	9 8	9 8
Bangalore	...	...	...	...	...	...	...	...	...	...	...	...	30 6	31 0	19 8	19 8	9 8	9 8	...	...	...	...	65 5	65 5	32 0	32 0
Kolar	...	...	...	...	...	...	...	...	...	...	...	...	33 0	31 0	13 0	13 0	10 0	9 8	12 0	...	...	...				
Tumkur	...	...	...	...	...	...	...	...	...	...	...	...	33 0	32 0	35 0	35 0	14 0	14 0	...	...	...	...				
Hassan	...	...	...	...	...	...	...	...	...	...	...	...	30 0	30 0	...	24 0	12 0	12 0	...	...	...	...				
Kadur	...	...	...	...	...	...	...	...	...	...	...	...	28 0	28 0	...	...	8 0	8 0	...	...	...	...				
Shimoga	...	...	...	...	...	...	...	...	...	...	...	...	41 8	39 14	...	...	12 0	...	...	...	...	...				
Chitaldrug	...	...	...	...	...	...	...	...	...	...	...	...	48 0	48 0	...	...	...	...	...	...	...	...				
Coorg—																										
Coorg	...	...	...	...	...	...	...	...	...	...	...	...	27 0	27 0	42 0	42 0	21 8	22 8	...	...	...	...	110 0	110 0	9 0	9 0
Aden	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9 4	9 4	...	...	...	...	65 5	65 5	32 0	32 0

* Not sold.

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

FINANCE AND COMMERCE DEPARTMENT.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS and COMMERCE.

Statistics.

REPORTS OF REGISTRARS OF JOINT STOCK COMPANIES ON THE WORKING OF THE INDIAN COMPANIES ACT, VI OF 1882, DURING THE OFFICIAL YEAR 1894-95.

No. 256 S., Calcutta, the 9th November 1895.

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

READ the following communications submitting the reports of Registrars of Joint Stock Companies on the working of the Indian Companies Act, VI of 1882, during the official year 1894-95 :—

From the Government of Madras, No. 1249, dated the 13th June 1895.

From the Government of Bombay, No. 5382, dated the 16th July 1895.

From the Government of Bengal, No. 2031-P., dated the 11th July 1895.

From the Government of the North-Western Provinces and Oudh, No. 494—VII—117-B., dated the 31st May 1895.

From the Government of the Panjab, No. 23, dated the 17th June 1895.

From the Chief Commissioner, Central Provinces, No. 5521, dated the 22nd July 1895.

From the Chief Commissioner, Burma, No. 196—I-T-7, dated the 13th May 1895.

From the Chief Commissioner, Assam, No. 726-Misc.—2469-G., dated the 6th May 1895.

From the Chief Commissioner, Ajmere-Merwara, No. 706—817, dated the 24th June 1895.

From the Chief Commissioner, Coorg, No. 1131, dated the 10th July 1895.

From the Secretary for Berar to the Resident, Hyderabad, No. 141, dated the 22nd May 1895.

From the Resident in Mysore, No. 2320, and Nos. 2664 and 4044, dated, respectively, the 15th July and 11th October 1895.

RESOLUTION.—The number of companies and the capital invested in them stood as follows at the end of each of the last two years :—

	At end of 1893-94.	At end of 1894-95.
Number of companies	1,065	1,204
Nominal capital, Rx.	36,251,188	38,158,518
Paid-up capital, Rx.	27,510,059	27,668,569

There was thus an increase of 139 in the number of companies, being at the rate of 13 per cent., and of Rx. 1,907,330 in the nominal capital, being at the rate of 5·3 per cent.

The changes made in the year, which produced the results shewn above, were :—

(1) the capital of 142 companies was increased by (nominal) Rx. 690,221, (paid-up) Rx. 799,312 ;

(2) the capital of 13 companies was reduced by (nominal) Rx. 22,500, (paid-up) Rx. 99,567 ;

(3) 57 companies with a nominal and paid-up capital of Rx. 1,385,777 and Rx. 1,009,152, respectively, ceased to work ; and

(4) 196 new companies with a nominal and paid-up capital of Rx. 2,625,386 and Rx. 452,454, respectively, were registered during the year.

The table in paragraph 3 shews that the greatest part of the increase in the paid-up capital, namely, Rx. 123,592, was in Bombay.

2. The formation in 1893-94 of small native provident companies in certain districts of the Bengal Presidency was continued on a larger scale in 1894-95 when the number of such companies registered was 87, the number registered in the preceding year having been 64.

The nature of the operations of these companies, which are mainly confined to some of the eastern districts of Bengal, is described in the subjoined extract from the report of the Commissioner of the Presidency Division for 1894-95:

The idea of these companies seems to have originated in Backerganj, and to have spread through the eastern sub-divisions of the district during 1893 and 1894. The details of the companies are given below:—

Death	companies	85
Marriage	,,	15
Birth	,,	3
Fever	,,	1
Pilgrimage	,,	1
	TOTAL	105

* * * The principles of all these companies are nearly the same. There is no capital in the ordinary sense of the word, and there are no funds invested. A maximum number of shares is fixed. The price of each share is generally a rupee—often less. There is an entrance fee of a few annas. In the smaller companies the share-capital seems to be mostly swallowed up in preliminary expenses, such as cost of registration, establishment, postage, printing, etc. In case of death companies each share-purchaser can hold only one share. He has the right to name another person, who on the death of the shareholder applies to the directors, who proceed to levy a sum from each of the other shareholders, which is called the death-fee and is generally of the same value as the share. The amount of fees thus collected is paid to the nominee, who then retires from connection with the company. The nominee has thus an interest in the speedy death of the shareholder by whom he is nominated. The marriage and birth companies are conducted on the same principles. When the nominee, who must be a female, is married, or when she has a child, the shareholder is entitled to collect a fee from each of the other shareholders. When a company is newly started, the first few calls for fees are paid with fair punctuality, and the first few nominees or shareholders, as the case may be, receive the intended benefits. After a time, as calls multiply, the shareholders get tired of paying, and cease to do so, preferring to forfeit their shares. The claims of the nominees or shareholders multiply, but there are no funds to meet them and the company collapses * * * The object of the fever company was to provide fever-stricken people with funds for treatment out of the subscriptions, which were at the rate of half an anna a month. It has ceased to exist. The Pilgrim's Provident Fund is divided into 2,000 shares. Each shareholder has to pay 8 annas on admission. Each group of eight persons has to pay a sum not exceeding R2 a month. If all the shares were taken up, eight persons would get R400 a month while on pilgrimage. But if more than eight persons go on pilgrimage in one month, four-fifths of the amount realised will be given proportionately to them. If any one of them dies in a holy place, his nominee or heir will get the amount three months after his death. But no person will get anything if he goes on pilgrimage within four months of his entering as a shareholder.

3. The following table shews the number of companies and the amount of paid-up capital in each of the provinces in the last two years:—

PROVINCE.	NUMBER OF COMPANIES.		PAID-UP CAPITAL.		Increase or decrease per cent. in capital in 1894-95.	Provincial proportion of paid-up capital to all paid-up capital in 1894-95.
	1893-94.	1894-95.	1893-94.	1894-95.		
			Rx.	Rx.		
Bengal	402	508	12,520,663	12,537,148	+ 0·13	45·3
Bombay	249	264	10,790,265	10,913,857	+ 1	39·5
Madras	195	206	1,946,082	1,922,616	— 1	6·9
North-Western Provinces and Oudh	55	61	916,923	931,802	+ 2	3·4
Panjab	21	20	462,685	478,100	+ 3	1·7
Burma	16	16	149,405	171,974	+ 15	·6
Cenrtal Provinces	12	12	261,222	264,607	+ 1·3	1·0
Assam	2	2	782	912	+ 17	...
Mysore	103	105	383,172	369,056	— 3·7	1·3
Hyderabad Assigned Districts	3	3	2,991	2,991	...	...
Ajmere-Merwara	7	7	75,809	75,506	— 0·5	·3
TOTAL	1,065	1,204	27,510,059	27,668,569	+ 0·58	...

These figures shew that 85 per cent. of the capital invested in joint stock enterprise is invested in companies registered in Bengal and Bombay.

4. The following table shews the distribution of the aggregate capital in the principal classes of joint stock enterprise:—

COMPANIES.		Number.	Nominal Capital.	Paid-up Capital.
			Rx.	Rx.
Banking, Loan and Insurance	Banking and loan	290	6,492,935	3,985,833
	Insurance	161	561,130	86,957
	TOTAL	451	7,054,065	4,072,790
Trading	Merchants and traders	143	3,126,807	1,925,946
	Navigation	8	1,061,500	874,546
	Railways and tramways	10	932,000	820,675
	Co-operative associations	24	94,740	59,433
	Shipping, landing, and warehousing	5	76,060	60,010
	TOTAL	190	5,291,107	3,740,570
Mills and Presses	Cotton mills	57	5,645 225	4,857,234
	Jute mills	13	2 144,225	1,463,476
	Mills for cotton, jute, wool, silk, hemp, etc.	75	6,190,762	4,420,484
	Cotton and jute screws and presses	105	1,704,551	1,424,316
	Other mills and presses	40	987,350	677,045
	TOTAL	290	16,672,113	12,842,555
Tea and other Planting Companies.	Tea	154	4,542,308	3,672,356
	Coffee and chinchona	5	43,100	39,199
	Others	13	148,900	100,724
	TOTAL	172	4,734,308	3,812,279
Mining and quarrying		58	2,679,450	1,801,163
Ice manufacture		11	217,875	172,804
Sugar manufacture		5	307,500	163,725
Breweries		3	170,000	169,540
Others		24	1,032,100	893,143
	GRAND TOTAL	1,204	38,158,518	27,668,569

Over 46 per cent. of the paid-up capital is invested in mills and presses, chiefly for working or pressing cotton, jute, wool, and silk. The greater number of these are registered in Bombay, that Presidency representing under this head a paid-up capital of Rx. 8,493,002, being nearly two-thirds of the whole, most of it invested in cotton mills and presses. Rx. 2,691,748 represent the paid-up capital invested in mills and presses registered in Bengal, a large number of them being jute mills and presses.

The paid-up capital invested in banking or loan companies amounts to Rx. 4,072,790, of which Rx. 2,381,132 are in companies registered in Bengal and Rx. 998,748 in Madras.

Trading companies have a paid-up capital of Rx. 3,740,570, of which Rx. 874,546 are invested in coasting and river steamer companies, and Rx. 820,675 in railways and tramways. The bulk of the railway and tramway capital is invested as follows:—

	Rx.
Bombay Tramways	309,800
Darjeeling-Himalayan Railway	175,000
Tarkessar Railway	175,000
Rangoon Steam Tramway	60,000
Powayan Steam Tramway	29,400
Deogarh Railway	27,500
Bengal Provincial Railway	20,200

The Nilgiri Railway with a paid-up capital of Rx. 192,500 went into liquidation during the year.

In tea, coffee, and other plantations Rx. 3,812,279 of paid-up capital are invested, of which Rx. 3,633,133 are held in Bengal, most of the tea companies being registered in Calcutta.

Of the Rx. 1,801,163 invested in mining and quarrying companies, Rx. 1,581,860 are in companies registered in Bengal, of which Rx. 760,955 are in coal-mining companies, and about Rx. 697,000 in gold-mining companies.

5. The figures below compare the paid-up capital of each of the last two years under each of the principal groups :—

	Paid up in—	
	1893-94.	1894-95.
	Rx.	Rx.
Banking and loan	3,731,032	3,985,833
Merchants and traders	1,878,060	1,925,906
Mills for cotton, jute, wool, silk, and hemp	10,730,887	10,741,194
Cotton and jute presses	1,416,803	1,424,316
Tea	3,713,089	3,672,356
Mining and quarrying	1,797,243	1,801,163
Navigation	873,940	874,546
Railways and tramways	990,800	820,675

There was a pause in the investment of capital in mills, the increase being only 0·1 per cent. In railways and tramways there was a decrease of 17·17 per cent. In mining and quarrying the increase was 0·22 per cent. In tea there was a decrease of 1·1 per cent. In cotton and jute presses the increase was 0·53 per cent. There was no appreciable increase in fact except in trading and money-lending: under merchants and traders there was an increase of 2·55 per cent., and under banking and loan the increase was 6·83 per cent.

6. The following table shews the number of companies under each category during the last five years :—

Companies.		1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
Banking, Loan, and Insurance.	Banking and loan	275	259	256	266	290
	Insurance	13	14	8	72	101
	Total	288	273	264	338	451
Trading	Merchants and traders	107	119	117	120	143
	Navigation	7	8	7	8	8
	Railways and tramways	11	11	10	12	10
	Co-operative associations	18	24	24	25	24
	Shipping, landing, and warehousing	6	6	5	7	5
	Total	149	168	163	172	190
Mills and Presses	Cotton mills	56	57	59	57	57
	Jute mills	11	11	12	12	13
	Mills for working cotton, jute, wool, silk, hemp, etc.	63	63	68	71	75
	Cotton and jute screws and presses	76	83	87	101	105
	Other mills and presses	27	31	37	43	40
	Total	233	245	263	284	290
Tea and other Planting Companies.	Tea	140	144	142	148	154
	Coffee and chinchona	6	5	5	5	5
	Others	8	9	10	12	13
	Total	154	158	157	165	172
Mining and quarrying		63	57	54	52	58
Ice manufacture		12	12	12	10	11
Sugar manufacture		2	2	3	3	5
Breweries		3	3	3	3	3
Others		24	32	37	38	24
	GRAND TOTAL	928	950	956	1,065	1,204

The classification in the foregoing table of "cotton mills," "jute mills," and "mills for working cotton, jute, wool, silk, hemp, etc.," is taken from the articles of association ; but of the mills in the last of these three groups, the largest number are cotton mills.

7. The following table shews, so far as reported, the total number of joint stock companies at work in India with their nominal and paid-up capital at the end of each of the last ten years :—

Year.	Companies at work.	Nominal capital.	Paid-up capital.	Increase or decrease of paid-up capital.
		Rx.	Rx.	Rx.
1885-86	805	28,543,437	21,002,568	+ 366,724 = 2 %
1886-87	888	29,136,165	21,380,442	+ 377,874 = 2 „
1887-88	910	30,254,284	22,326,192	+ 945,750 = 4 „
1888-89	895	31,339,845	22,997,508	+ 671,316 = 3 „
1889-90	886	32,321,731	23,684,202	+ 686,694 = 3 „
1890-91	928	35,058,776	24,458,445	+ 774,243 = 3 „
1891-92	950	36,023,238	26,585,481	+ 2,127,036 = 9 „
1892-93	956	35,372,842	26,793,186	+ 207,70=0·578 „
1893-94	1,065	36,251,188	27,510,059	+ 716,873 =2·68 „
1894-95	1,204	38,158,518	27,668,569	+ 158,510 =0·58 „

8. The statistics of companies limited by guarantee, so far as they go, shew that there were 33 such companies at the close of 1893-94, and that, with the addition of 11 companies registered in 1894-95, there were 44 such companies at the close of the year.

9. The fees realised and the expenditure in each province last year were—

Province.	Fees.	Expenditure.
	₹ a. p.	₹ a. p.
Bengal	20,597 4 0	637 10 1
Bombay	10,781 8 0	1,045 10 1
Madras	4,502 12 0	1,412 0 0
North-Western Provinces and Oudh	2,398 0 0	.....
Panjab	805 14 6	.....
Central Provinces	.....	.....
Burma	398 0 0	.....
Assam	25 0 0	.....
Mysore State	1,011 8 0	.....
Bangalore	295 0 0	.....
Hyderabad Assigned Districts	15 0 0	.....
Ajmere-Merwara	115 4 0*	.....
Total	40,945 2 6	3,095 4 2

* Penalty.

† Government of Madras.
" " Bombay.
" " Bengal.
" " the North-Western Provinces and Oudh.
" " the Panjab.
Chief Commissioner of the Central Provinces.
" " " Burma.
" " " Assam.
" " " Ajmere.
" " " Coorg.
Secretary for Berar to the Resident at Hyderabad.

ORDER.—Ordered, that the foregoing Resolution be published in the Supplement to the *Gazette of India*, and that copies be forwarded to all Local Governments and Administrations,† and to the Resident in Mysore.

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

TABLE I.

Joint Stock Companies at work at the end of 1894-95.

PROVINCE.	Capital.	Banking or Loan.		Trading.		Mills and Presses.		Tea and other Planting Companies.		Mining and Quarrying.		Ice.		Sugar.		Breweries.		Others.		TOTAL.	
		No.	Rx.	No.	Rx.	No.	Rx.	No.	Rx.	No.	Rx.	No.	Rx.	No.	Rx.	No.	Rx.	No.	Rx.	No.	Rx.
Madras Presidency	Nominal	136	2,802,006	22	191,500	28	736,500	8	102,500	9	314,200	...	...	3	87,500	...	...	...	...	206	4,234,206
	Paid-up		998,748		99,668		613,014		91,056		117,365		...		3,725		...		...		1,922,616
Bombay Presidency	Nominal	11	359,500	53	2,026,690	181	10,888,338	3	21,000	1	88,200	5	125,750	...	...	...	...	10	745,500	264	14,244,978
	Paid-up		38,043		1,471,711		8,493,002		6,979		85,928		90,815		...		...		726,369		10,913,857
Bengal	Nominal	184	2,867,130	61	2,485,640	47	3,754,725	106	4,537,358	45	2,256,650	5	82,125	1	160,000	...	...	9	270,500	508	16,414,128
	Paid-up		2,381,132		1,857,491		2,691,748		3,633,133		1,981,860		75,710		160,000		...		156,074		12,537,148
North-Western Provinces and Oudh.	Nominal	15	250,000	26	282,100	10	552,500	3	56,700	2	6,000	....	...	1	60,000	2	50,000	3	12,600	61	1,269,900
	Paid-up		197,048		115,257		503,223		55,074		3,000		...		...		50,000		8,200		931,802
Panjab	Nominal	4	180,000	4	49,500	7	248,100	1	23,750	4	22,000	1	10,000	...	...	1	120,000	1	2,000	20	645,350
	Paid-up		119,886		30,942		164,703		23,750		12,000		6,279		...		119,540		1,000		478,100
Central Provinces	Nominal	1	30,000	3	21,000	8	326,000	...	...	...	...	...	...	...	...	...	...	...	...	12	377,000
	Paid-up		9,900		998		253,709		...		...		...		...		...		...		264,607
Burma	Nominal	2	22,000	11	201,680	1	17,250	...	...	2	2,400	...	...	...	...	...	...	1	1,500	16	244,830
	Paid-up		9,716		149,258		11,500		...		...		...		...		...		1,500		171,974
Assam	Nominal	...	...	2	7,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	7,000
	Paid-up		...		912		...		...		...		...		...		...		...		912
Mysore State	Nominal	83	372,429	3	10,000	3	48,600	1	3,000	...	...	...	...	...	...	...	...	...	...	90	434,029
	Paid-up		205,935		8,492		40,000		2,247		...		...		...		...		...		256,674
Bangalore	Nominal	15	271,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15	171,000
	Paid-up		112,382		...		...		...		...		...		...		...		...		112,382
Hyderabad Assigned Districts.	Nominal	...	...	3	2,997	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	2,997
	Paid-up		...		2,991		...		...		...		...		...		...		...		2,991
Ajmere-Merwara	Nominal	...	...	2	13,000	5	100,100	...	...	...	...	...	...	...	...	...	...	...	...	7	113,100
	Paid-up		...		2,850		72,656		...		...		...		...		...		...		75,506
TOTAL	Nominal	451	7,054,065	190	5,291,107	290	16,672,113	172	4,734,308	58	2,679,450	11	217,875	5	307,500	3	170,000	24	1,032,100	1,204	38,158,518
	Paid-up		4,072,790		3,740,570		12,842,555		*3,812,279		1,801,163		172,804		163,725		169,540		893,143		27,668,569

TABLE II.

Companies divided into shares.

PROVINCE.	WORKING AT CLOSE OF 1893-94.			REGISTERED DURING 1894-95.			CAPITAL INCREASED DURING 1894-95.			CAPITAL DECREASED DURING 1894-95.			CEASED TO WORK DURING 1894-95.			WORKING AT CLOSE OF 1894-95.		
	No.	Nominal Capital.	Paid-up Capital.	No.	Nominal Capital.	Paid-up Capital.	No.	Nominal Capital.	Paid-up Capital.	No.	Nominal Capital.	Paid-up Capital.	No.	Nominal Capital.	Paid-up Capital.	No.	Nominal Capital.	Paid-up Capital.
		Rx.	Rx.		Rx.	Rx.		Rx.	Rx.		Rx.	Rx.		Rx.	Rx.		Rx.	Rx.
Madras Presidency	195	4,062,804	1,946,082	24	257,803	19,534	65	276,026	224,623	8	...	6,098	13	362,427	261,525	206	4,234,206	1,922,616
Bombay Presidency	249	13,632,065	10,790,265	24	652,163	105,073	47	191,500	262,900	4	22,500	92,969	9	208,250	151,412	264	14,244,978	10,913,857
Bengal	402	15,408,423	12,520,663	125	1,524,360	314,241	8	171,945	204,622	...	...	...	19	690,600	502,378	508	16,414,128	12,537,148
North-Western Provinces and Oudh.	55	1,177,400	916,923	10	126,000	9,800	1	5,000	32,603	...	...	...	4	38,500	27,524	61	1,269,900	931,802
Panjab	21	625,350	462,685	2	30,000	...	1	15,000	23,180†	*	*	*	3	25,000	16,992	20	645,350	478,100
Central Provinces	12	377,000	261,222	...	...	...	5	...	3,385	...	...	...	...	...	...	12	377,000	264,607
Burma	16	237,680	149,405	2	4,400	...	4	5,750	24,497	...	...	...	2	3,000	1,928	16	244,830	171,974
Assam	2	7,000	782	...	...	...	...	...	130	...	...	...	...	...	...	2	7,000	912
Mysore State	88	451,369	272,740	8	25,660	3,806	8	13,000	13,130†	...	...	...	6	56,000	47,039	90	434,029	256,674
Bangalore	15	156,000	110,432	...	5,000	*	2	12,000	10,105†	*	*	*	1	2,000	354	15	171,000	112,382
Hyderabad Assigned Districts	3	2,997	2,991	...	...	...	...	...	...	...	...	...	...	...	...	3	2,997	2,991
Ajmere-Merwara	7	113,100	75,869	...	...	...	1	...	137	1	...	500	...	...	...	7	113,100	75,506
TOTAL	1,065	36,251,188	27,510,059	196	2,625,386	452,454	142	690,221	799,312	13	22,500	99,567	57	1,385,777	1,009,152	1,204	38,158,518	27,668,569

* Not reported. † Figures incomplete.

TABLE III.

Companies Limited by Guarantee, i.e., *possessing no capital paid-up.*

PROVINCE.	Number working at close of 1893-94.	Number registered during 1894-95.	Number ceased to work during 1894-95.	Number working at close of 1894-95.
Madras Presidency	9	...	...	9
Bombay Presidency	7	6	...	13
Bengal	4	2	*Nil.*	6
North-Western Provinces and Oudh	4	1	...	5
Panjab	6	1	...	7
Central Provinces	*Nil.*	*Nil.*	*Nil.*	*Nil.*
Burma	1	...	...	1
Assam	*Nil.*	*Nil.*	*Nil.*	*Nil.*
Mysore State	1	1	*Nil.*	2
Bangalore	1	...	*Nil.*	1
Hyderabad Assigned Districts	*Nil.*	*Nil.*	*Nil.*	*Nil.*
Ajmere-Merwara	*Nil.*	*Nil.*	*Nil.*	*Nil.*
TOTAL	33	11	*Nil.*	44

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

RESOLUTION REGARDING THE REORGANIZATION OF THE SANITARY DEPARTMENT IN INDIA.

The following paper is published for general information :—

No. $\frac{11 \text{ Sanitary.}}{313\text{-}326.}$

Extract from the Proceedings of the Government of India in the Home Department (Sanitary),—under date Simla, the 26th October 1895.

READ—

Resolution recorded in the Home Department, No $\frac{10}{533\text{-}44}$, dated the 29th September 1887.

Resolution recorded in the Home Department, No. $\frac{4}{340}$, dated the 7th June 1888.

Resolution recorded in the Home Department, No. $\frac{2 \text{ Sanitary}}{106\text{-}117}$, dated the 18th June 1894.

Read also—

Resolution passed in the Public Health Section of the Indian Medical Congress regarding the present organization of the Sanitary Service in India.

RESOLUTION.

AT the Indian Medical Congress held in Calcutta in December 1894, a discussion, which was initiated upon a paper read by Dr. W. J. Simpson, took place upon the need for a Sanitary Service for India. This discussion will be found recorded in the Transactions of the Congress to which the Governor General in Council desires to invite the attention of Local Governments and Administrations.

2. The Governor General in Council has, in connection with this discussion, had under consideration the question of the constitution of, and work performed by, the Sanitary Department. In the first place His Excellency in Council would remark that the sanitation of the army and of the military cantonments has already been completely separated from that of the general civil population, as was suggested at the Congress. The Cantonment Committee is the local authority responsible for the sanitation of a cantonment, in accordance with the regulations issued under the Cantonments Act. Neither do the local civil authorities control the administration of sanitary matters within cantonments, nor has the Sanitary Commissioner with the Government of India any executive power of interference in such matters within cantonments. He acts as the adviser of the Government of India on sanitary points connected with the construction of barracks and hospitals for European and Native troops, and on measures for improving the sanitary condition of cantonments and all matters connected with the health of the army in India. He also exercises a general supervision over the compilation of the mortuary and health statistics of the army. Whatever action is taken on his advice is the action of the Government of India and not that of the Sanitary Commissioner. The Governor General in Council sees no reason for reconsidering the existing arrangements in this respect. All that His Excellency in Council would say here in regard to the sanitation of cantonments is that, should the local military authorities at any time seek from Local Governments and Administrations the assistance or advice of the Sanitary Commissioner or the local civil district and medical officers, it should be freely given to them.

3. Turning to the question of the work of the Sanitary Department among the general civil population, it appears to the Governor General in Council to be a defect in the existing organization of the Department that it is too much separated from the Civil Medical Department which is responsible for the distribution of medical relief. The Sanitary and Vaccination Department is engaged on preventive, and the Medical Department on curative measures, but these two Departments, though working with the same aim in view, *viz.*, the improvement of the health and conditions of life of the civil population, have not in the past been associated together in such a manner as most efficiently to further this aim. The Sanitary Department consists in the larger provinces of a Sanitary Commissioner, aided by one or more Deputy Sanitary Commissioners who are officers of the Indian Medical Service, with a subordinate staff of inspectors, sub-inspectors and other supervising agents of the registration of vital statistics and vaccination, who have received no special education in sanitary matters. In the smaller provinces the duties of Sanitary Commissioner are combined with those of Inspector-General of Civil Hospitals, and there are no Deputy Sanitary Commissioners. The executive branch of the Department does not furnish the proper machinery for carrying on local sanitary work, and there is not an efficient agency either to advise or impel municipal or local boards in the matter of every-day sanitation as distinguished from larger schemes for the supply of pure water or the improvement of drainage. As a result of these defects in organization the duties of the superior officers of the Sanitary Department have, beyond inspections which lead to the discovery of local sanitary defects but not always, the Government of India fear, to their removal, been mainly limited to the collection of vital statistics and the control of vaccination. The Governor General in Council has much pleasure in acknowledging the good results which have been attained in the encouragement of vaccination, but the improvement secured in the registration of vital statistics (though, as the Government of India stated in the Home Department Resolution No. $\frac{3 \text{ Sanitary}}{106-117}$, dated 18th June 1894, there was a gradual, but slight improvement in the registration of both births and deaths between the census of 1881 and that of 1891) and in sanitation has not, in the opinion of His Excellency in Council, been hitherto at all commensurate with the expenditure on the Department.

4. It appears to the Governor General in Council that, if any tangible improvement is to be effected in sanitary work, particularly in rural areas, the quality of the supervising agency must be improved, and that it is essential, in order to make this agency efficient, to require that it should be specially trained in hygiene, though it will not, in the opinion of His Excellency in Council, be necessary to require that a very high standard of qualification in sanitary knowledge should be attained by the subordinate members of the Department. The Government of India understand that in some provinces at all events an attempt is made to give lectures on the principles of sanitation, but so far as the information before them goes, it would appear that present arrangements are incomplete and unsatisfactory. The Governor General in Council will be glad to learn from the different Local Governments and Administrations what is the present state of instruction in this subject, and how they would propose to improve and extend it. His Excellency in Council favours the idea of instituting a system of granting special diplomas in public health, and is anxious that Local Governments and Administrations should consider the course of teaching which should be prescribed, and the examinations which should be instituted for superior and inferior qualifications and for the grant of diplomas. The Government of India have at present under consideration the question of establishing an Imperial Laboratory, and if this proposal is carried into effect, it will probably be found possible to arrange for a certain number of the students in hygiene to attend a course of bacteriology at this Laboratory.

5. The Government of India would propose to substitute for the existing inefficient machinery of the Sanitary Department an agency specially trained in the manner indicated above. But the change can only be brought into effect gradually with due regard to financial considerations and to the claims of existing incumbents. Subject to these considerations it appears to the Governor General in Council that the duty of inspecting and checking the work of the vaccinators and of looking after village sanitation should be gradually

transferred to men who have gone through a course of hygiene and hold sanitary qualifications. It will have to be considered whether candidates for these appointments should be required to go through a full medical course, or to obtain a medical qualification. Among the advantages to be gained from taking officers for the Sanitary Department from members of the general body of Assistant Surgeons and Hospital Assistants, who have been through a special course of hygiene, would be that the field of selection would be wider and that men with medical qualifications, employed in the Sanitary Department and provided with appropriate medicines and instruments for treating minor ailments, would be able not only to afford proper medical relief to many who do not now obtain it, but also by this means to render their advice in sanitary matters more acceptable than it might otherwise be. They would also be extremely useful in outbreaks of epidemic disease. If Assistant Surgeons or Hospital Assistants are appointed, it will be necessary to give them some addition to their grade pay, which might perhaps be fixed at 15 per cent., as otherwise the better qualified men will not desire employment in the Department where they will lose the opportunity of private practice. Local Governments and Administrations are invited to consider what addition to their grade pay would be required.

6. The Government of India are in favour of the suggestion that each municipality or group of municipalities or local bodies should be required after a certain date to appoint a Health Officer to superintend vaccination, sanitation and the collection of vital statistics. The more highly qualified of those who obtain sanitary qualifications would naturally be appointed to such posts, and the Government of India would hope that in the course of next few years a sufficient supply of trained men will become available to justify the local bodies being required to appoint Health Officers before the beginning of the year 1900. Another method in which sanitation in municipalities might be improved would be by requiring that candidates for certain municipal offices should be required to possess the lower qualification in hygiene, and this suggestion is communicated to Local Governments and Administrations for their consideration. In large municipalities in which special Sanitary Committees have not hitherto been appointed for the control of sanitary matters, it is desirable, in the opinion of the Governor General in Council, to arrange for the appointment of such Committees, with a medical man (the Civil Surgeon if possible) as President to supervise the expenditure on sanitation. Under present circumstances though funds are in most cases readily provided by municipal bodies for sanitary work, they are not, the Governor General in Council fears, always expended to the best advantage. When a Health Officer is appointed to a municipality he would work under the control of this Committee.

7. The head of the district organization in vaccination and sanitary as well as in medical matters should, in the opinion of the Government of India, be the Civil Surgeon. The Governor-General in Council is aware that in nearly all provinces Civil Surgeons have now been entrusted with the work of supervising vaccination operations. They are also the sanitary officers of their districts, though, the Government of India believe, their duties in regard to rural sanitation have not in all cases been properly defined. In Provinces where this matter has not as yet been clearly provided for, steps should, in the opinion of the Governor General in Council, be at once taken to declare [illegible] authority and enforce the responsibility of the Civil Surgeon in such [illegible]. The duties of sanitary officer of a district cannot be efficiently [illegible] of visiting the interior of the district, and at the larger [illegible] the Civil Surgeon's duties at head-quarters are multifarious, it will be necessary to furnish him with an Assistant Surgeon of superior qualifications as his Personal Assistant either to relieve him from time to time of his head-quarter duties, or to visit the interior on his behalf and under his instructions. Where it is necessary to appoint an Assistant Surgeon for this purpose, he might also be employed as Health Officer of the head-quarters municipality, and, as he will in this position be debarred from private practice, he should receive some addition (say 25 per cent.) to his grade pay.

8. In the Home Department Resolution No. $\frac{10}{533-44}$, dated 29th September 1887, the Governor General in Council expressed his opinion that the Sanitary

Commissioners had not invariably shown themselves as active in the performance of their duties as the Government had a right to expect of them. His Excellency in Council observed that Sanitary Commissioners were in some cases permitted to spend time in the hills which should be employed on inspection duty in the plains, and requested Local Governments and Administrations to impress upon Sanitary Officers the imperative necessity of exercising vigour and activity in the discharge of their functions particularly in the work of inspection. The Governor General in Council left Local Governments to consider whether the work of Sanitary Commissioners might not be more efficiently discharged if younger officers were selected for the appointments. It appears to His Excellency in Council that Sanitary Commissioners are still kept too much at the head-quarters of the Local Governments, and that they do not spend sufficient time in moving about on tour through their charges. It ought, in the opinion of the Government of India, to be the rule that the Sanitary Commissioner of a Province should be engaged in moving about within it during the greater part of the year, and, in order to secure that this shall be done, it is desirable that junior officers with special qualifications should in future be posted to these appointments. By the Home Department Resolution No. 4—340-51, dated 7th June 1888, it was decided that the term of the tenure of the office should be fixed at 7 years subject to the condition that an extension not exceeding 3 years might be granted on the recommendation of the Local Government. In view of the appointment of junior officers to the post, it might, it appears to the Government of India, be desirable to reduce the initial pay to Rs. 1,000, and the Governor General in Council would be glad to receive the opinions of Local Governments upon this point as well as on the question whether any alteration is required in the rules laid down in the Resolution of 7th June 1888 as to the tenure of the appointment.

9. In the Resolution of 29th September 1887 referred to above, the Governor General in Council decided that it was not possible to amalgamate the offices of Sanitary Commissioner and Principal Civil Medical Officer under the Local Governments as is done in the case of similar appointments under Local Administrations. His Excellency in Council adheres to the decision that the two appointments should not be amalgamated in the larger Provinces where matters connected with town and village sanitation provide full employment for the whole energies of a Sanitary Commissioner, but it appears to him that the dissociation of the Surgeon General in Madras and Bombay and the Inspector-General of Civil Hospitals in Bengal, the North-Western Provinces and Oudh, and the Punjab, from any direct authority in sanitary matters has impeded the progress of sanitary reform. It appears to the Government of India that there is reason to apprehend that so long as Civil Surgeons who are in direct subordination to the Chief Civil Medical Officer in a Province are not ultimately responsible to him for the performance of their duties in connection with vaccination and sanitation, those duties may not receive proper attention, especially as many of the Civil Surgeons will be senior in service to the junior officers whom it is proposed to appoint in future to the post of Sanitary Commissioner. The Governor General in Council is therefore of opinion that the provinces in which there is a separate office of Sanitary Commissioner, the Sanitary Commissioner should be subordinated to the Head of the Medical Department. The amalgamation of the office establishments would probably lead to greater efficiency as well as economy, while the work of local inspection might be so distributed between the two superior officers as to bring a larger area annually under inspection.

10. The arrangements for the future administration of the Sanitary Department which approve themselves to the Government of India thus contemplate frequent inspection by Civil Surgeons and the Sanitary Commissioner, and control on the part of the Head of the Medical Department. It appears to the Governor General in Council that under these revised arrangements the necessity will no longer exist for retaining Deputy Sanitary Commissioners. They will certainly not be required for the supervision of vaccination operations, but it might possibly be desirable to retain in the larger Provinces one Deputy Sanitary Commissioner whose main function would be to inquire into special outbreaks of disease and their causes, or continued unhealthiness of any particular tract

of country. Any saving which could be effected in the cost of Deputy Sanitary Commissioner would be available for the most important point in the reorganization of the Department, *viz.*, the improvement of the District Sanitary Staff, and the duties now made over to Deputy Sanitary Commissioners of securing a proper supply of pure and efficient lymph for vaccination operations can be otherwise provided for. The matter is one which should be carefully considered by Local Governments.

11. The foregoing sketch of the general lines on which the reorganization of the Sanitary Department might, in the opinion of the Government of India, be effected is placed before Local Governments and Administrations for their consideration, and the Governor General in Council will be glad to receive in due course their opinions in regard to it. As has already been pointed out, the most important feature of the scheme, *viz.*, the substitution of a qualified agency to supervise vaccination and sanitary operations in place of the existing establishment of unqualified inspectors and other supervising agents, can only be gradually effected as properly qualified candidates for employment become available, and as vacancies occur to which they can be appointed. The Government of India will be glad if Local Governments and Administrations will now endeavour to formulate proposals for the eventual reorganization of the Sanitary Department as such agency becomes available. So far as the Government of India are able to judge, it should be possible to effect the changes required in the organization of the Department without increasing the cost of it, but if this is not possible, the question of how far local funds could be called upon to contribute towards any increase of expenditure involved in reorganizing it, should be carefully considered by Local Governments and Administrations.

ORDER.—Ordered that a copy of this Resolution be forwarded to all Local Governments and Administrations.

Ordered also that a copy be forwarded to the Foreign Department / Surgeon-General with the Government of India for information.

[True extract.]

L. M. THORNTO

Deputy Secretary to the Government of India.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

RESOLUTION REGARDING THE ESTABLISHMENT OF A BACTERIOLOGICAL LABORATORY IN INDIA FOR THE TRAINING OF YOUNG MEDICAL OFFICERS IN THAT SCIENCE AND ALSO AS CHEMICAL EXAMINERS AT A CENTRAL LABORATORY AT CALCUTTA UNDER THE CHEMICAL EXAMINER OF BENGAL.

The following paper is published for general information:—

No. $\frac{12 \text{ Sanitary.}}{339.}$

Extract from the Proceedings of the Government of India in the Home Department (Sanitary),—under date Simla, the 31st October 1895.

READ—

Circular to Local Governments, Nos. 331-334, dated the 24th May 1894, regarding the formation of a Chemical Department for the whole of India.

Read also—

The following replies from Local Governments to the above circular:—

From the Government of Madras, No. 512 (Public), dated the 13th July 1894, and enclosures.

From the Government of Madras, Erratum dated the 7th August 1894.

From the Government of Bombay (General Department), No. 3796, dated the 11th October 1894, and enclosures.

From the Government of Bengal, No. 327-T.M., dated the 5th September 1894, and enclosures.

From the Government of the North-Western Provinces and Oudh, No. 3479, dated 11th September 1894 and enclosures.

From the Government of the Punjab, No. 571-S., dated the 8th August 1894, and enclosures.

RESOLUTION.

In the circular letter to Local Governments of the 24th May 1894, quoted in the preamble, the Government of India circulated for their consideration a proposal that a small specially trained Department of Officers of the Indian Medical Service might be organized in order to provide suitable incumbents for the five appointments of Chemical Examiner under the Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh and the Punjab, respectively. The scheme then formulated provided for an increase in the salaries of the several Chemical Examiners, and for the increase in the cadre of the Indian Medical Service by three. It was intended in this manner to provide probationers or supernumerary officers to fill sudden vacancies and an officer to eventually succeed Mr. Hankin as Chemical Examiner of the North-Western Provinces and Oudh.

2. The Local Governments are in favour of increasing the pay of the Chemical Examiners. Their replies to the suggestions contained in the circular of 24th May 1894 disclose considerable difference of opinion as to the source from which Chemical Examiners should be recruited, the employment and training of the supernumerary officers, and the reductions in the appointment of Laboratory Assistants, now held by Assistant Surgeons, proposed in order to provide for the salaries of the supernumerary officers. The Governments of Bengal and the North-Western Provinces and Oudh have advanved reasons for obtaining, in cases of necessity, specialists direct from England for these appointments. Again, the proposal for the employment of supernumerary officers has not received the unqualified support of Local Governments. The Government of Madras observe that the continuance of the appointment of Assistant Chemical Examiner in that Province is an absolute necessity if the multifarious

duties attached to the office of Chemical Examiner are to be efficiently and expeditiously discharged, and they do not think that a young officer, who is himself only learning the work would be able efficiently to conduct the duties of Assistant Chemical Examiner. The Lieutenant-Governor of the Punjab has stated that he would be unable to provide temporarily for such an officer as the obligation to give him employment in charge of a district might operate to prevent deserving Assistant Surgeons from being appointed to the charge of districts. The Bombay Government moreover consider that to appoint one of the proposed supernumeraries, when unemployed, to a civil station would have the effect of recruiting the Chemical Examiner's Department at the expense of the General Civil Medical Administration.

3. The first alternative to the recruitment for the Chemical Examiner's Department by adding to the cadre of the Indian Medical Service which suggested itself was the removal of the appointments of Chemical Examiner altogether from that cadre, and the engagement in England of specialists for fixed periods and on a fixed salary. The objections which occur to the Government of India to an adoption of such a method of recruitment are that it is doubtful whether officers thus recruited would be suitable as lecturers in the Medical Colleges, and that, until it is shown by further experience that members of the Indian Medical Service fail, owing to the absence of special training, to discharge the duties of Chemical Examiners in a satisfactory manner, it is undesirable to depart from the system in force in Europe, under which such appointments are uniformly entrusted to medical men. For the present therefore the Governor General in Council is disposed to defer making any more radical change in the conditions of appointment to and training for the Chemical Analysers' Department than is involved in the proposals which are set forth below.

4. While the question of revising the Chemical Analysers' Department has been under the consideration of the Government of India, that of devising means for furthering bacteriological researches has also been brought prominently before them. The scientific experiments of Dr. D. D. Cunningham in that branch of science and the practical application of similar investigations by Mr. Hankin, the Chemical Examiner and Bacteriologist to the Government of the North-Western Provinces and Oudh, together with the views generally entertained by the medical profession in India, as expressed in the Resolution passed at the Medical Congress in Calcutta in December 1894, led the Governor General in Council to consider whether the work of Chemical Examiners might not be combined with bacteriological research. His Excellency in Council is, however, advised that the work and observations in a bacteriological laboratory must, if they are to be considered satisfactory, be more or less continuous, and that the character of the materials associated with medico-legal analysis would be prejudicial to exact bacteriological observations.

5. The Government of India need not here enlarge upon the importance of encouraging bacteriological research in a country like India where so many problems in connection with disease await solution, and they are anxious to afford greater facilities, than at present exist, for the prosecution of such studies. With a view to giving practical effect to a scheme for the establishment of a Bacteriological Laboratory, in a manner which will not add to the expense to Local Governments of maintaining the staff necessary for the proper conduct of medico-legal work, the Government of India have had under consideration a scheme of which an outline is given below. It is hoped that this scheme will, by providing for the attachment of young Medical Officers for training, both to the Chemical Analyst's Office and the Bacteriological Laboratory, also meet to some extent the difficulties brought to notice of filling the offices of Chemical Analyser with properly qualified men.

6. The objects aimed at in the scheme set out below are (1) to secure a trained reserve for Chemical Examiners and (2) to establish an Imperial Bacteriological Laboratory. To secure these objects it is essential that the Government of India should be assured of the co-operation of Local Governments. It has been established by the testimony both of Dr. Cunningham, at Calcutta, and of Mr. Hankin, at Agra, that bacteriological investigations can be carried on in the plains of India in the hot weather, and the latter is of opinion that the dry climate of Agra is better adapted for the work

than that of Lower Bengal. The results already achieved by Mr. Hankin and the energy and enthusiasm with which he has pursued his investigations, combined with the searching and practical character of his enquiries, eminently fit him, in the opinion of the Government of India, for the charge of such a laboratory and for the work of training the officers who may be attached to it. Taking these two factors as a starting-point the Government of India propose, as the first step towards the attainment of their object, to relieve Mr. Hankin of his duties in connection with the office of Chemical Examiner in order that he may be able to devote his whole time to the work of the Bacteriological Laboratory at Agra.

7. The Government of India desire it to be understood that they do not contemplate the establishment at Agra of a Laboratory of purely local interest, but of one at which investigations relating to the whole of India may be undertaken. The Governor General in Council anticipates that an institution of this kind will be of special value to the Military authorities in helping them towards the discovery of the causes of enteric fever, cholera and other specific diseases and the means of preventing them, and in assisting them in the solution of the difficulties connected with the Sanitary surroundings of the troops which are constantly arising. The Sanitary Departments of Local Governments should derive material aid from the inquiries of a competent bacteriologist in all questions affecting the health of the civil population and in pursuing investigations as to the causes of the prevalence of particular diseases, while municipalities will be enabled to receive an authoritative opinion on the purity of their food and water supplies. In meeting all these wants the institution should, in the opinion of the Government of India, contribute materially to the general welfare of the people.

8. The Governor General in Council has had under his consideration the question how the above proposal can be carried out without incurring additional expenditure, and after carefully considering this matter His Excellency in Council is of opinion that this can best be done in the following manner. It will be necessary to relieve Mr. Hankin of his duties as Chemical Examiner to the Government of the North-Western Provinces and Oudh, and it appears to the Governor General in Council that the best arrangement will be to make these over to the Chemical Examiner at Calcutta, and to give that officer an addition to his staff to enable him to cope with the extra work that will thus be thrown on him. As at present advised, the Government of India do not anticipate that there will be any administrative objection to this arrangement, which has for its aim the establishment of a Chemical Laboratory at Calcutta, where the whole Chemical Analyst's work of Bengal, Assam, the North-Western Provinces and Oudh and the Central Provinces can be performed, and where, on account of the larger number of commercial analyses, there are greater facilities than at any other centre in Northern India for training young Commissioned Medical Officers as a reserve for the Chemical Analysers' Department. The existing facilities of railway communication between Calcutta and the Provinces the work of which would go to that centre are apparently sufficient to make it practicable to carry out this transfer. A further change which appears to the Government of India feasible, and which is necessary in order to effect the economies requisite for meeting the increase in expenditure involved in carrying out the whole scheme, is the reduction of an appointment of Deputy Sanitary Commissioner. As at present advised, the Government of India think this can be effected, without any material diminution in the efficiency of the Sanitary Department, in the Punjab. His Honour the Lieutenant-Governor of that Province should therefore be asked to consider whether, in view of the general advantages which, by the scheme as now set forth, may be expected to be derived from the establishment of an Imperial Bacteriological Laboratory, he will consent to the proposed reduction. The reduction of the appointment has been rendered feasible by the orders which the Government of India understand have been passed from time to time in the Punjab making Civil Surgeons responsible for the vaccination work of their districts; and the Government of India are considering the question of revising the constitution of the various Sanitary Departments, regarding which orders will issue separately. The abolition of the appointment of Deputy Sanitary Commissioner will render it possible to provide for one Commissioned Medical Officer being attached to the Chemical Laboratory at Calcutta. The Government of India further propose to effect eventually an additional saving of R3,600 per annum by discontinuing, when the present sanction expires in December 1896, the allowance of R300 per month at present granted to Dr. D. D. Cunningham, for conducting bacteriological and other investigations at Calcutta as Special Assistant to the Sanitary Commissioner with the Government of India. This work will then, under the proposed scheme, be centralized at the Agra Laboratory under Mr. Hankin.

9. It is intended eventually to attach young Medical Officers for a six months' course of training to the Chemical Analyst's Office or the Bacteriological Laboratory, and in this way to secure a knowledge of these subjects on the part of a considerable proportion of our Medical Staff.

10. The present financial effect of these proposals is thus summarized :—

	R	R
Yearly cost of establishing a Bacteriological Laboratory at Agra, including an increase to Mr. Hankin's pay from R1,000 rising to R1,250 per month by annual increments of R50, with effect from the end of the five years' engagement under which he is at present serving		26,392
Present yearly cost of the office of the Chemical Examiner to the Government ot the North-Western Provinces and Oudh is		20,550
Cost* of additional establishment at Calcutta owing to the transfer of the work of the Government of the North-Western Provinces and Oudh there :—		
1 Commissioned Medical Officer in training for the work of Chemical Analyser, R450 to R600	6,600	
Exchange compensation allowance	1,269	
House allowance	900	
Grade pay of 1 Assistant Surgeon (R100 to R200)	1,800	
Allowance to ditto (R50 to R150)	1,200	
Menial servants	192	
Stores and miscellaneous	1,000	12,961
Saving		7,589
Saving owing to the abolition of an appointment of Deputy Sanitary Commissioner in the Punjab.		
Pay R600 to R1,000	10,400	
Exchange compensation allowance	2,000	
Saving owing to the discontinuance, in December 1896, of the allowance of R300 per month to Dr. Cunningham	3,600	16,000
Total Savings		23,589

* This will appear on the accounts as Bengal Provincial expenditure; but an assignment to the Bengal Provincial revenues will be made to cover it; and it is here treated as a reduction of the North-Western Provinces Provincial saving.

Thus the ultimate financial effect of the measures now proposed will be an increase in Imperial expenditure of (R26,392—R3,600=) or 22,792 and a decrease in Provincial expenditure of—

(*a*) in the North-Western Provinces and Oudh of 7,589
(*b*) in the Punjab of 12,400 } or 19,989 in all

resulting, on the general account, in an ultimate increase of R2,803 a year.

In consideration of the fact that the Government of India will assume the responsibility of paying for the Chemical work of the North-Western Provinces and Oudh, His Excellency in Council trusts that His Honour the Lieutenant-Governor and Chief Commissioner will have no objection to their appropriating the amount at present expended on the Chemical Examiner's Office in those Provinces towards providing for the discharge in Calcutta of the work now done by that Office and towards establishing the Bacteriological Laboratory.

11. The Governor General in Council thinks it important to give effect to the arrangements above mentioned as soon as is feasible, and His Excellency in Council trusts that the Local Governments concerned will give their careful consideration to the proposals and submit their views thereon at an early date.

ORDER.—Ordered that a copy of this Resolution be forwarded to Local Governments and Administrations for information.

[True Extract.]

L. M. THORNTON,

Deputy Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 2nd November.*—Rainfall heavy in the northern half of the presidency and good elsewhere. The fall up to date is in excess of or up to the average everywhere, except at Madras. Agricultural operations are in active progress. The standing crops are generally flourishing, though excessive rain has caused some damage in parts. The harvest is progressing with moderate outturn. Cattle are generally in good condition. Prices have fallen generally, except in the Carnatic and on the West Coast where prices are stationary.

Bombay.—*For week ending 6th November.*—Rainfall generally good and beneficial to the late crops in the Karnatak, Poona, Ahmednagar, and Sholapur, moderate in the Konkan, slight in Nasik and Thar and Parkar; no rain elsewhere. The total rainfall is insufficient in Broach and two talukas of Poona. The standing crops are slightly damaged by untimely rain in parts of Kolaba, and rice by grass-hoppers in parts of Belgaum. Harvesting and sowing operations are general, but have been retarded by late rains in parts of Satara and Ratnagiri. Fodder is insufficient in parts of Hyderabad and Thar and Parkar. Agricultural stock are in good condition. Prices are generally steady.

Bengal.—*For week ending 4th November.*—The rain, which fell generally over Lower Bengal, Orissa, and part of Chota Nagpur towards the end of October, is reported to have done much good to the winter rice crop and facilitated the sowing of the spring crops. In Bihar the absence of rain in October has been harmful to the winter rice and has also affected the prospects of the spring crops. In parts of North and East Bengal too the rice crop is said to have suffered owing to the early cessation of the rains. Cattle are generally in good condition. The price of common rice continues steady.

North-Western Provinces and Oudh.—*For week ending 6th November.*—The weather is seasonable. Harvesting of the autumn crops and spring sowings are going on, but rain is needed for sowings in places. Prospects are favourable. The paddy and sugarcane crops in Benares and the spring crops in Fyzabad are reported to have been injured by insects. The markets are well supplied. Prices are fluctuating, with a tendency to rise in a few districts.

Punjab.—*For week ending 6th November.*—No rain. Harvesting of the autumn crops and picking of cotton continue. Sugarcane pressing has commenced in Sialkot. Ploughings for and sowings of the spring crops are in progress, but the latter is being delayed for want of rain in Umballa. Rain is badly wanted throughout the province. The condition of the standing crops is generally reported average to poor, being good in Amritsar only. The crops are dying and withering for want of rain in Shahpur and Hissar. Cattle are generally in good condition. Fodder is scarce in Hissar, Delhi, Jullundur, and Lahore, and insufficient in Sialkot, but is sufficient elsewhere. Prices continue low in Multan, but are rising in Hissar, Umballa, Jullundur, Dera Ismail Khan, and Peshawar, and are high elsewhere. Wheat is selling at 14 seers per rupee in Delhi and 14 to [illegible] seers in Shahpur.

Central Provinces.—*For week ending 6th November.*—Weather generally clear and warm during the day, but the nights and mornings are cool. No

rain except a few showers in the Nagpur country, which proved most opportune. Harvesting of the autumn crop is in progress. The crops have suffered in Damoh from deficient rain, and in Raipur the outturn of the rice crop is estimated to be barely eight annas. The winter sowings continue, but seedlings are withering for want of rain in the northern districts. In Raipur, a large area of wheat land is lying unsown for want of moisture. Prices are rising in the Hoshangabad and the Chattisgarh Districts.

Burma.—*For week ending 2nd November.*—In Lower Burma reaping of the early paddy continues. The crop prospects are good. In Upper Burma reaping of the early paddy and paddy on hill sides has been completed in some districts, and is progressing in others. Sesamum and millets are being reaped in Myingyan, and cotton-picking is progressing in Meiktila. Very little rain has fallen during the week; it is urgently needed in Mandalay, Shwebo, Sagaing, Lower Chindwin, Pakokku, Minbu Magwe, Meiktila, Yamethin, and Myingyan where the standing crops have been greatly damaged owing to drought. The price of paddy has risen slightly in Rangoon and Thongwa, but has fallen considerably in Minbu and slightly in Prome, Sagaing, Thayetmyo, and Magwe; elsewhere prices are stationary.

Assam.—*For week ending 5th November.*—Weather seasonable. More rain is wanted for the late rice in Kamrup, Darrang, and Nowgong. The prospects of the crops elsewhere are good. Cattle are in good condition. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 6th November.*—MYSORE: Good rain throughout the State except in parts of the Kadur district. The standing crops are in good condition. Prices have fallen in the Kadur, Kolar, and Chitaldrug districts, but have risen in the Bangalore and Hassan districts.

COORG: Rainfall moderate. The rice crop is in good condition. Reaping of *ragi* (*Eleusine coracana*) has been completed. Picking of cardamoms continues. Coffee is ripening. Water and fodder for cattle are sufficient. Prices are normal.

Berar and Hyderabad.—*For week ending 6th November.*—BERAR: Weather cool with moderate rainfall during the week. The crops are in good condition. Picking of cotton continues. Sowings are nearing completion and weeding operations are in progress. Scarcity of fodder and water prevails in the Khamgaon and Jalgaon talukas. Prices are fluctuating in Wun, but are steady elsewhere.

HYDERABAD: Rainfall heavy. The standing crops are in good condition though slightly injured by recent heavy rains. The winter sowings are nearly completed. Fodder and pasture are available for cattle. Prices are fluctuating.

Central India.—*For week ending 6th November.*—No rain during the week. Rain is required in Bundelkhand and in parts of Bhopawar, and it is badly wanted in Goona. Agricultural operations are in progress in all parts. The crops have been damaged in parts from want of rain, but are in fairly good condition elsewhere. Agricultural stock are in good condition. Pasturage is good and sufficient, except in some districts of Gwalior. Prices are rising in Bundelkhand, Neemuch, and parts of Gwalior, above normal in Goona, but normal elsewhere. Opium sowing has commenced in parts of Bhopawar.

Rajputana.—*For week ending 6th November.*—Agricultural operations are satisfactory. *Jowar* (*Sorghum vulgare*) is withering in two tehsils of Kotah. The crops have withered in Kerowli and Ulwar for want of rain and have been much damaged in Kerowli and Bikanir; prospects elsewhere are reported fair, except in Jeypore, Bhurtpore, Bikanir, Tonk, and Jaisalmere. Agricultural stock are generally in good condition, but are suffering in Ulwar for want of fodder. Pasturage and fodder are generally sufficient, but fodder is scarce in parts of

Meywar, Shahpura, Ulwar, and Jaisalmere, and is failing in Dholepore and Bhurtpore. Prices are rising in five States, fluctuating in one, and falling in two, but are steady elsewhere. Distress is apprehended in the central districts of Bikanir.

Kashmir.—KASHMIR VALLEY.—*For week ending 5th November.*—Weather fine. The *shali* crop is being threshed. Sowings for the spring crops are still in progress Prices continue normal.

JAMMU PROVINCE.—*For week ending 6th November.*—No rain. The autumn harvesting has been completed. Rain is urgently wanted for the spring sowings. Cattle are in fair condition. Prices are normal.

Nepal.—*For week ending 2nd November.*—Report not received.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 27TH OCTOBER 1894, AND FROM 1ST JULY TO 26TH OCTOBER 1895.

N.B.—As regards the figures in column *Total Earnings from 1st July 1895*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 2nd half of 1894.	Week ending 27th October 1894. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Week ending 26th October 1895. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Earnings from 1st July to 27th October 1894.	Earnings from 1st July to 26th October 1895.	Increase.	Decrease.
State lines worked by companies	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	556	1,687	10,19,662	604	1,722	10,05,5 9	584	1,48,98,259	1,4),61,686	63,427	...
Bengal-Nágpur	109	802	88,058	103	862	71,502	83	12,97,633	12,51,199	...	46,431
Indian Midland (*a*)	132	752	1,30,823	174	825	80,533	97	16,13,049	12,65,295	...	3,47,754
Bezwada extension	198	21	3,857	184	21	3,825	182	62,5.7	50,082	...	12,475
Metre gauge—											
Rajputana-Malwa (*b*)	236	1,779	3,95,420	222	1,789	3,76,020	210	61,24,52	55,55,384	...	5,69,138
Pálanpur-Deesa	37	17	650	38	17	700	41	9,405	11,573	2,168	...
South Indian	154	1,042	1,54,185	148	1,042	1,29,372	124	26,05,409	28,14,08	1,19,517	...
Máyavaram-Mutupet	82	54	4,532	84	54	3,752	69	66,961	76,307	9,346	...
Southern Mahratta (*c*)	60	1,165	95,391	82	1,165	1,21,348	104	17,01,283	18,15,234	1,13,951	...
Bengal and North-Western (*d*)	121	756	93,925	124	756	1,02,420	135	14,15,710	13,18,129	...	97,584
Rohilkund and Kumaon (Lucknow-Bareilly section)	87	200	26,311	132	200	9,975	50	2,85,821	1,67,226	...	1,18,595
Assam-Bengal	...	...	...	...	128	10,454	82	...	1,15,839	1,15,839	...
TOTAL	232	8,335	20,13,414	242	8,581	19,15,420	223	3,01,70,669	2,94,02,937	...	7,67,732
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	242	2,511	6,53,600	260	2,548	6,12,947	241	92,96,499	99,87,017	6,90,518	...
Oudh and Rohilkhand (state)	238	797	1,91,152	240	797	1,56,086	196	28,38,862	25,44,256	...	2,94,606
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	382	813	3,68,543	453	813	4,08,410	502	48,14,757	49,30,005	1,15,248	...
Bengal Central (*f*)	124	125	16,081	129	125	22,070	177	2,58,555	2,94,262	35,707	...
East Coast (state)	90	321	41,594	130	427	47,925	112	4,59,033	5,10,278	51,245	...
Metre gauge—											
Burma (state)	131	730	92,528	127	821	1,44,905	176	15,90,151	17,88,078	1,97,927	...
Special gauges—											
Jorhát (state provincial)	61	25	1,219	49	25	2,340	94	27,968	33,654	5,680	...
Cherra-Companyganj (state provincial)	59	8	268	33	8	512	64	7,080	6,988	...	92
TOTAL	235	5,330	13,64,985	250	5,564	13,95,195	251	1,92,92,905	2,00,94,538	8,01,633	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	341	1,490	4,70,574	316	1,490	5,26,250	353	71,09,617	64,69,292	...	6,40,485
Bombay, Baroda and Central India	530	461	2,47,126	493	461	2,39,000	518	34,00,378	30,30,281	2,29,903	...
Madras	230	840	1,84,279	219	840	1,76,681	210	33,31,712	34,71,385	1,39,673	...
TOTAL	340	2,791	8,81,979	316	2,791	9,41,931	337	1,38,41,707	1,35,70,868	...	2,70,839
TOTAL (GUARANTEED AND STATE)	251	16,456	42,60,378	259	16,936	42,52,546	251	6,33,05,281	6,30,68,343	...	2,36,938
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	152	161	30,168	187	161	32,947	204	4,01,542	4,13,69	12,156	...
Tarkessur	222	22	4,988	227	22	5,280	240	81,652	82,960	1,308	...
Metre gauge—											
Rohilkund and Kumaon (Company section)	116	67	14,446	216	66	16,696	253	1,24,012	1,32,021	8,009	...
Bengal Dooars	148	36	5,175	166	36	7,250	201	80,123	1,00,696	20,573	...
Dibru-Sadiya	130	78	9,901	127	78	13,141	169	1,87,158	1,88,754	1,596	...
Special gauge—											
Darjeeling-Himalayan	248	51	10,621	208	51	13,527	265	2,02,360	2,13,445	11,085	...
TOTAL	157	415	76,099	183	414	88,841	215	10,76,847	11,31,574	54,727	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	171	333	61,295	184	333	55,554	167	8,99,572	8,08,718	...	90,854
The Gaekwar's Petlád	89	13	1,155	89	13	870	67	18,987	18,091	...	896
Rájpura-Bhárinda	257	108	16,893	156	108	14,966	139	3,59,075	3,12,143	...	46,932
Kolar Gold-fields	241	10	1,937	194	10	3,516	352	43,912	57,115	13,203	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	87	362	28,987	80	362	30,282	84	5,41,989	5,73,135	31,146	...
The Gaekwar's Mehsána	60	93	5,585	60	93	4,200	45	77,112	72,322	...	4,790
Kolháput	71	29	2,849	98	29	1,984	68	35,073	34,340	...	733
Special gauges—											
The Gaekwar's Dabhoi	47	72	3,285	46	72	2,780	39	52,038	48,643	...	3,395
Cooch Behar	40	22	951	43	22	980	44	12,990	11,328	...	1,662
TOTAL	126	1,042	1,22,937	118	1,042	1,15,132	110	20,40,748	19,35,835	...	1,04,913
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	81	334	2 ,020	87	334	25,245	76	3,82,223	3,55,563	...	26,660
Jetalsar-Rájkot	61	46	2,980	65	46	2,751	60	44,024	47,182	3,158	...
Jodhpore-Bickaneer	48	364	16,128	44	364	15,400	42	3,06,156	2,59,580	...	46,576
Oodeypore-Chitor (*i*)	...	...	...	...	61	1,510	25	...	(*j*) 25,377	25,377	...
Special gauge—											
Morvi	56	94	5,918	63	94	5,525	59	81,326	95,203	13,877	...
TOTAL	63	838	54,046	64	899	50,431	56	8,13,729	7,82,905	...	30,824
GRAND TOTAL	234	18,751	45,13,460	241	19,291	45,06,950	234	6,72,36,605	6,69,18,657	...	3,17,948

(*a*) Includes the Bhopal-Itársi and Bina-Guna railways.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Includes the Guntakal-Mysore frontier section.
(*d*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*e*) Includes the Jammu and Kashmir and the Hyderabad-Shadipali railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.
(*i*) The line is being worked by the Bombay, Baroda and Central India Railway Company, as a temporary measure.
(*j*) Total earnings from 1st August to 26th October 1895.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 5th November 1895.*

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XXVIII OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1894-95.	Week ending 27th October 1894. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Week ending 26th October 1895. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Earnings from 1st April to 27th October 1894.	Earnings from 1st April to 26th October 1895.	Increase.	Decrease.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	599	1,687	10,19,662	604	1,722	10,05,519	584	2,86,49,395	2,91,84,661	5,35,266	...
Bengal-Nágpur	152	862	88,658	103	862	71,502	83	31,78,064	32,41,171	63,107	...
Indian Midland (*a*)	144	752	1,30,823	174	825	80,533	97	32,31,650	25,17,829	...	7,13,827
Bezwada extension	170	21	3,857	184	21	3,825	182	99,571	98,930	2,365	...
Metre gauge—											
Rajputana-Malwa (*b*)	279	1,779	3,95,420	222	1,789	3,76,020	210	1,36,49,567	1,29,64,157	...	6,85,410
Pálanpur-Deesa	44	17	650	38	17	700	41	20,221	23,462	3,241	...
South Indian	154	1,042	1,54,185	148	1,042	1,29,372	124	48,20,804	51,98,844	3,78,040	...
Máyavaram-Mutupet	75	54	4,532	84	54	3,752	69	(*c*) 1,15,512	1,46,187	30,675	...
Southern Mahratta (*d*)	105	1,165	95,391	82	1,165	1,21,348	104	36,36,769	38,09,631	1,72,862	...
Bengal and North-Western (*e*)	146	756	93,925	124	756	1,02,420	135	31,51,980	29,66,181	...	1,85,799
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	26,311	132	200	9,975	50	5,35,645	3,95,798	...	1,39,847
Assam-Bengal	...	...	...	...	128	10,454	82	...	(*f*) 1,15,839	1,15,839	...
TOTAL	259	8,335	20,13,414	242	8,581	19,15,420	223	6,10,86,184	6,06,62,696	...	4,23,488
State lines worked by the State.											
Standard gauge—											
North-Western (state) (*g*)	252	2,511	6,53,600	260	2,548	6,12,947	241	1,76,27,128	2,06,11,676	29,84,548	...
Oudh and Rohilkhand (state)	270	797	1,91,152	240	797	1,56,086	196	57,94,902	54,39,900	...	3,55,002
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	339	813	3,68,543	453	813	4,08,410	502	75,67,227	77,30,085	1,62,858	...
Bengal Central (*h*)	130	125	16,081	129	125	22,070	177	4,66,799	5,02,437	35,728	...
East Coast (state)	90	321	41,594	130	427	47,925	112	8,73,260	10,71,066	1,97,806	...
Metre gauge—											
Burma (state)	164	730	92,528	127	821	1,44,905	176	31,56,328	35,12,666	3,56,338	...
Special gauges—											
Jorhat (state provincial)	55	25	1,219	49	25	2,340	94	44,601	54,992	10,391	...
Cherra-Companyganj (state provincial)	64	8	268	33	8	512	64	13,618	11,477	...	2,141
TOTAL	243	5,330	13,64,985	256	5,564	13,95,195	251	3,55,43,773	3,89,35,289	33,91,516	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	442	1,490	4,70,574	316	1,490	5,26,250	353	1,79,33,885	1,58,70,805	...	20,63,080
Bombay, Baroda and Central India	678	461	2,47,126	493	461	2,39,000	518	87,43,607	99,02,101	11,58,494	...
Madras	243	840	1,84,279	219	840	1,76,681	210	59,77,020	63,73,384	3,96,364	...
TOTAL	421	2,791	8,81,979	316	2,791	9,41,931	337	3,26,54,572	3,21,46,350	...	5,08,222
TOTAL (GUARANTEED AND STATE)	281	16,456	42,60,378	259	16,936	42,52,546	251	12,92,84,529	13,17,44,335	24,59,806	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	165	161	30,168	187	161	32,947	204	7,78,307	8,19,021	40,714	...
Tarkessur	209	22	4,988	227	22	5,260	240	1,74,026	1,72,257	...	2,369
Metre gauge—											
Rohilkhand and Kumaon (Company section)	121	67	14,446	216	66	16,696	253	2,59,233	2,64,309	5,076	...
Bengal Dooars	161	36	8,975	166	36	7,250	201	1,17,100	1,56,935	39,835	...
Dibru-Sadiya	136	78	9,901	127	78	13,141	169	3,17,425	3,31,476	14,051	...
Special gauge—											
Darjeeling-Himalayan	249	51	10,621	208	51	13,527	265	3,77,481	4,32,038	54,617	...
TOTAL	164	415	76,099	183	414	88,841	215	20,24,112	21,76,036	1,51,924	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	187	333	61,295	184	333	55,554	167	17,76,773	16,37,884	...	1,38,889
The Gaekwar's Petlád	105	13	1,155	89	13	870	67	41,309	42,588	1,279	...
Rájpura-Bhátinda	271	108	16,893	156	108	14,966	139	6,83,432	6,11,414	...	72,018
Kolar Gold-fields	260	10	1,937	194	10	3,516	352	(*j*) 57,131	94,553	37,422	...
Metre gauge—											
Southern Mahratta (Mysore section) (*k*)	89	362	28,987	80	362	30,282	84	9,78,737	10,23,037	44,300	...
The Gaekwar's Mehsána	74	93	5,585	60	93	4,200	45	1,93,154	1,77,155	...	15,999
Kolháput	81	29	2,849	98	29	1,984	68	74,271	70,110	...	4,161
Special gauges—											
The Gaekwar's Dabhoi	59	72	3,285	46	72	2,780	39	1,31,139	1,40,262	9,123	...
Cooch Behar	45	22	951	43	22	980	44	23,791	22,393	...	1,428
TOTAL	136	1,042	1,22,937	118	1,042	1,15,132	110	39,59,737	38,19,366	...	1,40,371
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	103	334	29,020	87	334	25,245	76	9,64,452	10,72,787	1,08,335	...
Jetalsar-Rájkot	68	46	2,980	65	40	2,751	60	87,261	1,00,501	13,240	...
Jodhpore-Bickaneer	58	364	16,128	44	364	15,400	42	6,61,421	5,55,248	...	1,06,173
Oodeypore-Chitor (*l*)	...	...	...	...	61	1,510	25	...	(*m*) 25,377	25,377	...
Special gauge—											
Morvi	65	94	5,918	63	94	5,525	59	1,79,067	2,17,893	38,826	...
TOTAL	78	838	54,046	64	899	50,431	56	18,92,201	19,71,806	79,605	...
GRAND TOTAL	261	18,751	45,13,460	241	19,291	45,06,950	234	13,71,60,579	13,97,11,543	25,50,964	...

(*a*) Includes the Bhopal-Itársi and Bina-Guna railways.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 27th October 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Total earnings from 1st July to 26th October 1895.
(*g*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*j*) Total earnings from 1st June to 27th October 1894.
(*k*) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.
(*l*) The line is being worked by the Bombay, Baroda and Central India Railway Company as a temporary measure.
(*m*) Total earnings from 1st August to 26th October 1895.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 5th November, 1895.*

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SUPPLEMENT TO

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF OCTOBER 1895.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Burma—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Tenasserim—																										
Mergui	...	...	...	...	12 0	12 0	12 4	12 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	12 0	12 0
Tavoy	...	...	...	...	13 0	13 0	14 13	14 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	14 3	14 3
Moulmein and Amherst	7 0	7 0	...	...	14 0	14 0	17 7	17 7	...	...	...	...	...	...	...	...	11 6	11 6	...	...	7 12	7 12	140 0	140 0	14 0	14 0
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	20 8	20 8	6 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	6 0	6 0	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	11 13	11 12	12 3	12 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	160 0	160 0	14 3	14 2
Passein	...	...	...	...	11 14	11 14	12 5	12 5	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Tharawadi	...	...	...	...	13 8	12 5	16 7	14 12	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	440 0	440 0	14 3	14 3
Henzada	...	...	...	...	12 7	13 9	12 7	13 9	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	9 15	9 15	13 4	13 4	...	...	...	...	...	...	...	...	11 4	11 4	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	13 3	13 3	14 14	14 14	...	...	...	...	...	...	...	...	13 10	13 10	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	†	12 3	...	...	11 10	11 10	13 12	13 12	16 5	16 5	...	...	...	...	...	...	12 12	14 4	28 3	28 3	8 10	8 10	435 0	435 0	11 9	11 9
Upper Burma—																										
Mandalay	...	...	...	...	11 13	11 13	12 13	12 13	...	...	...	...	...	...	...	...	11 8	12 5	15 8	20 10	9 13	10 4	87 0	85 0	15 2	15 2
Bamo	...	...	...	...	8 3	8 3	11 10	11 10	...	...	...	...	...	...	...	...	10 6	10 6	...	...	7 3	7 3	220 0	220 0	9 10	9 10
Pakôkku	...	...	...	...	9 2	10 0	11 0	12 0	37 0	40 0	...	...	...	...	...	...	15 0	17 2	...	...	5 9	5 9	113 0	113 0	14 3	14 0
Meiktila	...	...	...	...	12 8	12 8	14 4	14 4	...	...	...	...	...	...	...	...	13 8	13 8	25 4	34 4	7 2	7 2	222 8	222 8	14 4	14 4
Arakan—																										
Sandoway	...	...	...	...	16 9	17 4	19 10	21 9	14 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	22 6	28 0
Kyaukpyu	...	...	...	...	10 10	10 5	11 8	11 4	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	25 0	25 0
Akyab	...	...	...	...	11 0	10 8	12 0	12 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	160 0	160 0	10 0	10 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	13 0	13 0	17 8	17 8	...	...	...	...	...	...	...	...	11 4	13 8	...	...	...	...	...	...	10 4	10 0
Cachar	7 8	8 0	...	...	10 0	10 8	14 8	16 0	...	...	...	...	...	...	...	...	11 8	13 4½	...	...	...	...	80 0	80 0	10 0	10 0
Hill tracts—																										
Khási and Jaintia Hills	7 0	7 0	...	...	5 4	5 5	7 9	7 10	...	...	...	...	...	...	...	...	8 4	8 6	16 0	16 0	...	...	60 0	60 0	7 3	7 10
Gáro Hills	...	...	...	...	4 0	5 0	16 0	16 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	180 0	160 0	7 0	7 0
Manipur	...	...	...	...	16 0	17 0	20 0	20 0	...	...	...	...	...	...	...	...	...	...	...	...	3 8	3 0	80 0	80 0	2 11	2 11
Brahmaputra—																										
Goálpára	17 0	16 8	...	...	7 0	7 0	14 8	14 8	...	...	...	...	...	...	...	...	13 4	13 4	...	...	...	...	180 0	200 0	10 8	10 8
Kámrup	8 8	8 8	...	...	10 0	8 0	18 0	16 0	...	...	...	...	...	...	...	...	11 0	12 0	...	...	...	...	40 0	40 0	10 0	10 0
Darrang	9 8	10 0	...	...	6 8	6 8	13 0	13 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	133 0	133 0	10 0	10 0
Nowgong	...	...	...	...	8 0	8 0	11 0	11 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	120 0	120 0	8 8	8 0
Sibságar	...	...	...	...	8 0	8 0	10 8	9 0	...	...	...	...	...	...	...	...	10 8	10 8	...	...	...	...	120 0	120 0	8 8	8 0
Lakhimpur	8 0	8 0	...	...	6 8	6 12	12 0	13 0	...	...	...	...	...	...	...	...	11 0	12 0	15 0	15 0	...	...	140 0	140 0	8 0	8 0

Bengal—																										
Eastern hill tracts—																										
Nágá Hills	...	...	...	...	6 8	6 8	8 0	...	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Eastern—																										
Backergánj	...	...	...	...	14 0	13 12	16 0	16 0	...	...	...	...	...	...	...	...	14 4	13 4	...	...	...	...	70 0	70 0	10 8	10 12
Noakhali	...	...	...	...	16 0	16 0	17 0	17 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	10 0	10 0
Chittagong	10 0	10 0	...	...	11 12	11 8	13 8	13 4	...	...	...	...	...	...	...	...	12 4	12 4	...	...	...	...	80 0	80 0	10 12	10 12
Tippera	10 0	10 0	...	...	11 0	11 0	17 5	17 5	...	...	...	...	...	...	...	...	13 5	13 5	...	...	8 0	8 0	...	...	10 0	10 0
Dacca	13 0	13 0	...	...	12 12	13 0	17 0	17 8	...	...	...	...	...	...	...	...	14 0	14 0	...	...	14 12	14 8	115 0	140 0	10 10	10 10
Maimensingh	9 8	9 8	...	...	12 0	12 0	14 0	14 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	120 0	120 0	8 0	8 0
Deltaic—																										
Khulna	...	...	...	...	16 0	16 0	18 0	18 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	11 0	11 0	160 0	160 0	10 12	9 12
24-Parganas	...	...	...	...	8 0	8 0	13 8	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	12 4	12 5	90 0	91 6	11 0	11 6
Midnapur	16 0	16 0	...	...	14 8	14 8	19 0	18 12	...	...	...	...	...	...	...	...	16 0	16 8	...	...	16 8	11 8	320 0	320 0	10 8	11 8
Howrah	...	...	...	...	11 0	10 0	13 8	13 8	...	...	...	...	...	...	...	...	...	...	...	...	11 0	11 0	105 0	105 0	11 0	11 0
Calcutta	12 4	12 1	16 0	16 0	7 12	7 12	11 6	11 6	17 4	17 4	14 8	14 8	...	...	...	10 5	15 3	15 3	16 6	16 6	14 3	14 3	91 6	91 6	11 6	11 3
Hooghly	...	...	...	...	8 0	8 0	12 5	13 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 8	11 0	160 0	160 0	10 12	10 8
Nadia (Krishnagarh)	15 3	15 8	24 0	24 0	7 4	7 4	14 13	16 0	...	...	...	...	...	...	...	...	19 4	20 4	...	...	17 8	17 8	128 0	128 0	10 8	10 8
Jessore	13 0	12 12	16 0	16 0	12 0	13 0	16 0	18 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	17 12	...	...	9 2	9 2
Faridpur	18 0	18 0	...	...	7 10	7 10	18 0	18 0	...	...	...	...	...	...	...	...	14 0	13 5	...	...	13 0	13 0	160 0	160 0	10 10	9 12
Central—																										
Bankura	15 8	15 8	...	...	12 8	12 8	18 0	17 4	...	...	...	...	...	...	...	...	15 0	16 0	...	...	11 0	12 0	320 0	320 0	11 2	11 2
Burdwan	13 8	13 4	...	...	12 12	12 0	15 12	15 0	...	...	...	...	...	...	...	...	17 0	17 12	...	...	16 4	16 0	90 0	90 0	11 0	11 0
Birbhum	15 12	15 12	...	...	15 0	15 0	18 0	19 8	...	...	...	...	...	...	...	...	18 0	18 0	...	...	12 0	12 0	160 0	160 0	10 8	10 8
Murshidabad	16 0	16 0	...	...	11 0	10 0	16 0	14 8	...	...	...	...	...	...	...	...	20 0	20 0	...	...	18 0	18 0	190 0	190 0	11 0	11 0
Santhal Parganas	11 8	11 8	...	...	13 8	14 0	17 0	18 0	...	...	...	...	...	...	...	...	15 0	15 0	32 0	38 0	18 0	18 0	120 0	120 0	10 8	10 8
Pabna	18 [illegible]	19 8	21 0	22 8	6 6	6 6	18 0	18 8	...	...	...	...	...	...	...	...	15 0	16 0	...	...	18 0	18 0	160 0	126 0	9 12	10 0
Bogra	17 [illegible]	17 4	...	...	12 0	12 12	18 0	16 8	...	...	...	...	...	...	...	...	16 8	16 8	...	...	...	...	90 0	90 0	9 12	9 12
Rajshahi	17 4	17 4	26 4	24 0	12 0	12 0	15 15	15 0	...	...	...	...	...	...	...	...	19 8	19 8	...	...	20 2	19 14	240 0	240 0	9 9	9 9
Malda	19 0	...	...	...	12 0	...	18 0	...	...	...	...	...	...	...	...	16 0	18 0	...	36 0	...	22 0	...	160 0	...	10 0	...
Northern—																										
Rangpur	...	...	...	...	9 0	9 0	16 0	14 0	...	...	...	...	...	...	...	...	16 0	14 8	...	...	10 0	10 0	60 0	60 0	9 0	10 0
Dinajpur	15 0	15 0	16 0	16 0	11 13	11 13	16 10	15 8	...	...	...	...	...	...	...	...	17 12	17 12	...	...	...	17 12	120 0	120 0	10 0	10 0
Jalpaiguri	13 0	13 4	...	...	10 0	10 0	16 0	16 0	...	...	...	...	...	...	...	...	10 0	16 0	...	...	11 0	12 0	160 0	170 0	10 0	10 0
Hills—																										
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	14 0	13 0	...	...	...	...	13 0	13 0	...	...	12 8	12 8	25 0	23 0	7 8	7 8	120 0	120 0	8 0	8 0
Orissa—																										
Puri	11 0	11 0	...	...	13 2	13 2	23 0	23 0	...	...	...	...	...	...	...	...	13 2	14 7	...	...	14 7	14 7	80 0	80 0	11 8	11 8
Cuttack	11 13	11 13	...	...	13 2	11 13	22 5	21 0	...	...	...	...	...	...	...	...	15 12*	15 12*	...	...	17 1	17 1	80 0	80 0	10 12	10 12
Balasore	14 0	16 0	10 0	8 0	17 0	17 0	24 0	22 0	...	...	...	...	...	...	...	...	14 0	15 0	...	...	10 0	11 0	120 0	120 0	10 12	10 12
Chota-Nagpur—																										
Singhbhum	12 0	14 0	...	...	16 0	12 0	20 0	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	16 0	16 0	100 0	100 0	8 0	8 0
Mánbhum	13 0	13 4	20 0	22 0	15 8 to 16 0	16 0 to 17 0	17 0 to 18 0	18 0 to 19 0	...	...	...	...	...	...	...	...	15 0 to 16 0	16 0	...	...	16 0	16 0	...	...	10 10	10 10
Lohárdaga	7 0 to 10 8	7 0 to 11 0	16 0	16 0	13 0	13 0	16 0	17 0	...	...	...	...	30 0	29 0	...	...	13 0	13 0	18 0	18 0	9 and 12 0	10 0 and 12 8	160 0	160 0	10 0	9 8
Palámau	14 0	15 3	21 6	19 2	10 2	9 9	12 6	12 15	...	...	...	...	27 0	27 0	...	...	15 12	14 1	24 12	27 0	16 14	16 14	...	...	9 0	9 0
Hazáribágh	11 0	10 0	20 0	16	8 0	8 0	17 0	16 0	...	...	...	...	27 0	25 0	...	...	16 0	15 0	26 0	18 0	15 0	15 0	240 0	240 0	8 0	8 0

* Kalai.

† Not procurable.

RETAIL PRICES FOR THE 1st HALF OF OCTOBER 1895 —*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Bengal—*continued.*	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bihár, south—																										
Monghyr	15 8	15 8	24 8	24 8	11 0	12 0	15 8	15 8	...	...	...	...	...	...	14 0	13 8	20 0	20 8	29 0	30 0	18 8	19 8	168 0	168 0	10 8	10 8
Gaya	13 4	13 0	22 0	22 12	10 0	10 0	15 0	17 0	16 4	17 4	...	...	27 0	28 4	15 4	14 4	19 0	18 4	22 4	22 8	18 0	19 0	140 0	140 0	10 10	10 10
Patna	15 0 and 18 0	15 0 and 18 4	23 0	23 0	12 0	12 0	20 8	20 8	30 0	30 0	...	...	38 0	30 0	30 0	30 0	21 0	20 8	30 0	29 0	21 0	21 0	130 0	130 0	11 0	11 0
Shahabad	12 0	13 0	21 0	20 0	8 0	8 0	19 0	19 0	...	...	...	...	...	...	...	...	19 0	18 0	24 0	24 0	20 0	20 0	120 0	120 0	11 0	11 0
Bihár, north—																										
Purnea	20 0	15 0	...	...	13 0	16 0	19 0	20 0	...	...	...	...	...	...	...	...	16 0	15 0	...	...	17 0	17 0	320 0	320 0	10 0	10 0
Bhágalpur	16 6	16 6	22 11	22 4	13 14	13 14	18 15	18 15	...	...	...	...	...	...	...	...	20 3	20 3	29 0	30 4	19 9	18 15	151 8	151 8	10 11	10 11
Darbhanga	16 6	13 0	...	18 0	10 8	10 8	17 8	16 0	...	...	...	...	32 12	32 8	...	...	17 8	16 0	32 12	30 0	21 12	20 0	160 0	160 0	10 0	10 8
Muzaffarpur	14 8	15 0	20 8	26 0	9 0	9 0	16 12	15 8	...	...	...	...	...	27 8	...	...	17 0	18 0	30 0	30 0	21 0	23 0	160 0	160 0	11 0	11 0
Sáran	16 0	15 0	18 0	21 10	14 0	11 0	20 0	20 0	...	...	...	...	30 0	30 0	16 0	20 0	19 8	19 8	28 0	30 0	19 0	21 0	120 0	160 0	10 12	10 8
Champáran	17 0	17 8	30 0	30 0	9 0	9 8	21 8	20 0	...	...	...	...	34 0	30 8	...	...	19 8	20 8	32 8	30 0	23 0	23 8	180 0	180 0	10 8	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	12 0	12 0	15 0	15 0	6 0	6 0	12 0	12 0	16 0	...	...	...	...	...	10 0	10 0	15 0	16 0	18 0	...	13 0	12 0	100 0	90 0	9 0	9 0
Benares	13 7½	13 10	16 8	16 8	8 15½	8 5½	11 13	11 11	18 4	18 5½	14 10½	14 10½	18 0	18 2½	15 2	14 8½	17 3	17 14	20 10	20 2	13 2	13 4½	118 0	116 4	9 4½	9 4½
Ghazipur	12 12	12 12	16 12	16 12	8 0	8 0	14 0	14 0	14 0	18 0	14 0	14 0	20 0	...	12 12	12 0	21 0	21 0	18 0	18 0	16 12	16 12	160 0	160 0	9 8	9 8
Jaunpur	14 8	14 0	18 0	17 8	7 0	7 0	11 0	11 0	17 0	...	...	...	...	...	...	...	19 0	19 0	19 8	19 0	14 0	14 0	170 0	160 0	9 8	9 12
Allahabad	12 0	12 0	16 12	17 0	7 4	10 0	14 8	13 8	18 8	17 0	...	...	...	...	16 0	16 0	17 4	18 0	17 12	16 8	17 4	17 8	80 0	90 0	10 4	10 0
Central—																										
Bánda	13 0	13 4	17 0	17 0	7 0	8 0	10 0	10 8	17 0	...	...	...	...	...	...	...	18 0	19 0	...	...	15 0	15 0	180 0	180 0	10 0	10 0
Fatehpur	13 0	13 8	16 0	16 12	8 8	9 8	12 8	11 0	...	...	...	...	...	...	...	...	15 8	17 0	...	...	14 8	14 8	160 0	160 0	10 0	10 4
Hamírpur	13 8	13 0	16 8	16 8	8 0	8 0	12 0	12 0	...	...	17 6	...	...	...	...	...	18 0	17 0	...	...	15 0	15 0	140 0	140 0	10 4	10 4
Jalaun	13 0	14 8	19 0	24 0	9 0	9 0	10 0	10 0	20 0	20 0	16 0	16 0	18 0	18 0	16 0	18 0	19 0	22 0	18 0	18 0	16 0	19 0	160 0	200 0	11 8	11 0
Cawnpore	14 12	16 0	18 0	19 8	7 8	7 8	13 0	12 0	...	...	17 0	16 8	...	...	20 0	20 0	17 0	20 0	21 0	26 0	21 8	22 0	130 0	130 0	11 8	11 4
Jhánsi	12 8	14 0	19 0	22 0	7 0	7 0	11 0	11 8	20 0	23 0	...	21 4	...	...	...	...	18 2	21 8	20 0	22 0	18 0	19 8	100 0	100 0	11 0	11 0
Etáwah	15 0	16 0	18 8	20 0	5 0	5 0	13 0	11 0	19 0	18 0	17 0	16 0	18 0	19 0	20 0	12 0	19 0	20 0	23 0	22 0	18 0	18 0	140 0	140 0	10 8	11 0
Farukhabad	14 0	15 0	18 8	19 8	7 0	7 5	12 0	13 0	...	...	17 0	15 8	...	...	...	...	18 8	19 12	21 0	23 0	15 8	16 0	120 0	140 0	10 0	10 0
Mainpuri	16 4	16 8	19 12	21 0	4 8	4 8	11 0	10 0	19 8	18 8	17 0	15 8	...	...	17 0	14 0	19 12	21 0	23 8	25 0	17 0	17 0	100 0	120 0	11 0	11 0
Etah	15 4	17 4	20 8	23 8	6 0	6 0	11 8	12 8	...	...	17 8	19 8	21 8	22 8	10 8	10 8	20 8	22 4	24 8	28 8	17 8	18 8	120 0	120 0	11 8	11 4
Western—																										
Meerut	15 0	15 8	20 0	22 0	4 8	4 8	12 0	12 0	19 0	19 0	18 0	18 0	...	...	...	...	18 8	21 0	18 0	19 0	15 0	15 0	100 0	100 0	11 4	11 4
Agra	13 8	15 0	20 0	21 0	5 0	5 0	11 0	11 0	19 0	20 0	16 0	18 0	...	...	10 0	10 0	20 0	21 0	20 0	24 0	14 0	14 0	95 0	95 0	11 3	11 3
Muttra	14 0	15 0	19 0	21 0	7 8	7 0	11 8	11 0	20 0	22 0	16 8	17 0	...	...	13 0	12 0	20 0	24 0	21 0	...	25 8	26 0	120 0	120 0	11 8	11 8
Aligarh	15 8	16 4	21 4	22 8	5 4	5 4	9 0	9 8	23 4	18 0	18 8	17 0	...	...	17 0	17 0	22 12	23 0	25 0	27 0	17 0	18 0	140 0	140 0	11 8	11 12
Bulandshahr	16 0	17 6	20 8	22 12	6 0	6 0	8 0	10 0	20 0	22 0	18 0	20 0	...	...	15 0	16 0	20 0	21 14	20 0	23 8	19 0	17 0	120 0	120 0	11 4	11 8
Sub-montane, East—																										
Ballia	13 12	14 0	17 8	19 0	7 8	10 0	12 8	15 0	22 8	...	...	...	25 0	...	20 0	20 0	19 0	19 0	...	...	16 0	18 0	160 0	120 0	10 0	11 0
Azamgarh	12 12	8 12	16 12	16 8	7 8	7 8	13 8	12 0	...	...	...	...	...	...	21 10	21 10	10 8	16 8	...	...	13 8	13 8	177 8	177 8	9 13	9 13
Gorakhpur	11 4	12 2	16 3	16 3	8 9	8 9	15 12	13 8	...	...	...	...	21 10	21 10	21 10	21 10	16 3	16 3	21 10	21 10	12 13	12 13	144 0	144 0	9 10	9 10
Basti	13 0	13 4	18 8	19 4	9 4	9 4	15 0	15 8	18 0	18 0	...	...	20 0	20 0	10 8	10 8	16 0	16 0	22 0	22 0	13 0	13 0	200 0	200 0	10 12	11 0
Sub-montane, West—																										
Shahjahánpur	13 8	15 0	17 4	20 0	7 4	7 4	12 4	13 4	...	...	...	...	...	...	25 0	25 0	18 4	19 8	20 0	22 0	13 8	14 4	120 0	120 0	10 4	10 4
Budaun	15 0	15 8	18 0	19 8	6 0	6 0	9 0	14 0	19 0	19 0	15 0	14 ●	...	...	20 0	20 0	19 0	19 8	20 0	22 0	16 0	17 0	144 0	144 0	10 8	10 8
Pilibhit	14 [illegible]	14 10	21 14	25 0	5 0	5 0	13 8	12 8	20 0	20 0	...	...	...	...	...	...	17 8	18 12	21 4	23 0	16 1	16 8	120 0	120 0	10 8	10 8
Bareli	12 5	13 8	16 6	17 9	4 11	4 11	9 6	9 6	17 9	17 9	17 1	17 1	...	...	15 0	15 0	17 5	18 12	18 12	22 4	11 8	13 4	125 0	125 0	10 0	10 0
Moradabad	15 0	15 8	21 4	22 8	5 0	5 8	12 0	11 0	17 0	17 0	13 0	13 0	...	...	8 0	8 0	20 0	20 12	22 0	17 8	16 4	16 4	110 0	110 0	10 4	10 12
Bijnor	15 8	16 5	20 4	23 10	10 2	11 4	12 6	12 6	...	...	...	...	...	...	...	...	18 0	20 0	...	...	22 8	23 10	90 0	90 0	10 14	11 0
Muzaffarnagar	16 0	18 6	20 15	24 4	5 8	5 8	12 1	11 0	22 0	22 0	16 8	16 8	...	...	...	...	20 5	23 0	...	...	12 1	13 3	132 0	110 0	11 0	11 0
Saháranpur	15 0	16 0	24 0	24 0	5 0	5 0	11 0	10 8	22 0	25 0	16 0	12 0	21 0	23 0	16 0	20 0	19 0	20 0	22 0	21 0	12 0	12 0	100 0	100 0	10 8	10 8
Dehra-Dún	15 0	15 8	24 0	24 0	10 8	10 0	11 0	11 0	16 0	16 0	16 0	16 0	20 0	20 0	...	...	19 0	20 0	21 0	20 0	12 0	11 0	160 0	160 0	10 0	9 8
Hills—																										
Naini Tal	11 0	11 0	17 0	17 0	5 0	5 0	9 0	9 0	22 8	22 8	12 8	12 8	...	...	20 0	20 0	14 8	14 8	20 0	20 0	9 0	9 0	160 0	160 0	7 0	7 8
Almora	10 4	10 4	12 8	13 8	8 0	8 0	8 8	8 8	...	...	...	...	11 8	11 8	11 0	11 0	13 8	13 4	...	...	9 8½	9 8½	160 0	160 0	7 8	7 8
Garhwál	9 0	9 0	14 0	16 0	6 0	5 0	8 8	7 6	...	...	...	...	13 0	14 0	16 0	16 0	9 0	10 0	...	...	6 0	6 8	160 0	160 0	6 0	6 0
Oudh—																										
Southern—																										
Partábgarh	13 4	13 0	16 4	16 4	8 8	8 4	16 0	14 0	...	17 0	18 0	...	20 4	20 0	...	...	17 4	17 0	...	...	13 0	13 0	140 0	120 0	10 0	10 0
Sultanpur	12 12	13 0	17 0	18 0	8 0	8 0	17 0	16 0	20 0	18 0	13 8	13 8	25 0	25 0	25 0	25 0	17 8	18 0	20 8	18 0	18 0	19 0	160 0	160 0	10 0	10 0
Rae-Bareli	14 8	14 8	18 0	18 0	8 0	8 0	14 0	13 8	19 0	19 0	16 0	13 0	22 0	22 0	20 8	20 8	18 8	19 8	20 8	17 0	14 0	14 0	200 0	200 0	10 8	10 8
Unao	14 8	14 8	16 0	19 0	8 0	8 0	14 0	11 0	18 0	18 0	14 0	14 0	...	...	16 0	13 0	16 8	20 8	21 0	22 0	16 0	16 0	160 0	160 0	11 0	11 0
Lucknow	15 0	14 0	19 8	19 8	6 0	6 0	15 0	15 0	22 0	20 8	16 8	17 8	25 0	25 0	25 0	25 0	19 8	19 8	24 0	25 0	20 0	20 0	110 0	100 0	10 12	10 8
Hardoi	15 0	15 8	18 8	20 0	7 0	7 0	11 0	18 0	...	...	...	...	32 4	32 8	...	30 0	21 0	22 0	28 8	32 0	13 0	13 0	160 0	160 0	10 8	10 8
Northern—																										
Fyzabad	14 10½	14 10½	18 0	19 0	11 8	11 8	15 8	15 8	20 8	20 8	16 8	16 8	...	...	17 0	17 0	18 12	19 13	25 2½	24 12	15 0	15 0	146 0	150 0	10 8	10 8
Barabanki	14 0	14 0	17 8	19 0	8 0	11 0	15 0	15 0	22 0	20 0	16 0	16 0	27 0	27 0	18 0	18 0	21 0	22 0	23 8	24 0	13 0	14 0	120 0	120 0	11 0	11 0
Gonda	14 0	14 4	18 0	20 0	12 8	11 8	16 0	12 8	17 8	17 0	13 0	13 0	...	...	10 0	8 0	18 4	18 4	28 8	23 0	22 8	22 0	200 0	200 0	10 4	10 8
Bahraich	15 0	15 0	23 0	23 8	9 8	9 8	13 0	13 0	20 0	15 0	14 0	14 0	28 0	28 0	10 0	10 0	17 8	18 8	28 0	18 0	22 0	23 0	160 0	160 0	10 8	10 8
Sitapur	14 0	13 0	20 0	21 0	11 0	12 0	15 0	16 0	24 0	28 0	19 0	18 0	24 0	...	24 0	28 0	20 0	20 0	22 0	27 0	15 0	15 0	120 0	120 0	10 0	10 0
Kheri	15 0	14 8	21 0	21 0	8 0	8 0	15 0	12 0	...	...	...	...	30 0	30 0	...	...	20 0	19 0	...	...	18 0	19 0	160 0	160 0	10 0	10 0
Rajputana—																										
Eastern—																										
Partábgarh	16 4	16 4	23 12	23 8	8 2	8 2	11 4	11 4	21 8	...	15 0	15 0	...	...	...	...	23 12	23 12	27 8	27 8	13 2	13 2	...	...	11 1	11 1
Bánswára	23 4	21 4	25 0	25 0	7 8	15 0	...	...	...	...	...	...	...	...	...	...	37 8	37 8	40 0	40 0	20 0	20 0	...	...	10 0	9 6
Meywar (Udaipur)	14 13½	15 3½	23 7	23 0½	9 6	9 6	10 2½	10 2½	22 10½	23 7	10 15	11 11½	*Nil*	*Nil*	12 8	12 14½	21 1½	18 5½	25 0	25 0	10 2½	9 12½	160 0	160 0	10 8¾	10 8¾
Hilly Tracts of Meywar	15 0	15 8	25 0	31 0	...	...	15 0	15 0	...	...	...	...	...	...	...	...	28 0	28 0	39 0	34 0	...	...	§	§	11 4	11 0
Sirohi	13 0	13 0	25 0	25 0	5 8	5 8	6 0	6 0	...	...	15 0	15 0	...	...	...	...	20 0	20 0	18 0	18 0	...	...	160 0	160 0	11 8	11 8
Erinpura	13 10	13 10	23 8	23 8	7 10	7 10	9 2	9 2	20 4	20 4	18 0	18 0	...	...	...	...	22 2	22 2	...	...	...	...	160 0	160 0	12 4	12 8
Ajmere	12 8	13 8	17 8	18 8	6 0	9 0	9 0	9 0	18 8	18 8	15 0	16 8	...	...	15 0	15 0	18 0	19 11	17 3	18 8	...	...	90 0	90 0	12 8	12 8
Abu	12 11½	13 7	17 0	18 8	5 12	5 12	7 4	7 4	...	...	13 10	14 4	...	...	...	...	16 0	19 8	...	...	...	...	160 0	160 0	11 0	11 0
Kishengarh	12 4	13 0	17 4	18 4	7 0	9 4	9 0	9 0	20 8	21 4	16 4	17 0	†	†	†	†	18 8	18 0	17 12	18 0	†	†	*	*	13 0	13 0
Bundi	17 0	17 0	23 0	26 0	7 8	8 0	8 0	8 0	28 0	30 0	...	...	...	...	...	...	31 0	33 0	25 0	...	10 0	...	160 0	160 0	10 4	10 4
Kotah	16 0	16 0	23 0	23 0	6 0	6 0	8 0	8 0	22 0	22 0	14 0	14 0	...	...	...	...	28 0	26 0	23 0	23 0	...	...	240 0	240 0	10 8	10 8
Jhallawar	12 14	13 4	22 1	20 13	7 2	7 2	11 0	11 0	24 1½	22 3½	17 3	17 3	...	...	14 8	14 8	24 5½	24 7	24 4	22 14	11 0	11 0	175 0	175 0	9 7½	9 7½
Tonk	11 2	12 0	14 12	17 4	4 0	6 0	7 0	15 8	17 12	...	...	...	...	...	...	...	13 8	14 8	13 8	...	...	...	110 0	110 0	10 0	10 4
Jaipur	12 4	13 8	18 8	19 8	5 0	5 0	7 8	7 8	18 0	19 0	13 8	16 8	†	†	21 0	21 0	16 8 & 18 0	19 8 & 20 8	17 8	18 0	24 0	26 0	95 0	100 0	12 0	12 0
Kerauli	13 12	15 0	17 3	18 2	10 0	10 0	10 10	11 4	20 9	21 4	14 11	16 14	...	...	15 0	16 4	18 7	20 0	...	...	25 0	32 8	200 0	200 0	10 10	10 10
Dholpur	13 13	15 5½	20 4	22 0	8 2½	8 2½	10 0½	9 13½	17 5¼	16 14	18 4	21 0	...	...	15 12	18 9	20 4½	23 12¾	...	...	27 13½	28 2	90 0	90 0	11 13	11 13
Bhartpur	13 14	15 15	17 11	19 5	5 2½	5 2½	5 5½	5 5½	14 10	14 10	14 15	14 10	...	...	11 12	11 8	20 5	21 12	19 0	19 0	22 0	25 0	120 0	120 0	11 8	11 8
Alwar	14 12	15 4	18 6	19 3	6 10	6 10	9 2¾	9 2¾	19 11	20 0	18 4	19 6	...	...	13 10	14 0	19 8	21 2	18 13	20 0	27 13	28 14	140 0	140 0	12 8	12 8
Deoli Cantonment	14 10	14 12	21 15	23 6	5 0	8 0	8 0	8 0	25 11½	26 4	23 1	28 0	...	...	...	...	22 1	23 9½	...	...	...	...	190 0	190 0	11 6	11 6
Nasirabad Cantonment	13 8	14 8	...	...	6 8	6 8	7 0	7 0	21 0	21 0	15 0	15 0	†	†	...	...	18 8	19 0	...	...	22 0	22 0	110 0	110 0	13 4	13 4
Bálmer	11 6	11 6	...	...	5 8	5 8	7 8	7 8	...	...	18 10	14 10	...	...	...	...	13 0	13 0	...	...	...	...	200 0	260 0	13 8	13 8
Ajádra	14 3½	14 14	...	...	6 8	6 8	9 0	9 0	...	...	16 0	16 0	...	...	...	...	17 12	18 8	...	...	...	...	320 0	320 0	12 0	12 8
Shahpura	14 0	14 12	20 10	22 0	9 0	9 0	11 0	11 0	20 0	20 0	18 0	18 0	...	...	...	...	18 0	18 12	20 0	20 0	...	...	100 0	100 0	11 8	11 8
Western—																										
Jodhpur	12 8	12 8	18 2	18 2	6 4	6 4	7 8	7 8	15 10	15 10	14 11	14 11	...	...	...	...	18 12	18 2	13 12	13 2	10 10	10 10	...	...	13 7	13 7
Jaisulmer	10 8	11 4	...	...	7 0	7 0	10 0	11 0	12 0	11 0	11 4	...	...	...	...	...	12 0	12 0	...	...	...	...	240 0	160 0	21 0	21 0
Bikanir	12 8	12 8	...	...	3 0	3 0	6 0	6 0	...	...	12 10	13 12	...	...	...	...	18 1¼	16 0	...	...	9 0	9 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	13 4	14 0	17 0	17 0	8 0	8 0	9 0	9 0	22 0	24 0	20 0	20 0	...	...	...	...	16 8	18 12	25 0	27 0	24 0	19 0	120 0	120 0	10 8	10 8
Nimach Cantonment	14 8	15 8	...	...	8 0	8 0	12 0	12 0	22 0	23 8	16 0	16 8	†	†	...	...	20 8	22 0	...	...	25 0	25 0	120 0	120 0	12 4	12 4
Guna	12 12	13 0	15 4	15 4	8 0	7 8	8 12	8 4	22 0	21 0	...	...	...	...	...	...	23 0	22 0	22 0	...	...	...	200 0	200 0	10 0	10 0
Gwalior	13 8¾	13 15	20 11½	22 13½	5 5	5 5	8 8	8 8	21 [illegible]	20 11½	17 8½	18 1	21 4	...	21 4	19 2	10 [illegible]	17 0	...	...	16 7½	17 0	191 4	191 4	11 6¾	11 9

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

RETAIL PRICES FOR THE 1st HALF OF OCTOBER 1895—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorgnum vuigare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, cadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Penjab—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Southern—																										
Hissar	15 0	17 0	20 0	26 0	...	...	12 0	12 0	18 0	24 0	14 0	18 0	†	†	†	†	24 0	26 0	†	†	†	†	100 0	100 0	11 0	11 0
Ferozepur	15 0	17 0	24 0	30 0	...	...	10 0	9 0	20 0	23 0	16 0	17 0	‡	†	15 0	15 0	23 0	25 0	23 0	24 0	11 0	11 0	100 0	100 0	12 4	12 4
Central—																										
Lahore	15 0	16 0	24 0	26 0	...	...	11 0	12 0	22 0	25 0	17 0	17 0	‡	†	16 0	17 0	21 0	23 0	17 0	17 0	11 0	11 0	85 0	85 0	12 4	12 14
Gujránwála	17 0	18 0	29 0	32 0	...	...	13 0	13 0	25 0	19 0	24 0	24 0	†	†	20 0	20 0	22 0	23 0	22 0	20 0	†	†	110 0	110 0	13 0	13 0
Gujrát	18 0	19 0	20 0	29 0	...	...	13 0	14 0	20 0	20 0	20 0	20 0	†	†	10 0	10 0	22 0	24 0	20 0	20 0	†	†	110 0	110 0	14 0	13 0
Jhelum	19 0	20 0	29 0	30 0	...	...	14 0	14 0	24 0	24 0	26 0	26 0	*	*	*	*	21 0	23 0	24 0	24 0	*	11 0	120 0	120 0	14 0	14 0
South-eastern—																										
Gurgáon	15 0	17 0	18 0	22 0	...	...	9 0	9 0	18 0	20 0	17 0	19 0	†	†	†	†	20 0	22 0	18 0	20 0	22 0	24 0	100 0	100 0	10 0	10 0
Delhi	15 0	17 0	20 0	22 0	...	...	12 0	12 0	22 0	22 0	19 0	19 0	†	†	16 0	13 0	20 0	23 0	18 0	20 0	†	†	70 0	70 0	11 0	11 0
Rohtak	14 0	16 0	22 0	22 0	...	...	12 0	12 0	24 0	24 0	16 0	19 0	†	†	12 0	12 0	21 0	24 0	20 0	20 0	18 0	18 0	120 0	120 0	11 0	11 0
Karnál	14 0	17 0	22 0	27 0	...	...	10 0	12 0	20 0	26 0	10 0	15 0	16 0	16 0	12 0	12 0	22 0	26 0	20 0	20 0	15 0	17 0	160 0	160 0	10 8	10 0
Sub-montane—																										
Ambala	18 0	20 0	24 0	28 0	...	...	12 0	12 0	24 0	24 0	19 0	20 0	‡	‡	8 0	‡	21 0	26 0	24 0	26 0	‡	‡	120 0	120 0	12 12	12 12
Ludhiána	17 0	19 0	24 0	25 0	...	...	12 0	13 0	25 0	28 0	19 0	21 0	‡	‡	10 0	16 0	21 0	25 0	23 0	23 0	13 0	13 0	110 0	110 0	13 0	13 0
Jullundur	19 0	21 0	24 0	28 0	...	...	10 0	10 0	24 0	26 0	16 0	16 0	‡	‡	20 0	20 0	21 0	23 0	24 0	20 0	‡	‡	100 0	100 0	13 0	13 0
Hoshiárpur	17 0	19 0	25 0	27 0	...	...	10 0	10 0	26 0	27 0	18 0	18 0	14 0	14 0	16 0	16 0	20 0	22 0	25 0	27 0	10 0	10 0	110 0	110 0	12 12	12 12
Gurdáspur	19 0	21 0	32 0	32 0	...	...	14 0	13 0	32 0	28 0	20 0	23 0	26 0	26 0	12 0	12 0	21 0	23 0	32 0	32 0	‡	‡	120 0	120 0	12 0	12 0
Amritsar	15 0	17 0	24 0	29 0	...	...	11 0	11 0	24 0	25 0	19 0	19 0	†	‡	15 0	17 0	21 0	22 0	20 0	22 0	‡	‡	100 0	100 0	12 0	12 0
Siálkot	18 0	18 0	32 0	32 0	...	...	14 0	11 0	24 0	25 0	24 0	25 0	‡	‡	‡	‡	23 0	24 0	23 0	‡	‡	‡	130 0	130 0	13 8	13 8
Hills—																										
Simla	14 0	13 0	16 0	16 0	...	...	8 0	8 0	17 0	17 0	12 0	12 0	20 0	15 0	12 0	12 0	18 0	17 0	20 0	19 0	9 0	9 0	80 0	80 0	9 0	9 0
Kángra	18 0	17 0	28 0	26 0	...	...	14 0	14 0	16 0	16 0	14 0	14 0	*	*	6 0	6 0	19 0	18 0	20 0	20 0	12 0	12 0	120 0	120 0	10 0	10 0
Northern—																										
Ráwalpindi	18 0	19 0	23 0	26 0	...	...	8 0	8 0	32 0	30 0	25 0	26 0	*	*	18 0	18 0	20 0	21 0	23 0	29 0	*	*	60 0	60 0	13 8	13 8
Hazára	20 0	22 0	32 0	33 0	...	...	12 0	13 0	‡	‡	‡	‡	†	†	‡	‡	18 0	19 0	27 0	29 0	†	†	80 0	90 0	11 0	11 0
Pesháwar	17 0	17 0	26 0	27 0	...	...	10 0	10 0	33 0	33 0	22 0	23 0	†	†	19 0	19 0	18 0	19 0	21 0	21 0	17 0	16 0	80 0	76 0	30 0	35 0
Kohát	17 0	18 0	20 0	20 0	...	...	15 0	16 0	20 0	33 0	21 0	24 0	†	†	†	†	18 0	19 0	20 0	24 0	†	†	102 0	102 0	51 0	51 0
Bannu	23 0	23 0	35 0	37 0	...	...	13 0	13 0	39 0	33 0	26 0	23 0	9 0	9 0	8 0	8 0	24 0	24 0	30 0	29 0	13 0	13	90 0	90 0	55 0	45 0
Western—																										
Sháhpur	19 0	22 0	24 0	28 0	...	...	9 0	9 0	24 0	24 0	22 0	22 0	24 0	24 0	22 0	22 0	21 0	24 0	20 0	20 0	†	†	160 0	160 0	13 0	13 0
Jhang	16 0	16 0	19 0	20 0	...	...	10 0	10 0	20 0	24 0	18 0	20 0	22 0	26 0	20 0	20 0	20 0	20 0	20 0	22 0	10 0	10 0	160 0	160 0	12 0	12 0
Multan	16 0	17 0	23 0	23 0	...	...	16 0	16 0	24 0	24 0	20 0	20 0	†	†	17 0	19 0	20 0	21 0	22 0	21 0	†	†	90 0	90 0	12 0	12 0
Montgomery	17 0	19 0	21 0	25 0	...	...	11 0	10 0	‡	19 0	16 0	†	‡	‡	†	†	21 0	25 0	21 0	19 0	10 0	10 0	200 0	180 0	12 0	12 0
Dera Ishmael Khan	19 0	21 0	24 0	26 0	...	...	9 0	8 0	24 0	26 0	24 0	26 0	‡	‡	4 0	4 0	21 0	21 0	20 0	25 0	10 0	11 0	125 0	118 0	31 0	27 0
Muzaffargarh	18 0	18 0	25 0	25 0	...	...	20 0	20 0	20 0	20 0	20 0	20 0	‡	‡	‡	‡	20 0	20 0	‡	‡	8 0	8 0	140 0	140 0	11 0	11 0
Dera Ghazi Khan	17 0	18 0	23 0	25 0	...	...	8 0	8 0	29 0	30 0	24 0	25 0	20 0	20 0	18 0	18 0	17 0	19 0	13 0	22 0	‡	‡	125 0	125 0	13 12	15 0
Sind and Baluchistan—																										
Karáchi	14 0	14 0	...	...	8 0	8 0	10 0	10 0	16 0	16 0	15 0	15 0	‡	‡	...	...	16 0	16 0	...	...	8 0 and 10 0	8 0 and 10 0	80 0	80 0	14 8	14 8
Hyderabad	13 8	13 8	...	...	8 0	8 0	10 0	10 0	16 0	16 0	16 0	16 0	‡	‡	...	...	15 8	15 4	...	...	...	...	116 6	106 11	12 8	12 8
Thar and Párkar (Umarkot)	11 8	11 8	...	...	9 8	9 8	11 8	11 8	...	...	12 0	11 8	‡	‡	...	...	7 8	7 8	...	...	...	...	213 0	213 0	12 0	12 0
Sukkur (Shikárpur)	16 0	16 0	...	...	8 0	8 0	12 0	12 0	21 0	21 0	20 0	20 0	‡	‡	...	...	15 0	15 0	...	...	...	...	142 0	142 0	12 0	12 0
Upper Sind Frontier	15 0	15 0	...	...	10 0	10 0	13 0	13 0	25 0	25 0	20 0	21 8	‡	‡	...	...	17 0	18 0	...	...	...	...	160 0	160 0	11 0	11 0
Quetta	14 8	15 4	17 0	17 0	5 0	5 0	7 0	7 0	20 0	20 8	14 0	14 0	...	...	6 0	6 0	16 0	16 0	23 0	22 12	9 0	9 0	71 4	75 5	9 0	9 0
Bombay—																										
Konkan—																										
Karwar (Kánara)	10 3	10 3	...	...	10 2	10 2	11 2	11 2	17 2	17 2	15 0	15 0	21 9	21 9	...	...	13 3	13 3	...	...	...	...	312 0	312 0	10 10	10 10
Ratnágiri	10 13	10 13	...	...	10 14	10 14	11 6	11 6	13 2	14 7	15 4	15 4	16 7	16 7	...	...	13 14	13 14	...	...	*	*	134 6	134 6	13 0	11 11
Alibág (Kolába)	9 4	9 4	...	...	10 13	10 13	11 11	11 11	11 9	11 9	12 12	12 12	*	*	...	...	11 14	11 14	...	...	*	*	89 10	89 10	11 14	11 14
Bombay	13 10	13 10	...	...	8 5	8 5	11 1	11 1	15 15	15 15	13 15	13 15	*	*	...	...	15 0	15 0	...	...	13 4	13 4	87 6	87 6	11 9	11 9
Tanna	12 12	12 12	...	...	11 2	10 3	12 0	11 2			14 6	14 6	*	*	...	...	16 0	16 0	...	...	*	*	112 0	112 0	12 4	12 4
Deccan—																										
Dharwar	19 4	19 4	...	...	10 8	10 8	11 8	11 8	24 9	22 10	21 6	21 6	...	...	...	...	11 14	11 14	...	...	12 15	12 15	100 0	100 0	11 1	11 1
Belgaum	16 11	17 12	...	...	10 12	10 8	11 9	11 0	23 14	23 5	22 7	21 15	28 0	28 0	...	...	12 4	13 0	...	...	13 8	14 8	78 0	83 3	11 1	11 0
Satara	12 5	13 12	...	...	8 2	8 2	9 7	9 7	17 4	17 15	16 10	15 15	*	*	...	...	11 13	11 13	...	...	*	*	91 3	91 3	12 10	12 10
Sholapur	16 12	16 12	...	...	7 10	7 10	11 11	11 11	28 10	28 10	22 5	22 5	*	*	...	...	13 8	13 8	...	...	*	*	80 0	80 0	10 8	11 8
Bijápur	19 8	19 8	...	...	9 4	9 4	11 6	11 6	28 13	28 13	*	*	*	*	...	...	10 12	10 12	...	...	*	*	80 0	80 0	11 6	11 6
Poona	13 15	13 15	...	...	9 11	9 11	10 13	10 13	21 2	20 0	18 6	17 4	14 13	15 13	...	...	13 13	13 13	...	...	17 2	17 2	81 1	81 1	11 13	11 13
Khandesh—																										
Ahmadnagar	17 6	17 6	...	...	8 14	8 14	9 13	9 13	28 14	30 4	22 11	22 11	*	*	...	...	13 14	13 14	...	...	*	*	85 5	80 0	12 6	12 6
Násik	17 4	17 4	...	...	8 14	8 14	11 11	11 11	*	*	21 3	19 12	23 0	23 0	...	...	15 11	15 11	...	...	*	*	128 0	128 0	12 11	12 11
Dhulia (Khandesh)	18 6	18 6	...	...	7 7	7 7	9 7	9 7	25 14	25 14	22 1	20 3	*	*	...	...	13 3	13 3	...	...	*	*	80 0	80 0	10 9	10 9
Guserat—																										
Surat	13 14	14 13	...	...	7 6	7 6	8 5	8 5	14 13	14 13	14 5	15 14	*	*	...	...	13 7	13 14	...	...	13 14	13 14	74 0	74 0	12 0	12 0
Broach	15 0	16 0	...	...	8 0	8 0	10 8	10 8	16 8	16 8	15 0	16 0	*	*	...	...	17 0	18 0	...	...	20 0	20 0	101 0	101 0	13 0	13 2
Kaira	12 0	13 0	...	...	*	*	10 0	11 0	*	*	12 8	12 8	20 0	20 0	...	...	16 0	17 8	...	...	*	*	106 11	106 11	12 0	12 0
Baroda Cantonment	12 0	12 0	...	...	8 0	8 0	10 0	10 0	16 0	16 0	13 8	13 0	18 0	18 0	...	...	15 0	15 0	...	...	*	*	80 0	80 0	11 8	11 8
Ahmadabad	13 8	13 8	10 0	11 0	13 0	14 0	19 0	18 0	14 0	15 0	...	...	...	...	...	...	19 8	20 0	...	...	...	...	80 0	80 0	13 10	13 10
Godhra (Panch Mahális)	13 0	13 0	10 0	10 0	12 0	12 0	...	...	15 8	15 8	21 8	21 8	...	...	...	...	24 0	24 0	...	...	20 0	20 0	182 0	182 0	12 8	12 8
Disa Cantonment	12 0	12 0	8 0	8 0	10 0	10 0	16 0	16 0	15 0	15 0	*	*	*	*	...	...	16 0	18 0	...	...	*	*	160 0	160 0	11 0	11 0
Kathiawár—																										
Rájkot	14 7	14 7	...	...	5 8	5 8	7 0	7 0	17 6	17 6	13 10	13 10	*	*	...	...	15 0	15 0	...	...	*	*	80 0	80 0	60 0	60 0
Central Provinces—																										
Western—																										
Nimar	14 3	14 3	...	...	6 12	6 12	11 7	11 7	22 9	22 9	...	...	...	...	...	...	14 3	14 3	...	...	12 1	12 1	100 0	100 0	11 6	11 6
Khandwa—Asirgarh Cant.	13 12	13 12	...	...	9 0	9 0	11 0	11 0	21 0	20 0	21 0	20 0	*	*	...	...	15 0	16 0	...	...	*	*	160 0	160 0	10 0	10 0
Hoshangabad	13 13	14 4	...	...	8 1	8 1	11 14	11 14	17 11	18 5	...	...	...	...	...	...	16 0	16 10	...	...	10 4	10 4	180 0	180 0	9 8	9 8
Betul	13 8	13 8	...	...	8 0	8 0	17 0	17 0	...	...	...	...	...	...	...	...	14 6	14 6	...	...	10 4	10 4	240 0	240 0	8 0	8 0
Chhindwára	12 10	11 11	7 4	7 4	10 0	10 0	14 6	12 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	10 5	10 5	150 0	160 0	8 0	8 0
Nágpur	15 10	15 10	10 0	10 0	11 14	11 14	18 12	18 12	...	...	...	...	...	...	...	...	16 14	16 14	...	...	11 4	11 4	115 0	115 0	10 2	10 2
Wardha	16 0	16 0	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 5	13 5	120 0	120 0	10 10	10 10
Central—																										
Narsinghpur	13 1	13 1	...	...	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	200 0	200 0	8 0	8 0
Saugor	11 12	11 12	...	...	10 3	10 3	11 1	11 1	...	...	...	...	...	...	...	...	19 0	17 10	...	...	19 6	15 12	145 0	130 0	9 4	9 2
Damoh	11 4	11 4	10 0	10 0	11 4	11 4	...	...	...	...	...	...	...	...	...	...	15 0	15 0	...	...	9 0	9 0	160 0	100 0	9 4	9 4
Jubbulpore	12 4	12 0	9 4	8 0	13 8	13 8	...	...	...	...	...	...	...	...	...	...	14 8	14 8	...	...	11 8	11 4	140 0	140 0	9 8	9 4
Bágheikhand (Satna)	13 4	12 14	16 0	16 8	7 0	7 8	16 0	16 0	*	*	*	*	13 0	13 0	16 10	16 14	*	18 0	18 0	16 0	16 0	16 0	160 0	160 0	10 0	10 8
Mandla	14 0	14 0	8 0	8 0	11 0	12 0	...	...	...	...	...	...	...	...	...	...	16 0	16 0	...	...	12 0	12 0	200 0	200 0	8 0	9 0
Seoni	14 7	13 9	8 10	8 10	11 8	11 8	...	...	...	...	...	...	...	...	...	...	13 9	13 9	...	...	9 12	11 8	190 0	190 0	9 2	9 2
Bálághát	11 0	11 0	8 0	8 0	11 0	11 0	...	...	...	...	...	...	...	...	...	...	11 0	11 0	...	...	8 0	8 0	120 0	120 0	8 0	9 2
Bhandára	15 0	16 0	...	...	12 8	12 8	...	...	...	...	...	...	...	...	...	...	15 0	15 0	...	...	10 0	10 0	240 0	240 0	9 0	9 0
Chánda	14 12	14 12	...	...	...	...	14 14	14 14	15 2	15 2	...	...	...	...	...	...	11 13	11 13	...	...	10 1	10 10	320 0	320 0	...	...
Eastern—																										
Biláspur	13 5	14 7	10 2	11 3	14 10	16 15	...	...	...	...	...	...	...	...	...	...	14 10	15 12	...	...	...	...	110 0	110 0	8 0	8 0
Raipur	15 0	15 0	10 0	11 0	16 0	17 8	...	...	...	...	...	...	...	...	...	...	15 2	16 4	...	...	8 0	8 0	100 0	100 0	8 0	8 0
Sambalpur	13 0	13 8	12 0	12 0	17 0	17 0	...	...	...	...	...	...	...	...	...	...	15 0	15 0	...	...	9 0	9 0	120 0	120 0	9 4	9 4
Berar—																										
Buldána	18 0	18 0	...	...	7 0	7 0	10 0	10 0	26 0	25 0	22 0	23 0	...	...	...	...	17 0	17 0	...	...	13 0	13 0	182 0	182 0	9 0	9 0
Básim	17 8	18 0	...	...	7 0	7 0	10 8	10 8	24 0	25 0	...	...	...	...	...	...	15 0	15 0	...	...	11 0	11 0	70 0	70 0	8 0	8 0
Akola	16 8	16 8	...	...	5 8	5 8	7 8	7 8	24 8	25 8	...	...	...	...	...	...	14 8	14 8	...	...	11 0	11 0	106 0	100 0	11 0	11 0
Ellichpur	15 0	15 0	...	...	7 0	8 0	21 8	21 0	15 0	15 0	...	...	...	...	...	...	13 0	13 0	...	...	15 0	15 0	120 0	120 0	10 0	10 0
Amráoti	16 0	17 0	...	8 0	7 0	7 4	10 0	10 8	19 0	22 0	12 0	15 0	...	...	...	...	13 0	15 0	...	...	13 0	12 0	90 0	90 0	11 0	11 0
Wun	15 8	16 0	...	...	6 0	6 0	8 0	8 0	20 0	18 8	15 0	15 0	...	...	...	...	14 0	14 8	...	...	18 0	18 0	240 0	240 0	9 0	9 0
Nizam's Territories—																										
Secunderabad	12 7	12 7	*	*	6 13	6 13	10 3	10 8	21 7	18 13½	17 12	17 12	24 14	22 3	*	*	11 1	10 14	*	*	16 12	16 12	100 0	90 0	8 4	9 4
Bolárum	13 13	14 0	*	*	7 0	7 0	9 15	9 15	21 0	21 0	*	*	*	*	*	*	11 11	11 13	*	*	*	*	119 14	116 14	8 2	7 13
Chadarghát	11 8	11 4	*	*	7 8	7 8	13 0	13 0	21 0	21 0	23 0	25 0	*	*	*	*	13 0	12 8	*	*	*	*	120 0	120 0	8 8	8 8

* Not sold. † Produced. ‡ Not procurable.

RETAIL PRICES FOR THE 1st HALF OF OCTOBER 1895—*concluded*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Ragi (*Eleusine coracana*).		Maize (*Zea Mays*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, cholai, kadalay or sunaga (*Cicer arietinum*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	96 0	96 0	11 10	11 10
S. Canara	...	...	...	...	...	...	11 11	11 11	...	...	...	...	...	...	...	...	...	...	...	...	11 0	9 12	96 0	96 0	11 3	11 3
South, central—																										
Coimbatore	...	...	...	...	...	...	11 13	11 13	20 0	20 6	17 8	20 11	23 0	24 0	...	...	...	...	...	...	13 8	13 8	133 11	133 11	10 11	10 11
Nilgiris	...	...	...	...	...	...	9 10	9 10	...	...	...	...	...	...	...	...	...	...	...	...	14 0	14 0	274 3	274 3	10 10	10 10
Salem	...	...	...	...	...	...	11 13	11 13	22 5	23 11	23 0	24 10	...	...	...	...	...	...	...	...	7 6	8 0	136 2	135 2	10 14	10 14
Central—																										
Bellary	...	...	...	...	...	...	10 13	10 13	29 14	29 14	...	...	...	...	...	...	...	...	...	...	...	...	85 2	85 2	10-5&11-5	10-5&11-5
Anantapur	...	...	...	...	...	...	10 13	10 13	28 13	28 13	...	...	...	...	...	...	...	...	...	...	...	...	97 3	97 3	11 8	11 8
Cuddapah	...	...	...	...	...	...	11 10	12 0	22 2	22 2	25 6	...	...	...	...	...	...	...	...	...	...	...	126 6	126 6	11 13	11 13
Karnul	...	...	...	...	...	...	12 3	11 13	28 2	28 2	...	...	...	...	...	...	...	...	...	...	...	...	97 3	97 3	10-2 & 11-5	10-2 & 11-5
East Coast, north—																										
Ganjam	...	...	...	...	...	...	23 0	20 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	54 8	45 11	12 0	11 0
Vizagapatam	...	...	...	...	...	...	13 10	13 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	85 2	97 3	12 0	12 0
Godavari	...	...	...	...	...	...	14 8	14 8	24 0	24 0	32 11	30 11	...	...	...	...	...	...	...	...	...	...	133 11	133 11	12 2	12 2
East Coast, central—																										
Kistna	...	...	...	...	...	...	13 3	14 5	21 2	21 2	...	...	...	...	...	...	...	...	...	...	...	...	140 14	140 14	13 3	13 3
Nellore	...	...	...	...	...	...	13 13	13 13	24 11	24 11	18 13	...	...	...	...	...	...	...	...	...	...	...	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	...	...	...	...	...	...	10 14	10 14	20 3	20 3	...	...	...	...	...	...	...	...	...	...	...	...	96 11	96 11	13 2	13 2
Chingleput	...	...	...	...	...	...	11 5	11 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	91 14	91 14	13 5	13 5
N. Arcot	...	...	...	...	...	...	11 5	10 11	24 10	23 10	22 5	21 6	...	...	...	...	...	...	...	...	...	...	100 13	100 13	11 8	11 8
S. Arcot	...	...	...	...	...	...	13 2	13 2	...	...	30 13	30 13	...	...	...	...	...	...	...	...	...	...	209 0	209 0	12 13	12 13
Tanjore	...	...	...	...	...	...	13 6	12 2	...	...	29 0	26 2	...	...	...	...	...	...	...	...	...	...	145 13	145 13	12 0 and 12 6	12 0 and 12 6
Trichinopoly	...	...	...	...	...	...	10 8	10 8	21 0	21 0	23 8	21 10	...	...	...	...	...	...	...	...	...	...	124 6	130 11	12 3 and 12 0	12 3 and 12 0
Southern—																										
Tinnevelly	...	...	...	...	...	...	11 10	10 10	19 6	19 6	19 2	17 10	...	...	...	...	...	...	...	...	...	...	58 5	58 5	13 13	13 13
Madura	...	...	...	...	...	...	11 6	11 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	97 3	97 3	13 2	13 2
Mysore—																										
Mysore	12 0	11 12	11 0	11 0	7 12	7 12	9 4	9 4	35 0	34 0	20 0	29 0	...	...	...	...	...	...	...	...	11 0	9 4	96 0	96 0	9 12	9 12
Bangalore	15 8	13 8	14 0	10 8	7 8	7 8	8 8	9 8	24 0	24 0	...	...	...	...	...	...	...	...	...	...	9 8	9 8	96 0	96 0	9 3	9 3
Kolar	11 8	11 8	10 4	10 0	9 4	9 4	10 4	10 4	21 0	21 0	...	...	...	...	...	...	...	...	...	...	10 0	9 8	192 0	192 0	10 0	10 0
Tumkur	13 0	13 0	12 0	11 0	8 8	8 8	9 0	10 0	26 0	25 0	27 0	32 0	...	...	...	...	...	...	...	...	10 0	10 0	224 0	224 0	10 0	10 0
Hassan	...	...	11 0	11 0	8 0	8 0	10 0	9 0	20 0	20 0	...	...	...	...	...	...	...	...	...	...	9 0	8 8	200 0	200 0	9 0	9 0
Kadur	11 0	11 0	12 0	12 0	8 0	8 0	10 0	10 0	...	...	...	...	...	...	...	...	...	...	...	...	9 0	8 8	240 0	240 0	9 0	9 0
Shimoga	13 2	13 10	...	...	8 11	8 11	12 10	12 1	...	...	29 6	29 6	...	...	...	...	...	...	...	...	10 0	10 0	320 0	320 0	10 8	10 8
Chitaldrug	16 0	16 0	15 0	15 0	9 0	9 0	11 0	11 0	36 0	36 0	25 0	24 0	...	...	...	...	...	...	...	...	12 0	...	175 0	175 0	9 3	9 3
Coorg—																										
Coorg	9 0	8 0	7 8	7 8	9 8	9 8	10 8	11 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	110 0	110 0	9 0	9 8
Aden	9 4	9 4	...	...	7 0	7 0	8 0	8 0	10 3	10 3	9 4	9 4	...	...	...	...	...	...	...	...	...	...	65 5	65 5	32 0	32 0

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

* Not sold.

FINANCE AND COMMERCE DEPARTMENT.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. on Saturday, November 2nd, 1895.

Fine, quiet weather has continued to prevail throughout Northern and Central India, but over the Peninsula conditions have been less settled. In the early part of the week low pressure areas surrounded by feeble and irregular cyclonic winds existed over the Bay and over the Arabian Sea off the Indian coast, and on Monday the 28th a small centre of depression crossed the Madras coast between Masulipatam and Nellore. During this period pressure was high over Northern India and consequently barometric gradients were steepish and the North-East winds of the retreating South-West monsoon blew freshly to strongly over the Bay area and Southern India. Hence also rain was plentiful and widely distributed. After the middle of the week, however, these conditions changed. Pressure rose over the Peninsula while it fell over Northern India, gradients decreased, the wind fell off and the rainfall became lighter and more scattered. During the early part of the week when, as mentioned above, there was a good deal of rain, the mean temperature of the greater part of the country was below the normal average, but with the falling off of the rainfall towards the close of the week the temperature rose, and from a mean excess of 0°·5 on the 31st increased to a mean excess of 1°·9 by the 2nd November.

Daily Summary.—*Sunday, Oct. 27th.*—Pressure had changed irregularly. Readings were high over Northern and low over Southern India, the Bay and the Arabian Sea. The gradient for Northerly to Easterly winds was somewhat greater than usual and moderate to fresh Northerly to Easterly winds were reported. The mean temperature was in defect of the normal over the greater part of the country, the abnormal deficiency being large in North-East India and over Gujarat. Rain was general over a large part of the Peninsula and scattered showers were reported from North-East India and from the Central Provinces.

Monday.—Pressure had fallen everywhere, briskly in the north and slightly elsewhere. The general distribution was unchanged except that a slight depression had appeared on the Madras coast and gradients for Northerly and Easterly winds were still somewhat steeper than usual. The winds were variable over North-West India and in Burma, but were generally between North and East elsewhere. The mean temperature exceeded the normal average along the West coast as well as over Lower Burma and South Madras, but was in defect elsewhere, the abnormal depression being very large over Assam, Bengal and the East of the Central Provinces. General rain had fallen over a large part of Bengal and of the Peninsula and showers over the Central Provinces and Burma. The amounts received were moderately heavy at some stations in Bengal and Madras.

Tuesday.—Pressure had again decreased almost everywhere. The fall was brisk in the North-West and slight in all other places. Readings were high and uniform in the North and low over the South of the Bay, the South of the Peninsula and the East of the Arabian Sea. The winds were variable and light over North-Western India and between North and East elsewhere. The mean temperature was excessive over the Indus Valley, the West and South of the Peninsula and Lower Burma, and in defect of the normal elsewhere. Rain had fallen over North-Eastern and Southern India and a few showers were reported from the central parts of the country. Largish amounts were reported from several stations.

Wednesday.—A recovery of pressure had set in, the increase had been brisk along the line of the Himalayas and over Madras and slight elsewhere. The general distribution was the same as on the preceding day and pressure was.

nearly normal over the greater part of the country. Rain had been general over the East of the Peninsula while showers had occurred over the West of the Peninsula and at a few stations in North-East India. The amounts received were considerable at a few stations.

Thursday.—Pressure had increased over the Peninsula and decreased over Northern India. Pressure remained high over Northern and Central India and low over the Bay and the Arabian Sea, but pressure was now above the normal in the South and below in the North, so that the barometric gradients were slighter than usual and the winds were variable. The mean temperature was lower than usual over Bengal and Assam and above elsewhere. Moderate rain had been received over the Peninsula and a few scattered showers over the central parts of the country and North East India.

Friday.—Pressure had increased everywhere, the change having been brisk over North-West India and over the Peninsula. Readings were very uniform and the only important feature in the distribution was the low pressure area over Burma and the East of the Bay. The winds remained very variable and light or moderate in force. The mean temperature was again in defect over Bengal and Assam and in excess in other parts of the country. Scattered showers had occurred over the same districts as on the 31st October.

Saturday.—Pressure had again increased but the rise was less than on the preceding day. Readings remained uniform generally, but the low pressure area over Burma and the Bay was better defined than on Friday. The winds remained variable and light or moderate in force. The mean temperature was in slight to considerable defect over Bengal and Assam and in slight to large excess elsewhere. Showers had been received over the Peninsula, but there was no rain elsewhere.

Temperature.—The variations of temperature from the normal have been large during the week under review. For the first three days of the week the mean temperature was in excess of the normal only in Lower Burma at a few coast stations in the South and West of the Peninsula and at a few places in the Indus Valley, while the whole of Northern and Central India and the Central part of the Peninsula was covered by temperatures considerably below the normal average. On Wednesday the 30th a change commenced, the high temperature areas extending and largely diminishing the size of the cool area, so that on Friday and Saturday temperatures lower than the average were reported only from Bengal and Assam and all other parts of India were occupied by temperatures exceeding the average.

The following table gives the variations of the mean temperature from the normal in the different provinces of India for each day of the week:—

Province.	October 1895.					November 1895.		Mean variation of week.
	27th.	28th.	29th.	30th.	31st.	1st.	2nd.	
Burma	+2·3	+1·6	+0·9	+1·1	+1·6	+0·8	+0·5	+1·3
Bengal and Assam	−2·5	−5·9	−4·3	−2·8	−2·5	−2·3	−1·8	−3·2
North-Western Provinces and Oudh	−2·6	−2·6	−3·3	−2·6	−1·2	−0·3	+1·5	−1·6
Punjab	−0·9	−2·1	−1·9	−0·1	+1·7	+2·2	+4·5	+0·5
Bombay	+0·4	−0·1	+0·1	+0·9	+1·5	+1·6	+1·7	+0·9
Central Provinces and Berar	−2·1	−3·2	−2·4	+0·4	+1·7	+1·1	+2·0	−0·4
Central India and Gujarat	−2·5	−2·5	−2·5	−2·5	−1·3	+0·7	+2·4	−1·2
Sind and Rajputana	−0·9	−0·2	−1·3	+0·6	+1·3	+2·0	+4·4	+0·8
Madras	−1·3	−0·8	+0·5	+0·4	+1·3	+1·5	+2·2	+0·5
Mean for whole of India	−1·1	−1·8	−1·6	−0·5	+0·5	0·8	1·9	−0·3

The mean temperature of the whole of India for the week was thus practically normal, the low temperatures of the early part of the week having been practically balanced by the high temperatures prevailing at the close. The provincial temperatures also showed, for the week, relatively small departures from the average except in the case of Bengal and Assam where the mean temperature was steadily low throughout the week and the mean for the period was as much as 3°·2 below the normal.

Rain.—As mentioned above, the rainfall was much more general, and on the whole heavier at the commencement than at the close of the week. On the 27th rain was reported from nearly all parts of the Peninsula, from several stations in the Central Provinces, from the greater part of Bengal and from a few places in Burma; on the 28th a similar distribution of rain was recorded but on the 29th the fall had become very light and scattered over the West of the Peninsula, had almost ceased over the Central Provinces and was much lighter in Bengal, Burma and the East of the Peninsula. On the 30th rain increased again over the Peninsula both in amount and extent, but remained very light over North-East India. On the 31st there was practically no rain in the North-East and only scattered showers in the West of the Peninsula and the Central Provinces, while in the East of the Peninsula, although the showers were fairly general, the amounts were small. On the 1st scattered showers were reported from both the Peninsula and North-East India, but on the 2nd rain had wholly ceased in the North-East.

This shows that the rainfall of the week was confined to Southern India, the Central Provinces and North-East India, and that it was only general and continuous in the first named region. The table at the close of the summary shows twenty-eight of the rainfall divisions received effective rain, that four more received slight showers and that twenty divisions received no rain whatever during the week. The regions which received either no rain or only slight ineffective showers included the following divisions, *viz.*, Arakan and Central Burma; North Bengal, both the Bihar divisions, all the North-Western Provinces and Punjab divisions; all the North Bombay divisions, and all the Rajputana and Central India divisions. In all other parts of the country effective rainfall was received, the average actual fall being heaviest, 4·63 inches in the East Coast (North). This was followed by 3·58 inches in Hyderabad (South), by 3·47 inches in the East Coast (Central), by 3·25 inches in Malabar, and by over 2 inches in Chota Nagpur, Madras (South-Central) and Mysore. The third column of the table shows that the rainfall of the week exceeded the normal average in Assam (Surma), Deltaic Bengal, Central Bengal, Orissa, Chota Nagpur, Malabar, Madras (South-Central), Mysore, the Konkan, the Bombay Deccan, Khandesh, Berar, all the Central Provinces divisions, the East Coast (North and Central), Hyderabad (South) and Madras (Central). The excess was small except in the Peninsula, where in some cases the rainfall was most exceptionally heavy.

The three concluding columns of the table show that the autumnal rainfall has been heavier than usual over the whole of the Peninsula as well as locally in Chota Nagpur, Gujarat and Kathiawar, while, on the contrary, it has been abnormally light over Burma, Assam and Bengal.

The following heavy totals are reported:—False Point 5·79 inches; Quilon (Travancore) 9·30 inches; Ledlagatta (Kolar) 6·53 inches; Shiralla (Satara) 4·85 inches; Brahma (Chanda) 5·07 inches; Berhampore (Ganjam) 13·02 inches; Ongole (Nellore) 13·97 inches; Villupuram (South Arcot) 6·48 inches.

Province.	Division.	Rainfall data for week ending 2nd November 1895. Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Rainfall data from 13th October to 2nd November 1895. Average actual rainfall of season to date.	Average normal rainfall, 13th October to 2nd November.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0·25	1·36	—1·11	2·38	4·64	— 49
	Lower Burma	0·19	1·40	—1·21	1·38	4·28	— 68
	Central do.	0·03	0·62	— 0·59	1·24	2·56	— 52
	Upper do	0·55	?	?	0·89	?	?
	Arakan	0	1·72	—1·72	0	4·52	— 100
Bengal and Assam	Eastern Bengal	0·31	0·80	— 0·49	0·31	3·15	— 90
	Assam (Surma)	0·90	0·46	+0·44	1·00	3·03	— 67
	Do. (Brahmaputra)	0·10	0·25	—0·15	0·24	1·83	— 87
	Deltaic Bengal	0·80	0·39	+0·41	1·09	2·39	— 55
	Central do.	0·90	0·23	+0·67	1·00	1·96	— 49
	North do.	0·06	0·26	—0·20	0·29	2·22	— 87
	Orissa	1·49	1·00	+0·49	1·49	3·80	— 61
	Chota Nagpur	2·01	0·26	+1·75	2·58	1·34	+ 93
	Bihar (South)	0·02	0·17	—0·15	0·05	1·21	— 96
	Do. (North)	0	0·23	—0·23	0·01	1·07	— 99
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·07	—0·07	0	0·79	— 100
	North-Western Provinces Submontane (a)	0	0·06	—0·06	0	0·79	— 100
	Oudh (South)	0	0·01	—0·01	0·03	0·39	— 92
	Do. (North)	0	0·01	—0·01	0·01	0·26	— 96
	North-Western Provinces (Central)	0	0·01	—0·01	0	0·18	— 100
	North-Western Provinces (West)	0	0·01	—0·01	0	0·06	— 100
	North-Western Provinces (Submontane) B	0	0·01	—0·01	0·01	0·07	— 86
Punjab	Punjab (South)	0	0·02	—0·02	0	0·08	— 100
	Do. (Central)	0	0·01	—0·01	0	0·08	— 100
	Do. (Submontane)	0	0·01	—0·01	0	0·09	— 100
	Do. (Hill Districts)	0	0·04	—0·04	0·15	0·22	— 32
	Do, (North-West)	0	0·01	—0·01	0·07	0·17	— 53
	Do. (West)	0	0	0	0	0·03	— 100
Bombay and Malabar Coast Districts (Madras)	Malabar	3·25	1·74	+1·51	9·31	6·28	+ 48
	Madras (South Central)	2·50	1·73	+0·77	6·70	4·98	+ 35
	Coorg	1·17	1·35	—0·18	5·77	5·11	+ 13
	Mysore	2·13	1·09	+1·04	3·55	3·47	+ 2
	Konkan	1·24	0·45	+0·79	4·68	2·65	+ 77
	Bombay Deccan	1·69	0·48	+1·21	3·58	2·60	+ 38
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0·40	0·07	+0·33	1·67	1·50	+ 11
Central Provinces and Berar	Berar	0·98	0·08	+0·90	1·31	1·32	— 1
	Central Provinces (West)	0·21	0·06	+0·15	0·53	0·99	— 46
	Do. (Central)	0·42	0·10	+0·32	0·45	0·83	— 46
	Do. (East)	0·66	0·21	+0·45	0·74	0·92	— 20
Bombay (North)	Gujarat	0	0·02	—0·02	1·29	0·41	+ 215
	Kathiawar	0	0·01	—0·01	0·95	0·24	+ 296
	Sind	0	0·01	—0·01	0	0·04	— 100
Rajputana and Central India.	Central India (East)	0·01	0·01	0	0·66	0·26	+ 154
	Rajputana (East) Central India (West)	0	0·01	—0·01	0·05	0·25	— 80
	Rajputana (West)	0	0·01	—0·01	0	0·06	— 100
Madras	East Coast (North)	4·63	1·74	+2·89	7·48	5·33	+ 40
	Do. (do.) (a)	1·90	0·94	+0·96	4·25	3·18	+ 34
	Hyderabad (South)	3·58	0·22	+3·36	4·25	0·87	+ 389
	Madras (Central)	1·58	0·93	+0·65	3·96	3·36	+ 18
	East Coast (Central)	3·47	1·92	+1·55	8·14	6·08	+ 34
	Do. (South)	1·96	2·70	—0·74	10·01	6·65	+ 51
	Madras (South)	1·66	1·67	—0·01	8·11	4·88	+ 66

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

SIMLA, *the 7th November 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 9th November.*—Rainfall good in South Arcot and the greater portion of the Central and Southern districts; light rain elsewhere. Agricultural operations are proceeding vigorously. The standing crops are generally fair. The harvest is progressing with moderate outturn. Cattle are generally in good condition. Prices are generally easier, but the price of dry grains has slightly risen in Godavari, Salem, and Tinnevelly.

Bombay.—*For week ending 13th November.*—Rainfall generally slight in parts of the Konkan, Deccan, and Karnatak. The standing crops have been slightly injured by untimely rain in parts of Kolaba, and rice by grasshoppers in parts of Belgaum; the crops otherwise are good. Harvesting and sowing operations continue and cotton-picking is in progress in Khandesh. Fodder is insufficient in parts of Sind. Agricultural stock are in good condition, except in parts of Broach and Thar and Parkar. Prices are normal except in parts of Sholapur.

Bengal.—*For week ending 11th November.*—With the exception of a light shower in Purnea, there was practically no rain in any of the reporting districts during the week. The prospects of the winter rice crop have suffered in many parts of the province owing to the early cessation of the rains, and the general outturn is not expected to be so good as originally anticipated. The sowing of the spring crops is generally progressing, but more rain is needed in parts of Bihar. Sugarcane is doing well. The price of common rice generally continues steady, but shows a decided tendency to rise in several districts.

North-Western Provinces and Oudh.—*For week ending 13th November.*—Report not received.

Punjab.—*For week ending 13th November.*—No rain. Harvesting of the autumn crops, pressing of sugarcane, and picking of cotton are in progress. Ploughings for and sowings of the spring crops are going on, but rain is badly wanted throughout the province. The condition of the autumn crops is good in Amritsar and Peshawar, but the prospect of the spring crops is said to be average to poor in most districts. The standing crops are drying and withering for want of rain in Hissar and Shahpur. Cattle are generally in good condition, but are suffering in Hissar. Fodder is scarce in Hissar, Delhi, Jullundur and Lahore and insufficient in Sialkot, but is sufficient in other districts. Prices are low in Multan, but are rising in Hissar, Jullundur, Dera Ismail Khan, Sialkot, and Peshawar; elsewhere prices are high. Wheat is selling at 14½ seers per rupee in Delhi and 14 to 16 seers in Shahpur.

Central Provinces.—*For week ending 13th November.*—The weather is [illegible] during the day time, but [illegible] at night. The sky is clear and no rain has fallen during the week. Rain is badly wanted in most districts, and the seedlings of the spring crops are withering in the lighter soils for want of moisture. The outturn of the rice crop on unirrigated and highlying lands is poor, but the irrigated and lowlying fields promise a very fair crop. Cotton-picking has commenced. Prices are rising in Chhattisgarh, Balaghat and the plateau districts.

Burma.—*For week ending 9th November.*—In Lower Burma the early paddy is being reaped in Hanthawaddy, Tharrawaddy, Tavoy, and Thaton. The crop prospects are very good, except in parts of Prome and Tharrawaddy. In

Upper Burma fair rain has fallen during the week in Mandalay, Shwebo, Sagaing, Lower Chindwin, and Pakokku, and the standing crops on unirrigated land have been slightly improved, but prospects are generally very poor. Little or no rain has fallen in the remaining districts of the dry zone and more rain is badly wanted in Mandalay. The crops in the plains in the south of Amarapura have failed and some of the upland paddy must fail in Sagaing. Ploughing for wheat is retarded for want of rain. If good rain falls within a short time a considerable improvement in crop prospects on dry lands will be effected, but even then the outturn will be very poor and at present prospects are distinctly bad. The price of paddy has risen slightly in Rangoon, Toungoo, considerably in Sagaing, and largely in Lower Chindwin, but has fallen slightly in Bhamo; elsewhere prices are stationary.

Assam.—*For week ending 12th November.*—Weather seasonable. Rain is much wanted for the late rice in Darrang and Nowgong; the prospect of the crops elsewhere is good. Tea is doing well. The condition of cattle is good. Fodder is scarce in Cachar, Darrang, and the Khasi and Jaintia hills. Water is sufficient.

Mysore and Coorg.—*For week ending 13th November.*—MYSORE: Good rain in parts of all districts, excepting Chitaldroog; slight rain elsewhere. Prices have risen in Kolar and Shimoga, and fallen in Chitaldroog.

COORG: Rainfall moderate. The rice crop is in good condition. Picking of coffee has commenced. Water and fodder for cattle are sufficient. Prices are normal.

Berar and Hyderabad.—*For week ending 13th November.*—BERAR: Weather cool and clear. The crops are reported to be in good condition, except in parts of Akola and Ellichpur owing to insufficient rainfall. Cotton-picking continues. Sowings have been completed in the Akola and Wun districts. The fodder and water-supply are insufficient in three talukas. Prices are almost stationary.

HYDERABAD: Rainfall moderate. Sowing of the irrigated crop continues. The autumn crop has been harvested. The spring crop is thriving Prices are normal.

Central India.—*For week ending 13th November.*—No rain during the week. More rain is still wanted in Bundelkhand, parts of Bhopawar, and Goona. Agricultural operations are in progress in all Agencies. The crops have been damaged for want of rain in Gwalior, Bundelkhand, Baghelkhand, Bhopawar, and Goona. Agricultural stock are in good condition, except in a few districts of Gwalior. Pasturage is good and sufficient in all Agencies, except in parts of Gwalior. Prices are rising in Western Malwa and in some districts of Gwalior, and are high in Goona and Neemuch; elsewhere prices are normal. Opium sowing is progressing in the Bhopawar Agency. The crop is in good condition in Western Malwa and Neemuch.

Rajputana.—*For week ending 15th November.*—Agricultural operations are generally satisfactory. *Jowar* (*Sorghum vulgare*) is withering on high lands in Kotah and the crops have withered in Ulwar for want of rain. Much damage has also been caused in Karauli and Bikanir. Prospects elsewhere are reported fair, except in Merwara, Jeypore, Bhurtpore, Bikanir, Tonk, and Jaisalmere. Agricultural stock are generally in good condition but are suffering in Ulwar for want of fodder. Pasturage and fodder are generally sufficient, but fodder is scarce in parts of Meywar, Kotah, Shahpura, Ulwar, and Jaisalmere, and is failing in Dholpore and Bhurtpore. Prices are rising in nine States and falling in two; elsewhere prices are steady. Distress is apprehended in the central districts of Bikanir.

Kashmir.—KASHMIR VALLEY.—*For week ending 12th November.*—Rainfall moderate. The rice crop is being thrashed. Sowings for the spring crops are still in progress. Prices continue normal.

JAMMU PROVINCE.—*For week ending 13th November.*—No rain. The spring sowings are in progress. Harvesting of the autumn crops is completed. Cattle are in good condition. Prices are rising.

Nepal.—*For week ending 9th November* —Weather cloudy and threatening with very slight rain. Harvesting of low land rice is not yet finished.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 3RD NOVEMBER 1894, AND FROM 1ST JULY TO 2ND NOVEMBER 1895.

N.B.—As regards the figures in column *Total Earnings from 1st July 1895*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 2nd half of 1894.	Week ending 3rd November 1894. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Week ending 2nd November 1895. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Earnings from 1st July to 3rd November 1894.	Earnings from 1st July to 2nd November 1895.	Increase.	Decrease.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	556	1,687	8,80,052	522	1,722	11,04,340	641	1,57,78,311	1,60,66,026	2,87,715	...
Bengal-Nágpur	109	862	68,181	79	862	79,556	92	13,65,814	13,30,755	...	35,059
Indian Midland (*a*)	132	752	89,128	119	825	89,029	108	17,02,177	13,80,091	...	3,22,086
Bezwada extension	198	21	2,872	137	21	3,156	150	65,429	53,238	...	12,191
Metre gauge—											
Rajputana-Malwa (*b*)	206	1,790	3,63,010	203	1,789	4,11,230	230	64,87,533	59,61,918	...	5,25,61
Pálanpur-Deesa	37	17	536	31	17	710	41	9,941	11,854	1,913	...
South Indian	154	1,142	1,24,573	109	1,042	1,48,227	142	28,20,042	29,63,213	1,43,171	...
Mávyavaram-Mutupet	82	54	4,807	89	54	5,725	106	71,708	82,032	10,264	...
Southern Mahratta (*c*)	90	1,165	79,908	69	1,165	1,27,360	109	17,81,251	19,42,594	1,61,343	...
Bengal and North Western (*d*)	121	750	86,211	114	756	1,25,830	166	15,01,921	14,50,000	...	51,921
Rohilkund and Kumaon (Lucknow-Bareilly section)	87	200	15,184	76	200	10,964	55	3,01,005	1,77,873	...	1,23,132
Assam-Bengal	...	...	...	...	128	11,936	93	...	1,27,775	1,27,775	...
TOTAL	232	8,446	17,14,522	203	8,581	21,18,063	247	3,18,85,191	3,15,47,369	...	3,37,822
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	242	2,511	5,89,287	235	2,548	6,83,505	268	98,85,780	1,06,70,522	7,84,736	...
Oudh and Rohilkhand (state)	238	797	2,32,205	291	797	1,70,487	214	30,71,067	27,14,743	...	3,56,324
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	382	813	3,13,863	386	813	3,82,720	471	51,28,620	53,09,578	1,80,958	...
Bengal Central (*f*)	127	125	13,048	109	125	25,040	200	2,72,203	3,19,302	47,099	...
East Coast (state)	90	321	15,988	49	427	27,674	65	4,74,721	5,37,952	63,231	...
Metre gauge—											
Burma (state)	131	737	1,02,892	140	834	1,26,573	152	16,93,043	19,14,651	2,21,608	...
Special gauges—											
Jorhát (state provincial)	61	25	1,531	61	25	1,683	67	29,499	35,337	5,838	...
Cherra-Companyganj (state provincial)	59	8	476	59	8	472	59	7,556	7,460	...	96
TOTAL	235	5,337	12,69,590	238	5,577	14,18,154	254	2,05,62,495	2,15,09,545	9,47,050	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	341	1,490	4,74,073	318	1,490	6,11,513	410	75,83,690	70,80,715	...	5,02,975
Bombay, Baroda and Central India	530	461	2,38,002	516	461	2,87,000	623	36,38,380	39,04,402	2,66,082	...
Madras	236	840	1,68,053	200	840	1,97,767	235	34,99,765	36,90,493	1,90,728	...
TOTAL	340	2,791	8,80,128	315	2,791	10,96,280	393	1,47,21,835	1,46,75,670	...	46,165
TOTAL (GUARANTEED AND STATE)	251	16,574	38,64,240	233	16,949	46,32,497	273	6,71,69,521	6,77,32,584	5,63,003	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	152	161	25,622	159	161	32,294	200	4,27,164	4,45,992	18,828	...
Tarkessur	222	22	3,964	180	22	5,193	236	89,616	88,153	2,537	...
Metre gauge—											
Rohilkund and Kumaon (Company section)	116	67	12,020	179	66	18,991	288	1,36,032	1,50,222	14,190	...
Bengal Doóars	148	36	5,072	141	36	7,350	204	85,195	1,08,046	22,851	...
Dibru-Sadiya	130	78	9,922	127	78	12,276	157	1,97,080	2,02,681	5,601	...
Special gauge—											
Darjeeling-Himalayan	248	51	15,932	312	51	16,611	326	2,18,292	2,38,730	20,438	...
TOTAL	157	415	72,532	175	414	92,715	224	11,49,379	12,34,824	84,445	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	171	333	44,929	135	333	59,033	177	9,44,501	8,67,751	...	76,750
The Gaekwar's Petlad	89	13	748	57	13	1,800	138	19,735	19,840	105	...
Rájpura-Bhátinda	257	108	21,039	195	108	18,380	170	3,80,114	3,30,523	...	49,591
Kolar Gold-fields	241	10	2,100	210	10	3,248	325	46,012	60,352	14,340	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	87	362	23,714	66	362	34,479	95	5,65,703	6,07,615	41,912	...
The Gaekwar's Mehsána	60	93	4,076	44	93	4,800	52	81,188	77,296	...	3,892
Kolhápur	71	29	1,670	58	29	2,392	82	36,743	36,732	...	11
Special gauges—											
The Gaekwar's Dabhoi	47	72	2,502	35	72	4,020	56	54,540	52,679	...	1,861
Cooch Behar	40	22	468	21	22	980	44	13,458	12,401	...	1,057
TOTAL	126	1,042	1,01,246	97	1,042	1,29,132	124	21,41,994	20,65,189	...	76,805
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	81	334	20,989	63	334	40,827	122	4,03,212	3,96,390	...	6,822
Jetalsar-Rájkot	61	46	2,475	54	46	3,750	82	46,499	50,932	4,433	...
Jodhpore-Bickaneer	48	364	12,395	34	364	15,700	43	3,18,551	2,75,260	...	43,291
Oodeypore-Chitor (*i*)	...	...	...	...	61	1,400	23	...	(*j*) 27,755	27,755	...
Special gauge—											
Morvi	56	94	5,252	56	94	7,443	79	86,578	1,03,167	16,589	...
TOTAL	63	838	41,111	49	899	69,120	77	8,54,840	8,53,504	...	1,336
GRAND TOTAL	334	18,869	40,79,129	216	19,304	49,23,464	255	7,13,15,734	7,18,85,101	5,69,367	...

(*a*) Includes the Bhopal-Itársi and Bina-Guna railways.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Includes the Guntakal-Mysore frontier section.
(*d*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*e*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.
(*i*) The line is being worked by the Bombay, Baroda and Central India Railway Company, as a temporary measure.
(*j*) Total earnings from 1st August to 2nd November 1895.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 14th November 1895.*

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XXIX OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1894-95.	Week ending 3rd November 1894. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Week ending 2nd November 1895. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Earnings from 1st April to 3rd November 1894.	Earnings from 1st April to 2nd November 1895.	Increase.	Decrease.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	599	1,687	8,80,052	522	1,722	11,04,340	641	2,95,29,447	3,02,89,001	7,59,554	...
Bengal-Nágpur	152	862	68,181	79	862	79,556	92	32,46,245	33,20,727	74,482	...
Indian Midland (*a*)	144	752	89,128	119	825	89,029	108	33,20,784	20,32,625	...	6,88,159
Bezwada extension	170	21	2,872	137	21	3,156	150	99,443	1,02,092	2,649	...
Metre gauge—											
Rajputana-Malwa (*b*)	279	1,790	3,63,010	203	1,789	4,11,230	230	1,40,12,577	1,33,70,691	...	6,41,886
Pálanpur-Deesa	44	17	536	31	17	710	41	20,757	23,743	2,986	...
South Indian	154	1,142	1,24,573	109	1,042	1,48,227	142	49,45,377	53,47,071	4,01,694	...
Mávyavaram-Mutupet	75	54	4,807	89	54	5,725	106	(*c*) 1,20,319	1,51,912	31,593	...
Southern Mahratta (*d*)	105	1,165	79,908	69	1,165	1,27,360	109	37,16,737	39,30,991	2,20,254	...
Bengal and North-Western (*e*)	146	750	86,211	114	750	1,25,830	166	32,38,191	30,98,055	...	1,40,136
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	15,184	76	200	10,964	55	5,50,829	4,06,445	...	1,44,384
Assam-Bengal	...	...	...	...	128	11,936	93	...	(*f*) 1,27,775	1,27,775	...
TOTAL	259	8,446	17,14,522	203	8,581	21,18,063	247	6,28,00,706	6,28,07,128	6,422	...
State lines worked by the State.											
Standard gauge—											
North-Western (state) (*g*)	252	2,511	5,89,287	235	2,548	6,83,505	268	1,82,16,415	2,12,95,181	30,78,766	...
Oudh and Rohilkhand (state)	270	797	2,32,205	291	797	1,70,487	214	60,27,107	56,10,387	...	4,16,720
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	339	813	3,13,863	386	813	3,82,720	471	78,81,090	81,09,658	2,28,568	...
Bengal Central (*h*)	130	125	13,648	109	125	25,040	200	4,80,357	5,27,477	47,120	...
East Coast (state)	99	321	15,688	49	427	27,074	65	8,88,948	10,98,740	2,09,792	...
Metre gauge—											
Burma (state)	164	737	1,02,892	140	834	1,26,573	152	32,59,220	36,40,229	3,81,009	...
Special gauges—											
Jorhat (state provincial)	55	25	1,531	61	25	1,683	67	46,132	56,675	10,543	...
Cherra-Companyganj (state provincial)	64	8	476	59	8	472	59	14,094	11,949	...	2,145
TOTAL	243	5,337	12,69,590	238	5,577	14,18,154	254	3,68,13,363	4,03,50,290	35,36,933	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	442	1,490	4,74,073	318	1,490	6,11,513	410	1,84,07,958	1,64,82,318	...	19,25,640
Bombay, Baroda and Central India	678	461	2,38,002	516	461	2,87,000	623	89,81,009	1,01,70,342	11,94,673	...
Madras	243	840	1,68,053	200	840	1,97,767	235	61,45,073	65,92,492	4,47,419	...
TOTAL	421	2,791	8,80,128	315	2,791	10,96,280	393	3,35,34,700	3,32,51,152	...	2,83,548
TOTAL (GUARANTEED AND STATE)	281	16,574	38,64,240	233	16,949	46,32,497	273	13,31,48,769	13,64,08,576	32,59,807	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	165	161	25,622	159	161	32,294	200	8,03,929	8,51,315	47,386	...
Tarkessur	269	22	3,964	180	22	5,193	236	1,78,590	1,77,450	...	1,140
Metre gauge—											
Rohilkhand and Kumaon (Company section)	121	67	12,020	179	66	18,991	288	2,71,053	2,82,510	11,257	...
Bengal Doóars	161	36	5,072	141	36	7,350	204	1,22,172	1,64,285	42,113	...
Dibru-Sadiya	136	78	9,922	127	78	12,276	157	3,27,347	3,45,403	18,056	...
Special gauge—											
Darjeeling-Himalayan	249	51	15,932	312	51	16,611	326	3,93,353	4,57,323	63,970	...
TOTAL	164	415	72,532	175	414	92,715	224	20,96,644	22,78,286	1,81,642	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	187	333	44,929	135	333	59,033	177	18,21,702	16,96,917	...	1,24,785
The Gaekwar's Petlád	105	13	748	57	13	1,800	138	42,057	44,337	2,280	...
Rájpura-Bhátinda	271	108	21,039	195	108	18,380	170	7,04,471	6,29,794	...	74,677
Kolar Gold-fields	200	10	2,100	210	10	3,248	325	(*j*) 59,231	97,790	38,559	...
Metre gauge—											
Southern Mahratta (Mysore section) (*k*)	89	362	23,714	66	362	34,479	95	10,02,451	10,57,517	55,066	...
The Gaekwar's Mehsána	74	93	4,076	44	93	4,800	52	1,97,230	1,82,129	...	15,101
Kolhápur	81	29	1,670	58	29	2,392	82	75,941	72,502	...	3,439
Special gauges—											
The Gaekwar's Dabhoi	59	72	2,502	35	72	4,020	56	1,33,641	1,44,298	10,657	...
Cooch Behar	45	22	468	21	22	980	44	24,259	23,436	...	823
TOTAL	136	1,042	1,01,246	97	1,042	1,29,132	124	40,60,983	39,48,720	...	1,12,263
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	103	334	20,989	63	334	40,827	122	9,85,441	11,13,614	1,28,173	...
Jetalsar-Rájkot	68	46	2,475	54	46	3,750	82	89,736	1,04,251	14,515	...
Jodhpore-Bickaneer	58	364	12,395	34	364	15,700	43	6,73,816	5,70,928	...	1,02,888
Oodeypore-Chitor (*l*)	...	...	...	...	61	1,400	23	...	(*m*) 27,755	27,755	...
Special gauge—											
Morvi	65	94	5,252	56	94	7,443	79	1,84,313	2,25,857	41,538	...
TOTAL	78	838	41,111	49	899	69,120	77	19,33,312	20,42,405	1,09,093	...
GRAND TOTAL	261	18,869	40,79,129	216	19,304	49,23,464	255	14,12,39,708	14,46,77,987	34,38,279	...

(*a*) Includes the Bhopal-Itársi and Bina-Guna railways.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 3rd November 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Total earnings from 1st July to 2nd November 1895.
(*g*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*j*) Total earnings from 1st June to 3rd November 1894.
(*k*) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.
(*l*) The line is being worked by the Bombay, Baroda and Central India Railway Company as a temporary measure.
(*m*) Total earnings from 1st August to 2nd November 1895.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 12th November 1895.*

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SUPPLEMENT TO

The Gazette of India.

No. 47.] CALCUTTA, SATURDAY, NOVEMBER 23, 1895.

OFFICIAL PAPERS.

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

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

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

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

POSTING OF INDIAN CIVIL SERVANTS WHO HAVE BEEN APPOINTED IN ENGLAND TO THE BENGAL PRESIDENCY.

No. 3-Estabts. / 676-727.

Extract from the Proceedings of the Government of India in the Home Department (Establishments),—under date Calcutta, the 22nd November 1895.

RESOLUTION.

The undermentioned gentlemen have recently been appointed in England to the Indian Civil Service (Bengal Presidency) in the order specified below :—

Mr. Alan William Pim, North-Western Provinces and Oudh, Punjab and Central Provinces.

„ William Malcolm Hailey, North-Western Provinces and Oudh, Punjab and Central Provinces.

„ Richard Sheepshanks, Lower Provinces.

„ Abdullah ibn Khan Bahadur Yusuf-Ali, North-Western Provinces and Oudh, Punjab and Central Provinces.

Mr. Robert Thomas Clarke, North-Western Provinces and Oudh, Punjab and Central Provinces.
,, Herbert Coupland, Lower Provinces.
,, Arthur Tabor Cunliffe, Burma.
,, Geoffrey Rothe Clarke, North-Western Provinces and Oudh, Punjab and Central Provinces.
,, Leycester Hudson Leslie-Jones, North-Western Provinces and Oudh, Punjab and Central Provinces.
,, Hugh Lansdown Stephenson, Lower Provinces.
,, Harry Christopher Moore, Burma.
,, Sidney George Hart, Lower Provinces.
,, Edward Cuthbert Allen, North-Western Provinces and Oudh, Punjab and Central Provinces.
,, Dewan Tek Chand, North-Western Provinces and Oudh, Punjab and Central Provinces.
,, Charles Morgan Webb, Burma.
,, Thomas Callan Hodson, Lower Provinces.
,, Hector Granville Sutherland Tyler, North-Western Provinces and Oudh, Punjab and Central Provinces.
,, Gerald Mowbray Foyster, North-Western Provinces and Oudh, Punjab and Central Provinces.
,, Loftus Otway Clarke, Lower Provinces.
,, John Ross Blackwood, Lower Provinces.
,, Charles Henry Berthoud, North-Western Provinces and Oudh, Punjab and Central Provinces.
,, Clement Newsham Trotman, Lower Provinces.
,, Alfred Hamilton Grant, North-Western Provinces and Oudh, Punjab and Central Provinces.
,, John Herbert Withers, North-Western Provinces and Oudh, Punjab and Central Provinces.
,, Henry William Paul Scroope, Lower Provinces.
,, John Sandbach Stevinson, North-Western Provinces and Oudh, Punjab and Central Provinces.
,, Godfrey Butler Hunter Fell, Burma.
,, Ralph Oakden, North-Western Provinces and Oudh, Punjab and Central Provinces.
,, Bernard Allen, Lower Provinces.
,, Alexander Langley, North-Western Provinces and Oudh, Punjab and Central Provinces.
,, Ali Ahmed Hussanally, North-Western Provinces and Oudh, Punjab and Central Provinces.
,, Hugh McElroy Fox, North-Western Provinces and Oudh, Punjab and Central Provinces.
,, William Monod Crawford, North-Western Provinces and Oudh, Punjab and Central Provinces.
,, James Mac Kenna, Burma.
,, Francis Pepys Rennie, North-Western Provinces and Oudh, Punjab and Central Provinces.
,, Frederick Charles Turner, North-Western Provinces and Oudh, Punjab and Central Provinces.
,, William Edward Lowry, Burma.
,, Francis Stewart Cowie, North-Western Provinces and Oudh, Punjab and Central Provinces.
,, Frederic Percival Dixon, Lower Provinces.
,, Henry Frederick Edward Berton Foster, Lower Provinces.
,, Edward Ellis Forrester, Lower Provinces.
,, Abraham Garrett, Lower Provinces.
,, Henry Archibald Colebrook Colquhoun, Lower Provinces.
,, William Henry Lawson Cabell, Burma.
,, Arthur Charles Francis Henry Maria Bernard Blennerhassett, North-Western Provinces and Oudh, Punjab and Central Provinces.

2. The Governor General in Council has been pleased to attach the above-mentioned gentlemen to the Province specified opposite each name, as follows:—

Mr. R. Sheepshanks	Bengal.
,, H. Coupland	
,, H. L. Stephenson	
,, S. G. Hart	
,, T. C. Hodson	
,, L. O. Clarke	
,, J. R. Blackwood	
,, C. N. Trotman	
,, H. W. P. Scroope	
,, B. Allen	
,, F. P. Dixon	
,, H. F. E. B. Foster	
,, E. E. Forrester	
,, A. Garrett	
,, H. A. C. Colquhoun	Assam.
,, A. W. Pim	North-Western Provinces and Oudh.
,, Abdullah ibn Khan Bahadur Yusuf-Ali	
,, G. R. Clarke	
,, E. C. Allen	
,, H. G. S. Tyler	
,, C. H. Berthoud	
,, J. H. Withers	
,, J. S. Stevinson	
,, R. Oakden	
,, A. A. Hussanally	
,, H. McE. Fox	
,, W. M. Hailey	Punjab.
,, R. T. Clarke	
,, L. H. Leslie-Jones	
,, Dewan Tek Chand	
,, G. M. Foyster	
,, A. H. Grant	
,, A. Langley	
,, W. M. Crawford	
,, F. P. Rennie	Central Provinces.
,, F. C. Turner	
,, F. S. Cowie	
,, A. C. F. H. M. B. Blennerhassett	
,, A. T. Cunliffe	Burma.
,, H. C. Moore	
,, C. M. Webb	
,, G. B. H. Fell	
,, J. Mac Kenna	
,, W. E. Lowry	
,, W. H. L. Cabell	

3. The Governor General in Council is further pleased to direct that the gentlemen posted to the Lower Provinces of Bengal shall, on arrival at Calcutta, report themselves to the Chief Secretary to the Government of Bengal. Should any of them land in Bombay, they should enquire of the Secretary to the Government of Bombay whether any orders are awaiting them from the Government of Bengal. The officer posted to Assam should report his arrival by telegraph from the port of arrival to the Secretary to the Chief Commissioner of that Province at Shillong, by whom he will be instructed to which portion

of the Province to proceed. The officers posted to Burma should proceed to Rangoon and report themselves to the Chief Secretary to the Chief Commissioner of that Province.

4. The officers posted to the North-Western Provinces and Oudh should report themselves to the Chief Secretary to the Government of the North-Western Provinces and Oudh, Allahabad. The officers posted to the Punjab should telegraph from Bombay to the Chief Secretary to the Government of the Punjab, Lahore, for orders as to their destination, in the event of their not finding instructions awaiting their arrival at Bombay. The officers posted to the Central Provinces should report by telegraph from Bombay their arrival to the Secretary to the Chief Commissioner of those Provinces at Nagpur, by whom they will be instructed to which portion of the Province to proceed.

5. Local Governments and Administrations are requested to inform the Government of India of the dates on which the gentlemen in question so report themselves. Should any officer attached to one of the Upper Provinces in India wish to exchange with an officer of his year attached to another of those Provinces, he is at liberty to do so; but he must report to the Government of India in the Home Department for previous sanction any arrangement of the kind he may be able to effect.

ORDER.—Ordered, that a copy of this Resolution be forwarded to the Governments of Bengal, the North-Western Provinces and Oudh, and the Punjab, and the Chief Commissioners of the Central Provinces, Burma, and Assam, for information and guidance. Also that the Resolution be published in the Supplement to the *Gazette of India*, and that a copy be forwarded to each of the gentlemen named therein.

(True Extract.)

J. P. HEWETT,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m., on Saturday, November 9th, 1895.

Pressure conditions have been steady throughout the week under review over the Indian area. The barometer has been steadily high over North-West India and over North-East India, relatively high and very uniform over the central parts of India and of the Peninsula, and relatively low over the Bay and over the east of the Arabian Sea off the Indian Coast. On different occasions during the week the low pressure area over the Bay has apparently intensified slightly, and the weather has probably been squally and unsettled over the centre of the Bay, and on the 7th and 8th a very slight disturbance appeared over the western desert. These were the only considerable changes which occurred and the influence they exerted on the weather was very slight. At times during the week the wind rose to considerable force at Diamond Island, but in general, the wind was light or moderate in force and blew from about the normal directions except on the West Coast of the Bay, where abnormal north-westerly and westerly winds obtained which, arriving from a dry quarter, gave fine weather to the Madras Coast districts. Fairly general rain was reported from the Peninsula on Monday, but from that day the amount and extent of the rainfall decreased and by the close of the week only a few light scattered showers were reported. The most important feature in the weather was the excessive temperature which prevailed throughout the greater part of the country. In Burma, where there was a good deal of northing in the wind, the mean temperature was low, and in Madras, where showers were prevalent in the early part of the week, there was some depression of temperature between the 5th and the 8th, but in all other places the mean temperature was steadily excessive and in parts of North-Western and Central India this excess was very large.

Daily Summary.—*Sunday, 3rd November.*—The pressure changes were small and the distribution of pressure steady. Readings were highest in the north-west, relatively high in the north-east, and low over the Bay and the Arabian Sea. The winds were northerly over the Bay area, easterly over the centre and west of the Peninsula, and variable elsewhere. The mean temperature was in defect over Burma, Assam and Bengal, and in excess in all other parts of the country, the excess being large over North-West India and over the Madras Deccan. Scattered showers of rain had fallen over the Peninsula and a moderately heavy shower at Tavoy.

Monday.—Pressure had increased briskly in Burma and changed slightly elsewhere. Readings remained high over North-Eastern and North-Western India and low over the Bay and the Arabian Sea—the pressure difference being small. The winds were practically unchanged. The mean temperature had increased except over the Peninsula. The area of deficient temperature was contracting and included only Ganjam, Lower Bengal and part of Burma. The excess in the north-west had increased and become large to very large. General and moderately heavy rain had been received over the southern half of the Peninsula and a few scattered showers over Burma.

Tuesday.—Pressure had risen briskly in the north-west and slightly in most other places. Readings were high over Burma and over North-Western and Central India and low over the Bay. The wind had become easterly and southerly over Burma, but was unchanged in direction elsewhere. The mean temperature was lower than usual over Burma and the south and centre of the Peninsula and higher elsewhere, the abnormal excess being again large over North-West India. Fairly general showers had been received over Upper and Central Burma and the South of the Peninsula. The amounts were not large.

Wednesday.—Pressure had decreased briskly in the north-west and changed slightly elsewhere. Readings were highest over Burma and Assam, relatively high over the central parts of the country and the North Punjab, and low over the Indus Valley and north of the Arabian Sea and over the Bay. The winds showed no change of importance except that the force had been high at Diamond Island. The mean temperature had fallen fast in Burma and was low for the time of year over that Province and over Madras. Elsewhere the abnormal heat continued and was greatest over the Punjab, Rajputana and Central India. A few scattered showers were received over North-East India and in the extreme south of the Peninsula.

Thursday.—Pressure had generally increased—most so in the north. Readings were highest in Assam and Upper Burma and relatively high in the North Punjab and in Rajputana, where feeble depressions existed, one over the western desert, and a second over the Bay. The winds exhibited very little alteration. Calms were very numerous over the central parts of the country. The mean temperature was again in considerable defect over Burma and in slight defect over Madras, while it was in considerable to large excess over North-West India.

Friday.—Pressure had decreased almost everywhere, but there was no change of importance in the general distribution. The winds were also unaltered. The mean temperature remained in moderate to considerable defect over Burma and in slight defect over Madras, while the abnormal excess over Northern and Central India was undiminished. The only rainfall reported was a few light showers over Central Burma.

Saturday.—Pressure had changed irregularly and in most places slightly. Readings remained high in the north-east, north-west and centre and low over the Bay and the Arabian Sea. The winds were little changed except that the directions over Madras had become even more westerly than on previous days. The mean temperature was low over Burma and the central parts of the Peninsula and excessive elsewhere, the abnormal excess in the Southern Punjab and Eastern Rajputana being very large. Light showers were reported from Srinagar and a few places in Bengal.

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

Province.	November 1895.							Mean variation of week.
	3rd.	4th.	5th.	6th.	7th.	8th.	9th.	
Burma	−0·6	+0·4	−1·2	−3·8	−4·7	−3·9	−3·1	−2·4
Bengal and Assam	−1·3	+0·1	+1·0	+1·0	+1·1	+2·0	+2·5	+0·9
North-Western Provinces and Oudh	+2·0	+3·5	+3·6	+3·4	+4·2	+4·5	+4·5	+3·7
Punjab	+5·6	+5·8	+5·2	+4·5	+5·1	+5·2	+3·4	+5·0
Bombay	+2·5	+1·5	+0·7	+0·7	+1·3	+0·8	+0·8	+1·2
Central Provinces and Berar	+1·7	+2·5	+2·9	+2·7	+3·1	+2·8	+2·6	+2·6
Central India and Gujarat	+3·4	+4·4	+5·0	+5·7	+4·7	+4·7	+5·0	+4·7
Sind and Rajputana	+4·2	+5·2	+5·2	+5·0	+5·8	+7·4	+7·4	+5·7
Madras	+3·0	+1·6	−1·2	−1·0	−0·8	−0·2	+0·9	+0·3
Mean for whole of India	+2·3	+2·8	+2·4	+2·0	+2·2	+2·6	+2·4	+2·4

The above figures show that for the whole country there was a mean daily excess of between 2° and 2°·8. The 4th was the hottest day when the mean temperature of every one of the provinces of India exceeded the normal by amounts ranging from 0°·4 in Burma to 5°·8 in the Punjab. The provincial variations show a moderate defect of temperature over Burma, normal temperature conditions over Bengal, Assam, and Madras, and a slight to large excess elsewhere. The greatest excess reported is 5° in the Punjab and 5°·7 in Sind and Rajputana. In the last named division the excess of the mean temperature over the normal on the 8th and 9th was as much as 7°·4.

Rain.—As is normally the case at this season the rainfall of the week under review has been practically confined to the Peninsula and to North-East India, the weather over the whole of the several and the north-western parts of the country having been fine and dry. As shown in the earlier portion of the summary the rainfall gradually fell off as the week advanced and at its close had almost ceased both in the Peninsula and in the north-east. In consequence the rainfall for the week was very generally short of the normal as is shown by the concluding table. This table shows that in the case of twenty-nine of the rainfall divisions no rainfall whatever was received during the week under review, in the case of six more divisions, the average actual rainfall was less than 0·10″ during the week, while in the case of the remaining seventeen divisions effective rainfall was received. Of these seventeen divisions, six received more and the rest less than the normal average. The regions which received effective rainfall included the following divisions:—Central and Upper Burma, Arakan, both the Assam divisions, North Bengal, Malabar, Coorg, Mysore, the Konkan, the Bombay Deccan, the East Coast (North, Central and South) and Madras (South-Central, Central, and South), and of these divisions both the Assam divisions, North Bengal, Madras (South-Central), Coorg, and Mysore received more rain than usual. The most serious cases of deficiency are shown in Burma and the Madras coast districts. Thus, Lower Burma reports an actual average fall of 0·06″ instead of 1·17,″ the East Coast (North (*a*)) an actual of *nil* instead of 1·16″; the East Coast (Central) an actual of 0·25″ instead of 1·55″, and the East Coast (South) an actual of 1·31″ instead of 2·59″.

The three concluding columns of the table show that from the 13th of October to the 9th of November there has been an excess of rain in Chota Nagpur, in Gujarat, Kathiawar and Central India (East), and in nearly all the peninsular divisions and a deficiency elsewhere. In Upper India, from Bihar to the Punjab, there has been practically no rain throughout, and in parts of Bengal and of Burma the total rainfall for the period is, compared with the normal, quite insignificant.

The heaviest totals received during the week are:—Calicut 3·01 ins.; Palladam (Coimbatore) 3·96 ins.; Magadi (Bangalore) 3·30 ins.; Vedaranniyam (Tanjore) 7·26 ins.; Musiri (Trichinopoly) 4·23 ins.; Tinnevelly 3·93 ins.

Province.	Division.	Rainfall data for week ending 9th November 1895. Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Rainfall data from 13th October to 9th November 1895. Average actual rainfall of season to date.	Average normal rainfall, 13th Oct. to 9th Nov.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0·62	—0·62	2·38	5·26	— 55
	Lower Burma	0·06	1·17	—1·11	1·43	5·45	— 74
	Central do.	0·13	0·60	—0·47	1·37	3·16	— 57
	Upper do.	0·60	?	?	1·58	?	?
	Arakan	1·27	1·62	—0·35	1 27	6·52	— 81
Bengal and Assam	Eastern Bengal	0·05	0 30	—0·25	0·31	3·53	— 91
	Assam (Surma)	0·45	0·30	+0·15	1 51	3·32	— 55
	Do (Brahmaputra)	0·23	0·12	+0 11	0 47	1·95	— 76
	Deltaic Bengal	0	0·13	—0·13	1·09	2·52	— 57
	Central do.	0	0·14	—0·14	1·00	2·11	— 53
	North do.	0·13	0 04	+0 09	0·42	2·26	— 81
	Orissa	0·04	0·39	—0·35	1·53	4·18	— 63
	Chota Nagpur	0	0·12	—0·12	2·58	1·45	+ 78
	Bihar (South)	0	0·11	—0·11	0 05	1·32	— 96
	Do. (North)	0·03	0·04	—0 01	0·04	1·11	— 96
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·03	—0·03	0	0·82	— 100
	North-Western Provinces Submontane (*a*)	0	0 02	—0·02	0	0·81	— 100
	Oudh (South)	0	0	0	0·03	0·39	— 92
	Do. (North)	0	0	0	0·01	0·26	— 96
	North-Western Provinces (Central)	0	0·01	—0 01	0	0·18	— 100
	North-Western Provinces (West)	0	0	0	0	0·07	— 100
	North-Western Provinces (Submontane) B	0	0·01	—0·01	0·01	0·08	— 88
Punjab	Punjab (South)	0	0	0	0	0·08	— 100
	Do. (Central)	0	0	0	0	0·03	— 100
	Do. (Submontane)	0	0	0	0	0·09	— 100
	Do. (Hill Districts)	0	0·04	—0·04	0·15	0 26	— 42
	Do. (North-West)	0	0·01	—0·01	0·07	0·18	— 61
	Do. (West)	0	0·01	—0·01	0	0·04	— 100
Bombay and Malabar Coast Districts (Madras)	Malabar	1·36	1·45	—0·09	10 67	7·73	+ 38
	Madras (South Central)	1·41	1·38	+0 06	8·15	6·30	+ 28
	Coorg	1·06	0·65	+0·41	6·83	5·76	+ 19
	Mysore	1·22	1·05	+0·17	4·77	4·52	+ 6
	Konkan	0·30	0·54	—0·24	4 97	3·19	+ 56
	Bombay Deccan	0·48	0·80	—0 32	4 06	3·40	+ 19
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0·06	0·48	—0·42	1·73	1·98	— 13
Central Provinces and Berar	Berar	0	0·36	—0·36	1·31	1·69	— 23
	Central Provinces (West)	0	0·14	—0·14	0·53	1·13	— 53
	Do. (Central)	0	0·09	—0·09	0·45	0·92	— 51
	Do. (East)	0	0·23	—0·23	0 74	1 15	— 36
Bombay (North)	Gujarat	0	0·16	—0·16	1·29	0·57	+ 126
	Kathiawar	0	0·08	—0·08	0 95	0 32	+ 197
	Sind	0	0 02	—0·02	0	0·06	— 100
Rajputana and Central India.	Central India (East)	0	0·02	—0·02	0·66	0·28	+ 136
	Rajputana (East), Central India (West)	0	0·01	—0·01	0·05	0·27	— 81
	Rajputana (West)	0	0·01	—0·01	0	0·07	— 100
Madras	East Coast (North)	0·13	1·05	—0·92	7·61	6·38	+ 19
	Do. (do.) (*a*)	0	1·16	—1·16	4·25	4·34	— 2
	Hyderabad (South)	0·03	0·08	—0·05	4·28	0·95	+ 351
	Madras (Central)	0·28	0·79	—0·51	4·25	4·15	+ 2
	East Coast (Central)	0·25	1·55	—1·30	8 39	7 63	+ 10
	Do. (South)	1·31	2 59	—1·28	11·31	9·24	+ 22
	Madras (South)	1·33	1·97	—0 64	9·44	6·85	+ 39

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

SIMLA, *14th November 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 16th November.*—No rain in the Circars and the greater portion of the Deccan, and only light scattered showers elsewhere. Agricultural operations continue. The standing crops are generally fair. The harvest is progressing with moderate outturn. Cattle are in good condition. Prices are generally stationary in the Northern and are falling in the Southern half of the presidency.

Bombay.—*For week ending 20th November.*—Rice in parts of Baroda territory and the late crops in two talukas of Khandesh are poor owing to insufficient moisture. The standing crops are otherwise good. Harvesting and sowing operations are progressing in several districts and cotton-picking in Ahmedabad, Khandesh and Ahmednagar. Fodder is insufficient in parts of Hyderabad and Broach. Agricultural stock are healthy except in two talukas of Broach. Prices are normal, except in one taluka of Sholapur.

Bengal.—*For week ending 18th November.*—There was light rain in Dacca and Chittagong during the week, but practically no rain in the other reporting districts. Except in Northern and parts of Eastern Bengal and in Orissa, the state of the winter rice crop is not satisfactory owing to the early cessation of the rains. The sowing of indigo in Lower Bengal and of the spring crops in Bengal and Bihar has commenced. In the Patna district the first sowirgs of poppy have failed owing to the unusual heat, and in Darbhanga the spring crop is suffering from a lack of moisture. Sugarcane is doing well, and pressing has begun in some districts. Cattle are in good condition, except in Champarun and Purnea. The price of common rice is generally steady.

North-Western Provinces and Oudh.—*For week ending 20th November.*—Except for a shower in Garhwal the weather has been clear and unusually warm. Rain is urgently needed in several districts for the spring sowings. The young crops have been somewhat damaged by insects in some parts. Irrigation of the crops is going on where practicable. Poppy sowings have been retarded by abnormal weather. Pressing of sugarcane is in progress. Fodder is sufficient. Markets are sufficiently supplied. Prices are almost stationary with a tendency to rise in a few districts.

Punjab.—*For week ending 20th November.*—Slight rain fell in the Amritsar, Sialkot, and Rawalpindi districts. Harvesting of the autumn crops and sowings of the spring crops continue, but rain is much wanted in all districts. The condition of the autumn crops is good in Amritsar and Peshawar, but the spring crops are generally poor and below average. The standing crops are withering in Hissar and Shahpur. Agricultural stock are generally in good condition, except in Hissar where they are getting lean. Fodder is scarce in Hissar, Delhi, Jullundur, and Lahore, but is sufficient elsewhere. Prices are low in Mooltan, but are rising in Hissar, Jullundur, Dera Ismail Khan, and Peshawar, and are high elsewhere. Wheat is selling at 14½ sers in Delhi, and 15 to 16 sers in Shahpur.

Central Provinces.—*For week ending 20th November.*—The weather is clear but unseasonably warm. Harvesting of the autumn crops is in progress everywhere. The prospects of the spring crops in the northern districts and

the Nerbudda Valley are unfavourable owing to want of rain. Prices are rising in Nagpur.

Burma.—*For week ending 16th November.*—In Lower Burma it is now reported that the crops in Henzada have been seriously affected by the failure of the later rains and the outturn will probably be much poorer than was expected. Prospects in all other districts continue good. In Upper Burma good rain has fallen during the week in Shewbo, Lower Chindwin, Kyaukse, and Meiktila, and the standing crops in these districts have been somewhat improved. Prospects in other districts of the dry zone continue unfavourable. Want of rain is much felt in three townships in the Upper Chindwin, and considerable damage has been done by floods in Kale Kabaw. The price of paddy has risen slightly in Shewbo, Thayetmyo, and Pakokku, and fallen slightly in Bhamo and Pegu; elsewhere prices are stationary.

Assam.—*For week ending 19th November.*—Weather seasonable. Rain is much wanted for the late rice in Darrang and Nowgong; the prospects of the crops elsewhere are good. Tea is doing well. The condition of cattle is good. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 20th November.*—MYSORE: The standing crops are in good condition. *Ragi* (*Eleusine coracana*) has been harvested in parts. Prices have slightly fallen in Kolar and Shimoga, but have risen in Chittaldrug.

COORG: The rice crop is in good condition. Picking of coffee and cardamoms continues. Water and fodder for cattle are sufficient. Prices are normal.

Berar and Hyderabad.—*For week ending 20th November.*—BERAR: The weather is cool, but there has been no rain during the week. Picking of cotton continues, and in parts of the province *jowar* (*Sorghum vulgare*) and *tur* (*Cajanus indicus*) are doing well. Sowings have been completed in Buldana and Ellichpur. Weeding is not entirely finished. Fodder and water are insufficient in parts of Akola only. Prices are fluctuating in Ellichpur and Wun, but are steady elsewhere.

HYDERABAD: Rainfall moderate. Agricultural prospects are promising. Fodder and pasture are available. Prices are almost stationary.

Central India.—*For week ending 20th November.*—No rain during the week. More rain is still wanted in Bundelkhand, Bhopal, Bhopawar, and Goona. Agricultural operations are in progress in all Agencies. The crops have been damaged for want of rain in Gwalior, Bundelkhand, Baghelkhand, and Goona. Agricultural stock and pasturage are in good condition, except in a few districts of Gwalior. Opium sowings have commenced in Bhopal and are in progress in Bhopawar. The crop is in good condition in Western Malwa and Neemuch. Prices are rising in Bundelkhand, Western Malwa, and in a few districts of Gwalior; they are above normal in Goona and Neemuch, but are normal elsewhere.

Rajputana.—*For week ending 20th November.*—Agricultural operations are generally satisfactory. *Jowar* (*Sorghum vulgare*) is withering in Kotah for want of rain, and the crops have withered in Ulwar and have been much damaged in Bikanir; elsewhere prospects are reported fair, except in Merwara, Jeypore, Kerauli, Bhartpore, Bikanir, Tonk, and Jaisalmere. Agricultural stock generally are in good condition, but are suffering in Ulwar for want of fodder. Pasturage and fodder are generally sufficient, but fodder is scarce in parts of Meywar, Kotah, Shahpura, Ulwar, and Jaisalmere, and it is failing in Dholepore and Bhartpore. Prices are rising in seven States, but are steady elsewhere. Famine is apprehended in Bikanir, but is not seriously felt anywhere at present.

Kashmir.—KASHMIR VALLEY:—*For week ending 19th November.*—Slight rain has fallen. The spring sowings are still going on. Prices continue normal.

Jammu Province.—*For week ending 20th November.*—Rainfall slight. The spring sowings continue. Cattle are in fair condition. Prices are rising.

Nepal.—*For week ending 16th November*—Weather bright and unusually warm. Low-land rice has been harvested; the outturn is good.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 10TH NOVEMBER 1894, AND FROM 1ST JULY TO 9TH NOVEMBER 1895.

N.B.—As regards the figures in column *Total Earnings from 1st July 1895*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 2nd-half of 1894.	Week ending 10th November 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 9th November 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st July to 10th November 1894.	Earnings from 1st July to 9th November 1895.	Increase.	Decrease.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	556	1,687	9,79,073	580	1,734	11,73,783	677	1,67,57,384	1,72,52,568	4,95,184	...
Bengal-Nágpur	109	862	92,800	108	862	96,074	111	14,58,674	14,46,525	...	12,146
Indian Midland (*a*)	132	752	1,02,580	136	825	1,05,906	128	18,04,757	14,86,610	...	3,18,147
Bezwada extension	198	21	3,774	180	21	3,279	156	69,203	57,830	...	11,373
Metre gauge—											
Rajputana-Malwa (*b*)	236	1,790	4,50,994	252	1,789	4,00,430	224	69,38,526	63,96,178	...	5,42,348
Pálanpur-Deesa	37	17	766	45	17	900	53	10,707	12,110	1,403	...
South Indian	154	1,042	1,45,847	140	1,042	1,53,981	148	29,65,889	31,19,630	1,53,741	...
Mayavaram-Mutupet	82	54	6,230	115	54	3,825	71	77,998	86,129	8,131	...
Southern Mahratta (*c*)	90	1,105	97,023	83	1,105	1,41,754	122	18,78,274	20,63,598	1,85,324	...
Bengal and North-Western (*d*)	121	750	93,460	124	756	1,43,130	189	15,95,381	15,91,795	...	3,586
Rohilkund and Kumaon (Lucknow-Bareilly section)	87	200	16,218	81	200	10,904	55	3,17,223	1,89,597	...	1,27,626
Assam-Bengal	...	...	...	...	128	12,119	95	...	1,40,297	1,40,297	...
TOTAL	232	8,346	19,88,825	238	8,593	22,46,085	261	3,38,74,016	3,38,42,870	...	31,146
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	242	2,511	5,92,867	236	2,548	6,04,082	237	1,04,76,111	1,12,76,384	8,00,273	...
Oudh and Rohilkhand (state)	238	797	2,15,825	271	797	1,59,970	201	32,86,892	28,74,713	...	4,12,179
Eastern Bengal (state) including metre and 2′ 6″ gauges	382	813	3,43,100	422	813	3,89,860	480	54,71,720	57,25,927	2,54,207	...
Bengal Central (*f*)	127	125	10,532	132	125	22,350	179	2,88,735	3,52,987	64,252	...
East Coast (state)	90	321	24,052	77	427	32,875	77	4,99,373	5,80,098	80,725	...
Metre gauge—											
Burma (state)	131	746	96,266	129	834	1,19,673	143	17,89,309	20,45,150	2,55,847	...
Special gauges—											
Jorhát (state provincial)	61	25	1,378	55	28	1,289	46	30,877	36,595	5,718	...
Cherra-Companyganj (state provincial)	59	8	467	58	8	491	61	8,023	7,957	...	66
TOTAL	235	5,346	12,91,087	242	5,580	13,30,590	238	2,18,51,040	2,28,99,817	10,48,777	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	341	1,490	5,58,269	375	1,490	7,19,872	483	81,41,959	77,99,262	...	3,42,697
Bombay, Baroda and Central India	530	461	2,57,956	560	461	2,80,000	620	38,90,330	41,91,183	2,94,849	...
Madras	236	840	1,90,731	227	840	1,87,084	223	30,90,496	38,97,290	2,06,794	...
TOTAL	340	2,791	10,06,956	361	2,791	11,92,956	427	1,57,28,791	1,58,87,737	1,58,946	...
TOTAL (GUARANTEED AND STATE)	251	16,483	42,86,868	260	16,964	47,69,631	281	7,14,53,847	7,26,30,424	11,76,577	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	152	161	27,888	173	161	34,905	216	4,55,052	4,97,517	42,465	...
Tarkessur	222	22	5,381	245	22	5,700	262	90,997	93,099	2,102	...
Metre gauge—											
Rohilkund and Kumaon (Company section)	116	67	11,436	171	66	11,610	176	1,47,468	1,58,561	11,093	...
Bengal Dooars	148	36	4,366	121	36	6,310	175	89,561	1,12,439	22,878	...
Dibru-Sadiya	130	78	12,053	155	78	11,349	146	2,09,133	2,14,030	4,897	...
Special gauge—											
Darjeeling-Himalayan	248	51	12,955	154	51	15,219	298	2,31,247	2,53,949	22,702	...
TOTAL	157	415	74,079	179	414	85,159	206	12,23,458	13,29,595	1,06,137	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	171	333	60,827	183	333	68,059	204	10,05,328	9,38,737	...	66,591
The Gaekwar's Petlád	89	13	1,016	78	13	800	61	20,751	20,640	...	111
Rájpura-Bhátinda	257	108	29,022	269	108	19,576	181	4,24,360	3,50,100	...	74,260
Kolar Gold-fields	241	10	2,619	262	10	3,191	319	48,631	64,291	15,660	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	87	362	27,056	75	362	33,814	93	5,92,759	6,47,552	154,793	...
The Gaekwar's Mehsána	60	93	5,911	64	93	4,800	52	87,099	82,866	...	4,233
Kolhápur	71	29	1,725	59	29	2,618	90	38,468	39,553	1,085	...
Special gauges—											
The Gaekwar's Dabhoi	47	72	4,272	59	72	4,470	62	58,812	57,255	...	1,557
Cooch Behar	40	22	820	37	22	1,840	84	14,278	14,119	...	159
TOTAL	126	1,042	1,33,268	128	1,042	1,39,228	134	22,90,486	22,15,113	...	75,373
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	81	334	36,339	109	334	43,348	130	4,39,551	4,42,859	3,308	...
Jetalsar-Rájkot	61	46	3,445	75	46	3,916	85	49,944	55,557	5,613	...
Jodhpore-Bickaneer	48	364	15,369	42	364	17,200	47	3,33,920	2,92,736	...	41,184
Oodeypore-Chitor (*i*)	...	...	...	...	61	1,410	23	...	(*j*) 29,528	29,528	...
Special gauge—											
Morvi	56	94	6,272	67	94	6,900	73	92,850	1,09,556	16,706	...
TOTAL	63	838	61,425	73	899	72,774	81	9,16,265	9,30,236	13,971	...
GRAND TOTAL	234	18,778	45,55,640	243	19,319	50,66,792	262	7,58,84,056	7,71,05,368	12,21,312	...

(*a*) Includes the Bhopal-Itársi and Bina-Guna railways.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Includes the Guntakal-Mysore frontier section.
(*d*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North Western Railway Company.
(*e*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*i*) The line is being worked by the Bombay, Baroda and Central India Railway Company, as a temporary measure.
(*j*) Total earnings from 1st August to 9th November 1895.

CALCUTTA, *the 22nd November 1895.*

F. B. HEBBERT,
Under Secretary.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XXX OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1894-95.	Week ending 10th November 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 9th November 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st April to 10th November 1894.	Earnings from 1st April to 9th November 1895.	Increase.	Decrease.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	599	1,687	9,79,073	580	1,734	11,73,783	677	3,05,08,520	3,14,75,543	9,67,023	...
Bengal-Nágpur	152	802	92,800	108	802	90,074	111	33,39,105	34,30,500	91,395	...
Indian Midland (*a*)	144	752	1,02,580	130	825	1,05,906	128	34,23,364	27,39,144	...	6,84,220
Bezwada extension	170	21	3,774	180	21	3,479	156	1,03,217	1,00,684	3,467	...
Metre gauge—											
Rajputana-Malwa (*b*)	279	1,790	4,50,994	252	1,789	4,00,430	224	1,44,63,571	1,38,04,951	...	6,58,620
Pálanpur-Deesa	44	17	700	45	17	900	53	21,523	23,999	2,476	...
South Indian	154	1,042	1,45,847	140	1,042	1,53,981	148	50,91,224	55,03,488	4,12,264	...
Mayavaram-Mutupet	75	54	6,230	115	54	3,825	71	(*c*) 1,26,549	1,50,009	29,400	...
Southern Mahratta (*d*)	105	1,105	97,023	83	1,105	1,41,754	122	38,13,700	40,57,995	2,44,235	...
Bengal and North-Western (*e*)	140	750	93,400	124	756	1,43,130	189	33,31,051	32,39,850	...	91,801
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	16,218	81	200	10,904	55	5,67,047	4,18,169	...	1,48,878
Assam-Bengal	...	...	...	...	128	12,119	95	...	(*f*) 1,40,297	1,40,297	...
TOTAL	259	8,340	19,88,825	238	8,593	22,46,085	261	6,47,89,531	6,51,02,629	3,13,098	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*g*)	252	2,511	5,92,867	236	2,548	6,04,082	237	1,88,06,740	2,19,31,675	31,24,935	...
Oudh and Rohilkhand (state)	270	797	2,15,825	271	797	1,59,970	201	62,42,932	57,70,357	...	4,72,575
Eastern Bengal (state) including metre and 2′ 6″ gauges	339	813	3,43,100	422	813	3,89,860	480	82,24,190	85,26,007	3,01,817	...
Bengal Central (*h*)	130	125	10,532	132	125	24,350	179	4,96,889	5,61,162	64,273	...
East Coast (state)	99	321	24,052	77	427	32,875	77	9,13,600	11,40,886	2,27,286	...
Metre gauge—											
Burma (state)	164	746	96,266	129	834	1,19,673	143	33,55,486	37,70,734	4,15,248	...
Special gauges—											
Jorhát (state provincial)	55	25	1,378	55	28	1,289	46	47,510	57,933	10,423	...
Cherra-Companyganj (state provincial)	64	8	467	58	8	491	61	14,561	12,446	...	2,115
TOTAL	243	5,340	12,91,087	242	5,580	13,30,590	238	3,81,01,908	4,17,71,200	136,69,292	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	442	1,490	5,58,269	375	1,490	7,19,872	483	1,89,66,227	1,72,00,865	...	17,65,362
Bombay, Baroda and Central India	678	401	2,57,956	500	461	2,80,000	620	92,39,025	1,04,63,095	12,23,440	...
Madras	243	840	1,90,731	227	840	1,87,084	223	63,33,804	67,99,289	4,63,485	...
TOTAL	421	2,791	10,06,956	361	2,791	11,92,956	427	3,45,41,656	3,44,63,219	...	78,437
TOTAL (GUARANTEED AND STATE)	281	16,483	42,86,868	260	16,964	47,09,031	281	13,74,33,095	14,13,37,048	39,03,953	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	165	161	27,888	173	161	34,905	216	8,31,817	9,02,840	71,023	...
Tarkessur	209	22	5,381	245	22	5,766	262	1,83,971	1,82,396	...	1,575
Metre gauge—											
Rohilkhand and Kumaon (Company section)	121	67	11,436	171	66	11,610	176	2,82,689	2,90,849	8,160	...
Bengal Dooars	161	30	4,366	121	36	6,310	175	1,26,538	1,68,678	42,140	...
Dibru-Sadiya	136	78	12,053	155	78	11,349	146	3,39,400	3,56,752	17,332	...
Special gauge—											
Darjeeling-Himalayan	249	51	12,955	154	51	15,219	298	4,66,308	4,72,542	66,234	...
TOTAL	164	415	74,079	179	414	85,159	206	21,70,723	23,74,057	2,03,334	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	187	333	60,827	183	333	68,059	204	18,82,529	17,67,903	...	1,14,626
The Gaekwar's Petlád	105	13	1,016	78	13	800	61	43,073	45,137	2,064	...
Rájpura-Bhátinda	271	108	29,022	269	108	19,576	181	7,48,717	6,49,371	...	99,346
Kolar Gold-fields	260	10	2,619	262	10	3,191	319	(*j*) 01,850	1,01,729	39,879	...
Metre gauge—											
Southern Mahratta (Mysore section) (*k*)	89	362	27,056	75	362	33,814	93	10,29,507	10,97,454	67,947	...
The Gaekwar's Mehsána	74	93	5,911	64	93	4,860	52	2,03,141	1,87,699	...	15,442
Kolhápur	81	29	1,725	59	29	2,618	90	77,666	75,323	...	2,343
Special gauges—											
The Gaekwar's Dabhoi	59	72	4,272	59	72	4,470	62	1,37,913	1,48,874	10,961	...
Cooch Behar	45	22	820	37	22	1,840	84	25,079	25,038	...	41
TOTAL	136	1,042	1,33,268	128	1,042	1,39,228	134	42,09,475	40,98,528	...	1,10,947
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	103	334	36,339	109	334	43,348	130	10,21,780	11,60,083	1,38,303	...
Jetalsar-Rájkot	68	46	3,445	75	46	3,916	85	93,181	1,08,876	15,695	...
Jodhpore-Bickaneer	58	364	15,369	42	364	17,200	47	6,89,185	5,88,404	...	1,00,781
Oodeypore-Chitor (*l*)	...	...	...	...	61	1,410	23	...	(*m*) 29,528	29,528	...
Special gauge—											
Morvi	65	94	6,272	67	94	6,900	73	1,90,591	2,32,246	41,655	...
TOTAL	78	838	61,425	73	899	72,774	81	19,94,737	21,19,137	1,24,400	...
GRAND TOTAL	261	18,778	45,55,640	243	19,319	50,66,792	262	14,58,08,030	14,99,28,770	41,20,740	...

(*a*) Includes the Bhopal-Itársi and Bina-Guna railways.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 10th November 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Total earnings from 1st July to 9th November 1895.
(*g*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*j*) Total earnings from 1st June to 10th November 1895.
(*k*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*l*) The line is being worked by the Bombay, Baroda and Central India Railway Company as a temporary measure.
(*m*) Total earnings from 1st August to 9th November 1895.

CALCUTTA, *the 22nd November 1895.*

F. B. HEBBERT,
Under Secretary.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Total Gross and Net Indian Sea and Land Customs Revenue (excluding Salt Revenue).

[In thousands of Rupees.]

	In the seven months, April to October, of									
IMPORTS (GROSS REVENUE).	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Arms, Ammunition, and Military Stores	1,23	1,24	1,29	1,14	1,46	1,81	1,77	1,77	1,68	1,92
Liquors:										
Spirit	22,02	25,35	27,29	27,45	30,77	29,20	30,61	28,95	30,22	32,75
Other liquors	3,14	3,59	3,51	3,49	3,51	3,82	3,50	3,66	3,19	3,70
Apparel, drapery, etc.	—	—	—	—	—	—	—	—	4,61	4,15
Chemical products and preparations	—	—	—	—	—	—	—	—	1,51	1,51
Cotton manufactures:										
Twist and yarn	—	—	—	—	—	—	—	—	—	8,02
Piece goods, grey	—	—	—	—	—	—	—	—	—	36,66
„ white	—	—	—	—	—	—	—	—	—	12,46
„ coloured	—	—	—	—	—	—	—	—	—	13,72
Other goods	—	—	—	—	—	—	—	—	—	1,72
Drugs, medicines, and narcotics	—	—	—	—	—	—	—	—	1,90	1,82
Dyeing and tanning materials	—	—	—	—	—	—	—	—	1,64	2,22
Glass and glassware	—	—	—	—	—	—	—	—	1,78	2,03
Hardware and cutlery	—	—	—	—	—	—	—	—	4,20	4,00
Metals:										
Copper	—	—	—	—	—	—	—	—	2,14	4,46
Iron and steel	—	—	—	—	—	—	—	—	1,36	2,26
Silver	—	—	—	—	—	—	—	—	21,36	18,18
Tin	—	—	—	—	—	—	—	—	79	74
Other metals	—	—	—	—	—	—	—	—	2,56	1,46
Oils: Petroleum	—	—	7,05	9,19	8,79	10,30	9,43	11,03	9,85	27,24
Paints and colours	—	—	—	—	—	—	—	—	90	1,00
Paper	—	—	—	—	—	—	—	—	1,11	1,46
Provisions	—	—	—	—	—	—	—	—	2,85	4,79
Silk, raw and manufactured	—	—	—	—	—	—	—	—	7,26	8,5
Spices	—	—	—	—	—	—	—	—	2,30	1,6
Stationery	—	—	—	—	—	—	—	—	82	82
Sugar	—	—	—	—	—	—	—	—	6,12	9,22
Tea	—	—	—	—	—	—	—	—	1,91	1,07
Umbrellas	—	—	—	—	—	—	—	—	1,04	97
Wood and timber	—	—	—	—	—	—	—	—	58	88
Woollen goods	—	—	—	—	—	—	—	—	5,22	4,50
Imports by post	1	1	1	1	1	1	1	1	75	82
All other articles	2	1	2	1	2	1	2	13	12,16	13,39
TOTAL	26,42	30,20	39,17	41,29	44,56	45,15	45,34	45,55	1,31,81	2,30,13
EXPORTS (GROSS REVENUE).										
Rice and rice-flour	30,93	33,96	27,75	35,67	47,38	42,67	32,74	35,94	45,66	47,21
TOTAL GROSS REVENUE	57,35	64,16	66,92	76,96	91,94	87,82	78,08	81,49	1,77,47	2,77,34
TOTAL NET REVENUE	55,96	62,33	65,07	74,93	89,42	84,99	76,02	79,03	1,73,30	2,71,43
Provincial distribution of Net Customs Revenue.										
Bengal — Import	7,47	7,09	11,90	13,44	14,76	15,18	16,09	15,88	34,89	90,19
Bengal — Export	5,96	7,78	9,10	6,68	9,16	9,78	7,48	7,69	8,06	10,79
Bombay — Import	7,01	8,48	10,60	10,43	12,02	12,61	12,61	13,59	64,66	82,60
Bombay — Export	64	90	68	1,06	93	63	1,01	92	1,91	1,49
Sindh — Import	2,72	2,89	3,73	3,63	4,04	3,85	3,52	3,72	7,04	12,74
Sindh — Export	53	44	22	29	45	37	42	29	35	35
Madras — Import	3,85	5,64	6,42	6,17	7,11	6,37	5,99	6,05	12,65	21,79
Madras — Export	3,25	2,80	3,08	4,11	2,76	2,42	2,49	3,22	4,43	2,94
Burma — Import	5,15	5,26	5,64	6,38	5,44	5,75	5,89	4,91	9,45	17,88
Burma — Export	19,68	21,05	13,70	22,74	32,75	28,03	20,52	22,76	29,86	30,66

FINANCE AND COMMERCE DEPARTMENT
November 19, 1895.

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

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OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. on Saturday, November 16th, 1895.

The week under review has been one of very light and scattered rainfall. Ordinarily Lower Burma and the East of the Peninsula receive, during the present week, considerable rainfall, but in the present instance the Eastern Peninsula, the centre of the Bay and the Madras coast districts have been the seat of high pressure areas. In consequence the low pressure area, on which depends the autumnal rainfall, has been displaced southward to Equatorial regions, and the air currents of the retreating south-west monsoon have in their turn been shifted southward, and have left the Burma and Indian Peninsulas wholly unaffected. As a consequence the only rainfall received has been a few scattered showers. The most marked feature in the weather during the week has been the excessive temperature which has prevailed over the greater part of the country. It might have been anticipated that this excess would have been most marked over Burma and Madras, where the abnormal absence of rainfall might have been expected to occasion an exceptional rise of temperature, but in both these regions cool northerly breezes kept down the heat and the greatest excess was felt over North-Western and Central India, where on some days both the day and night temperatures were exceptionally high. Accompanying these excessive temperatures was great dryness of the air, so that on some occasions in North-West India at 8 A.M. humidities of between 22% and 32% were registered.

Daily Summary.—*Sunday, 10th November.*—Pressure had given way slightly, but the general distribution was little changed, and uniform pressures

and light winds prevailed generally. A few light showers were reported from North-East India, but in Southern India the only rainfall was 0·41″ at Madura. The mean temperature was in defect of the normal over Burma and the Bombay Deccan, but was in excess elsewhere; the greatest abnormal excess being in the Jhansi district of the North-Western Provinces.

Monday.—Pressure had risen slightly to briskly over the whole of India. Slight high pressure areas were reported from the extreme north-west and extreme north-east and a slight low pressure area from the south-west of the Bay. Pressure differences, however, remained small. Northerly to easterly winds continued over the Peninsula and the Bay area and variable breezes elsewhere. Temperature had also risen and the mean temperature was in defect only in Burma. The abnormal excess was greatest in the South of the Punjab. Showers were reported from Burma and Madras.

Tuesday.—Pressure had increased in the north-west and changed little elsewhere. Readings were highest in North-West India and lowest over the south-west of the Bay and pressure differences were increasing slightly. Pressure was in considerable excess over the Peninsula. The wind was westerly down the Gangetic plain, between north and east elsewhere. Temperature had decreased slightly, but the mean temperature was still in excess except over Burma. The abnormal excess was greatest in the East Punjab. A few light showers were reported from North Bengal, Upper Burma, and the south of the Peninsula.

Wednesday.—Pressure had again increased in the north-west and had hardly changed elsewhere. Readings were lowest over the Gangetic plain and highest over the Bombay Deccan. Pressure was in considerable excess over the Peninsula. The wind directions were practically unchanged. Temperature had decreased in parts of North-Western and of Central India. The mean temperature was in excess of the normal average in all provinces—most so in North-West India. Light showers were again reported from North-East India and the south of the Peninsula.

Thursday.—The barometer had fallen briskly in the extreme north-west and slightly over the Peninsula, while it had been steady or had risen elsewhere. A low pressure area had appeared over the western desert. Winds were irregularly cyclonic in the north-west, but elsewhere the directions were the same as on the preceding day. The temperature had fallen briskly over the Gangetic plain. The mean temperature remained excessive in all provinces. Light showers had been received in North-East India and a heavy shower at Cochin.

Friday.—The barometer had risen everywhere. Readings were very uniform throughout the central parts of India and of the Peninsula. They were relatively low over the western desert and over the centre of the Bay. Irregular cyclonic winds continued to be reported from the north-west. The mean temperature remained excessive in all provinces—most so in Sind and Rajputana. A light shower was reported from Murree and showers had again been received in parts of North-East India.

Saturday.—Pressure had changed slightly, except over the north of the Punjab and Kashmir, where it had fallen briskly. A shallow depression was shown over the Central Punjab. Pressure was in considerable excess over Burma, the centre of the Bay and part of Madras. Moderate south-easterly gales were reported from Murree and Cherat. The mean temperature had fallen below the normal average over Burma, but remained in excess in all the other provinces. A few light showers were reported from Sikkim and the North-West Himalayas.

Temperature.—The excessive heat which set in over India at the commencement of the month has been very pronounced during the present week. On the whole the excess of temperature has been more marked in the case of the night than in the case of the day temperatures. This was particularly noticeable at the close of the week when the minimum temperatures were from 15° to 20° above the average in parts of North-West India.

The following table gives the variations of the mean temperature from the normal in the different provinces of India for each day of the week:—

Province.	November 1895.							Mean variation of week.
	10th.	11th.	12th.	13th.	14th.	15th.	16th.	
Burma	—1·4	+0·5	—0·4	+0·4	+0·4	+0·1	—1·8	—0·3
Bengal and Assam	+2·6	+3·0	+3·8	+3·8	+3·9	+4·1	+4·4	+3·7
North-Western Provinces and Oudh	+4·7	+5·6	+6·2	+6·6	+5·1	+5·8	+6·5	+5·8
Punjab	+6·6	+6·9	+7·0	+6·3	+6·9	+7·8	+7·7	+7·0
Bombay	+0·6	+1·8	+2·0	+1·9	+1·1	+1·0	+1·5	+1·4
Central Provinces and Berar	+3·5	+4·5	+4·9	+4·3	+4·8	+5·2	+5·6	+4·7
Central India and Gujarat	+5·3	+5·2	+5·1	+5·2	+5·4	+4·3	+4·6	+5·0
Sind and Rajputana	+6·8	+5·7	+5·5	+7·2	+6·3	+8·5	+7·4	+6·8
Madras	+1·5	+2·5	+2·1	+1·7	+1·8	+1·0	+0·8	+1·6
MEAN FOR WHOLE OF INDIA	+3·4	+4·0	+4·0	+4·2	+4·0	+4·2	+4·1	+4·0

The mean temperature of the whole of India for the whole week and practically for each day of the week was thus about 4° above the normal. In Burma there was a slight deficiency of temperature on the 10th, 12th, and 16th, and the mean temperature of the whole province for the week was 0°·3 below the normal, but this was the only case of deficient heat. In all the remaining provinces the heat was excessive, the abnormal excess ranging from 1°·5 in the Peninsula to 7°·0 in the Punjab.

Rainfall.—The daily distribution of rainfall has been described in the earlier sections of the summary and the information in the rainfall table at the close calls for little or no remark. The whole rainfall of the week occurred as scattered showers, and was practically confined to North-Eastern and Southern India. Upper Burma and Malabar had a total of about half an inch for the week, and Assam (Surma) and Madras (South) of about one quarter of an inch, while in all the other divisions which received rain, the totals were small and unimportant. The anticipated rainfall for the week under review is in nearly all cases small, and this small amount was in some instances, as, for example, in Assam (Surma), Deltaic Bengal, North Bengal, and Behar, exceeded, but in general the rainfall has been less than usual. Over a large part of the country, for the reason given above, the defect has been small, but in Lower Burma the total actual fall was only 0·06″, while the anticipated fall was 1·07″; in Arakan the actual was *nil*, and the anticipated fall 1·12″; in the East Coast (South) 0·14″ and 1·82″, respectively, and in Madras (South) 0·24″ and 1·24″ respectively. Hence in these regions there has been a decided deficiency of rainfall, while in some other parts of the country the deficiency, though actually and relatively to the normal small, is yet important in face of the long continued lightness of the rainfall.

The three concluding columns of the table giving the actual average and normal average rainfall from the 13th of October to date exhibit an excess of rain in the case of Chota Nagpur, of Malabar, of the Konkan, of Gujarat, of Kathiawar, of Central India (East), and of Hyderabad (South); and a normal rainfall in the case of Madras (South Central), Coorg, Mysore, the Bombay Deccan, Khandesh, the East Coast (North), Madras (Central), the East coast (Central), the East coast (South), and Madras (South). In all the remaining divisions there is a considerable to large deficiency, while in several of the North-West divisions there has been practically no rain throughout the whole period.

The only heavy totals are: Cochin 3·76 inches, Cottayam (Travancore) 2·26 inches.

Province.	Division.	Rainfall data for week ending 16th November 1895. Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Rainfall data from 13th October to 16th November 1895. Average actual rainfall of season to date.	Average normal rainfall, 13th October to 16th November.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0	0	2·38	5·26	— 55
	Lower Burma	0·06	1·07	—1·01	1·49	6·52	— 77
	Central do.	0·15	0·47	—0·32	1·52	3·63	— 58
	Upper do.	0·53	?	?	2·07	?	
	Arakan	0	1·12	—1·12	1·27	7·64	— 83
Bengal and Assam	Eastern Bengal	0·07	0·07	0	0·38	3·60	— 90
	Assam (Surma)	0·23	0·11	+0·12	1·74	3·44	— 49
	Do. (Brahmaputra)	0·01	0·13	—0·12	0·48	2·07	— 77
	Deltaic Bengal	0·04	0·01	+0·03	1·13	2·53	— 55
	Central do.	0	0·02	—0·02	1·01	2·13	— 53
	North do.	0·11	0·05	+0·06	0·53	2·31	— 77
	Orissa	0	0·12	—0·12	1·53	4·30	— 64
	Chota Nagpur	0	0·02	—0·02	2·58	1·47	+ 76
	Bihar (South)	0	0	0	0·05	1·32	— 96
	Do. (North)	0·01	0	+0·01	0·04	1·11	— 96
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·01	—0·01	0	0·82	— 100
	North-Western Provinces Submontane (a)	0	0	0	0	0·81	— 100
	Oudh (South)	0	0	0	0·03	0·39	— 92
	Do. (North)	0	0	0	0·01	0·26	— 96
	North-Western Provinces (Central)	0	0	0	0	0·19	— 100
	North-Western Provinces (West)	0	0	0	0	0·07	— 100
	North-Western Provinces (Submontane) B	0	0·02	—0·02	0·01	0·10	— 90
Punjab	Punjab (South)	0	0·02	—0·02	0	0·10	— 100
	Do. (Central)	0	0·02	—0·02	0	0·10	— 100
	Do. (Submontane)	0	0·03	—0·03	0	0·12	— 100
	Do. (Hill Districts)	0·02	0·08	—0·06	0·16	0·34	— 53
	Do. (North-West)	0·03	0·18	—0·15	0·10	0·36	— 72
	Do. (West)	0	0·05	—0·05	0	0·09	— 100
Bombay and Malabar Coast Districts (Madras)	Malabar	0·49	0·72	—0·23	11·16	8·45	+ 32
	Madras (South Central)	0·02	0·86	—0·84	8·17	7·22	+ 13
	Coorg	0·01	0·65	—0·04	6·84	6·41	+ 7
	Mysore	0·03	0·28	—0·25	4·79	4·80	0
	Konkan	0	0·13	—0·13	4·97	3·32	+ 49
	Bombay Deccan	0	0·08	—0·08	4·06	3·48	+ 17
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0·11	—0·11	1·73	2·09	— 17
Central Provinces and Berar	Berar	0	0·09	—0·09	1·31	1·78	— 26
	Central Provinces (West)	0	0·07	—0·07	0·53	1·20	— 56
	Do. (Central)	0	0·04	—0·04	0·45	0·96	— 53
	Do. (East)	0	0·03	—0·03	0·74	1·18	— 37
Bombay (North)	Gujarat	0	0·02	—0·02	1·29	0·59	+ 119
	Kathiawar	0	0·03	—0·03	0·95	0·34	+ 179
	Sind	0	0·02	—0·02	0	0·08	— 100
Rajputana and Central India.	Central India (East)	0	0·06	—0·06	0·66	0·33	+ 100
	Rajputana (East), Central India (West)	0	0·02	—0·02	0·05	0·29	— 83
	Rajputana (West)	0	0·01	—0·01	0	0·08	— 100
Madras	East Coast (North)	0	0·22	—0·22	7·61	6·60	+ 15
	Do. (do.) (a)	0	0·25	—0·25	4·25	4·58	— 7
	Hyderabad (South)	0	0·07	—0·07	4·28	1·02	+ 319
	Madras (Central)	0·02	0·24	—0·22	4·26	4·39	— 3
	East Coast (Central)	0·08	0·95	—0·87	8·47	8·57	— 1
	Do. (South)	0·14	1·82	—1·68	11·45	11·06	+ 3
	Madras (South)	0·24	1·48	—1·24	9·68	8·33	+ 16

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

SIMLA, *the 21st November 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 23rd November.*—Rainfall heavy along the East coast, south of Nellore, and moderate falls in the remainder of the southern half of the Presidency; showers elsewhere. Agricultural operations are progressing. The standing crops are generally good. The harvest is going on with fair outturn. Pasture and fodder are sufficient. Cattle are in good condition. Prices are falling, especially in the Deccan, Southern, and West coast districts.

Bombay.—*For week ending 27th November.*—The late crops have been slightly injured by grasshoppers or other insects in two talukas of Karachi. The standing crops otherwise are good. Harvesting of the early crops is progressing in fifteen, and sowing of the late crops in twelve, districts. Cotton-picking continues in Ahmedabad, Khandesh, and Ahmednagar; and poppy sowing in parts of Baroda territory. Fodder is scarce in parts of Sind and Broach. Agricultural stock are healthy, except in parts of Broach and Thar and Parkar. Prices are normal, except in parts of Sholapur.

Bengal.—*For week ending 25th November.*—There was no rain during the week. The harvesting of winter rice has begun. Owing to the early cessation of the rains the outturn will probably be below the average, except in Northern Bengal and Orissa. The sowing of the spring crops is in progress, but complaints of a lack of moisture come from Gaya, Darbhanga, and Hazaribagh. Poppy is coming on well, though the recent heat in Bihar has necessitated resowings in places. Sugarcane is a good crop and is being harvested in some districts. The price of common rice continues generally steady, but the slight upward tendency continues.

North-Western Provinces and Oudh.—*For week ending 27th November.*—The weather is cool, and cloudy in places. Rain is much needed for the spring crops on the ground. Owing to the abnormal heat and insects, wheat has been slightly injured in Benares, and the first sowings of poppy have generally failed in Partabgarh. Irrigation of the crops, picking of cotton, and pressing of sugarcane are in progress. Fodder is sufficient. The markets are sufficiently stocked. Prices are fairly steady, but are rising in some districts.

Punjab.—*For week ending 27th November.*—Slight rainfall in Delhi only. Harvesting of the autumn crops and pressing of sugarcane are in progress. Picking of cotton is nearly finished. Sowings of the spring crops are going on, but rain is badly wanted in most districts. The condition of the standing crops is said to be good in Amritsar and Peshawar and average to poor in other districts. The crops are withering for want of rain in some districts. Cattle are generally said to be in good condition, except in Hissar where they are being sent away to the hills. Fodder is scarce in Hissar, Jullundur, and Lahore, is scanty in Ferozepore, and is getting dear in Delhi; in other districts fodder is sufficient. Prices are low in Mooltan, but are rising in Peshawar and Hissar and are high elsewhere. Wheat is selling at 15 to 16 sers per rupee in Shahpur and 13½ sers in Delhi.

Central Provinces.—*For week ending 27th November.*—The weather is clear but is still unusually warm. In the north of the provinces and in the

Nerbudda Valley where the prospects of the spring crops are deteriorating for want of moisture, rain is much needed to improve the outlook. Cotton-picking continues and favourable reports are received of the yield. The outturn of rice in Sambalpur is estimated at thirteen annas.

Burma.—*For week ending 23rd November.*—In Lower Burma some probable damage from failure of the later rains is now anticipated in Bassein, but the extent is not known. Prospects in other districts continue favourable. The early paddy is being reaped. In Upper Burma ploughing for dry-weather paddy has commenced in one township of Mandalay. Reaping of early wet-weather paddy is in progress in Bhamo, Myitkyina, the Ruby Mines, Shwebo, Upper Chindwin, Thayetmyo, Pakkoku, Minbu, Magwe, Kyaukse, and Myingyan. No rain has fallen during the week in any district. The *jowar* (*Sorghum vulgare*) crop in one sub-division of Minbu is said to be very poor, and the crop has failed altogether in some parts of Myingyan. On the whole, prospects are very poor. The price of paddy has risen slightly in Pakkoku and Magwe; elsewhere prices are stationary.

Assam.—*For week ending 26th November.*—The weather is dry and rain is badly wanted for the crops in Darrang and Nowgong. Reaping of late rice has commenced. Tea is doing well. The condition of cattle is good. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 27th November.*—MYSORE: Slight rain in parts. Prospects are favourable. *Ragi* (*Eleusine coracana*) has been harvested in parts. Prices have fallen in Kolar and Chitaldrug.

COORG: The rice crop is maturing. Picking of coffee and cardamoms continues. Water and fodder for cattle are sufficient. Prices are normal.

Berar and Hyderabad.—*For week ending 27th November.*—BERAR: The weather is cool. The standing crops are in fair condition. Picking of cotton is in progress. Fodder and water are insufficient in parts of Akola. Prices have risen in Ellichpur, but have fallen in Wun, and are stationary elsewhere.

HYDERABAD: No rain during the week. Agricultural prospects are favourable. Fodder and pasture are available. Prices are steady.

Central India.—*For week ending 27th November.*—No rain during the week. More rain is still wanted in Bhopal, Bundelkhand, Bhopawar, and Goona. Agricultural operations are in progress in all parts. The crops have been slightly damaged for want of rain in Gwalior, Bundelkhand, Baghelkhand, Bhopawar, and Goona. Agricultural stock and pasturage are in fairly good condition. Opium is being sown in Bhopal and Bhopawar, and the crop is good in Western Malwa and Neemuch. Prices are rising in Bundelkhand and parts of Gwalior and are above normal in Western Malwa, Goona, and Neemuch; elsewhere prices are normal.

Rajputana.—*For week ending 27th November.*—Agricultural operations are generally satisfactory. Wheat is withering in places in Kotah, and the unirrigated crops are suffering in Ajmere-Merwara and Ulwar, and are bad in Jeypore for want of rain. The crops have been much damaged in Bikanir, and injury to all the standing crops is also reported from Jhallawar. Prospects are generally fair, expect in Jhallawar, Merwara, Jeypore, Bhurtpore, Bikanir, Tonk, and Jaisalmere. Agricultural stock are generally in good condition, but are suffering in Ulwar and parts of Jaisalmere for want of fodder. Pasturage and fodder are generally sufficient, except in Shahpura, Ulwar, Jaisalmere, and Kherwara, and fodder is failing in Dholepore and Bhurtpore. Prices are rising in eight States, and falling in one; elsewhere prices are steady. Famine is impending in parts of Bikanir.

Kashmir.—KASHMIR VALLEY.—*For week ending 26th November.*—Rainfall moderate. The spring sowings are still going on. Prices continue normal.

JAMMU PROVINCE.—*For week ending 27th November.*—Report not received.

Nepal.—*For week ending 23rd November.*—The weather is warmer and drier than usual. The wheat and barley crops are promising.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

STATISTICS.

IMPORTS OF COTTON, WHEAT, LINSEED, AND INDIGO.

Statement showing in maunds the imports of Cotton, Wheat, Linseed, and Indigo by rail and river into Calcutta, the City of Bombay, and Karachi, during the month of September, and from 1st January 1895 to 30th September 1895 compared with the corresponding periods of the years 1893 and 1894.

Articles, and whence exported.	Imports in September.												Imports from January to September inclusive.												Articles, and whence exported.
	Calcutta.			City of Bombay.			Karachi.			Total.			Calcutta.			City of Bombay.			Karachi.			Total.			
	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	
COTTON, RAW—																									COTTON, RAW—
Madras	...	...	...	30,107	3,454	4,342	...	...	...	30,107	3,454	4,342	...	...	...	148,030	69,270	54,247	...	...	...	148,030	69,270	54,247	Madras.
Bombay	...	...	...	100,559	27,185	68,720	...	...	...	100,559	27,185	68,720	...	242	...	3,315,027	3,281,326	2,909,180	...	...	...	3,315,046	3,281,508	2,909,180	Bombay.
Sind	...	...	...	...	...	...	3,876	2,607	4,664	3,876	2,607	4,664	...	...	...	...	...	...	152,822	394,232	328,226	152,822	394,232	328,226	Sind.
Bengal	2,810	2,782	9,753	...	...	...	...	...	...	2,810	2,782	9,753	...	...	...	19	...	...	...	...	...	89,856	63,610	79,756	Bengal.
N.-W. P. & O.	12,169	12,945	32,132	440	...	26,645	...	...	...	12,609	12,945	58,777	89,837	63,610	79,756	196,187	246,070	223,610	...	...	...	336,756	618,568	549,236	N.-W. P. & O.
Punjab	...	1,112	4,001	...	172	7,003	3,112	109	5,462	3,112	1,393	16,466	140,569	372,498	325,626	60,383	69,638	90,661	180,565	170,664	171,167	281,131	299,421	339,337	Punjab.
Cent. Provs.	...	...	...	3	222	367	...	...	...	3	222	367	40,183	59,119	77,509	79,258	125,349	120,075	...	...	...	83,787	133,754	126,198	Cent. Provs.
Berar	...	494	2,294	4,820	93	4,889	...	...	...	4,820	587	7,183	4,539	8,405	6,823	963,736	1,012,449	846,636	...	...	...	965,807	1,017,744	868,981	Berar.
Assam	1,073	310	650	...	...	...	...	...	...	1,073	320	650	2,071	5,295	22,305	...	...	...	...	...	...	33,717	26,613	18,000	Assam.
Raj. & C. I.	...	...	242	2,477	2,520	10,647	...	...	...	2,477	2,520	10,889	33,717	26,613	18,000	570,094	793,088	916,400	...	...	...	581,796	842,836	954,768	Raj. & C. I.
Nizam's Terry.	...	...	...	6,206	242	712	...	...	...	6,206	242	712	11,702	49,748	38,368	24,810	20,733	36,265	...	...	...	24,810	20,733	36,265	Nizam's Terry.
Mysore	...	...	...	27	...	...	...	...	...	27	...	...	...	...	...	659	86	79	...	...	...	659	86	79	Mysore.
TOTAL	16,052	17,653	49,072	144,639	33,888	123,325	6,988	2,716	10,126	167,679	54,257	182,523	322,627	585,530	568,387	5,358,203	5,618,009	5,197,193	333,387	564,896	499,393	6,014,217	6,768,435	6,264,973	TOTAL.
WHEAT—																									WHEAT—
Madras	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	122	140	...	...	...	...	122	140	Madras.
Bombay	...	...	...	36,419	42,930	68,109	...	...	...	36,419	42,930	68,109	...	...	...	1,473,229	783,061	1,193,540	...	...	...	1,473,229	783,061	1,193,540	Bombay.
Sind	...	...	...	...	...	...	710,632	77,729	38,278	710,632	77,725	38,278	...	...	...	...	...	...	2,394,736	1,647,291	1,825,385	2,394,736	1,647,291	1,825,385	Sind.
Bengal	37,304	14,664	113,888	...	...	...	...	...	...	37,304	14,664	113,888	316,466	837,807	...	286,184	183,187	773,577	556	...	...	664,731	210,466	837,807	Bengal.
N.-W. P. & O.	138,624	237,302	144,143	16,275	2,055	687	...	...	...	154,899	239,357	144,830	1,324,305	1,822,032	1,154,518	663,992	1,013,257	2,962,229	5,275,105	5,534,438	2,415,485	1,707,492	2,645,609	N.-W. P. & O.
Punjab	22,816	75,963	32,669	65,327	50,847	3,590	778,623	817,355	321,049	866,766	950,165	357,314	384,856	247,772	4,356,050	281,670	948,807	...	...	...	3,361,832	6,323,953	6,795,467	Punjab.
Cent. Provs.	4,591	1,007	1,489	230,921	3,181	0	...	...	...	241,512	4,188	1,489	29,249	28,049	33,651	70,147	...	...	...	4,532,334	1,183,767	976,856	Cent. Provs.
Berar	...	...	...	1,050	498	672	...	...	...	1,050	498	672	...	64	...	...	...	...	...	...	...	43,198	33,651	70,211	Berar.
Assam	...	...	...	...	...	...	...	...	...	...	...	...	...	...	43,198	...	...	...	...	...	...	4,237	631	3,362	Assam.
Raj. & C. I.	...	1,348	73,996	14,961	5,770	...	...	...	...	73,996	14,961	7,118	631	3,362	1,348	1,145,185	405,606	466,908	...	...	...	1,147,675	405,606	468,256	Raj. & C. I.
Nizam's Terry.	...	...	...	...	...	...	...	...	...	...	...	...	2,400	...	...	2,286	2	1,668	...	...	...	2,286	2	1,668	Nizam's Terry.
Mysore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,133	...	...	...	...	...	2,133	...	Mysore.
TOTAL	203,335	328,936	293,537	430,588	120,472	78,840	1,489,255	895,080	359,327	2,123,178	1,344,488	731,704	3,094,404	2,155,507	2,990,434	7,587,748	3,226,272	4,468,044	5,357,521	69,22,396	7,359,823	16,039,673	12,304,175	14,818,301	TOTAL.
LINSEED—																									LINSEED—
Madras	...	...	...	2,180	39	...	...	...	...	2,180	39	...	...	...	...	66,348	98,646	74,950	...	...	...	66,348	98,646	74,950	Madras.
Bombay	...	...	...	12,469	7,984	4,921	...	...	...	12,469	7,984	4,981	...	...	...	1,002,986	1,691,642	1,546,002	...	...	...	1,002,986	1,691,642	1,546,002	Bombay.
Sind	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	697	...	697	...	Sind.
Bengal	223,553	215,272	120,215	...	...	...	...	...	...	223,553	215,272	120,215	...	...	...	...	...	...	...	...	...	4,076,485	3,422,589	2,373,542	Bengal.
N.-W. P. & O.	89,853	90,640	42,954	15,024	1,160	304	...	...	...	104,877	91,800	43,258	4,076,485	3,422,589	2,373,542	214,343	313,551	49,264	...	...	2,273	2,170,496	2,143,308	1,044,743	N.-W. P. & O.
Punjab	1,350	...	...	239	161	...	4,202	3,240	605	5,791	3,401	605	1,256,153	1,827,484	993,151	2,911	4,881	9,658	28,281	32,618	15,867	33,246	39,105	Punjab.
Cent. Provs.	7,641	4,608	...	68,227	8,995	2,919	...	...	...	75,868	13,003	2,919	4,882	4,054	1,606	1,816,549	1,162,424	448,673	...	...	...	2,006,817	1,520,369	529,965	Cent. Provs.
Berar	...	2,726	...	17,639	8,572	6,153	...	...	...	17,639	11,298	6,155	190,268	357,945	81,292	838,307	1,306,213	619,867	...	...	...	838,307	1,321,130	622,709	Berar.
Assam	206	5,646	7	...	...	...	...	...	...	206	5,646	7	...	14,917	2,842	...	...	...	...	...	...	14,032	34,608	12,823	Assam.
Raj. & C. I.	6,102	9,211	...	25,758	12,874	1,054	...	...	...	31,860	22,085	1,054	14,632	34,608	12,823	1,037,532	1,714,360	281,608	...	...	...	1,140,253	1,808,179	286,125	Raj. & C. I.
Nizam's Terry.	...	...	...	3,012	649	13	...	...	...	3,012	649	13	102,721	153,819	4,517	356,442	567,831	505,793	...	...	...	356,442	567,831	505,793	Nizam's Terry.
Mysore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	83	795	566	...	...	...	83	795	566	Mysore.
TOTAL	328,705	328,103	163,176	144,548	40,434	15,366	4,202	3,240	605	477,455	371,777	179,147	6,345,101	5,815,416	3,469,773	5,333,957	6,858,373	3,531,604	9,658	31,251	34,046	11,688,716	12,705,040	7,036,323	TOTAL.
INDIGO—																									INDIGO—
Madras	...	...	...	82	468	26	...	...	...	82	468	26	...	...	...	857	1,746	943	...	...	...	857	1,746	943	Madras.
Bombay	...	...	...	623	59	426	...	...	...	623	59	426	...	...	...	1,372	655	980	...	...	...	1,372	655	980	Bombay.
Sind	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21	...	...	...	...	...	5,409	6,504	5,537	Sind.
Bengal	7	140	35	10	...	...	20	438	585	20	438	585	...	...	...	...	...	4	5,388	6,504	5,537	6,301	6,795	22,344	Bengal.
N.-W. P. & O.	20	59	29	50	3	4	...	...	...	70	62	33	6,301	6,795	22,340	...	211	28	...	...	...	813	3,544	7,253	N.-W. P. & O.
Punjab	...	...	...	74	85	4	939	1,550	1,023	953	1,635	1,027	692	3,333	7,225	191	100	30	3,168	4,060	4,946	3,187	4,408	6,918	Punjab.
Cent. Provs.	...	...	...	...	3	...	...	...	...	...	3	...	...	248	1,942	19	121	7	...	...	...	...	7	121	Cent. Provs.
Berar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12	2	...	...	...	...	...	...	...	...	Berar.
Assam	...	...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	...	...	...	...	...	...	Assam.
Raj. & C. I.	...	...	...	...	3	8	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	Raj. & C. I.
Nizam's Terry.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24	572	695	476	...	...	...	572	695	434	Nizam's Terry.
Mysore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	36	14	...	...	...	...	36	14	Mysore.
TOTAL	27	199	64	769	621	468	959	1,988	1,608	1,755	2,808	2,140	6,998	10,376	31,543	3,034	3,564	2,416	8,556	10,564	10,483	18,518	24,504	44,442	TOTAL.

Calcutta, the 28th November 1895.

J. E. O'CONOR,
Director General of Statistics.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 17TH NOVEMBER 1894, AND FROM 1ST JULY TO 16TH NOVEMBER 1895.

N.B.—As regards the figures in column *Total Earnings from 1st July 1895*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 2nd-half of 1894.	Week ending 17th November 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 10th November 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st July to 17th November 1894.	Earnings from 1st July to 16th November 1895.	Increase.	Decrease.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	556	1,687	11,08,519	657	1,733	11,44,418	660	1,78,65,903	1,83,63,966	4,98,063	...
Bengal-Nágpur	109	862	1,01,579	118	862	1,10,971	129	15,60,253	15,62,224	1,971	...
Indian Midland (*a*)	132	752	1,04,303	139	939	1,02,241	109	19,09,06	16,02,132	...	3,06,928
Bezwada extension	198	21	3,440	164	21	4,428	211	72,043	62,354	...	10,289
Metre gauge—											
Rajputana-Malwa (*b*)	236	1,790	5,12,032	286	1,789	3,86,930	216	74,50,55	68,25,000	...	6,24,892
Palanpur-Deesa	37	17	840	49	17	810	48	11,547	12,202	655	...
South Indian	154	1,042	1,49,085	144	1,042	1,62,657	156	31,15,574	32,84,396	1,68,822	...
Mayavaram-Mutupet	82	54	7,222	134	54	6,701	126	85,220	92,920	7,700	...
Southern Mahratta (*c*)	90	1,165	1,11,350	96	1,165	1,47,628	127	19,89,624	22,10,769	2,27,145	...
Bengal and North-Western (*d*)	121	750	1,38,149	183	756	1,05,830	140	17,33,530	17,00,908	...	32,562
Rohilkund and Kumaon (Lucknow-Bareilly section)	87	200	17,111	86	215	13,663	64	3,34,334	2,04,154	...	1,30,180
Assam-Bengal	...	...	...	...	128	11,043	91	...	1,52,193	1,52,193	...
TOTAL	232	8,346	22,54,230	270	8,721	21,98,010	252	3,61,28,240	3,60,79,944	...	48,302
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	242	2,511	6,64,580	265	2,548	6,33,435	249	1,11,40,691	1,19,41,935	8,01,244	...
Oudh and Rohilkhand (state)	238	797	2,40,905	302	797	1,73,112	217	35,27,797	30,38,357	...	4,89,440
Eastern Bengal (state) including metre and 2′ 6″ gauges	382	813	3,61,387	445	813	3,55,210	437	58,33,10	60,65,242	2,32,135	...
Bengal Central (*f*)	127	125	20,459	164	125	20,760	100	3,09,194	3,80,693	71,499	...
East Coast (state)	90	321	25,093	80	427	31,456	74	5,25,066	6,12,555	87,484	...
Metre gauge—											
Burma (state)	131	746	95,957	129	834	95,204	114	18,85,266	21,40,300	2,55,094	...
Special gauges—											
Jorhat (state provincial)	61	28	1,240	44	28	1,988	71	32,11	38,508	6,451	...
Cherra-Companyganj (state provincial)	59	8	532	67	8	466	58	8,555	8,413	...	142
TOTAL	235	5,349	14,10,753	264	5,580	13,11,631	235	2,32,61,794	2,42,20,118	9,64,325	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	341	1,490	5,97,882	401	1,490	7,92,820	532	87,39,841	86,37,334	...	1,02,507
Bombay, Baroda and Central India	530	401	2,87,824	624	461	3,07,000	666	41,84,160	45,29,924	3,45,764	...
Madras	230	840	1,91,928	228	840	2,03,552	242	38,82,424	41,23,304	2,40,880	...
TOTAL	340	2,791	10,77,634	386	2,791	13,03,372	467	1,68,06,425	1,72,90,562	4,84,137	...
TOTAL (GUARANTEED AND STATE)	251	10,480	47,42,617	288	17,092	48,13,013	282	7,61,96,462	7,75,96,624	14,00,100	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	152	161	30,897	192	161	31,843	198	4,85,949	5,25,091	39,142	...
Tarkessur	222	22	5,973	272	22	5,008	230	96,97(	98,000	1,030	...
Metre gauge—											
Rohilkund and Kumaon (Company section)	116	67	10,159	152	66	9,531	144	1,57,62	1,67,314	9,687	...
Bengal Doears	148	30	6,794	189	36	6,280	174	96,35	1,18,719	22,304	...
Dibru-Sadiya	130	78	10,033	129	78	12,033	155	2,19,100	2,27,909	8,803	...
Special gauge—											
Darjeeling-Himalayan	248	51	13,419	263	51	14,273	280	2,44,66(	2,68,222	23,556	...
TOTAL	157	415	77,275	186	414	79,028	191	13,00,733	14,05,921	1,05,188	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	171	333	68,182	205	333	73,572	221	10,73,51(	10,17,000	...	56,504
The Gaekwar's Petlad	89	13	1,530	118	13	800	62	22,281	22,197	...	84
Rájpura-Bhá-inda	257	108	29,022	269	108	23,658	219	4,53,38.	3,73,758	...	79,624
Kolar Gold-fields	241	10	2,300	230	10	2,847	285	50,931	67,010	16,079	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	87	362	31,646	87	362	34,823	96	6,24,405	6,83,318	58,913	...
The Gaekwar's Mehsána	60	93	8,254	89	93	5,000	54	95,35:	88,891	...	6,462
Kolhapur	71	29	2,397	83	29	2,302	79	40,865	41,746	881	...
Special gauges—											
The Gaekwar's Dabhoi	47	72	6,316	88	72	4,000	56	65,12:	62,041	...	3,087
Cooch Behar	40	22	1,090	77	22	900	41	15,968	15,019	...	949
TOTAL	120	1,042	1,51,337	145	1,042	1,47,952	142	24,41,82:	23,71,580	...	70,237
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	81	334	39,899	119	334	38,360	115	4,79,450	4,82,127	2,677	...
Jetalsar-Rájkot	61	40	3,333	72	46	4,966	108	53,277	60,685	7,408	...
Jodhpore-Bickaneer	48	304	13,406	37	304	18,300	50	3,47,330	3,12,922	...	34,404
Codeypore-Chitor (*i*)	...	...	...	...	61	1,210	20	...	(*j*)30,696	30,696	...
Special gauge—											
Morvi	56	94	5,756	61	94	8,332	89	98,60(	1,18,081	19,475	...
TOTAL	63	838	62,394	74	899	71,168	79	9,78,659	10,04,511	25,852	...
GRAND TOTAL	234	18,781	50,33,623	268	19,447	51,11,161	263	8,09,17,679	8,23,78,642	14,60,963	...

(*a*) Includes the Bhopal-Itársi, the Bina-Guna, and the Bhopal-Ujjain railways.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Includes the Guntakal-Mysore frontier section.
(*d*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North Western Railway Company.
(*e*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Includes the Wardha Coal, Dhond-Manmad, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.
(*i*) The line is being worked by the Bombay, Baroda and Central India Railway Company, as a temporary measure.
(*j*) Total earnings from 1st August to 16th November 1895.

CALCUTTA, *the 25th November 1895.*

H. BONHAM-CARTER, *Captain, R.E.,*
Asst. Secretary.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XXXI OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1894-95.	Week ending 17th November 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 16th November 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st April to 17th November 1894.	Earnings from 1st April to 16th November 1895.	Increase.	Decrease.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	599	1,687	11,08,519	657	1,733	11,44,418	660	3,16,17,039	3,25,86,941	9,69,902	...
Bengal-Nágpur	152	862	1,01,579	118	862	1,10,971	129	34,40,684	35,52,196	1,11,512	...
Indian Midland (*a*)	144	752	1,04,303	139	939	1,02,241	109	35,27,667	28,54,666	...	6,73,001
Bezwada extension	170	21	3,440	164	21	4,428	211	1,06,057	1,11,208	4,551	...
Metre gauge—											
Rajputana-Malwa (*b*)	279	1,790	5,12,032	286	1,789	3,86,930	216	1,49,75,603	1,42,34,439	...	7,41,164
Palanpur-Deesa	44	17	840	49	17	810	48	22,363	24,091	1,728	...
South Indian	154	1,042	1,49,685	144	1,042	1,62,657	156	52,40,909	56,68,254	4,27,345	...
Mayavaram-Mutupet	75	54	7,222	134	54	6,791	126	(*c*) 1,33,771	1,62,800	29,029	...
Southern Mahratta (*d*)	105	1,165	1,11,350	96	1,165	1,47,628	127	39,25,110	42,11,166	2,86,056	...
Bengal and North-Western (*e*)	146	756	1,38,149	183	756	1,05,830	140	34,69,800	33,49,023	...	1,20,777
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	17,111	86	215	13,663	64	5,84,158	4,32,726	...	1,51,432
Assam-Bengal	...	...	...	...	128	11,643	91	...	(*f*) 1,52,193	1,52,193	...
TOTAL	259	8,346	22,54,230	270	8,721	21,98,010	252	6,70,43,761	6,73,39,703	2,95,942	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*g*)	252	2,511	6,64,580	265	2,548	6,33,435	249	1,94,71,320	2,26,01,440	31,30,120	...
Oudh and Rohilkhand (state)	270	797	2,40,905	302	797	1,73,112	217	04,83,837	59,34,001	...	5,49,836
Eastern Bengal (state) including metre and 2′ 6″ gauges	339	813	3,61,387	445	813	3,55,210	437	85,85,577	88,65,322	2,79,745	...
Bengal Central (*h*)	130	125	20,459	164	125	20,760	166	5,17,348	5,88,868	71,520	...
East Coast (state)	99	321	25,093	80	427	31,456	74	9,39,293	11,73,338	2,34,045	...
Metre gauge—											
Burma (state)	164	746	95,957	129	834	95,204	114	34,51,443	38,65,938	4,14,495	...
Special gauges—											
Jorhat (state provincial)	55	28	1,240	44	28	1,988	71	48,750	59,906	11,156	...
Cherra-Companyganj (state provincial)	64	8	532	67	8	466	58	15,093	12,902	...	2,191
TOTAL	243	5,349	14,10,753	264	5,580	13,11,631	235	3,95,12,661	4,31,01,715	35,89,054	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	442	1,490	5,97,882	401	1,490	7,92,820	532	1,95,64,109	1,80,38,937	...	15,25,172
Bombay, Baroda and Central India	678	401	2,87,824	624	461	3,07,000	666	95,27,449	1,08,01,804	12,74,355	...
Madras	243	840	1,91,928	228	840	2,03,552	242	65,27,732	70,25,303	4,97,571	...
TOTAL	421	2,791	10,77,634	386	2,791	13,03,372	467	3,56,19,290	3,58,66,044	2,46,754	...
TOTAL (GUARANTEED AND STATE)	281	10,480	47,42,617	288	17,092	48,13,013	282	14,21,75,712	14,63,07,462	41,31,750	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	165	161	30,897	192	161	31,843	198	8,62,714	9,30,414	67,700	...
Tarkessur	209	22	5,973	272	22	5,068	230	1,89,944	1,87,903	...	2,041
Metre gauge—											
Rohilkhand and Kumaon (Company section)	121	67	10,159	152	66	9,531	134	2,92,848	2,99,602	6,754	...
Bengal Doears	161	30	6,794	189	36	6,280	174	1,33,332	1,74,958	41,626	...
Dibru-Sadiya	136	78	10,033	129	78	12,033	155	3,49,433	3,70,691	21,258	...
Special gauge—											
Darjeeling-Himalayan	249	51	13,419	263	51	14,273	280	4,19,727	4,86,815	67,088	...
TOTAL	104	415	77,275	186	414	79,028	191	22,47,998	24,50,383	2,02,385	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	187	333	68,182	205	333	73,572	221	19,50,711	18,46,172	...	1,04,539
The Gaekwar's Petlád	105	13	1,530	118	13	800	62	44,603	46,694	2,091	...
Rájpura-Bhaninda	271	108	29,022	269	108	23,658	219	7,77,739	6,73,140	...	1,04,593
Kolar Gold-fields	260	10	2,300	230	10	2,847	285	(*j*) 04,150	1,05,048	40,898	...
Metre gauge—											
Southern Mahratta (Mysore section) (*k*)	89	362	31,646	87	362	34,873	96	10,91,153	11,33,220	72,067	...
The Gaekwar's Mehsána	74	93	8,254	89	93	5,000	54	2,11,395	1,93,724	...	17,671
Kolhapur	81	29	2,397	83	29	2,302	79	80,003	77,516	...	2,547
Special gauges—											
The Gaekwar's Dabhoi	59	72	6,316	88	72	4,000	56	1,44,229	1,53,660	9,431	...
Cooch Behar	45	22	1,090	77	22	900	41	20,709	20,054	...	715
TOTAL	136	1,042	1,51,337	145	1,042	1,47,952	142	43,64,832	42,55,234	...	1,05,578
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	103	334	39,899	119	334	38,360	115	10,61,679	11,99,351	1,37,672	...
Jetalsar-Rájkot	68	40	3,333	72	40	4,966	108	96,514	1,14,004	17,490	...
Jodhpore-Bickaneer	58	364	13,406	37	364	18,300	50	7,02,591	6,08,590	...	94,001
Codeypore-Chitor (*l*)	...	...	...	...	61	1,210	20	...	(*m*) 30,696	30,696	...
Special gauge—											
Morvi	65	94	5,756	61	94	8,332	89	1,96,347	2,40,771	44,424	...
TOTAL	78	838	62,394	74	899	71,168	79	20,57,131	21,93,412	1,36,281	...
GRAND TOTAL	261	18,781	50,33,623	268	19,447	51,11,161	263	15,08,41,653	15,52,06,491	43,64,838	...

(*a*) Includes the Bhopal-Itársi, the Bina-Guna, and the Bhopal-Ujjain railways.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 17th November 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Total earnings from 1st July to 16th November 1895.
(*g*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*j*) Total earnings from 1st June to 17th November 1894.
(*k*) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.
(*l*) The line is being worked b the Bombay, Baroda and Central India Railway Company as a temporary measure.
(*m*) Total earnings from 1st August to 16th November 1895.

H. BONHAM-CARTER, *Captain, R.E.,*

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m., on Saturday, November 23rd, 1895.

The general distribution of pressure has been very steady over the Indian area during the week under review. Readings have been steadily high over Northern India and low in the extreme south of the Indian area with moderate intervening gradients. On the 17th and 18th these conditions were temporarily and slightly disturbed by the passage across the Southern Punjab and the west of the North-Western Provinces of a very slight barometric depression, which broke up among the Kumaun Himalayas. As this depression crossed Northern India, the barometric changes were brisk, but at most other times the principal characteristic of the weather was the steadiness of the pressure distribution and the smallness of the barometric changes from day to day. Northerly winds prevailed almost uninterruptedly over the Bay area, and easterly winds over the centre and west of the Peninsula, while over Northern and Central India calms and variable breezes were generally prevalent. During the existence, however, of the depression on the 17th and 18th, strongish cyclonic winds were reported from North-West India. Temperature has been steadily excessive throughout the week. Light rain was reported from Srinagar on the 17th, and showers extended to the Kumaun Himalayas and the neighbouring plains on the 18th, but there was no rain in this region after the latter date. In the Madras coast districts rain commenced on the 18th, and light to moderate showers were received in this region daily until the close of the week.

Daily Summary.—*Sunday, 17th November 1895.*—Pressure was increasing briskly to rapidly over the Western Punjab, but was changing by small amount elsewhere. A slight depression was crossing the Punjab. Readings were highest in the north of the Punjab, and lowest in the south of the Bay. The winds were feebly cyclonic in the north-west; northerly over the Bay, easterly over the centre and west of the Peninsula, and variable elsewhere. The force has been strong on the North-West Himalayas. The mean temperature was normal over the Peninsula and Burma, and excessive elsewhere.

Monday, 18th November.—Pressure had again increased briskly in the north-west and changed by small amounts elsewhere. The slight depression had moved eastward and lay over the east of the Punjab and the west of the North-Western Provinces. In other respects the distribution of pressure was unchanged. The cyclonic circulation of the winds over North-West India was still shown, and in other parts of the country the winds were generally unchanged. The force had again been strong in the North-West Himalayas. The mean temperature was below the normal average over Burma and North-West India, and above elsewhere, the abnormal excess being greatest within the depression area. Light showers of rain had fallen over the Kumaun Himalayas and their neighbourhood, and moderate showers in Madras.

Tuesday.—Pressure had increased over the greater part of the country, the recovery in the north-west being again brisk. The slight depression had disappeared and pressure decreased steadily from a high pressure area in the north-west to a low pressure area over the south of the Bay. Northerly winds were blowing over a large part of Northern India as well as over the Bay area, and easterly winds over the Central Provinces and the west and centre of the Peninsula. The mean temperature was again low over Burma and the extreme North-West India, and high elsewhere.

Wednesday.—Pressure had decreased slightly over the extreme north-west of India and the west and south of the Peninsula, and increased elsewhere—briskly in Bengal. Pressure again decreased steadily from a high pressure area in the extreme north-west to a low pressure area over the south of the Bay. The winds were variable over Northern and Central India, and were unchanged in other places. The distribution of the mean temperature relatively to the average was unaltered. Temperature was in very large excess over Central India. Light showers of rain had fallen over the southern half of the Peninsula.

Thursday.—Pressure had changed by small amounts, and the distribution of pressure was practically unaltered. Calms and variable breezes prevailed over North-Western and Central India, and northerly to easterly winds in other parts of the country. The force was fresh in parts of Lower Burma and of the Peninsula. The mean temperature was about normal over the Western desert, and generally excessive elsewhere, the abnormal excess being again greatest over Central India. A few light showers were reported from the south of the Peninsula.

Friday.—Pressure had fallen everywhere, the decrease being brisk over a large part of the Indian region. Readings were high and uniform over Northern and Central India, and thence decreased slowly southward to allow pressure area over the south of the Bay. The winds were unaltered. The mean temperature remained normal over the Western desert, and excessive elsewhere. Showers were received over Madras and Ceylon; the only large rainfall amount was 3 ins. at Negapatam.

Saturday.—The pressure changes were small and there was no important change in the general distribution. The winds were also practically unchanged. The mean temperature was normal in Burma, Bengal, Sind, Rajputana, and Madras, and excessive elsewhere. Rain had again fallen over Southern India and Ceylon.

Temperature.—As shown by the earlier sections of this summary, the rainfall of the past week has been confined almost wholly to the extreme north-west

of India and to the Madras coast districts. Within these two regions, and also it may be added in Burma, the mean temperature fell at times to below the normal average, but with these exceptions there was a steady excess of heat experienced throughout the week. This abnormal excess was at times very large, and exceeded 9° at Meerut on the 18th, at Saugor on the 19th, and at Neemuch on the 20th and 21st. Very large temperature contrasts were shown over North-West India on some days, thus, on the 18th, the mean temperature at Dera Ismail Khan was only 58°·6, and that at Agra 77°·5, showing a difference of nearly 20° in that distance.

The following table gives the variations of the mean temperature from the normal in the different Provinces of India for each day of the week:—

Province.	November 1895.							Mean variation of week.
	17th.	18th.	19th.	20th.	21st.	22nd.	23rd.	
Burma	−1·1	−0·4	−0·4	+0·7	+1·2	+1·0	−0·6	+0·1
Bengal and Assam	+4·7	+4·6	+4·6	+3·8	+2·3	+1·2	+0·4	+3·1
North-Western Provinces and Oudh	+6·6	+7·1	+5·2	+3·5	+2·7	+1·9	+1·2	+4·0
Punjab	+5·1	+1·4	−0·3	+1·0	+1·2	+1·2	+1·2	+1·5
Bombay	+1·3	+1·5	+2·8	+3·7	+3·5	+3·2	+2·6	+2·7
Central Provinces and Berar	+5·4	+5·1	+5·3	+5·2	+5·1	+4·7	+4·2	+5·0
Central India and Gujarat	+5·3	+5·5	+5·1	+6·1	+6·9	+5·3	+4·2	+5·5
Sind and Rajputana	+5·4	+3·1	+0·9	−0·3	+1·7	+1·6	+0·9	+1·9
Madras	+1·0	+2·2	+2·6	+1·4	+1·7	+1·6	+0·9	+1·5
Mean for whole of India	+3·7	+3·3	+2·8	+2·8	+2·9	+2·4	+1·7	+2·8

The above figures show that, for the whole country on each day of the week, the heat was abnormally great, the excess gradually decreasing from 3°·7 on the 17th to only 1°·7 on the 23rd, while the variation for the whole country for the week averaged 2°·8. The provincial variations show that on four days during the week in Burma and on one day in the Punjab, the mean temperature was less than usual, but that on all other days in those two provinces and on all days in the other provinces temperature was largely above the normal. On the mean of the whole week the day temperatures were, relatively to the average, somewhat more excessive than were the night temperatures.

Rainfall.—The concluding table gives the rainfall data for the week. The returns show that the rainfall was confined to a few divisions of North-East and of North-West India, and of the coast and southern divisions of the Peninsula, and that, even in these regions, the total rainfall of the week was, with one or two exceptions, insignificant. One division, *viz.*, the East coast (south) received an average actual fall of 2·09″, another, Madras (south) of 0·97″, and a third, the East coast (central) of 0·81″, but in no other case did the average amount received equal half an inch, and in the case of eleven divisions it did not equal one-tenth of an inch. In thirty-four of the rainfall divisions no rain whatever was received during the week. In nearly all parts of the country the rainfall was less than the average, but there was a trifling excess in the case of Arakan and of the Submontane division of the North-Western Provinces, and a slight excess in the case of the East coast (south) and of Madras (south).

The returns for the period, October 13th to November 23rd, exhibit an excess of rain over Chota Nagpur, Gujarat, and Kathiawar, and normal or excessive rain over all the Peninsular divisions, but in all other parts of the country the rainfall has been deficient, in some cases considerably so.

The only instances of considerable totals being received during the week under review are reported from the south of the Peninsula, where Krishnapatnam (Nellore) reports 3·67″; Saidpet (Chingleput) 3·67″; Chidambaram (South Arcot) 7·91″; Shiyali (Tanjore) 11·79″; and Ramnad (Madura) 5·58″.

Province.	Division.	Rainfall data for week ending 23rd November 1895. Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Rainfall data from 13th October to 23rd November 1895. Average actual rainfall of season to date.	Average normal rainfall, 13th Oct. to 23rd Nov.	Excess or defect of (seasonal) rainfall expressed as a per-centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	per cent.
Burma	Tenasserim	0	0	0	2·38	5·36	— 55
	Lower Burma	0·11	0·36	—0·25	1·60	6·87	— 77
	Central do.	0·04	0·33	—0·29	1·56	3·96	— 61
	Upper do.	0·03	?	?	2·10	?	?
	Arakan	0·02	0	+0·02	1·29	7·64	— 83
Bengal and Assam	Eastern Bengal	0	0 29	—0·29	0·38	3·89	— 90
	Assam (Surma)	0	0·07	—0·07	1 74	3·50	— 50
	Do. (Brahmaputra)	0	0·08	—0·08	0 48	2·15	— 78
	Deltaic Bengal	0·01	0·04	—0·03	1·15	2·57	— 55
	Central do.	0	0·01	—0·01	1·01	2·14	— 53
	North do.	0·01	0·01	0	0·53	2·32	— 77
	Orissa	0	0·33	—0·33	1·53	4·63	— 67
	Chota Nagpur	0	0·02	—0·02	2·58	1·49	+ 73
	Bihar (South)	0	0·02	—0·02	0 05	1·33	— 96
	Do. (North)	0	0·02	—0 02	0·04	1·12	— 96
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·03	—0·03	0	0·85	— 100
	North-Western Provinces Submontane (*a*)	0	0·02	—0·02	0	0·83	— 100
	Oudh (South)	0	0·02	—0·02	0·03	0·41	— 93
	Do. (North)	0	0·04	—0·04	0·01	0·29	— 97
	North-Western Provinces (Central)	0	0·01	—0·01	0	0·20	— 100
	North-Western Provinces (West)	0	0·01	—0·01	0·01	0·07	— 86
	North-Western Provinces (Submontane) B	0·05	0·03	+0·02	0·06	0·13	— 54
Punjab	Punjab (South)	0	0·03	—0·03	0	0·13	— 100
	Do. (Central)	0	0·01	—0·01	0	0·11	— 100
	Do. (Submontane)	0·01	0·03	—0·02	0·02	0·15	— 87
	Do. (Hill Districts)	0 07	0·11	—0·04	0·30	0·45	— 33
	Do. (North-West)	0	0·22	—0·22	0·10	0·58	— 83
	Do. (West)	0	0·05	—0·05	0	0·14	— 100
Bombay and Malabar Coast Districts (Madras)	Malabar	0·18	0·44	—0·26	11·31	8·89	+ 28
	Madras (South Central)	0·42	0·56	—0·14	8·59	7·78	+ 10
	Coorg	0·03	0·65	—0·62	6·87	7·06	— 3
	Mysore	0·08	0·34	—0·26	4·87	5·13	— 5
	Konkan	0	0·05	—0·05	4 97	3·36	+ 48
	Bombay Deccan	0	0·08	—0·08	4 06	3·56	+ 14
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0·06	—0·06	1·73	2·16	— 20
Central Provinces and Berar	Berar	0	0·09	—0·09	1·31	1·87	— 30
	Central Provinces (West)	0	0·02	—0·02	0·53	1·21	— 56
	Do. (Central)	0	0·03	—0·03	0·45	0·99	— 55
	Do. (East)	0	0·06	—0·06	0·74	1 24	— 40
Bombay (North)	Gujarat	0	0	0	1·29	0·59	+ 119
	Kathiawar	0	0	0	0 95	0·34	+ 179
	Sind	0	0·02	—0·02	0	0·09	— 100
Rajputana and Central India.	Central India (East)	0	0·12	—0·12	0·66	0·46	+ 43
	Rajputana (East), Central India (West)	0	0·01	—0·01	0·05	0·30	— 83
	Rajputana (West)	0	0·01	—0·01	0	0·09	— 100
Madras	East Coast (North)	0·02	0·90	—0·88	7·63	7·50	+ 2
	Do. (do.) (*a*)	0	0·57	—0·57	4·25	5·15	— 17
	Hyderabad (South)	0·10	0·10	—0·10	4·28	3·12	+ 37
	Madras (Central)	0·15	0·43	—0·28	4·41	4·83	— 9
	East Coast (Central)	0·81	1·46	—0·65	9·28	10·03	— 7
	Do. (South)	2·09	1·63	+0·46	13·65	12·70	+ 7
	Madras (South)	0·97	0·69	+0·28	10·65	9·02	+ 19

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

SIMLA, *28th November 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 30th November.*—Rainfall heavy almost throughout the Carnatic districts and in Tanjore, moderate in the Central and other Southern districts; no rain on the West Coast, and in the Deccan and Circars. The total rainfall to date is generally above average, except in Kurnool, Nellore, North Arcot, and Malabar where the deficiency is slight. Sowings still continue in parts. The water-supply is generally sufficient though more rain is required in parts of the Carnatic and Southern districts. The standing crops are generally good. The harvest is in progress with fair outturn. Pasture and fodder are sufficient. Cattle are in good condition. Prices continue falling in the Deccan, Central, and Southern districts, but are stationary elsewhere.

Bombay.—*For week ending 4th December.*—Slight rain in parts of Shikarpur and the Upper Sind frontier. The early crops have been damaged by drought, blight, and rats in parts of Karachi. The standing crops otherwise are good. Harvesting of the early, and sowing of the late, crops are progressing in a few districts and have been completed in others. Cotton-picking continues in Thar and Parkar, Ahmedabad, Khandesh, and Ahmednagar; and poppy sowing in parts of Baroda territory. Fodder is insufficient in parts of Shikarpur and Hyderabad. Agricultural stock are healthy. Prices are normal, except in one taluka of Sholapur.

Bengal.—*For week ending 2nd December.*—No rain fell during the week. Harvesting of rice is in progress, and the outturn, as previously reported, is expected to be below the average, except in parts of Northern and Eastern Bengal and in Orissa. The sowing of the spring and poppy crops is nearly over; the latter is doing well, but for the former the moisture is reported insufficient in Bihar and North Bengal. Sugarcane is generally a good crop, and the prospects of indigo are fair. Cattle are in good condition except in part of Purnea. The price of common rice continues steady.

North-Western Provinces and Oudh.—*For week ending 4th December.*—The weather has been generally cloudy with showers in some districts, but more rain is needed for the young crops, especially in some Eastern and Southern districts and in Rohilkhand and Kumaun. Irrigation is in progress where practicable. Slight injury to the crops by insects is reported from Gorakhpur, Fyzabad, and Allahabad. Sugarcane pressing continues. Prospects on the whole are fair. Fodder is ample. Markets are sufficiently supplied. Prices are almost stationary.

Punjab.—*For week ending 4th December.*—Slight rain fell in Delhi, Rawalpindi, Shahpur, Dera Ismail Khan, and Peshawar. Sugarcane is being pressed and the sessamum crop has been harvested. Sowings of the spring crops are not yet completed, and rain is urgently wanted. The condition of the standing crops is not very satisfactory, and the crops have dried up in Hissar. Cattle are generally in good condition, except in Hissar. Fodder is scarce in Hissar, Delhi, Jullundur, Sialkot, Lahore, and in parts of Dera Ismail Khan, but is sufficient in other districts. Prices are low in Mooltan and Peshawar, but are rising in Hissar and Jullundur, and are above normal in Sialkot; elsewhere prices are high.

Central Provinces.—*For week ending 4th December.*—Weather occasionally cloudy with slight falls of rain in five districts. Harvesting of the autumn

crops is approaching completion. The prospects of the winter crops are generally unfavourable owing to want of rain. Prices have risen slightly in Nagpur.

Burma.—*For week ending 30th November.*—In Lower Burma prospects continue good. In Upper Burma no rain has fallen during the week in any district, except Thayetmyo which received over an inch. Prospects have not materially changed since last week. In Mandalay the harvest is said to be normal. In Shwebo, a large part of Sagaing, Lower Chindwin, and Pakokku the crops are poor. In Minbu the paddy crop on irrigated lands will give a fair crop, but that on unirrigated lands has entirely failed. The cotton and millet crops in the Mu Valley are promising. The crops have entirely failed in five circles in Meiktila and are nearly a total failure in several other circles. In Myingyan the crops are poor, but are said to have slightly improved in the Northern subdivision. In Yamethin, the crops are very poor. The price of paddy has risen considerably in Toungoo and slightly in Magwe, but has fallen considerably in Rangoon and Myaungmya and slightly in Thongwa and Tavoy; elsewhere prices are stationary.

Assam.—*For week ending 3rd December.*—The weather is seasonable. Reaping of late rice has commenced. The condition of cattle is good. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 4th December.*—MYSORE: The standing crops are in good condition. *Ragi* (*Eleusine coracana*) has been harvested in parts. Prices have slightly risen in Kolar and Chitaldrug, but have fallen in Shimoga.

COORG: The rice crop is in good condition. Coffee-picking continues. The cardamom crop has been picked. Water and fodder for cattle are ample. Prices of food grains are normal.

Berar and Hyderabad.—*For week ending 4th December.*—BERAR: The weather is cool. The crops are doing fairly well, but more rain is needed. Cotton is being picked in all parts of the province. Fodder and water are inadequate in the Khamgaon and Jalgaon talukas. Prices are almost steady.

HYDERABAD: No rain during the week. The standing crops are in good condition. Agricultural prospects are favourable. Fodder and pasturage are sufficient. Prices have risen slightly.

Central India.—*For week ending 4th December.*—Rain fell in Gwalior, Bhopal, Baghelkhand, and Goona, but more rain is still wanted in Bhopal, Bundelkhand, Baghelkhand, parts of Bhopawar and Goona. Agricultural operations are in progress in all parts. The crops have been damaged for want of rain in Gwalior, Bundelkhand, Baghelkhand, Bhopawar, and Goona. Agricultural stock and pasturage are in good condition, except in six districts of Gwalior. Opium is being sown in Bhopal, and the crop is in fair condition in Western Malwa, Bhopawar, and Neemuch. Prices are rising in parts of Gwalior and in Bundelkhand, and are above normal in Western Malwa, Goona, and Neemuch; elsewhere prices are normal.

Rajputana.—*For week ending 4th December.*—Agricultural operations are generally satisfactory. The standing crops are withering in Kotah, and have been damaged in Jhallawar, and have mostly withered in Jaisalmere. The unirrigated crops are in bad condition in Jeypore. In Ajmere-Merwara and Ulwar the crops are suffering for want of rain. Prospects elsewhere are fair, except in Merwara, Jeypore, Tonk, and Jaisalmere. Agricultural stock are generally in good condition, but are suffering in Ulwar and parts of Meywar and Jaisalmere for want of fodder. Pasturage and fodder are generally sufficient, but fodder is scarce in Kherwara, Shahpura, Ulwar, and Jaisalmere and in parts of Meywar, and is failing in Dholepore and Bhurtpore. Prices are rising in ten States, but are steady

elsewhere. Scarcity is prevalent in some parts of the Jehazpore district of Meywar. Famine prevails in the Suratgarh tehsil of Bikanir and 445 persons are employed on relief works.

Kashmir.—KASHMIR VALLEY:—*For week ending 3rd December.*—No rain. The rice crop is still being threshed. Spring sowings are going on. Prices continue normal.

Jammu Province.—*For week ending 4th December.*—No rain. Spring sowings are in progress. Cattle are in good condition. Prices are rising.

Nepal.—*For week ending 30th November.*—The weather continues warm in spite of some rain. Prospects are good.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 24TH NOVEMBER 1894, AND FROM 1ST JULY TO 23RD NOVEMBER 1895.

N.B.—As regards the figures in column *Total Earnings from 1st July 1895*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 2nd-half of 1894.	Week ending 24th November 1894. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Week ending 23rd November 1895. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Earnings from 1st July to 24th November 1894.	Earnings from 1st July to 23rd November 1895.	Increase.	Decrease.
	₹	Miles.	₹	₹	Miles.	₹	₹	₹	₹	₹	₹
State lines worked by companies.											
Standard gauge—											
East Indian	556	1,687	11,26,083	668	1,733	11,82,712	682	1,89,91,986	1,95,46,678	5,54,692	...
Bengal-Nágpur	109	862	1,10,181	135	862	97,087	113	16,76,434	16,59,911	...	16,523
Indian Midland (*a*)	132	752	1,12,897	150	939	1,00,052	113	20,21,957	17,08,184	...	3,13,773
Bezwada extension	198	21	5,332	254	21	4,115	196	77,973	66,957	...	11,018
Metre gauge—											
Rajputana-Malwa (*b*)	236	1,790	4,55,205	254	1,789	3,99,430	223	79,05,763	72,56,609	...	6,49,154
Pálanpur-Deesa	37	17	728	43	17	900	53	12,275	12,440	165	...
South Indian	154	1,042	1,45,438	140	1,042	1,66,008	160	32,61,012	34,57,608	1,96,596	...
Mayavaram-Mutupet	82	54	3,894	72	54	4,955	92	89,114	98,401	9,307	...
Southern Mahratta (*c*)	90	1,105	1,17,947	101	1,105	1,29,085	111	21,07,571	23,65,811	2,58,240	...
Bengal and North-Western (*d*)	121	756	1,03,730	137	756	1,08,540	144	18,37,286	18,29,595	...	7,685
Rohilkund and Kumaon (Lucknow-Bareilly section)	87	200	12,575	63	215	14,815	69	3,46,909	2,18,969	...	1,27,940
Assam-Bengal	...	...	...	...	128	9,707	76	...	1,61,915	1,61,915	...
TOTAL	232	8,346	22,00,030	264	8,721	22,24,666	255	3,83,28,270	3,83,83,164	54,886	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	242	2,511	8,45,671	337	2,548	5,49,427	216	1,19,86,362	1,24,91,362	5,05,000	...
Oudh and Rohilkhand (state)	238	797	2,45,086	308	797	1,59,342	200	37,72,883	32,13,022	...	5,59,261
Eastern Bengal (state) including metre and 2′ 6″ gauges	382	813	3,99,206	491	813	3,62,400	446	62,32,313	64,33,391	2,01,078	...
Bengal Central (*f*)	127	125	18,254	146	125	21,770	174	3,27,444	4,09,028	82,180	...
East Coast (state)	90	321	44,526	139	427	29,134	68	5,99,592	6,58,450	88,858	...
Metre gauge—											
Burma (state)	131	746	93,051	125	834	1,07,146	128	19,78,317	22,47,506	2,69,189	...
Special gauges—											
Jorhát (state provincial)	61	28	1,257	45	28	1,411	50	33,374	39,979	6,605	...
Cherra-Companyganj (state provincial)	59	8	540	67	8	559	70	9,095	8,972	...	123
TOTAL	235	5,349	16,47,591	308	5,580	12,31,189	221	2,49,09,384	2,55,02,910	5,93,526	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	341	1,490	6,66,891	448	1,490	8,40,592	564	94,06,732	94,76,543	69,811	...
Bombay, Baroda and Central India	530	401	3,03,360	658	401	3,10,000	672	44,87,520	48,30,836	3,43,316	...
Madras	230	840	1,90,297	234	840	1,85,732	221	40,78,721	43,29,003	2,50,282	...
TOTAL	340	2,791	11,66,548	418	2,791	13,36,324	479	1,79,72,973	1,86,36,382	6,63,409	...
TOTAL (GUARANTEED AND STATE)	251	10,480	30,14,109	304	17,092	47,92,179	280	8,12,10,63.	8,25,22,450	13,11,843	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	152	161	27,791	173	161	27,327	169	5,13,740	5,52,418	38,678	...
Tarkessur	222	22	5,743	261	22	5,807	264	1,02,713	1,04,413	1,700	...
Metre gauge—											
Rohilkhand and Kumaon (Company section)	116	67	6,838	102	66	7,974	121	1,64,465	1,75,288	10,823	...
Bengal Dooars	148	36	5,519	153	36	5,730	159	1,01,874	1,28,811	26,937	...
Dibru-Sadiya	130	78	11,201	144	78	11,936	153	2,30,367	2,39,905	9,538	...
Special gauge—											
Darjeeling-Himalayan	248	51	13,642	267	51	14,615	286	2,58,308	2,82,837	24,529	...
TOTAL	157	415	70,734	170	414	73,389	177	13,71,467	14,83,672	1,12,205	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	171	333	67,043	201	333	75,770	228	11,40,553	10,91,875	...	48,678
The Gaekwar's Petlad	89	13	1,120	86	13	1,020	78	23,401	23,450	55	...
Rájpura-Bhatinda	257	108	29,022	269	108	13,576	126	4,82,404	3,87,334	...	95,070
Kolar Gold-fields	241	10	2,382	238	10	2,118	212	53,313	69,294	15,981	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	87	362	31,021	86	362	35,904	99	6,55,426	17,16,292	60,866	...
The Gaekwar's Mehsána	60	93	7,324	79	93	5,400	58	1,02,677	95,101	...	7,576
Kolhapur	71	29	2,055	71	29	2,077	72	42,920	43,736	816	...
Special gauges—											
The Gaekwar's Dabhoi	47	72	3,633	50	72	3,820	53	68,761	65,567	...	3,194
Cooch behar	40	22	892	40	22	1,180	54	16,800	16,192	...	668
TOTAL	126	1,042	1,44,492	139	1,042	1,40,865	135	25,86,315	25,08,847	...	77,468
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	81	334	41,871	125	334	35,017	105	5,21,321	5,17,144	...	4,177
Jetalsar-Rájkot	61	46	3,552	77	46	3,849	84	56,829	64,534	...	...
Jodhpore-Bickaneer	48	364	14,801	41	364	18,300	50	3,62,127	3,31,543	7,705	38,289
Godeypore-Chitor (*i*)	...	...	...	...	61	1,320	21	...	(*j*) 32,446	32,446	...
Special gauge—											
Morvi	86	94	5,683	60	94	6,367	68	1,04,289	1,24,609	20,320	...
TOTAL	63	838	65,907	79	899	64,853	72	10,44,566	10,70,271	25,710	...
GRAND TOTAL	234	18,781	52,95,302	282	19,447	50,71,286	261	8,62,12,981	8,75,85,251	13,72,270	...

(*a*) Includes the Bhopal-Itársi, the Bina-Guna, and the Bhopal-Ujjain railways.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Includes the Guntakal-Mysore frontier section.
(*d*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North Western Railway Company.
(*e*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Includes the Wardha Coal, Dhond-Manmad, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*i*) The line is being worked by the Bombay, Baroda and Central India Railway Company, as a temporary measure.
(*j*) Total earnings from 1st August to 23rd November 1895.

F. B. HEBBERT,
Under Secretary.

CALCUTTA, *the 6th December 1895.*

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XXXII of 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1894-95.	Week ending 24th November 1894. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Week ending 23rd November 1895. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Earnings from 1st April to 24th November 1894.	Earnings from 1st April to 23rd November 1895.	Increase.	Decrease.
	₹	Miles.	₹	₹	Miles.	₹	₹	₹	₹	₹	₹
State lines worked by companies.											
Stanaard gauge—											
East Indian	599	1,687	11,26,083	668	1,733	11,82,712	682	3,27,43,122	3,37,09,653	10,26,531	...
Bengal-Nágpur	152	862	1,10,181	135	862	97,087	113	35,50,805	36,44,883	93,018	...
Indian Midland (*a*)	144	752	1,12,897	150	939	1,06,052	113	30,40,564	29,00,718	...	6,79,846
Bezwada extension	170	21	5,332	254	21	4,115	196	1,11,989	1,15,811	3,822	...
Metre gauge—											
Rajputana-Malwa (*b*)	279	1,790	4,55,205	254	1,789	3,99,430	223	1,54,30,808	1,46,65,382	...	7,65,426
Pálanpur-Deesa	44	17	728	43	17	900	53	23,091	24,329	1,238	...
South Indian	154	1,042	1,45,438	140	1,042	1,66,668	160	53,80,347	58,41,466	4,55,119	...
Mayavaram-Mutupet	75	54	3,894	72	54	4,955	92	(*c*) 1,37,665	1,68,361	30,696	...
Southern Mahratta (*d*)	105	1,105	1,17,947	101	1,165	1,29,085	111	40,43,057	43,60,214	3,17,157	...
Bengal and North-Western (*e*)	146	756	1,03,750	137	756	1,08,540	144	35,73,550	34,77,650	...	95,900
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	12,575	63	215	14,815	69	5,96,733	4,47,541	...	1,49,192
Assam-Bengal	...	...	...	...	128	9,707	76	...	(*f*) 1,61,915	1,61,915	...
TOTAL	259	8,346	22,00,030	264	8,721	22,24,666	255	6,92,43,791	6,96,42,923	3,99,132	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*g*)	252	2,511	8,45,671	337	2,548	5,49,427	216	2,03,16,991	2,31,50,867	28,33,876	...
Oudh and Rohilkhand (state)	270	797	2,45,086	308	797	1,59,342	200	67,28,943	61,09,266	...	6,19,657
Eastern Bengal (state) including metre and 2′ 6″ gauges	339	813	3,99,206	491	813	3,62,400	446	89,84,783	92,33,471	2,48,688	...
Bengal Central (*h*)	130	125	18,254	146	125	21,770	174	5,35,602	6,17,803	82,201	...
East Coast (state)	99	321	44,526	139	427	29,134	68	9,83,819	12,19,238	2,35,419	...
Metre gauge—											
Burma (state)	164	746	93,051	125	834	1,07,146	128	35,44,494	39,73,084	4,28,590	...
Special gauges—											
Jorhát (state provincial)	55	28	1,257	45	28	1,411	50	50,007	61,317	11,310	...
Cherra-Companyganj (state provincial)	64	8	540	67	8	559	70	15,633	13,461	...	2,172
TOTAL	243	5,349	16,47,591	308	5,580	12,31,189	221	4,11,60,252	4,43,78,507	32,18,255	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	442	1,490	6,66,891	448	1,490	8,40,592	564	2,02,31,000	1,88,78,146	...	13,52,854
Bombay, Baroda and Central India	678	401	3,03,360	658	461	3,10,000	672	98,30,809	1,11,02,716	12,71,907	...
Madras	243	840	1,90,297	234	840	1,85,732	221	67,24,029	72,31,002	5,06,973	...
TOTAL	421	2,791	11,66,548	418	2,791	13,36,324	479	3,67,85,838	3,72,11,864	4,26,026	...
TOTAL (GUARANTEED AND STATE)	281	16,486	50,14,169	304	17,092	47,92,179	281	14,71,89,881	15,12,33,294	40,43,413	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	165	161	27,791	173	161	27,327	169	8,90,505	9,57,741	67,236	...
Tarkessur	269	22	5,743	261	22	5,807	264	1,95,687	1,93,710	...	1,977
Metre gauge—											
Rohilkhand and Kumaon (Company section)	121	67	6,838	102	66	7,974	121	2,99,686	3,07,576	7,890	...
Bengal Dooars	161	36	5,519	153	36	5,730	159	1,38,851	1,85,050	46,199	...
Dibru-Sadiya	136	78	11,201	144	78	11,936	153	3,60,634	3,82,627	21,993	...
Special gauge—											
Darjeeling-Himalayan	249	51	13,642	267	51	14,615	286	4,33,369	5,01,430	68,061	...
TOTAL	164	415	70,734	170	414	73,389	177	23,18,732	25,28,134	2,09,402	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	187	333	67,043	201	333	75,770	228	20,17,754	19,21,041	...	96,713
The Gaekwar's Petlád	105	13	1,120	86	13	1,020	78	45,723	47,953	2,230	...
Kájpura-Bhátinda	271	108	29,022	269	108	13,576	126	8,06,761	6,86,722	...	1,20,039
Kolar Gold-fields	200	10	2,382	238	10	2,118	212	(*j*) 60,532	1,06,732	40,200	...
Metre gauge—											
Southern Mahratta (Mysore section) (*k*)	89	362	31,021	86	362	35,904	99	10,92,174	11,66,194	74,020	...
The Gaekwar's Mehsána	74	93	7,324	79	93	5,400	58	2,18,719	1,99,934	...	18,785
Kolhapur	61	29	2,055	71	29	2,077	72	82,118	79,506	...	2,612
Special gauges—											
The Gaekwar's Dabhoi	59	72	3,633	50	72	3,820	53	1,47,862	1,57,186	9,324	...
Cooch Behar	45	22	892	40	22	1,180	54	27,661	27,227	...	434
TOTAL	136	1,042	1,44,492	139	1,042	1,40,865	135	45,05,304	43,92,495	...	1,12,809
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	103	334	41,871	125	334	35,017	105	11,03,550	12,34,368	1,30,818	...
Jetalsar-Rájkot	68	46	3,552	77	46	3,849	84	1,00,066	1,17,853	17,787	...
Jodhpore-Bickaneer	58	364	14,801	41	364	18,300	50	7,17,392	6,27,211	...	90,181
Godeypore-Chitor (*l*)	...	...	...	...	61	1,320	21	...	(*m*) 32,446	32,446	...
Special gauge—											
Morvi	65	94	5,683	60	94	6,367	68	2,02,930	2,47,299	45,269	...
TOTAL	78	838	65,907	79	899	64,853	72	21,23,038	22,59,177	1,36,139	...
GRAND TOTAL	261	18,781	52,95,302	282	19,447	50,71,286	261	15,61,36,955	16,04,13,100	42,76,145	...

(*a*) Includes the Bhopal-Itársi, the Bina-Guna, and the Bhopal-Ujjain railways.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 24th November 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Total earnings from 1st July to 23rd November 1895.
(*g*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*j*) Total earnings from 1st June to 24th November 1894.
(*k*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*l*) The line is being worked by the Bombay, Baroda and Central India Railway Company as a temporary measure.
(*m*) Total earnings from 1st August to 23rd November 1895.

F. B. HEBBERT,
Under-Secretary.

CALCUTTA, *the 6th December 1895.*

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No. 50.} CALCUTTA, SATURDAY, DECEMBER 14, 1895.

OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2nd HALF OF OCTOBER 1895.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pra (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	12 0	12 0	12 4	12 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	12 0	12 0
Tavoy	...	...	...	...	13 0	13 0	14 13	14 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	14 3	14 3
Moulmein and Amherst	7 0	7 0	...	...	14 0	14 0	17 7	17 7	...	...	...	...	...	...	...	...	11 6	11 6	...	...	7 12	7 12	140 0	140 0	14 0	14 0
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	20 8	20 8	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	6 0	6 0	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	10 9	11 13	11 8	12 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 3	14 3
Bassein	...	...	...	...	11 14	11 14	12 5	12 5	...	...	...	...	...	...	...	...	12 8	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Tharawadi	...	...	...	...	13 8	13 8	16 7	16 7	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	440 0	440 0	14 3	14 3
Henzada	...	...	...	...	12 7	12 7	12 7	12 7	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	9 15	9 15	13 4	13 4	...	...	...	...	...	...	...	...	9 2	11 4	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	13 3	13 3	14 14	14 14	...	...	...	...	...	...	...	...	13 10	13 10	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	12 3	†	...	...	11 10	11 10	13 12	13 12	†	16 5	...	...	...	...	...	...	12 12	12 12	28 3	28 3	8 10	8 10	435 0	435 0	11 9	11 9
Upper Burma—																										
Mandalay	...	...	...	...	11 13	11 13	12 5	12 13	...	...	...	...	...	...	...	...	10 7	11 8	17 1	15 8	9 14	9 13	87 0	87 0	15 2	15 2
Bamo	...	...	...	...	8 3	8 3	11 10	11 10	...	...	...	...	...	...	...	...	10 6	10 6	...	...	7 3	7 3	220 0	220 0	9 10	9 10
Pakôkku	...	...	...	...	9 2	9 2	11 0	11 0	37 0	37 0	...	...	...	...	...	...	15 0	15 0	...	...	5 9	5 9	113 0	113 0	14 3	14 3
Meiktila	...	...	...	...	12 8	12 8	14 4	14 4	...	...	...	...	...	...	...	...	13 8	13 8	25 4	25 4	7 2	7 2	222 8	222 8	14 4	14 4
Arakan—																										
Sandoway	...	...	...	...	16 9	16 9	19 10	19 10	†	14 0	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	19 12	22 6
Kyaukpyu	...	...	...	...	11 0	10 10	11 13	11 8	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	25 0	25 0
Akyab	...	...	...	...	11 0	11 0	12 0	12 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	160 0	160 0	10 0	10 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	12 4	13 0	16 0	17 8	...	...	...	...	...	...	...	...	11 0	11 4	...	...	...	...	...	...	10 0	10 4
Cachar	7 8	7 8	...	...	9 8	10 0	15 2½	14 8	...	...	...	...	...	...	...	...	11 7	11 8	...	...	...	...	80 0	80 0	9 11	10 0
Hill tracts—																										
Khási and Jaintia Hills	7 0	7 0	...	...	5 4	5 4	7 10	7 9	...	...	...	...	...	...	...	...	8 0	8 4	16 0	16 0	...	...	60 0	60 0	7 8	7 3
Gáro Hills	...	...	...	...	5 0	4 0	16 0	16 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	7 0	7 0
Manipur	...	...	...	...	16 0	16 0	20 0	20 0	...	...	...	...	...	...	...	...	...	...	...	...	3 0	3 8	80 0	80 0	2 11	2 11
Brahmaputra—																										
Goálpára	16 8	17 0	...	...	7 0	7 0	13 8	14 8	...	...	...	...	...	...	...	...	13 4	13 4	...	...	...	...	180 0	180 0	10 8	10 8
Kámrúp	8 8	8 8	...	...	8 0	10 0	14 0	18 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	40 0	40 0	10 0	10 0
Darrang	9 8	9 8	...	...	6 8	6 8	13 0	13 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	133 0	133 0	10 0	10 0
Nowgong	...	...	...	...	8 0	8 0	11 0	11 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	8 0	8 0	10 8	10 8	...	...	...	...	...	...	...	...	10 8	10 8	...	...	...	...	120 0	120 0	8 0	8 0
Lakhimpur	8 0	8 0	...	...	7 0	6 8	13 0	13 0	...	...	...	...	...	...	...	...	11 0	11 0	15 0	15 0	...	...	140 0	140 0	8 0	8 0
Bengal—																										
Eastern hill tracts—																										
Nágá Hills	...	...	...	...	7 0	6 8	8 0	8 0	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Eastern—																										
Backerganj	...	...	...	...	13 5	14 0	16 0	16 0	...	...	...	...	...	...	...	...	13 14½	14 4	...	...	...	...	70 0	70 0	10 8	10 8
Noakhali	...	...	...	...	16 0	16 0	17 0	17 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	10 0	10 0
Chittagong	10 0	10 0	...	...	11 12	11 12	14 8	13 5	...	...	...	...	...	...	...	...	12 8	12 4	...	...	...	...	80 0	80 0	10 12	10 12
Tippera	10 0	10 0	...	...	10 0	11 0	16 0	17 5	...	...	...	...	...	...	...	...	13 0	13 5	...	...	8 0	8 0	...	...	10 0	10 0
Dacca	13 0	13 0	...	...	12 12	12 12	17 0	17 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	15 11	14 12	115 0	115 0	10 10	10 10
Maimensingh	9 8	9 8	...	...	12 0	12 0	14 0	14 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	120 0	120 0	8 0	8 0
Deltaic—																										
Khulna	...	...	...	...	16 0	16 0	18 0	18 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	11 0	11 0	160 0	160 0	10 12	10 12
24-Parganas	...	...	...	...	7 8	8 0	13 8	13 8	...	...	...	...	...	...	...	...	14 0	16 0	...	...	11 10	12 4	100 0	90 0	11 7	11 0
Midnapur	13 0	16 0	16 0	...	15 0	14 8	16 0	19 0	...	...	...	...	...	...	...	...	15 0	16 0	...	...	15 0	16 8	320 0	320 0	11 8	10 8
Howrah	...	...	...	...	11 8	11 0	15 5	13 8	...	...	...	...	...	...	...	...	...	...	...	...	11 0	11 0	105 0	105 0	11 0	11 0
Calcutta	12 1	12 4	16 6	16 0	8 0	7 12	12 4	11 6	17 12	17 4	15 3	14 8	...	...	10 10	10 5	15 9	15 3	16 6	16 6	14 8	14 3	91 6	91 6	11 13	11 6
Hooghly	...	...	...	...	8 0	8 0	12 14	12 5	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 0	11 8	160 0	160 0	10 0	10 12
Nadia (Krishnagarh)	16 0	15 3	...	24 0	7 4	7 4	14 13	14 13	...	...	...	...	...	...	...	...	18 8	19 4	...	...	17 8	17 8	128 0	128 0	10 8	10 8
Jessore	13 0	13 0	13 0	16 0	11 8	12 0	13 7	16 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	..	...	9 2	9 2
Faridpur	18 0	18 0	...	...	8 0	7 10	16 0	18 0	...	...	...	...	...	...	...	...	16 0	14 0	...	...	13 0	13 0	160 0	160 0	9 10	10 10
Central—																										
Bankura	13 0	15 8	18 2	...	12 8	12 8	17 8	18 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	11 5	11 0	320 0	320 0	10 1	11 2
Burdwan	13 0	13 8	...	...	12 12	12 12	15 12	15 12	...	...	...	...	...	...	...	...	15 0	17 0	...	...	16 0	16 4	90 0	90 0	11 0	11 0
Birbhum	15 0	15 12	...	...	13 8	15 0	17 4	18 0	...	...	...	...	...	...	...	...	16 0	18 0	...	...	10 8	12 0	162 0	160 0	10 8	10 8
Murshidabad	16 0	16 0	...	...	10 8	11 0	15 0	16 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	18 0	18 0	190 0	190 0	11 0	11 0
Santhal Parganas	12 0	11 8	...	...	13 8	13 8	17 0	17 0	...	...	...	...	...	...	...	...	16 0	15 0	30 0	32 0	18 0	18 0	120 0	120 0	10 8	10 8
Pabna	18 0	18 12	22 8	21 0	9 6	9 6	18 0	18 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	18 0	18 0	160 0	160 0	9 12	9 12
Bogra	13 8	17 4	...	...	12 0	12 0	15 12	18 0	...	...	...	...	...	...	...	...	16 8	16 8	...	...	...	...	90 0	90 0	9 12	9 12
Rajshahi	16 8	17 4	26 4	26 4	12 0	12 0	15 0	15 15	...	...	...	...	...	...	...	...	19 8	19 8	...	...	20 6	20 2	240 0	240 0	9 9	9 9
Maida	19 0	19 0	...	...	12 0	12 0	18 0	18 0	...	...	20 0	...	...	...	13 0	16 0	15 0	18 0	32 0	36 0	11 0	12 0	160 0	160 0	10 0	10 0
Northern—																										
Rangpur	...	...	...	...	11 4	9 0	15 0	16 0	...	...	...	...	...	...	...	...	15 0	16 0	...	...	9 0	10 0	80 0	60 0	9 0	9 0
Dinajpur	15 0	15 0	16 0	16 0	11 13	10 10	...	...	...	...	...	...	...	...	...	...	17 0	17 12	...	...	...	...	120 0	120 0	10 0	10 0
Jalpaiguri	12 8	13 0	...	...	10 0	10 0	10 0	16 0	...	...	...	...	...	...	...	...	16 0	10 0	...	...	10 0	11 0	100 0	100 0	10 0	10 0
Hills—																										
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	14 0	14 0	...	...	...	...	13 0	13 0	...	...	12 8	12 8	25 0	25 0	7 8	7 8	120 0	120 0	8 0	8 0
Orissa—																										
Puri	11 0	11 0	...	...	17 1	13 2	26 4	23 0	...	...	...	...	...	...	...	...	14 7	13 2	...	...	14 7	14 7	80 0	80 0	11 8	11 8
Cuttack	11 13	11 13	...	...	13 2	13 2	23 10	22 5	...	...	...	...	...	...	...	...	15 12*	15 12*	...	...	17 1	17 1	80 0	80 0	10 12	10 12
Balasore	16 0	14 0	10 0	10 0	16 0	17 0	24 0	24 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	10 8	10 0	120 0	120 0	10 8	10 12
Chota-Nagpur—																										
Singhbhum	12 0	12 0	...	...	12 0	16 0	18 0	20 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	14 0	16 0	100 0	100 0	8 0	8 0
Mánbhum	13 4	13 0	24 0	20 0	15 0	15 8 to 16 0	16 0 to 17 0	17 0 to 18 0	...	...	...	...	...	...	...	...	16 0	15 0 to 16 0	20 0	...	16 0	16 0	...	...	10 10	10 10
Lohárdaga	7 0 to 10 8	7 0 to 10 8	16 0	16 0	12 0	13 0	14 8	16 0	...	...	...	...	30 0	30 0	...	...	12 0 to 13 0	13 0	18 0	18 0	10 0 and 13 0	9 8 and 12 0	160 0	160 0	10 0	10 0
Palámau	13 8	14 0	20 13	21 6	9 0	10 2	12 6	12 6	...	...	...	...	20 4	27 0	...	...	14 1	15 12	20 4	24 12	10 14	10 14	...	...	9 0	9 0
Hazaribágh	11 8	11 0	18 0	20 0	8 0	8 0	16 0	17 0	...	...	...	...	24 0	27 0	...	...	15 0	10 0	18 0	20 0	16 0	15 0	240 0	240 0	8 0	8 0

* Kalai.

† Not procurable.

RETAIL PRICES FOR THE 2nd HALF OF OCTOBER 1895 —*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Bihár, south—																										
Monghyr	15 8	15 8	23 8	24 8	12 0	11 0	15 0	15 8	...	...	...	...	...	...	10 0	14 0	18 0	20 0	28 0	29 0	17 0	18 8	160 0	168 0	10 8	10 8
Gaya	11 0	13 4	19 0	22 0	10 0	10 0	15 0	15 0	18 0	16 4	...	...	24 0	27 0	16 4	15 4	17 4	19 0	22 0	22 4	18 0	18 0	140 0	140 0	10 10	10 10
Patna	15 0 and 18 8	15 0 and 18 0	23 0	23 0	12 0	12 0	18 8	20 8	30 0	30 0	...	...	30 0	30 0	30 0	30 0	21 0	21 0	26 0	30 0	20 0	21 0	130 0	130 0	11 0	11 0
Shahabad	11 0 to 13 0	12 0	20 0	21 0	8 0	8 0	14 0 to 18 0	19 0	...	...	...	...	...	...	...	...	18 0 to 19 0	19 0	23 0	24 0	18 0	20 0	120 0	120 0	11 0	11 0
Bihár, north—																										
Purnea	18 0	20 0	28 0	...	16 0	13 0	21 0	19 0	...	...	...	...	...	...	...	...	18 0	16 0	26 0	...	16 0	17 0	320 0	320 0	10 0	10 0
Bhágalpur	15 12	16 6	20 3	22 11	13 4	13 14	17 11	18 15	...	...	...	...	...	...	...	...	18 15	20 3	27 12	29 0	18 15	19 9	151 8	151 8	10 11	10 11
Darbhanga	16 6	16 6	21 14	...	10 0	10 8	17 8	17 8	...	...	...	...	28 7	32 12	...	...	18 9	17 8	27 5	32 12	19 0	21 12	160 0	160 0	10 0	10 0
Muzaffarpur	15 0	14 8	24 0	20 8	9 0	9 0	16 0	16 12	...	...	...	...	...	...	...	...	16 12	17 0	26 0	30 0	20 0	21 0	160 0	160 0	11 0	11 0
Sáran	14 0	16 0	20 0	18 0	13 0	14 0	17 8	20 0	...	...	...	...	25 0	30 0	16 0	16 0	19 0	19 8	25 8	28 0	19 0	19 0	160 0	120 0	10 12	10 12
Champáran	16 8	17 0	28 8	30 0	10 0	9 0	20 8	21 8	...	...	...	...	33 8	34 0	...	...	20 4	19 8	28 8	32 8	22 12	23 0	180 0	180 0	10 8	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	12 0	12 0	15 0	15 0	6 0	6 0	12 0	12 0	16 0	16 0	...	...	...	...	10 0	10 0	14 0	15 0	19 0	18 0	13 0	13 0	100 0	100 0	9 0	9 0
Benares	12 15	13 7¼	15 15½	16 8	8 13	8 15¼	12 0	11 13	18 5½	18 4	...	14 10½	18 3½	18 0	14 12	15 2	16 7¼	17 3	21 4½	20 10	12 8	13 2	119 0	118 0	9 11½	9 4½
Ghazipur	12 4	12 12	16 0	16 12	8 0	8 0	15 0	14 0	14 0	14 0	14 0	14 0	20 0	20 0	12 12	12 12	16 8	16 12	21 0	21 0	18 0	18 0	160 0	160 0	9 8	9 8
Jaunpur	13 8	14 8	16 8	18 0	7 0	7 0	10 8	11 0	18 0	17 0	...	...	...	...	...	...	17 8	19 0	20 8	19 8	14 0	14 0	170 0	170 0	9 8	9 8
Allahabad	12 4	12 0	16 4	16 12	7 8	7 4	14 0	14 8	18 0	18 8	14 0	...	...	...	15 0	16 0	17 2	17 4	17 8	17 12	16 12	17 4	80 0	80 0	10 8	10 4
Central—																										
Bánda	12 8	13 0	17 0	17 0	7 8	7 0	10 0	10 0	17 0	17 0	...	...	...	...	...	...	18 8	18 0	...	...	15 0	15 0	180 0	180 0	10 0	10 0
Fatehpur	13 0	13 0	15 4	16 0	8 0	8 8	12 8	12 8	...	...	...	...	...	...	...	...	15 8	15 8	...	...	13 0	14 8	160 0	160 0	10 0	10 0
Hamírpur	13 12	13 8	17 4	16 8	8 0	8 0	12 12	12 0	...	...	17 4	17 6	...	...	...	...	17 12	18 0	...	...	15 0	15 0	140 0	140 0	10 4	10 4
Jalaun	13 0	13 0	19 0	19 0	9 0	9 0	10 0	10 0	20 0	20 0	16 0	17 0	18 0	18 0	18 0	18 0	19 0	19 0	18 0	18 0	16 0	16 0	160 0	160 0	11 0	11 0
Cawnpore	14 4	14 12	18 0	18 0	7 8	7 8	13 0	13 0	...	...	16 8	17 0	...	...	19 8	20 0	17 0	17 0	21 0	21 0	20 8	21 8	130 0	130 0	11 8	11 8
Jhánsi	12 12	12 8	22 0	19 0	8 8	7 0	10 12	11 0	22 0	20 0	17 0	...	...	...	...	...	20 8	18 2	19 0	20 0	20 4	18 0	160 0	160 0	11 0	11 0
Etáwah	15 0	15 0	18 8	18 8	5 0	5 0	13 0	13 0	19 0	19 0	18 0	17 0	18 0	18 0	20 0	20 0	19 0	19 0	23 0	23 0	18 0	18 0	140 0	140 0	10 0	10 0
Farukhabad	13 8	14 0	17 8	18 8	8 0	7 0	12 0	12 0	...	...	17 0	17 0	...	...	22 8	...	17 8	18 8	20 12	21 0	13 0	15 8	120 0	120 0	11 0	11 0
Mainpuri	15 8	16 4	18 8	19 12	4 8	4 8	11 0	11 0	19 0	19 8	17 8	17 8	...	...	17 0	17 0	18 0	19 12	22 8	23 8	15 8	17 0	160 0	160 0	11 0	11 0
Etah	15 12	15 4	20 8	20 8	6 0	6 0	12 8	11 8	18 8	...	18 8	17 8	20 8	21 8	10 8	10 8	19 8	20 8	24 8	24 8	15 8	17 8	120 0	120 0	11 4	11 8
Western—																										
Meerut	14 0	15 0	17 0	20 0	4 8	4 8	12 0	12 0	19 0	19 0	18 0	18 0	...	...	...	...	18 0	18 8	16 0	18 0	14 0	15 0	100 0	100 0	11 4	11 4
Agra	13 8	13 8	18 8	20 0	5 0	5 0	9 0	11 0	19 0	19 0	16 8	16 8	...	...	12 0	10 0	19 0	20 0	20 0	20 0	13 0	14 0	95 0	95 0	11 0	11 0
Muttra	14 0	14 0	19 0	19 0	7 8	7 8	11 8	11 8	20 0	20 0	16 8	16 8	...	...	13 0	13 0	20 0	20 0	21 0	21 0	25 8	25 8	120 0	120 0	11 8	11 8
Aligarh	15 2	15 8	20 12	21 4	5 4	5 4	10 0	9 0	23 0	23 4	18 0	18 8	...	...	17 0	17 0	20 8	22 12	22 0	25 0	17 0	17 0	140 0	140 0	11 8	11 8
Bulandshahr	15 6	16 0	19 0	20 8	6 0	6 0	8 0	8 0	21 0	20 0	16 8	18 0	...	...	14 0	15 0	18 8	20 0	19 8	20 0	15 0	19 0	120 0	120 0	11 4	11 4
Sub-montane, east—																										
Ballia	14 0	13 12	19 0	17 8	10 0	7 8	15 0	12 8	...	22 8	...	...	...	25 0	20 0	20 0	19 0	19 0	...	...	18 0	16 0	120 0	160 0	11 0	10 0
Azamgarh	12 12	12 12	16 8	16 12	7 8	7 8	13 8	13 8	...	...	...	...	...	...	...	...	16 8	16 8	...	...	13 8	13 8	177 8	177 8	9 13	9 13
Gorakhpur	11 11	11 4	16 3	16 3	8 9	8 9	15 12	15 12	...	...	...	...	19 13	21 10	19 13	21 10	16 3	16 3	21 10	21 10	13 3	12 13	144 0	144 0	9 10	9 10
Basti	13 0	13 0	18 8	18 8	9 4	9 4	14 8	15 0	18 0	18 0	...	...	20 0	20 0	10 8	10 8	16 0	16 0	22 0	22 0	13 0	13 0	200 0	200 0	10 12	10 12
Sub-montane, west—																										
Shahjahánpur	12 12	13 8	17 3	17 4	7 0	7 4	12 14	12 4	...	...	...	...	...	...	24 0	25 0	18 5	18 4	...	20 0	13 12	13 8	120 0	120 0	10 4	10 4
Budaun	14 0	15 0	16 8	18 0	6 0	6 0	9 0	9 0	19 0	19 0	16 8	15 0	...	...	20 0	20 0	17 8	19 0	20 0	20 0	16 0	16 0	144 0	144 0	10 8	10 8
Pilibít	12 10	14 1	16 0	21 14	5 0	5 0	12 8	13 8	20 0	20 0	15 4	...	...	...	...	...	16 10	17 8	20 8	21 4	16 0	16 1	120 0	120 0	10 10	10 8
Bareli	12 5	12 5	11 2	16 6	4 11	4 11	11 3	9 6	17 9	17 9	15 4	17 1	...	...	13 12	15 0	13 8	17 5	18 12	18 12	11 3	11 8	125 0	125 0	10 0	10 0
Moradabad	13 7	15 0	17 4	21 4	5 0	5 0	12 0	12 0	...	...	14 0	13 0	...	...	8 0	8 0	18 4	20 0	22 0	22 0	15 4	16 4	110 0	110 0	10 14	10 4
Bijnor	14 10	15 8	18 9	20 4	10 2	10 2	12 6	12 6	...	...	...	...	...	...	...	...	16 14	18 0	18 0	...	21 6	22 8	90 0	90 0	11 0	10 14
Muzaffarnagar	15 11	16 0	21 15	20 15	5 8	5 8	14 1½	12 1	22 0	22 0	16 8	16 8	...	...	...	...	20 2	20 5	...	...	12 1½	12 1	110 0	132 0	11 0	11 0
Saháranpur	14 0	15 0	17 0	24 0	5 0	5 0	10 8	11 0	22 0	24 0	16 0	16 0	21 0	16 0	16 0	18 0	19 0	22 0	22 0	11 0	12 6	100 0	100 0	10 8	10 8
Dehra-Dún	14 14	15 0	24 0	24 0	10 2	10 8	11 0	11 0	16 0	16 0	16 0	16 0	20 0	20 0	...	...	19 0	19 0	21 0	21 0	12 0	12 0	160 0	160 0	10 0	10 0
Hills—																										
Naini Tal	11 0	11 0	17 0	17 0	5 0	5 0	9 0	9 0	22 8	22 8	17 8	12 8	...	...	20 0	20 0	14 8	14 8	17 8	20 0	9 0	9 0	160 0	160 0	7 0	7 0
Almora	10 0	10 4	12 8	12 8	9 0	8 0	10 0	8 8	...	...	...	...	12 0	11 8	13 0	11 0	11 8	13 8	...	...	10 0‡	9 8‡	120 0	160 0	7 8	7 8
Garhwál	9 0	9 0	15 0	14 0	5 0	6 0	9 0	8 8	...	...	...	...	16 0	13 0	18 0	16 0	7 0	9 0	...	...	6 0	6 0	160 0	160 0	6 0	7 8
Oudh—																										
Southern—																										
Partábgarh	13 0	13 4	16 0	16 4	8 13	8 8	14 12	16 0	17 0	...	17 13	18 0	...	20 4	...	...	16 14	17 4	...	...	13 2	13 0	162 0	140 0	10 0	10 0
Sultanpur	12 8	12 12	14 0	17 0	8 0	8 0	17 0	17 0	20 0	20 0	15 0	13 8	25 0	25 0	25 0	25 0	18 0	17 8	22 0	20 8	18 0	18 0	160 0	160 0	10 0	10 0
Rae-Bareli	12 8	14 8	18 0	18 0	8 0	8 0	15 0	14 0	19 0	18 0	16 8	16 0	22 0	22 0	17 0	20 S	18 4	18 8	20 0	20 8	14 0	14 0	200 0	200 0	11 0	10 8
Unao	14 0	14 8	16 0	16 0	8· 0	8 0	14 0	14 0	18 0	18 0	14 0	14 0	...	...	16 0	16 0	16 0	16 8	20 0	21 0	15 0	16 0	160 0	160 0	11 0	11 0
Lucknow	14 0	15 0	19 8	19 8	...	6 0	15 0	14 0	24 0	22 0	14 0	14 0	25 0	32 4	18 8	19 8	19 8	21 0	24 8	28 8	12 0	13 0	110 0	110 0	11 0	10 12
Hardoi	14 0	15 0	16 0	18 8	7 0	7 0	16 0	11 0	...	...	20 0	16 8	...	...	24 0	25 0	18 8	19 8	23 8	24 0	19 8	20 0	160 0	160 0	10 8	10 8
Northern—																										
Fyzabad	13 10½	14 10½	16 0	18 0	11 8	11 8	15 8	15 8	20 8	20 8	16 8	16 8	...	...	17 0	17 0	19 0	18 12	25 1½	25 2½	14 14½	15 0	150 0	146 0	10 8	10 8
Barabanki	13 0	14 0	17 8	17 8	8 0	8 0	14 8	15 0	22 0	22 0	17 8	16 0	27 0	27 0	18 0	18 0	20 8	21 0	22 2	23 8	13 0	13 0	120 0	120 0	11 0	11 0
Gonda	13 12	14 0	18 0	18 0	12 8	12 8	15 12	16 0	17 8	17 8	13 0	13 0	...	...	10 0	10 0	18 4	18 4	28 8	28 8	22 8	22 8	200 0	200 0	10 8	10 4
Bahraich	14 8	15 0	21 8	23 0	9 12	9 8	15 8	13 0	22 0	20 0	14 0	14 0	29 8	28 0	23 0	24 0	17 8	17 8	28 8	28 0	21 4	22 0	160 0	160 0	10 0	10 0
Sitapur	13 0	14 0	19 0	20 0	11 0	11 0	14 0	15 0	19 0	24 0	19 0	19 0	21 0	24 0	23 0	24 0	17 0	20 0	21 0	22 0	14 0	15 0	120 0	120 0	10 0	10 0
Kheri	14 8	15 0	19 0	21 0	8 0	8 0	13 0	15 0	...	...	...	...	22 0	30 0	15 0	...	18 8	20 0	...	...	18 0	18 0	140 0	160 0	10 0	10 0
Rajputana—																										
Eastern—																										
Partábgarh	16 4	16 4	23 12	23 12	8 2	8 2	11 4	11 4	...	21 8	15 0	15 0	...	...	...	...	24 12	23 12	27 8	27 8	...	13 2	...	...	11 1	11 1
Bánswára	20 0	21 4	25 0	25 0	7 8	7 8	15 0	15 0	...	...	...	...	...	...	...	...	31 4	37 8	42 8	40 0	18 12	20 0	...	...	10 0	10 0
Meywar (Udaipur)	14 4	14 13½	22 10½	23 7	9 12	9 6	10 2½	10 2½	22 10½	22 10½	10 2½	10 15	*Nil*	*Nil*	10 15	12 8	20 5	21 1½	25 0	25 0	10 2½	10 2½	160 0	160 0	10 11	10 2½
Hilly Tracts of Meywar	15 0	15 0	31 0	25 0	...	...	15 0	15 0	...	...	...	...	...	...	...	...	28 0	28 0	39 0	39 0	...	...	§	§	11 8	11 8
Sirohi	13 0	13 0	25 0	25 0	5 8	5 8	6 0	6 0	...	...	15 0	15 0	...	...	...	...	20 0	20 0	18 0	18 0	...	...	160 0	160 0	11 8	11 8
Erinpura	12 3	13 10	20 8	23 8	...	7 10	10 12	9 2	18 14	20 4	16 10	18 0	...	...	...	...	18 2	22 2	...	...	...	...	160 0	160 0	12 4	12 4
Ajmere	12 3	12 8	17 3	17 8	6 0	6 0	9 0	9 0	18 0	18 8	14 0	15 0	...	...	...	...	...	...	...	...	...	...	90 0	90 0	12 8	12 8
Abu	11 14	12 11½	16 0	17 0	5 12	5 12	7 4	7 4	...	...	11 14	13 10	...	...	15 0	15 0	18 8	18 8	19 0	17 3	...	...	90 0	90 0	11 0	11 0
Kishengarh	12 0	12 4	18 0	17 4	8 0	7 0	10 0	9 4	18 0	20 8	14 0	16 4	...	...	...	...	15 0	16 0	...	...	...	...	160 0	160 0	13 2	13 0
Bundi	16 0	17 0	23 0	23 0	7 12	7 8	8 4	8 0	23 0	28 0	...	...	...	...	...	...	17 4	17 12	†	†	†	†	*	*	*	*
Kotah	16 0	16 0	23 0	23 0	6 0	7 0	8 0	8 0	22 0	22 0	14 0	14 0	...	...	...	...	18 0	18 0	27 0	31 0	25 0	25 0	160 0	160 0	13 2	13 0
Jhallawar	11 11½	12 14	21 1	22 1	7 2	7 2	11 0	11 0	23 3½	24 1½	16 11	17 3	...	...	...	...	20 0	20 8	20 0	20 0	20 0	20 0	160 0	160 0	10 4	10 4
Tonk	11 12	11 2	15 15	14 12	4 0	4 0	8 0	6 0	16 8	15 8	14 2	...	...	...	14 8	14 8	22 11½	24 5½	21 3	24 4	11 0	11 0	175 0	175 0	9 7	9 7½
Jaipur	12 0	12 4	17 12	18 8	5 0	5 0	7 8	7 8	18 8	18 0	16 0	13 8	†	†	21 0	21 0	18 0	18 0	24 0	24 0	24 0	24 0	95 0	95 0	12 0	12 0
Kerauli	13 2	13 12	16 4	17 3	10 0	10 0	10 10	10 10	20 0	20 0	14 11	14 11	...	...	15 0	15 0	16 0 & 18 4	16 0 & 18 4	18 S & 18 8	17 8	25 0	25 0	200 0	200 0	10 10	10 10
Dholpur	13 12	13 13	18 10	20 4	8 2½	8 2½	9 13	10 0½	18 0	17 5½	17 14	18 4	...	...	15 12	15 12	18 15	20 4½	...	...	25 6¾	27 13½	90 0	90 0	11 13	11 13
Bhartpur	14 0	13 14	17 1	17 11	5 2½	5 2½	5 5½	5 5½	14 10	14 10	15 14	14 15	...	...	14 13	11 12	20 0	20 5	20 0	19 0	22 0	22 0	120 0	120 0	11 8	11 8
Alwar	13 14	14 12	17 3	18 6	6 10	6 10	8 0	8 0	18 4	25 11½	18 0	23 1	...	...	12 5	13 10	17 5	19 S	16 3	18 13	25 7	27 13	140 0	140 0	12 8	12 8
Deoli Cantonment	13 4½	14 10	19 9	21 15	5 0	5 0	7 0	8 0	20 0	21 0	14 0	15 0	†	†	...	...	19 9	22 1	...	...	...	...	190 0	190 0	12 4	11 9½
Nasirabad Cantonment	13 0	13 8	...	...	6 8	6 8	7 0	7 0	...	...	14 10	18 0	...	...	...	...	19 0	18 8	...	...	22 0	22 0	110 0	110 0	13 4	13 4
Bálmer	11 6	11 6	...	...	5 8	5 8	7 8	7 8	...	...	14 10	18 10	...	...	...	...	14 10	13 0	...	...	...	...	260 0	260 0	13 8	13 8
Anádra	12 15	14 3½	...	...	6 8	6 8	9 0	9 0	...	...	...	18 0	...	...	...	...	17 0	17 12	...	...	...	...	320 0	320 0	12 0	12 0
Shahpura	13 8	14 0	20 12	20 10	9 0	9 0	11 0	11 0	20 0	20 0	18 0	18 0	...	...	...	...	19 0	18 0	20 0	20 0	...	...	160 0	100 0	11 10	11 8
Western—																										
Jodhpur	10 15	12 8	15 5	18 2	6 4	6 4	7 8	7 8	15 0	15 10	11 14	14 11	...	...	...	...	15 14	18 12	15 10	13 12	10 0	10 10	...	...	13 7	13 7
Jaisulmer	10 8	10 8	...	...	7 0	7 0	9 8	10 0	11 0	11 0	10 8	11 0	...	...	...	...	12 0	12 0	...	...	...	...	240 0	240 0	21 0	21 0
Bikanir	11 8	12 8	...	...	3 0	3 0	6 0	6 0	...	...	11 8	12 10	...	...	...	...	15 8	18 1¼	...	...	9 0	9 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	13 4	13 4	17 0	17 0	8 0	8 0	9 0	9 0	22 0	22 0	20 0	20 0	...	...	...	...	17 0	16 8	24 0	25 0	24 0	24 0	120 0	120 0	10 8	10 8
Nimach Cantonment	14 4	14 8	...	...	8 0	8 0	12 0	12 0	21 0	22 0	16 0	16 0	†	†	...	...	20 0	20 8	...	...	25 0	25 0	120 0	120 0	12 4	12 4
Guna	12 12	12 12	15 8	15 4	8 0	8 0	8 12	8 12	22 0	22 0	...	...	...	...	...	...	22 0	22 0	22 0	...	...	...	200 0	200 0	10 0	10 0
Gwalior	13 4½	13 8¾	19 2	20 11½	5 5	5 5	8 8	8 8	21 4	21 4	15 3½	17 8½	...	21 4	20 3	21 4	15 0	10 0	17 0	...	15 6½	16 7½	191 4	191 4	11 9	11 6¾

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

RETAIL PRICES FOR THE 2nd HALF OF OCTOBER 1895—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorgnum vulgare*).		Bajra or cumbu (*Penicillaria spicata*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Panjab—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Southern—																										
Hissar	15 0	15 0	21 0	20 0	...	...	12 0	12 0	20 0	18 0	15 0	14 0	‡	‡	†	†	23 0	24 0	23 0	23 0	†	†	100 0	100 0	11 0	11 0
Ferozpur	14 0	15 0	24 0	24 0	...	...	10 0	10 0	21 0	20 0	15 0	10 0	‡	‡	15 0	15 0	21 0	23 0	23 0	23 0	11 0	11 0	100 0	100 0	12 8	12 4
Central—																										
Lahore	14 0	15 0	21 0	24 0	...	...	11 0	11 0	21 0	22 0	17 0	17 0	‡	‡	16 0	16 0	20 0	21 0	20 0	17 0	11 0	11 0	83 0	85 0	12 14	12 4
Gujránwála	15 0	17 0	26 0	29 0	...	...	13 0	13 0	24 0	25 0	23 0	24 0	‡	‡	19 0	20 0	20 0	22 0	20 0	22 0	†	†	110 0	110 0	13	13 0
Gujrát	18 0	18 0	24 0	20 0	...	...	12 0	13 0	20 0	20 0	20 0	20 0	‡	‡	10 0	10 0	20 0	22 0	20 0	20 0	†	†	110 0	110 0	14 0	14 0
Jhelam	17 0	19 0	26 0	29 0	...	...	13 0	14 0	24 0	24 0	20 0	20 0	*	*	*	*	19 0	21 0	21 0	24 0	*	*	120 0	120 0	14 0	14 0
South-eastern—																										
Gurgáon	15 0	15 0	19 0	18 0	...	...	9 0	9 0	18 0	18 0	17 0	17 0	‡	‡	†	†	21 0	20 0	18 0	18 0	22 0	22 0	100 0	100 0	10 0	10 0
Delhi	15 0	15 0	19 0	20 0	...	...	12 0	12 0	20 0	22 0	15 0	10 0	‡	‡	15 0	16 0	19 0	20 0	18 0	18 0	19 0	22 0	80 0	70 0	11 0	11 0
Rohtak	14 0	14 0	19 0	22 0	...	...	12 0	12 0	22 0	24 0	14 0	10 0	‡	‡	12 0	12 0	21 0	21 0	20 0	20 0	18 0	18 0	120 0	120 0	11 0	11 0
Karnál	14 0	14 0	20 0	22 0	...	...	10 0	10 0	20 0	20 0	16 0	16 0	16 0	16 0	12 0	12 0	20 0	22 0	20 0	20 0	15 0	15 0	160 0	160 0	10 8	10 8
Sub-montane—																										
Ambala	16 0	18 0	23 0	24 0	...	...	12 0	12 0	24 0	24 0	19 0	19 0	‡	‡	8 0	8 0	21 0	21 0	23 0	24 0	‡	‡	120 0	120 0	12 12	12 12
Ludhfána	16 0	17 0	19 0	24 0	...	...	12 0	12 0	22 0	25 0	19 0	19 0	‡	‡	15 0	16 0	19 0	21 0	22 0	23 0	13 0	13 0	110 0	110 0	13 0	13 0
Jalandhar	18 0	19 0	22 0	24 0	...	...	10 0	10 0	24 0	24 0	19 0	19 0	‡	‡	20 0	20 0	20 0	21 0	24 0	24 0	‡	‡	100 0	100 0	13 0	13 0
Hoshiarpur	16 0	17 0	21 0	25 0	...	...	10 0	10 0	22 0	26 0	19 0	18 0	14 0	14 0	10 0	10 0	18 0	20 0	23 0	25 0	9 0	10 0	110 0	110 0	12 12	12 12
Gurdáspur	18 0	19 0	28 0	32 0	...	...	14 0	14 0	28 0	32 0	20 0	20 0	26 0	20 0	12 0	12 0	20 0	21 0	20 0	32 0	‡	‡	120 0	120 0	12 0	12 0
Amritsar	16 0	15 0	25 0	24 0	...	...	11 0	11 0	22 0	24 0	19 0	19 0	‡	‡	15 0	15 0	20	21 0	22 0	20 0	‡	‡	100 0	100 0	12 0	12 0
Siálkot	16 0	18 0	27 0	32 0	...	...	12 0	14 0	24 0	24 0	‡	24 0	‡	‡	‡	‡	19 0	23 0	23 0	23 0	‡	‡	120 0	130 0	13 8	13 8
Hills—																										
Simla	12 0	14 0	16 0	16 0	...	...	8 0	8 0	16 0	17 0	10 0	12 0	18 0	20 0	12 0	12 0	16 0	18 0	17 0	20 0	9 0	9 0	80 0	80 0	9 0	9 0
Kángra	18 0	18 0	28 0	28 0	...	...	14 0	14 0	16 0	16 0	14 0	14 0	*	*	6 0	6 0	19 0	19 0	21 0	20 0	12 0	12 0	120 0	120 0	11 0	10 0
Northern—																										
Ráwalpindi	15 0	18 0	23 0	23 0	...	...	8 0	8 0	27 0	32 0	20 0	25 0	*	*	17 0	18 0	19 0	20 0	20 0	23 6	*	*	60 0	60 0	13 8	13 8
Hazára	20 0	20 0	31 0	34 0	...	...	12 0	12 0	‡	‡	‡	‡	†	†	‡	‡	17 0	18 0	17 0	17 0	†	†	80 0	80 0	11 0	11 0
Peshawar	17 0	17 0	24 0	20 0	...	...	11 0	10 0	33 0	33 0	20 0	22 0	†	†	18 0	19 0	18 0	18 0	23 0	21 0	20 0	17 0	80 0	80 0	37 0	39 0
Kohát	18 0	17 0	20 0	20 0	...	...	16 0	15 0	22 0	20 0	21 0	21 0	†	†	†	†	19 0	18 0	27 0	20 0	†	†	102 0	102 0	51 0	51 0
Bannu	21 0	23 0	34 0	35 0	...	...	10 0	13 0	35 0	39 0	25 0	20 0	9 0	9 0	8 0	8 0	21 0	24 0	30 0	30 0	13 0	13 0	90 0	90 0	62 0	55 0
Western—																										
Sháhpur	16 0	19 0	20 0	24 0	...	...	9 0	9 0	20 0	24 0	20 0	22 0	24 0	24 0	20 0	22 0	19 0	21 0	20 0	20 0	†	†	160 0	160 0	12 0	13 0
Jhang	14 0	16 0	19 0	19 0	...	...	10 0	10 0	16 0	20 0	16 0	18 0	25 0	22 0	20 0	20 0	19 0	20 0	20 0	20 0	10 0	10 0	100 0	100 0	12 0	12 0
Multan	16 0	16 0	23 0	23 0	...	...	10 0	10 0	24 0	24 0	20 0	20 0	†	†	17 0	17 0	19 0	20 0	22 0	22 0	†	†	90 0	90 0	12 8	12 8
Montgomery	16 0	17 0	19 0	21 0	...	...	9 0	11 0	‡	‡	‡	10 0	†	†	†	†	20 0	21 0	21 0	21 0	10 0	10 0	180 0	200 0	12 0	14 0
Dera Ishmael Khan	18 0	19 0	23 0	24 0	...	...	9 0	9 0	23 0	24 0	21 0	24 0	‡	‡	4 0	4 0	19 0	21 0	20 0	20 0	10 0	10 0	125 0	125 0	30 0	31 0
Muzaffargarh	17 0	18 0	22 0	25 0	...	...	20 0	20 0	20 0	20 0	20 0	20 0	‡	‡	‡	‡	17 0	20 0	‡	‡	8 0	8 0	140 0	140 0	11 8	11 0
Dera Ghazi Khan	16 0	17 0	20 0	23 0	...	...	8 0	8 0	25 0	29 0	23 0	24 0	18 0	20 0	13 0	18 0	10 0	17 0	13 0	13 0	‡	‡	125 0	125 0	17 12	13 12
Sind and Baluchistan—																										
Karáchi	14 0	14 0	...	...	9 0	8 0	11 0	10 0	18 0	16 0	16 0	15 0	‡	‡	...	...	16 0	16 0	...	...	8 0 and 10 0	8 0 and 10 0	80 0	80 0	14 8	14 8
Hyderabad	13 8	13 8	...	...	8 0	8 0	10 0	10 0	15 8	16 0	15 0	16 0	‡	‡	...	...	15 0	15 8	...	...	...	...	116 6	116 6	12 8	12 8
Thar and Párkar (Umarkot)	11 0	11 8	...	...	9 0	9 8	11 0	11 8	...	...	12 0	12 0	‡	‡	...	...	8 0	7 8	...	...	...	...	213 0	213 0	12 0	12 0
Sukkur (Shikárpur)	16 0	16 0	...	...	8 0	8 0	12 0	12 0	21 0	21 0	20 0	20 0	‡	‡	...	...	15 0	15 0	...	...	...	...	142 0	142 0	12 0	12 0
Upper Sind Frontier	15 0	15 0	...	...	10 0	10 0	13 0	13 0	25 0	25 0	20 0	20 0	‡	‡	...	...	15 0	17 0	...	...	...	...	100 0	100 0	11 0	11 0
Quetta	14 8	14 8	16 0	17 0	5 0	5 0	7 0	7 0	20 0	20 0	13 0	14 0	‡	‡	6 0	6 0	14 8	16 0	19 0	23 0	9 0	9 0	67 6	71 4	9 0	9 0
Bombay—																										
Konkan—																										
Karwar (Kánara)	10 3	10 3	...	...	10 2	10 2	11 2	11 2	16 2	17 2	15 0	15 0	21 9	21 9	...	...	13 2	13 3	...	...	...	...	312 0	312 0	10 10	10 10
Ratnágiri	10 13	10 13	...	...	10 14	10 14	11 6	11 6	13 2	13 2	15 4	15 4	16 7	16 7	...	...	13 14	13 14	...	...	*	*	134 6	134 6	13 0	13 0
Alibág (Kolába)	9 4	9 4	...	...	10 13	10 13	11 11	11 11	11 9	11 9	12 12	12 12	*	*	...	...	11 14	11 14	...	...	*	*	89 10	89 10	11 14	11 14
Bombay	13 10	13 10	...	...	8 5	8 5	11 1	11 1	15 *	15 15	13 15	13 15	14 10	14 10	...	...	15 0	15 0	...	...	13 4	13 4	87 6	87 6	11 9	11 9
Tanna	12 12	12 12	...	...	11 2	11 2	12 0	12 0	*	*	14 6	14 6	*	*	...	...	16 0	16 0	...	...	*	*	112 0	112 0	12 4	12 4
Deccan—																										
Dharwar	19 4	19 4	...	...	10 8	10 8	11 8	11 8	25 8	24 9	22 6	21 6	...	...	...	...	11 14	11 14	...	...	12 15	12 15	100 0	100 0	10 5	11 1
Belgaum	18 4	16 11	...	...	10 12	10 12	11 8	11 9	23 14	23 14	22 14	22 7	28 0	28 0	...	...	12 0	12 4	...	...	13 8	13 8	96 0	78 0	11 1	11 1
Satara	13 0	12 5	...	...	8 2	8 2	9 7	9 7	18 11	17 4	17 5	16 10	*	*	*	*	11 13	11 13	...	...	*	*	91 3	91 3	12 10	12 10
Sholapur	16 12	16 12	...	...	7 10	7 10	11 11	11 11	30 6	28 10	23 4	22 5	*	*	*	*	13 8	13 8	...	...	*	*	80 0	80 0	10 8	10 8
Bijápur	19 8	19 8	...	...	9 4	9 4	11 6	11 6	28 13	28 13	*	*	*	*	*	*	10 12	10 12	...	...	*	*	80 0	80 0	11 6	11 6
Poona	13 15	13 15	...	...	9 11	9 11	10 13	10 13	21 2	21 2	18 6	18 6	14 13	14 13	...	...	13 13	13 13	...	...	17 2	17 2	81 1	81 1	11 13	11 13
Khandesh—																										
Ahmadnagar	17 6	17 6	...	...	8 14	8 14	9 13	9 13	27 8	28 14	22 11	22 11	*	*	23 0	23 0	14 9	13 14	...	...	*	*	80 0	85 5	12 6	12 6
Násik	17 4	17 4	...	...	8 14	8 14	11 11	11 11	*	*	21 3	21 3	*	*	*	*	15 11	15 11	...	...	*	*	128 0	128 0	12 11	12 11
Dhulia (Khandesh)	19 4	18 6	...	...	7 7	7 7	9 7	9 7	25 14	25 14	22 1	22 1	*	*	*	*	13 3	13 3	...	...	*	*	80 0	80 0	10 9	10 9
Guserat—																										
Surat	13 7	13 14	...	...	7 6	7 6	8 5	8 5	14 13	14 13	13 6	14 5	*	*	*	*	12 15	13 7	...	...	13 14	13 14	78 15	74 0	12 0	12 0
Broach	14 0	15 0	...	...	8 0	8 0	10 8	10 8	16 8	16 8	13 0	15 0	*	*	*	*	15 0	17 0	...	...	20 0	20 0	101 0	101 0	13 0	13 0
Kaira	12 0	12 0	...	...	*	*	10 0	10 0	*	*	13 8	12 8	19 0	20 0	...	...	16 0	16 0	...	...	*	*	106 11	106 11	12 0	12 0
Baroda Cantonment	11 8	12 0	...	...	8 0	8 0	10 0	10 0	16 0	16 0	14 0	13 8	18 0	18 0	...	...	13 8	15 0	...	...	*	*	80 0	80 0	11 8	11 8
Ahmadabad	12 8	13 8	...	...	10 0	10 0	12 8	13 0	18 0	19 0	14 0	14 0	...	...	...	...	17 8	19 8	...	...	...	...	80 0	80 0	13 10	13 10
Godhra (Panch Mahals)	13 0	13 0	...	...	9 0	10 0	11 0	12 0	...	...	15 0	15 8	21 8	21 8	...	...	20 0	24 0	...	...	18 0	20 0	182 0	182 0	12 8	12 8
Disa Cantonment	13 0	12 0	...	...	8 0	8 0	10 0	10 0	16 0	16 0	15 0	15 0	*	*	...	...	16 8	16 0	...	...	*	*	128 0	160 0	11 0	11 0
Kathiawár—																										
Rájkot	13 14	14 7	...	...	5 8	5 8	7 0	7 0	17 6	17 6	13 10	13 10	*	*	...	...	13 6	15 0	...	...	*	*	80 0	80 0	60 0	60 0
Central Provinces—																										
Western—																										
Nimar	14 3	14 3	...	...	6 12	6 12	12 7	11 7	20 10	22 9	...	...	...	...	...	...	13 7	14 3	...	...	12 1	12 1	100 0	100 0	11 6	11 6
Khandwa—Asirgarh Cant.	13 8	13 12	...	...	9 0	9 0	11 0	11 0	19 0	21 0	20 0	21 0	*	*	...	...	15 0	15 0	...	...	*	*	160 0	160 0	10 0	10 8
Hoshangabad	13 13	13 13	...	...	8 1	8 1	11 14	11 14	18 5	17 11	...	...	...	...	...	...	16 0	16 0	...	...	10 4	10 4	180 0	180 0	9 8	9 8
Betul	16 0	13 8	...	...	...	...	10 4	8 0	17 0	17 0	...	...	...	...	...	...	14 1	14 6	...	...	10 4	10 4	240 0	240 0	8 0	9 0
Chhindwára	12 10	12 10	...	...	7 4	7 4	10 0	10 0	14 6	14 6	...	...	...	...	...	...	15 3	15 0	...	...	10 5	10 5	150 0	150 0	9 2	8 0
Nágpur	14 3	15 10	...	...	10 0	10 0	11 4	11 14	18 2	18 12	...	...	...	...	...	...	13 12	10 14	...	...	10 10	11 4	115 0	115 0	10 2	8 2
Wardha	16 0	16 0	...	...	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	10 0	16 0	...	...	13 5	13 5	120 0	120 0	10 10	10 10
Central—																										
Narsinghpur	13 1	13 1	...	...	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	200 0	200 0	8 0	8 0
Saugor	11 12	11 12	...	...	10 3	10 3	11 1	11 1	...	...	...	...	...	...	...	...	19 0	19 0	...	...	19 6	19 6	145 0	145 0	9 4	9 4
Damoh	11 4	11 4	...	...	10 0	10 0	11 4	11 4	...	...	...	...	...	...	...	...	15 0	15 0	...	...	9 12	9 0	100 0	100 0	9 4	9 4
Jubbulpore	12 0	12 4	...	...	8 8	9 4	13 4	13 8	...	...	...	...	...	...	...	...	11 4	11 8	...	...	11 4	11 8	140 0	140 0	9 8	9 4
Bághelkhand (Satna)	13 14	13 4	16 0	16 0	7 0	7 0	15 8	16 0	*	*	*	*	*	*	13 0	13 0	15 8	10 10	*	*	16 14	18 0	160 0	160 0	9 8	8 0
Mandla	14 0	14 0	...	...	10 0	8 0	12 0	11 0	...	...	...	...	...	...	...	...	17 0	16 0	...	...	12 0	12 0	200 0	200 0	9 2	8 0
Seoni	14 7	14 7	...	...	8 10	8 10	11 8	11 8	...	...	...	...	...	...	...	...	13 9	13 9	...	...	9 11	9 12	190 0	190 0	9 2	9 2
Bálághát	11 0	11 0	...	...	8 0	8 0	11 0	11 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	8 0	8 0	120 0	120 0	9 0	9 0
Bhandára	15 0	15 0	...	...	...	...	12 8	12 8	...	...	...	...	...	...	...	...	15 0	15 0	...	...	10 0	10 0	240 0	240 0	...	...
Chánda	14 12	14 12	...	...	...	...	12 13	14 14	15 2	15 2	...	...	...	...	...	...	11 13	11 13	...	...	10 1	10 1	320 0	320 0	...	...
Eastern—																										
Bilaspur	15 8	13 5	...	...	9 0	10 2	13 8	14 10	...	...	...	...	...	...	...	...	13 10	14 10	...	...	8 0	8 0	130 0	110 0	8 0	8 0
Raipur	15 0	15 0	...	...	10 0	10 0	15 0	16 0	...	...	...	...	...	...	...	...	14 8	15 2	...	...	8 0	8 0	100 0	100 0	8 0	8 0
Sambalpur	13 0	13 0	...	...	12 0	12 0	10 0	17 0	...	...	...	...	...	...	...	...	13 8	15 0	...	...	9 0	9 0	120 0	120 0	9 4	9 4
Berar—																										
Buldána	18 0	18 0	...	...	7 0	7 0	10 0	10 0	26 0	26 0	22 0	22 0	...	...	...	...	18 0	17 0	...	...	13 0	13 0	182 0	182 0	9 0	9 0
Básim	17 8	17 8	...	...	7 0	7 0	10 8	10 8	21 0	24 0	...	...	...	...	...	...	15 8	15 0	...	...	11 8	11 0	70 0	70 0	8 0	8 0
Akola	15 8	16 8	...	...	5 5	5 8	7 8	7 8	19 8	24 8	...	...	...	...	...	...	13 8	14 8	...	...	11 0	11 0	100 0	106 0	11 0	11 0
Ellichpur	14 0	15 0	...	...	7 0	7 0	8 0	8 0	16 0	21 8	15 0	15 0	...	...	...	...	13 0	13 0	...	...	15 0	15 0	120 0	120 0	10 0	10 0
Amraoti	15 0	16 0	...	...	7 0	7 0	10 0	10 0	17 8	19 0	12 0	12 0	...	...	...	...	12 0	13 0	...	...	12 0	13 0	90 0	90 0	11 0	11 0
Wun	15 0	15 8	...	...	6 0	6 0	8 0	8 0	18 0	20 0	15 0	15 0	...	...	...	...	14 0	14 0	...	...	18 0	18 0	240 0	240 0	9 0	9
Nizam's Territories—																										
Secunderabad	12 11	12 7	*	*	7 2	6 13	10 14	10 3	21 7	21 7	17 12	17 12	24 14	24 14	*	*	10 8	11 1	*	*	16 12	16 12	115 0	100 0	8 8	8 4
Bolaram	12 13	12 13	*	*	7 0	7 0	9 15	9 15	21 0	21 0	*	*	*	*	*	*	11 11	11 11	*	*	*	*	110 14	110 14	8 0	8 2
Chadarghát	11 8	11 8	*	*	6 8	7 8	12 0	13 0	24 0	21 0	25 0	23 0	*	*	*	*	12 8	13 0	*	*	*	*	120 0	120 0	9	9 8

* Not sold. † Produced. ‡ Not procurable.

RETAIL PRICES FOR THE 2nd HALF OF OCTOBER 1895—*concluded*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jawar or cholum (*Sorghum vulgare*). Present fortnight.	Jawar or cholum (*Sorghum vulgare*). Past fortnight.	Bajra or cumbu (*Penicillaria spicata*). Present fortnight.	Bajra or cumbu (*Penicillaria spicata*). Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi (*Eleusine coracana*). Past fortnight.	Kangni or kakun. Italian millet (*Setaria italica*). Present fortnight.	Kangni or kakun. Italian millet (*Setaria italica*). Past fortnight.	Gram, chenna, cholai, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram, chenna, cholai, kadalay or sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	136 2	136 2	11 10	11 10
S. Canara	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	121 8	121 8	11 3	11 3
South, central—																										
Coimbatore	...	...	...	...	...	...	...	...	...	...	...	...	23 0	23 0	...	...	...	...	...	...	...	...	133 11	133 11	10 11	10 11
Nilgiris	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	274 3	274 3	8 13	10 10
Salem	...	...	...	...	...	...	...	...	...	...	...	...	24 13	27 6	...	...	...	...	...	...	...	...	136 2	136 2	10 14	10 14
Central—																										
Bellary	...	...	...	...	...	...	...	...	...	...	...	...	31 0	32 0	...	...	...	...	...	...	...	...	97 3	97 3	10-5&11-8	10-5&11-8
Anantapur	...	...	...	...	...	...	...	...	...	...	...	...	29 2	29 2	...	...	...	...	...	...	...	...	97 3	97 3	11 8	11 8
Cuddapah	...	...	...	...	...	...	...	...	...	...	...	...	27 0	27 0	...	...	...	...	...	...	...	...	126 6	126 6	11 13	11 13
Karnul	...	...	...	...	...	...	...	...	...	...	...	...	*	*	...	...	...	...	...	...	...	...	97 3	97 3	10-2 & 11-5	10-2 & 11-5
East Coast, north—																										
Ganjam	...	...	...	...	...	...	...	...	...	...	...	...	40 0	40 0	...	...	...	...	...	...	...	...	58 5	54 8	12 0	12 0
Vizagapatam	...	...	...	...	...	...	...	...	...	...	...	...	26 5	26 5	...	...	...	...	...	...	...	...	85 2	85 2	12 0	12 0
Godavari	...	...	...	...	...	...	...	...	...	...	...	...	30 0	30 0	...	...	...	...	...	...	...	...	133 11	133 11	12 2	12 2
East Coast, central—																										
Kistna	...	...	...	...	...	...	...	...	...	...	...	...	25 13	25 13	...	...	...	...	...	...	...	...	140 14	140 14	13 3	13 3
Nellore	...	...	...	...	...	...	...	...	...	...	...	...	26 14	26 14	...	...	...	...	...	...	...	...	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	...	...	...	...	...	...	...	...	...	...	...	...	21 14	21 14	...	...	...	...	...	...	...	...	93 13	96 11	13 2	13 2
Chingleput	...	...	...	...	...	...	...	...	...	...	...	...	20 10	20 10	...	...	...	...	...	...	...	...	91 14	91 14	13 5	13 5
N. Arcot	...	...	...	...	...	...	...	...	...	...	...	...	28 3	28 10	...	...	...	...	...	...	...	...	160 13	160 13	11 8	11 8
S. Arcot	...	...	...	...	...	...	...	...	...	...	...	...	28 10	28 10	...	...	...	...	...	...	...	...	209 0	209 0	12 13	12 13
Tanjore	...	...	...	...	...	...	...	...	...	...	...	...	27 14	27 14	...	...	...	...	...	...	...	...	145 13	145 13	12 6 and 12 8	12 6 and 12 8
Trichinopoly	...	...	...	...	...	...	...	...	...	...	...	...	26 3	26 3	...	...	...	...	...	...	...	...	128 5	124 6	12 0	12 0
Southern—																										
Tinnevelly	...	...	...	...	...	...	...	...	...	...	...	...	*	*	...	...	...	...	...	...	...	...	58 5	58 5	13 13	13 13
Madura	...	...	...	...	...	...	...	...	...	...	...	...	23 5	23 5	...	...	...	...	...	...	...	...	97 3	97 3	13 2	13 2
Mysore—																										
Mysore	12 0	12 0	11 0	11 0	7 12	7 12	9 4	9 4	35 0	35 0	20 0	...	26 0	26 0	18 0	...	11 0	10 12	...	...	9 12	9 12	96 0	96 0	9 12	9 8
Bangalore	13 1	15 8	13 8	14 0	7 8	7 8	8 8	8 8	25 0	24 0	...	...	35 2	39 2	...	13 0	13 8	13 8	...	12 0	13 8	13 8	90 0	90 0	10 0	10 0
Kolar	14 12	11 12	10 4	10 4	9 8	9 8	9 8	8 8	24 0	21 0	27 0	27 0	32 0	32 0	13 0	13 0	10 4	9 8	...	12 0	13 0	13 0	192 0	192 0	10 0	10 0
Tumkur	12 8	13 0	11 0	12 0	9 0	9 0	9 0	9 0	21 0	21 0	33 0	27 0	34 0	34 0	36 0	35 0	9 8	9 8	...	...	14 0	14 0	224 0	224 0	10 0	10 0
Hassan	...	...	11 0	11 0	8 0	8 0	9 0	10 0	28 0	26 0	...	...	33 0	32 0	...	...	9 0	10 0	...	...	7 0	7 0	200 0	200 0	8 0	8 8
Kadur	...	...	12 0	12 0	8 6	8 6	10 0	10 0	20 0	20 0	...	...	28 0	28 0	...	...	9 0	10 0	...	...	...	...	240 0	240 0	9 0	9 0
Shimoga	...	...	...	...	8 6	8 6	11 9	12 10	29 6	29 6	...	...	36 13	38 5	...	...	10 8	10 8	...	...	...	...	320 0	326 0	10 8	9 8
Chitaldrug	15 0	15 0	...	...	9 0	9 0	11 0	11 0	36 0	36 0	...	...	43 0	43 0	...	...	9 0	10 0	...	...	...	...	175 0	175 0	9 0	9 8
Coorg—																										
Coorg	9 0	9 0	7 8	7 8	8 8	9 8	11 0	10 8	...	...	...	...	28 0	25 0	...	...	21 8	20 8	...	...	*	*	110 0	110 0	9 8	9 0
Aden	9 4	9 4	...	...	7 0	7 0	8 0	8 0	10 3	10 3	*	*	*	*	...	...	9 4	9 4	...	...	...	...	65 5	65 5	32 0	32 0

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

* Not sold.

FINANCE AND COMMERCE DEPARTMENT.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. on Saturday, November 30th, 1895.

During the week under review pressure has been unsteady and has changed considerably from day to day over North-Western India, but in all other parts of the Indian region the barometer has been fairly steady, and the general distribution of pressure has not altered to any considerable extent throughout the week. The unsettled conditions over North-Western India apparently advanced to that position from the westward, as the first indication of disturbed weather was afforded by the Observatories in Persia on Sunday, 24th November. On Tuesday, the 26th, a very feeble depression was shown over Western Rajputana, and showers had occurred over Baluchistan, the North Punjab, and the North-Western Himalayas. This depression advanced eastward, showers accompanying it, but the barometer rose quickly in its rear, and the closing days of the week were marked by fine weather throughout nearly the whole Indian region. Some heavy showers of rain were received in the Madras coast districts during the first half of the week. The excessive temperatures which have prevailed during the past few weeks have held steadily over the greater part of India during the present week. In Burma this excess has not been felt, and the mean temperature has been below the normal average on all days.

Daily Summary.—*Sunday, 24th November.*—Pressure had increased everywhere and was above the normal average except over part of North-Western and Central India, and the south-west of the Peninsula. Readings were high over Northern India, and low over the south of the Bay and off the Malabar coast. The winds blew from between North and East. Numerous calms were reported from Northern India. The mean temperature was above the normal over the greater part of the country—most so in the centre. Showers of rain had fallen in parts of Burma and of the Madras coast districts.

Monday, 25th November.—Pressure had again increased almost everywhere within the Indian region, but had begun to fall in Baluchistan. The distribution of pressure was unaltered. Calms were again reported over Northern India, and northerly and easterly winds elsewhere. The mean temperature was lower than usual in Burma, and parts of Madras, and higher than usual elsewhere. Showers had been received in Sikkim, parts of Burma, and in the Madras coast districts.

Tuesday, 26th November.—Pressure had risen over the west of the Punjab and decreased elsewhere. A slight depression had appeared over Western Rajputana and the rise of the barometer in the Western Punjab was attributable to the recovery in the rear of this depression. The winds were irregular over North-West India, but were unchanged elsewhere. The mean temperature was again in defect of the normal over Burma and Madras, and in excess in all other places. Light showers had been received over Baluchistan, the North-West Himalayas, and the North Punjab and heavy showers over the Madras Coast Districts.

Wednesday, 27th November.—Pressure had increased very slowly over the Western desert and over parts of Madras and of Burma, but had decreased elsewhere. The shallow depression was shown over the Southern Punjab. The winds were again irregular, with a slight cyclonic tendency over North-West India, and were between North and East in other parts of the country. Calms were reported over the Gangetic plain. The mean temperature was below the normal average over Burma, Bengal, and Madras, and above in the other Provinces. Showers had occurred at the extreme North-Western Stations and in the Madras Coast Districts.

Thursday, 28th November.—Pressure had increased briskly to slightly over part of North-West India, but had hardly changed elsewhere. A large high

pressure area overlay North-West India. Readings were still lowest over the south of the Bay. Light Westerly winds and calms were reported from the Gangetic plain, but in other places the directions were generally from between North and East. The mean temperature was generally in excess over Northern and Central India and generally in defect in other parts of the country. A few light scattered showers were reported.

Friday, 29th November.—Pressure changes were again very small, except in the North-West where the barometer had fallen briskly. Readings were highest in the N. E., but they were fairly high and uniform throughout the whole of Northern India. The lowest pressures continued to be reported from the south of the Bay. Calms had reappeared over a large part of Northern and Central India, while elsewhere the wind directions remained between North and East. The mean temperature was in defect over Burma, the central parts of the Peninsula and Sind. Light scattered showers had again occurred in North-Eastern and Southern India.

Saturday, 30th November.—Pressure had increased almost everywhere, the rise being greatest in the north. Readings were highest along the foot of the Himalayas, lowest over the south of the Bay, with steepish intervening gradients. Northerly to Easterly winds prevailed over the greater part of the country. The mean temperature was below the normal over Burma and above elsewhere. Showers were again reported from a few places in the North-East and South.

Temperature.—The excessive temperatures recently prevailing were somewhat less pronounced during the week under review than in preceding weeks. In Burma, indeed, the mean temperature was steadily below the normal throughout the week, and in Madras on most days large portions of the Presidency had a lower temperature than usual. In the North-West the temperature was, owing to the occurrence of showers, unsteady and exhibited considerable differences from day to day, but in the centre high temperatures prevailed uninterruptedly.

The following table gives the variations of the mean temperature from the normal in the different provinces of India for each day of the week:—

Province.	November 1895.							Mean variation of week.
	24th.	25th.	26th.	27th.	28th.	29th.	30th.	
Burma	—0·8	—2·3	—1·5	—2·0	—2·1	—1·6	—0·5	—1·5
Bengal and Assam . .	+0·4	+0·7	+0·2	—0·4	+0·3	+1·5	+1·6	+0·6
North-Western Provinces and Oudh . .	+1·4	+1·3	+2·2	+2·2	+2·8	+1·9	+3·6	+2·2
Punjab	+1·3	+3·4	+3·7	+3·0	+0·9	+3·2	+2·6	+2·6
Bombay	+2·2	+2·0	+1·9	+1·2	+1·0	+0·8	+1·4	+1·5
Central Provinces and Berar	+4·2	+4·1	+3·2	+2·4	+3·3	+3·6	+5·1	+3·7
Central India and Gujarat .	+4·6	+4·3	+4·3	+3·7	+5·5	+4·9	+4·1	+4·5
Sind and Rajputana . .	+1·7	+3·0	+4·6	+4·8	+4·7	+1·3	+2·6	+3·2
Madras	+1·6	+0·5	—0·7	—0·7	+0·1	+0·6	+1·3	+0·4
Mean for whole of India	+1·8	+1·9	+2·0	+1·6	+1·8	+1·8	+2·4	+1·9

The mean temperature of the whole of India for the whole week was 1°·9 above the normal average. The daily variation was very nearly the same, but was slightly less on the 27th and slightly more on the 30th. In Burma the mean temperature was lower than usual throughout the week, the greatest abnormal deficiency being on the 25th, and in Madras the mean temperature was in defect on two days, *viz.* 26th and 27th. With these exceptions the mean temperature was steadily in excess of the normal, the abnormal excess being greatest over the central parts of the country. At the commencement of the week the day temperatures were as a rule higher than the night temperatures, relatively to the normals; but on the 26th high minimum temperatures appeared over the

Punjab, and thence spread to a large part of North-Western and Central India, the day temperatures at the same time decreasing over those regions.

Rainfall.—As shown by the earlier sections of the summary the rainfall of the week has been restricted to light showers in the extreme North-West and North-East, and to moderate showers in the extreme south. The concluding table exhibits the rainfall data. Effective rainfall occurred during the week in five of the rainfall divisions, *viz.*, Arakan, Madras (South Central), the East Coast (Central), the East Coast (South), and Madras (South), and slight ineffective rainfall in ten other divisions, *viz.*, Central and Upper Burma, Assam (Brahmaputra), North Bengal, the Punjab (North-West and West) Malabar, the Central Provinces (Central), Sind, and Madras (Central). In all the remaining divisions no rainfall whatever was received during the week under review. The heaviest average actual fall was 2·23″ in the East Coast (South), and in this division as well as in Sind and Arakan the total average fall of the week was slightly in excess of the normal. In all the other divisions the rainfall was less than usual. The column of average normal rainfall of the week shows that the anticipated rainfall during this period is very small generally, but in the Carnatic, the normal amount varies between 1¼″ and 1¾″, and in the centre and west of the south of the Peninsula between ¼″ and ¾″.

The three concluding columns of the table show the state of the seasonal rainfall, *i.e.*, the average actual and average normal rainfall for the period October 13th to November 30th. They show that normal or heavy rain has fallen over all the Peninsular divisions, as well as over Central India (East); Kathiawar, Gujarat and Chota Nagpur. In all other parts of the country the rainfall for the period has been more or less deficient, and, in parts of the Gangetic plain, no rain whatever has been received throughout the whole period. It will be noticed that over a considerable part of the country the normal rainfall for the period under review is small, but, in face of the early cessation of the summer rainfall, the absence of even this small amount becomes of importance.

The only heavy totals recorded during the week, November 24th to 30th, are reported from the south of the Peninsula. Coonoor (Nilgiris) reports a total of 2·86″; Saidapet (Chingleput) 7·05″; Cuddalore 4·28″; and Sheyali (Tanjore) 8·57″;

Province.	Division.	Rainfall data for week ending 30th November 1895.			Rainfall data from 13th October to 6th November 1895.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, 13th October to 30th November.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0	0	2·38	5·26	— 55
	Lower Burma	0	0·20	−0·20	1·00	7·07	— 77
	Central do.	0·08	0·15	−0·07	1·64	4·11	— 60
	Upper do.	0·01	?	?	2·11	?	?
	Arakan	0·46	0	+0·46	1·75	7·64	— 77
Bengal and Assam	Eastern Bengal	0	0·04	−0·04	0·38	3·93	— 90
	Assam (Surma)	0	0·00	−0·00	1·74	3·50	— 51
	Do. (Brahmaputra)	0·02	0·15	−0·13	0·50	2·29	— 78
	Deltaic Bengal	0	0·03	−0·03	1·15	2·59	— 56
	Central do.	0	0·02	−0·02	1·01	2·16	— 53
	North do.	0·01	0·02	−0·01	0·54	2·35	— 77
	Orissa	0	0·17	−0·17	1·53	4·80	— 68
	Chota Nagpur	0	0·08	−0·08	2·58	1·57	+ 64
	Bihar (South)	0	0·10	−0·10	0·05	1·43	— 90
	Do. (North)	0	0·04	−0·04	0·04	1·10	— 97
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·07	−0·07	0	0·92	— 100
	North-Western Provinces Submontane (*a*)	0	0·03	−0·03	0	0·86	— 100
	Oudh (South)	0	0	0	0·03	0·41	— 93
	Do. (North)	0	0·01	−0·01	0·01	0·30	— 97
	North-Western Provinces (Central)	0	0·01	−0·01	0	0·20	— 100
	North-Western Provinces (West)	0	0	0	0·01	0·08	— 88
	North-Western Provinces (Submontane) B	0	0·03	−0·03	0·06	0·17	— 65
Punjab	Punjab (South)	0	0·02	−0·02	0	0·15	— 100
	Do. (Central)	0	0·01	−0·01	0	0·12	— 100
	Do. (Submontane)	0	0·06	−0·06	0·02	0·21	— 90
	Do. (Hill Districts)	0	0·19	−0·19	0·30	0·63	— 52
	Do. (North-West)	0·03	0·13	−0·10	0·13	0·71	— 82
	Do. (West)	0·02	0·03	−0·01	0·02	0·17	— 88
Bombay and Malabar Coast Districts (Madras)	Malabar	0·07	0·25	−0·18	11·40	9·14	+ 25
	Madras (South Central)	0·53	0·74	−0·21	9·12	8·52	+ 7
	Coorg	0	0·58	−0·58	6·87	7·04	— 10
	Mysore	0	0·20	−0·20	4·87	5·33	— 9
	Konkan	0	0·08	−0·08	4·97	3·44	+ 44
	Bombay Deccan	0	0·22	−0·22	4·06	3·78	+ 7
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0·16	−0·16	1·73	2·32	— 25
Central Provinces and Berar	Berar	0	0·20	−0·20	1·31	2·07	— 37
	Central Provinces (West)	0	0·14	−0·14	0·53	1·35	— 61
	Do. (Central)	0·01	0·13	−0·12	0·46	1·13	— 59
	Do. (East)	0	0·05	−0·05	0·74	1·29	— 43
Bombay (North)	Gujarat	0	0	0	1·29	0·59	+ 119
	Kathiawar	0	0	0	0·95	0·34	+ 179
	Sind	0·03	0·02	+0·01	0·03	0·11	— 73
Rajputana and Central India.	Central India (East)	0	0·07	−0·07	0·66	0·52	+ 27
	Rajputana (East), Central India (West)	0	0·03	−0·03	0·05	0·32	— 84
	Rajputana (West)	0	0·01	−0·01	0	0·10	— 100
Madras	East Coast (North)	0	0·45	−0·45	7·63	7·94	— 3
	Do (do.) (*a*)	0	0·09	−0·09	4·25	5·24	— 19
	Hyderabad (South)	0	0·05	−0·05	4·28	1·17	+ 267
	Madras (Central)	0·01	0·30	−0·29	4·41	5·13	— 14
	East Coast (Central)	0·17	1·22	−1·05	9·45	11·24	— 16
	Do. (South)	2·23	1·83	+0·40	15·78	14·53	+ 9
	Madras (South)	0·39	1·39	−1·00	11·04	10·41	+ 0

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

SIMLA, *the 5th December 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 7th December.*—Good rainfall in parts of the Carnatic and Southern districts; light showers or no rain elsewhere. Sowing and transplanting continue in parts. The standing crops are generally good but require rain in parts of the Carnatic and Southern districts. Harvest is progressing with fair outturn. Pasture and fodder are sufficient. Cattle are in good condition. Prices are still falling, especially in the Southern half of the Presidency.

Bombay.—*For week ending 11th December.*—Slight rain in parts of Karachi; more rain is required for the late crops in parts of Sholapur. The early crops are suffering from drought in parts of Karachi. Wheat and groundnut in one taluka of Satara and cotton in parts of Dharwar have been damaged by blight. The standing crops otherwise are good. Harvesting of the early crops is progressing in eleven, and sowing of the late crops in six, districts. Cotton-picking is progressing in Broach, Khandesh, and Ahmednagar, and poppy sowing in parts of Baroda territory. Fodder is insufficient in parts of Sind. Agricultural stock are in good condition, except in parts of Thar and Parkar. Prices are normal, except in parts of Sholapur and Ahmednagur.

Bengal.—*For week ending 9th December.*—There was rain in Murshidabad, Rangpur, Patna, and Champaran during the week, but not in the other reporting districts. The harvesting of the winter rice is proceeding, and, as previously reported, the outturn over the greater part of the province is expected to be below the average. The spring crops are generally doing well, but in parts of Bihar the want of moisture is still felt. Poppy, which had to be resown in many places in Bihar, is coming on satisfactorily. Prospects of indigo and sugarcane are good; the latter is being harvested in some districts. The price of common rice continues steady.

North-Western Provinces and Oudh.—*For week ending 11th December.*—Weather generally clear and cold. Showers have fallen in some of the Eastern, Central, and Western districts, and prospects have somewhat improved. More rain is generally needed for the young crops. Irrigation of crops and sugarcane-pressing are in progress. Slight injury to poppy by insects is reported from Allahabad. Fodder is sufficient. Markets are well stocked. Prices are fairly steady.

Punjab.—*For week nding 11th December.*—Slight rain in Delhi only. Harvesting of the autumn crops and sowings of the spring crops are almost finished. Sugarcane-pressing continues. Canals are dry and rain is wanted. Prospects of the standing crops vary from good to poor. The crops have withered in Hissar. Cattle are generally in good condition, but are getting lean in Hissar. Fodder is dear in Delhi and scarce in Hissar, Jullundur, Ferozepore, Sialkot, Lahore, and Dera Ismail Khan, but is sufficient elsewhere. Prices

are above normal in Sialkot, low in Peshawar, rising in Hissar, Jullundur, and Mooltan, and high elsewhere.

Central Provinces.—*For week ending 11th December.*—No rain during the week. The weather is clear and cold. Threshing of the autumn crops is in progress; the outturn is generally good. The winter crops have been damaged for want of moisture. The linseed crop has been attacked by rust in the Chanda tehsil and by insects in the Simga tehsil. Prices are stationary.

Burma.—*For week ending 7th December.*—In Lower Burma reaping of early wet weather paddy is progressing. The crops continue good, except in parts of Tharrawaddy, Prome, Bassein, and Henzada, where they are suffering from want of later rain. In Upper Burma reaping of wet weather paddy is progressing and ploughing for and sowing of the dry weather crops continue. Slight rain has fallen in Myitkyina, Ruby Mines, and Meiktila. Crop prospects continue unfavourable. In Shwebo the crops have failed largely in five circles; in Pakokku they continue poor and in the non-irrigated parts of Minbu the crop has entirely failed; cotton and millet are, however, promising. In the irrigation tract of Magwe the crops have been destroyed and in Meiktila and Yamèthin they are very backward. In Myingyan *jowar* (*Sorghum vulgare*), sessamum, and peas are withering and in the Southern sub-division the later crops have entirely failed but are promising in the Northern sub-division. The price of paddy has risen considerably in Prome, Shwebo, and Meiktila and slightly in Thongwa but has fallen considerably in Tharrawaddy; elsewhere prices are stationary.

Assam.—*For week ending 10th December.*—Weather seasonable. Harvesting of late rice continues. Cattle in good condition. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 11th December.*—MYSORE: No rain. The standing crops are in good condition. Prices have slightly fallen in the Chitaldroog district, but have risen in the Shimoga and Hassan districts.

COORG: The rice crop is ripening. Picking of coffee continues. Prices of food grains are normal. Water and fodder for cattle are sufficient.

Berar and Hyderabad.—*For week ending 11th December.*—BERAR: No rain during the week. Weather cold. The present condition of crops is reported unsatisfactory, owing to continued break in the rainfall. Picking of cotton and reaping of *jowar* (*Sorghum vulgare*) continues. The water-supply is insufficient in three talukas of the Akola district. Prices are almost stationary.

HYDERABAD: No rain during the week. Prospects of the standing winter crops are good. Fodder is available for cattle. Prices continue rather high.

Central India.—*For week ending 11th December.*—Rain fell in Gwalior and Bundelkhand during the week; rain is still badly wanted in Goona. Agricultural operations are in progress in all parts. The crops have been damaged for want of rain in Gwalior, Bundelkhand, Baghelkhand, Bhopawar and Goona. Agricultural stock and pasturage are in fairly good condition, except in some parts of Gwalior. Prices are rising in parts of Gwalior and are high in Bundelkhand, Western Malwa, Goona, and Neemuch; elsewhere prices are normal.

The opium crop is in fair condition in Bhopal, Western Malwa, Bhopawar, and Neemuch.

Rajputana.—*For week ending 11th December.*—Rainfall slight in nine States. Agricultural operations are generally satisfactory, except in Jaisalmere. The crops are indifferent in parts of Meywar, damaged in Jhallawar, poor in Tonk and Shahpura. The autumn crops have mostly withered in Jaisalmere. The unirrigated crops are suffering in Ajmere-Merwara for want of rain. Prospects are fair, except in Jhallawar, Merwara, and Jaisalmere. Agricultural stock generally in good condition, but are suffering in Ulwar and parts of Meywar for want of fodder. Fodder is generally sufficient, except in Shahpura, Ulwar, Tonk, and Jaisalmere and parts of Meywar; indifferent in Kherwara and failing in Dholepore. Prices are rising in six States and fluctuating in one; elsewhere prices are steady. Scarcity is prevalent in some parts of the Jehazpore district of Meywar. One thousand nine hundred and eighty-six men are employed on relief works in the Suratgarh tehsil of Bikanir and 267 persons in Jaisalmere. Four persons are receiving gratuitous relief in Jaisalmere.

Kashmir.—KASHMIR VALLEY.—*For week ending 10th December.*—Falls of snow during the week. The spring sowings are almost finished. Prices continue normal.

JAMMU PROVINCE.—*For week ending 12th December.*—Rainfall slight. The spring sowings continue. Cattle are in good condition, Prices are rising.

Nepal.—*For week ending 7th December.*—Slight rain. The weather is seasonable. Prospects are good.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 1ST DECEMBER 1894, AND FROM 1ST JULY TO 30TH NOVEMBER 1895.

N.B.—As regards the figures in column *Total Earnings from 1st July 1895*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the end-half of 1894.	Week ending 1st December 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 30th November 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st July to 1st December 1894.	Earnings from 1st July to 30th November 1895.	Increase.	Decrease.
State lines worked by companies.	₹	Miles.	₹	₹	Miles.	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	556	1,687	10,87,317	645	1,733	11,43,060	660	2,00,79,303	2,07,33,647	6,54,344	...
Bengal-Nagpur	109	862	1,23,118	143	862	1,00,897	117	17,99,552	17,70,507	...	29,045
Indian Midland (*a*)	132	752	1,23,896	165	939	1,11,828	119	21,45,853	18,44,384	...	3,01,469
Bezwada extension	198	21	5,276	251	21	3,708	177	83,251	81,952	...	1,299
Metre gauge—											
Rajputana-Malwa (*b*)	236	1,790	4,71,876	264	1,789	4,02,820	225	83,77,630	76,88,966	...	6,88,073
Pálanpur-Deesa	37	17	675	40	17	710	42	12,950	12,887	...	63
South Indian	154	1,042	1,46,802	141	1,042	1,85,632	178	34,07,814	36,44,830	2,37,022	...
Mayavaram-Mutupet	82	54	4,398	81	54	5,625	104	93,512	1,04,149	10,637	...
Southern Mahratta (*c*)	90	1,105	1,10,035	94	1,105	1,32,850	114	22,17,600	25,34,736	3,17,130	...
Bengal and North-Western (*d*)	121	750	98,030	130	756	1,08,710	144	19,35,310	19,00,737	25,427	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	87	200	15,322	77	215	15,271	71	3,62,231	2,40,087	...	1,22,144
Assam-Bengal	...	...	...	...	128	11,669	91	...	1,73,585	1,73,585	...
TOTAL	232	8,346	21,80,745	262	8,721	22,22,780	255	4,05,15,021	4,07,90,473	2,75,452	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	242	2,511	7,33,153	292	2,548	5,63,405	221	1,27,19,515	1,30,54,767	3,35,252	...
Oudh and Rohilkhand (state)	238	797	1,99,047	250	797	1,65,207	207	39,71,930	33,73,750	...	5,98,180
Eastern Bengal (state) including metre and 2′ 6″ gauges	382	813	3,52,827	434	813	3,70,526	456	65,85,140	68,03,917	2,18,777	...
Bengal Central (*f*)	127	125	16,497	132	125	19,130	153	3,43,948	4,28,758	84,813	...
East Coast (state)	90	321	22,700	71	427	48,484	114	5,92,292	7,06,392	1,14,100	...
Metre gauge—											
Burma (state)	131	746	90,991	122	834	1,24,632	149	20,69,308	23,74,794	3,05,486	...
Special gauges—											
Jorhat (state provincial)	61	28	1,251	45	28	898	32	34,628	40,873	6,248	...
Cherra-Companyganj (state provincial)	59	8	598	75	8	555	69	9,693	9,527	...	166
TOTAL	235	5,349	14,17,064	265	5,580	12,92,837	232	2,63,20,448	2,67,92,778	4,60,330	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	341	1,490	7,05,681	474	1,490	8,35,170	560	1,01,12,413	1,03,02,473	1,90,060	...
Bombay, Baroda and Central India	530	461	3,25,920	707	461	3,31,000	718	48,13,440	51,79,748	3,66,308	...
Madras	230	840	2,07,808	247	840	2,06,496	246	42,86,520	45,48,823	2,62,303	...
TOTAL	340	2,791	12,39,409	444	2,791	13,72,666	492	1,92,12,373	2,00,31,040	8,18,667	...
TOTAL (GUARANTEED AND STATE)	251	16,486	48,43,218	294	17,092	48,88,283	286	8,00,53,851	8,70,14,297	15,00,446	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	152	161	20,787	129	161	26,330	164	5,34,527	5,74,403	39,933	...
Tarkessur	222	22	5,197	230	22	5,103	235	1,07,910	1,09,507	1,597	...
Metre gauge—											
Rohilkhand and Kumaon (Company section)	116	67	6,711	100	66	5,121	78	1,71,170	1,79,014	7,838	...
Bengal Dooars	148	36	4,718	131	36	7,620	212	1,06,596	1,33,769	27,173	...
Dibru-Sadiya	130	78	10,472	134	78	17,317	222	2,40,830	2,58,180	17,347	...
Special gauge—											
Darjeeling-Himalayan	248	51	12,333	242	51	13,844	271	2,70,641	2,90,681	26,040	...
TOTAL	157	415	60,218	145	414	75,395	182	14,31,688	15,51,010	1,19,931	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	171	333	65,167	196	333	70,859	213	12,05,726	11,74,751	...	30,969
The Gaekwar's Petlad	89	13	1,344	103	13	1,500	115	24,743	24,956	211	...
Rájpura-Bhátinda	257	108	29,022	269	108	10,626	98	5,11,420	3,97,900	...	1,13,466
Kolar Gold-fields	241	10	2,291	229	10	2,282	228	55,604	71,381	15,777	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	87	362	28,428	79	362	32,563	90	6,83,854	7,48,571	64,717	...
The Gaekwar's Mehsána	60	93	7,304	79	93	5,070	55	1,00,981	1,00,084	...	9,297
Kolhápur	71	29	2,012	69	29	2,179	75	44,93-	45,719	787	...
Special gauges—											
The Gaekwar's Dabhoi	47	72	3,522	49	72	3,690	51	72,283	69,379	...	2,904
Cooch Behar	40	22	960	44	22	980	45	17,826	17,172	...	654
TOTAL	120	1,042	1,40,050	134	1,042	1,29,749	124	27,26,365	20,50,573	...	75,792
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	81	334	36,683	110	334	37,710	113	5,58,004	5,55,131	...	2,873
Jetalsar-Rájkot	61	46	3,209	70	46	3,313	72	60,038	67,943	7,905	...
Jodhpore-Bickaneer	48	364	16,243	45	364	19,000	52	3,78,370	3,53,005	...	25,365
Oodeypore-Chitor (*i*)	...	...	...	...	61	1,910	31	...	(*j*) 34,766	34,766	...
Special gauge—											
Morvi	56	94	6,274	67	94	7,016	75	1,10,563	1,31,794	21,231	...
TOTAL	63	838	62,409	74	899	68,949	77	11,06,975	11,42,697	35,722	...
GRAND TOTAL	234	18,781	51,05,895	272	19,447	51,62,376	265	9,13,18,876	9,20,59,183	16,40,307	...

(*a*) Includes the Bhopal-Itársi, the Bina-Guna, and the Bhopal-Ujjain railways.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Includes the Guntakal-Mysore frontier section.
(*d*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North Western Railway Company.
(*e*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Includes the Wardha Coal, Dhond-Manmad, Khamgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.
(*i*) The line is being worked by the Bombay, Baroda and Central India Railway Company, as a temporary measure.
(*j*) Total earnings from 1st August to 30th November 1895.

CALCUTTA, *the 13th December 1895.*

F. B. HEBBERT,
Under Secretary.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XXXIII OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1894-95.	Week ending 1st December 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 30th November 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st April to 1st December 1894.	Earnings from 1st April to 30th November 1895.	Increase.	Decrease.
State lines worked by companies.	₹	Miles.	₹	₹	Miles.	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	599	1,687	10,87,317	645	1,733	11,43,060	660	3,38,30,439	3,49,56,622	11,26,183	...
Bengal-Nagpur	152	862	1,23,118	143	862	1,00,897	117	30,79,983	37,00,479	80,496	...
Indian Midland (*a*)	144	752	1,23,896	165	939	1,11,828	119	37,04,460	30,96,918	...	6,67,542
Bezwada extension	170	21	5,276	251	21	3,708	177	1,17,205	1,30,806	13,541	...
Metre gauge—											
Rajputana-Malwa (*b*)	279	1,790	4,71,876	264	1,789	4,02,820	225	1,59,02,684	1,50,97,739	...	8,04,945
Pálanpur-Deesa	344	17	675	40	17	710	42	23,760	24,770	1,010	...
South Indian	154	1,042	1,46,802	141	1,642	1,85,632	178	55,33,149	60,28,094	4,95,545	...
Mayavaram-Mutupet	75	54	4,398	81	54	5,625	104	(*c*) 1,42,063	1,74,029	31,966	...
Southern Mahratta (*d*)	105	1,105	1,10,035	94	1,105	1,32,850	114	41,53,092	45,29,133	3,70,041	...
Bengal and North-Western (*e*)	146	756	98,030	130	756	1,08,710	144	36,71,580	30,08,752	...	62,788
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	15,322	77	215	15,271	71	6,12,055	4,68,659	...	1,43,396
Assam-Bengal	...	...	...	...	128	11,669	91	...	(*f*) 1,73,585	1,73,585	...
TOTAL	259	8,346	21,86,745	262	8,721	22,22,780	255	7,14,30,536	7,20,50,232	6,19,696	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*g*)	252	2,511	7,33,153	292	2,548	5,63,405	221	2,10,50,144	2,37,14,272	26,64,128	...
Oudh and Rohilkhand (state)	270	797	1,99,047	250	797	1,65,207	207	69,27,970	62,69,394	...	6,58,576
Eastern Bengal (state) including metre and 2′ 6″ gauges	339	813	3,52,827	434	813	3,70,526	456	93,37,610	96,03,997	2,66,387	...
Bengal Central (*h*)	130	125	16,497	132	125	19,130	153	5,52,099	6,30,933	84,834	...
East Coast (state)	99	321	22,700	71	427	48,484	114	10,06,519	12,07,180	2,60,661	...
Metre gauge—											
Burma (state)	164	746	90,991	122	834	1,24,632	149	36,35,485	41,00,372	4,64,887	...
Special gauges—											
Jorhat (state provincial)	55	28	1,251	45	28	898	32	51,258	62,211	10,953	...
Cherra-Companyganj (state provincial)	64	8	598	75	8	555	69	16,231	14,016	...	2,215
TOTAL	243	5,349	14,17,064	265	5,580	12,92,837	232	4,25,77,316	4,56,68,375	30,91,053	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	442	1,490	7,05,681	474	1,490	8,35,170	560	2,09,36,681	1,97,04,076	...	12,32,605
Bombay, Baroda and Central India	678	461	3,25,920	707	461	3,31,000	718	1,01,50,729	1,14,51,028	12,94,899	...
Madras	243	840	2,07,808	247	840	2,06,496	246	69,31,837	74,50,824	5,18,987	...
TOTAL	421	2,791	12,39,409	444	2,791	13,72,666	492	3,80,25,247	3,86,06,528	5,81,281	...
TOTAL (GUARANTEED AND STATE)	281	16,486	48,43,218	294	17,092	48,88,283	286	15,20,33,099	15,63,25,135	42,92,036	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	165	161	20,787	129	161	26,330	164	9,11,292	9,79,786	68,494	...
Tarkessur	209	22	5,197	230	22	5,103	235	2,00,884	1,98,804	...	2,080
Metre gauge—											
Rohilkhand and Kumaon (Company section)	121	67	6,711	100	66	5,121	78	3,06,397	3,11,302	4,903	...
Bengal Dooars	161	36	4,718	131	36	7,620	212	1,43,509	1,90,004	46,435	...
Dibru-Sadiya	136	78	10,472	134	78	17,317	222	3,71,106	4,00,908	29,802	...
Special gauge—											
Darjeeling-Himalayan	249	51	12,333	242	51	13,844	271	4,45,702	5,15,274	69,572	...
TOTAL	164	415	60,218	145	414	75,395	182	23,78,950	25,96,078	2,17,128	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	187	333	65,167	196	333	70,859	213	20,82,921	20,03,917	...	79,004
The Gaekwar's Petlád	105	13	1,344	103	13	1,500	115	47,067	49,453	2,386	...
Rájpura-Bhatinda	271	108	29,022	269	108	10,626	98	8,35,783	6,97,348	...	1,38,435
Kolar Gold-fields	200	10	2,291	229	10	2,282	228	(*j*) 68,823	1,08,819	39,996	...
Metre gauge—											
Southern Mahratta (Mysore section) (*k*)	89	362	28,428	79	362	32,563	90	11,20,602	11,98,473	77,871	...
The Gaekwar's Mehsána	74	93	7,304	79	93	5,070	55	2,26,023	2,05,517	...	20,506
Kolhápur	81	29	2,012	69	29	2,179	75	84,130	81,489	...	2,641
Special gauge—											
The Gaekwar's Dabhoi	59	72	3,522	49	72	3,690	51	1,51,384	1,60,998	9,614	...
Cooch Behar	45	22	960	44	22	980	45	28,021	28,207	...	414
TOTAL	136	1,042	1,40,050	134	1,042	1,29,749	124	46,45,354	45,34,221	...	1,11,133
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	103	334	36,683	110	334	37,710	113	11,40,233	12,72,355	1,32,122	...
Jetalsar-Rájkot	68	46	3,209	70	46	3,313	72	1,03,275	1,21,202	17,987	...
Jodhpore-Bickaneer	58	364	16,243	45	364	19,000	52	7,33,635	6,48,731	...	84,904
Oodeypore-Chitor (*l*)	...	...	...	...	61	1,910	31	...	(*m*) 34,766	34,766	...
Special gauge—											
Morvi	65	94	6,274	67	94	7,016	75	2,08,304	2,54,484	46,180	...
TOTAL	78	838	62,409	74	899	68,949	77	21,85,447	23,31,598	1,46,151	...
GRAND TOTAL	261	18,781	51,05,895	272	19,447	51,62,376	265	16,12,42,850	16,57,87,032	45,44,182	...

(*a*) Includes the Bhopal-Itársi, the Bina-Guna, and the Bhopal-Ujjain railways.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 1st December 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Total earnings from 1st July to 30th November 1895.
(*g*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*j*) Total earnings from 1st June to 1st December 1894.
(*k*) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.
(*l*) The line is being worked by the Bombay, Baroda and Central India Railway Company as a temporary measure.
(*m*) Total earnings from 1st August to 30th November 1895.

CALCUTTA, *the 13th December 1895.*

F. B. HEBBERT,
Under Secretary.

No. 5750 S. R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.
CUSTOMS.

Calcutta, the 11th December, 1895.

READ—

Customs Circulars Nos. XXV and XXVI.

ORDERED that the Circulars be published for general information in the Supplement to the *Gazette of India*.

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

Customs Circular No. XXV.

FROM—The Government of India, FINANCE AND COMMERCE DEPARTMENT,—No. 5294 S. R., dated the 6th November 1895.

To—The Secretary to the Government of Bengal, Financial Department.

I am directed to acknowledge the receipt of your letter No. 680 T.F., dated the 17th October 1895, referring for the orders of the Government of India a question regarding the levy of import duty on iron screws. The Collector of Customs at Calcutta has ruled that these articles are chargeable with duty at 1 per cent. *ad valorem* under the head "Iron Nails, Other Sorts," while the Board of Revenue, Lower Provinces, are of opinion that they are hardware and should be assessed at 5 per cent. *ad valorem* under No. 13 of Schedule IV of the Indian Tariff Act, 1894.

I am to say that the Government of India confirm the view taken by the Board.

* * * *

Customs Circular No. XXVI.

RESOLUTION—By the Government of India, FINANCE AND COMMERCE DEPARTMENT,—No. 5303 S. R. dated the 6th November 1895.

Read—

Resolution in the Finance and Commerce Department, No. 2111 S. R., dated the 6th May 1895.

Letter from the Chief Commissioner of Burma, No. 65—1 C.-2, dated the 2nd July 1895.

Letter from the Government of Madras, No. 2910, dated the 20th July 1895, and enclosures.

Letter from the Government of Bombay, No. 6475, dated the 26th August 1895, and enclosures.

Letter from the Government of Bengal, No. 650 T. F., dated the 5th October 1895, and enclosures.

In the Resolution cited above the Government of India invited the opinions of the local maritime Governments on the question whether the

practice of mixing spirit in bond with water before exportation is open to such objection that the sanction required by section 100 of the Sea Customs Act, VIII of 1878, should be withheld generally and the practice disallowed.

2. The replies of the Local Governments are to the following effect :—

(1) The Government of Madras are of opinion that certain difficulties stated by the Collector of Customs at Madras could be provided for by rules, and that the question resolves itself into one of providing an adequate supervising staff. The difficulties mentioned, however, apply to the case of admixture of water with spirit for home consumption rather than with spirit for exportation, and therefore are not relevant to the present issue.

(2) The Government of Bombay consider that, as long as operations are confined to the reduction of spirit with water for exportation, the practice may be allowed, but they would deprecate any proposal permitting the admixture with water or any other substance of spirit in bond which is not intended for exportation.

(3) The Government of Bengal propose to allow the practice even in the case of spirit for home consumption.

(4) The Chief Commissioner of Burma is of opinion that the operation need not be prohibited, and that rules might be framed which would sufficiently protect the revenue.

3. The Governor General in Council agrees in the opinion of the Government of Bombay and considers that there is no necessity for allowing the practice of mixing spirit in bond with water in the case of spirit for home consumption. The practice may be permitted in the case of spirit intended for exportation from bond, but not in regard to other spirit.

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SUPPLEMENT TO

The Gazette of India.

No. 51.] CALCUTTA, SATURDAY, DECEMBER 21, 1895.

OFFICIAL PAPERS.

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

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

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. on Saturday, December 7th, 1895.

The daily weather charts of the week under review show that pressure has changed considerably from day to day, but that throughout the whole period and notwithstanding these changes, the general distribution of pressure has been practically unaltered during the week. Readings were, on most days, highest over the North Punjab and lowest over the south of the Bay, while throughout the whole week an area of relatively high pressure overlay Rajputana and the central parts of India. Gradients were generally moderately steep over the Bay and the Peninsula. In the early part of the week the messages received from Persia and Kashmir showed that unsettled conditions existed to the west and north-west of India. These unsettled conditions apparently reached India by the middle of the week and on Tuesday, the 3rd, showers of rain fell over the Gangetic plain and the north of the Central Provinces, and snow occurred on the North-West Himalayas as low down as 7,000 or 8,000 feet. On Wednesday, the 4th, a few scattered showers were reported from parts of Bengal and of Upper Burma. In the extreme South of the Peninsula on most days of the week, a few scattered showers have been received, but except at Negapatam the amounts have been small. The general temperature of India was in excess of the normal on all days, but, accompanying and following the rainfall and snowfall of the middle of the week, there occurred a decided fall of temperature over Gujarat, Rajputana, the Gangetic plain and North-East India. At the Hill stations also, from Tuesday until the close of the week, there was a very decided defect of

temperature as compared with the normal. The winds varied considerably over Northern India, but there was a steady Northerly current over the Bay area and an Easterly current over the centre and west of the Peninsula and the South of the Central Provinces.

Daily Summary.—*Sunday, 1st December.*—Pressure had increased in nearly all places, the rise had been brisk over the Indus Valley. Readings were highest in the extreme north-west and lowest in the extreme south, and generally exceeded the normal average. Variable winds and calms prevailed over the Punjab and the Gangetic plain, Northerly winds over the Bay area and Sind, and Easterly winds over the centre and west of the Peninsula. The mean temperature exceeded the normal average except in Assam and Burma, and the only rainfall recorded was in the extreme South.

Monday.—Pressure had decreased except in Sind and Kathiawar; the fall had been brisk over the greater part of Northern India. Readings remained highest in the extreme north-west and lowest in the extreme south, and still exceeded the normal in most places, though the excess was less than on the previous day. Northerly winds had appeared over North-West India, but in other respects the wind directions were little changed. The mean temperature still exceeded the normal average except in Burma and Assam. Light showers of rain were reported from Meerut, Delhi, Saugor, Indore, Neemuch as well as from several stations in Southern India.

Tuesday.—Pressure had risen very slightly at some central stations but had continued to fall elsewhere. Readings were still highest in the north-west and lowest in the extreme south, but they were now below the normal average almost everywhere. Calms and variable breezes prevailed over part of North-West India, Westerly winds in the Gangetic plain, Northerly winds over the Bay area, and Easterly winds over the centre and west of the Peninsula. A sudden fall of temperature had occurred over the west of the North-Western Provinces, Rajputana and Gujarat, and the mean temperature had fallen to more or less below the normal over that area. In other parts of India the mean exceeded the average. Showers were reported over the Gangetic plain, Rajputana, Central India, the Central Provinces, North Bengal and the south of the Peninsula.

Wednesday.—Pressure had decreased almost everywhere, the change being rapid in Lower Sind. Readings were highest over the central parts of the country and lowest over the south of the Bay, and were below the normal average in all parts of the Indian region. The winds had shifted to the southward in Sind and Kathiawar, and to south-east and east over Upper Sind and the Punjab. Elsewhere the directions were generally unchanged. The mean temperature remained below the normal average over Gujarat, Rajputana, the East of the Punjab and the Gangetic plain. A few scattered showers were reported from the North-East and from the South of India.

Thursday.—Pressure had changed very little, and the general distribution was similar to that reported on the previous day. Readings remained below the normal average everywhere. The southerly winds had disappeared from Sind and Kathiawar, but otherwise the directions were unchanged. The mean temperature also showed the same distribution, with respect to the normal, as on Wednesday. Hail and snow had been received at some of the Hill stations and showers of rain in Sikhim, Upper Burma and the South of the Peninsula.

Friday.—Pressure had risen briskly in the west of the Punjab and changed very slightly elsewhere. Readings were highest over the north of the Punjab, relatively high over the central parts of the country and lowest in the south of the Bay. Calms prevailed over the Gangetic plain and the central parts of the country and Northerly to Easterly winds elsewhere. The mean temperature maintained the same general distribution with respect to the normal. Snow was reported from Kashmir and the Eastern Himalayas and moderate rain from Negapatam.

Saturday.—Pressure had increased except in Burma, Assam, Bengal, and the South of the Peninsula. The distribution was the same as on Friday and readings were below the normal almost everywhere—very slightly so in the centre and north and considerably so over Lower Burma and in Ceylon. The

winds remained Northerly to Easterly. The mean temperature was low, with respect to the normal, over Burma, Bengal, the Gangetic plain, Central India, and Gujarat and high elsewhere. Slight snow had fallen at Gnatong and light rain at Colombo and Negapatam.

Temperature.—During the greater part of the week under review the distribution of the mean temperature with regard to the normal has been very steady. On the first two days the mean temperature was in excess over nearly the whole of India, but, on Tuesday, a sudden fall occurred over the East of the Punjab and the West of the North-Western Provinces, and from this centre low temperatures extended to Rajputana and Gujarat and to the Gangetic plain and Bengal. In other places the mean exceeded the normal and this distribution held until the close of the week.

The following table gives the variations of the mean temperature from the normal in the different provinces of India for each day of the week :—

Province.	December 1895.							Mean variation of week.
	1st.	2nd.	3rd.	4th.	5th.	6th.	7th.	
Burma	−0·2	+0·7	+1·3	+1·9	+1·3	+1·0	+0·7	+0·9
Bengal and Assam . .	+2·1	+2·3	+3·4	+0·8	+0·3	+0·4	−0·5	+1·4
North-Western Provinces and Oudh	+4·3	+5·3	+0·5	−1·2	−0·6	−0·4	−1·2	+1·0
Punjab	+2·8	+1·6	+1·9	+1·1	+1·1	+1·6	+1·2	+1·6
Bombay	+2·2	+2·6	+2·3	+1·4	+1·3	+1·1	+0·8	+1·7
Central Provinces and Berar	+5·2	+4·9	+4·1	+3·1	+4·0	+4·8	+4·3	+4·3
Central India and Gujarat	+5·6	+6·3	+1·5	−2·9	−1·3	−0·8	−0·8	+1·1
Sind and Rajputana . .	+4·0	+5·0	−0·7	0	−0·3	+1·0	+0·9	+1·4
Madras	+1·1	+2·0	+1·5	+1·4	+1·2	+1·1	0	+1·2
Mean for whole of India	+3·0	+3·4	+1·8	+0·6	+0·8	+1·1	+0·6	+1·6

The above shows that for the whole country for each day of the week, the temperature was excessive, the abnormal excess decreasing from 3° and 3½° on the 1st and 2nd to only 0°·6 on the 4th and 7th. The abnormal excess for the whole of India for the whole week was 1°·6. The provincial variations show that the mean temperature of the week was in excess in all provinces, the excess varying from 4°·3 in the Central Provinces to 0°·9 in Burma. In Central India and the North-Western Provinces on four days and in Burma, Bengal, Sind, and Rajputana on one day, the mean temperature fell below the normal.

Rainfall.—The rainfall which has occurred during the week under review has been attributable to two causes. That which occurred in the South of the Peninsula was apparently associated with the low pressure area which occupied the South of the Bay during the whole of the week, while that which occurred over Northern and Central India was due to the feebly unsettled conditions which appeared over North-West India on the 2nd, and subsequently spread Eastward and Southward affecting the weather over a very large area. The concluding table gives the rainfall data of the week. The returns show that during the week an average actual rainfall exceeding 0·10″ was received in thirteen divisions; some rainfall, but averaging less than 0·10″, in sixteen divisions, and no rain whatever in twenty-three divisions. The divisions which received effective rainfall were :—Assam (Surma); Central Bengal; the North-Western Provinces (East, Central and West); Oudh (South); the Punjab (Central and Hill districts); Malabar; Central India (East); the East coast (Central and South) and Madras (South). In all other parts of India the actual average rain was either *nil* or insignificant in amount. The second column of the table shows that except in parts of Madras the anticipated rainfall during the present week is small, and the third column shows that even this small amount has not in the majority of cases been received. In Central and North Bengal, Bihar, the North-Western Provinces and Oudh, the Punjab (Central and Hills) and the

East coast (Central) the normal rainfall has been exceeded by small amounts, but in all the other divisions the rainfall has been short of the average. In the case of the East coast (North) the deficiency amounts to 0·61″ and in the case of the East coast (South) to 0·70″, but these are the only instances of considerable deficiencies.

The returns for the season, *viz.*, from October 13th to December 7th, exhibit normal or excessive rain, for that period, in the case of Chota Nagpur, the North-Western Provinces (Central and West), Malabar, Madras (South-Central), the Konkan, the Deccan, Gujarat, Kathiawar, Central India (East), Hyderabad (South), the East Coast (South) and Madras (South), and more or less deficient rainfall elsewhere. In Western Rajputana no rainfall whatever has been received.

The only instances of considerable totals being received during the week under review are reported from the South of the Peninsula where :—Tranquebar (Tanjore) reports 9·24 inches and Nángunéri (Tinnevelly) reports 4·61 inches.

Province.	Division.	Rainfall data for week ending 7th December 1895. Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Rainfall data from 13th October to 7th December 1895. Average actual rainfall of season to date.	Average normal rainfall, 13th, Oct. to 7th Dec.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	per cent.
Burma	Tenasserim	0	0	0	2·38	5·26	— 55
	Lower Burma	0	0·06	—0·06	1·60	7·13	— 78
	Central do.	0	0·02	—0·02	1·64	4·13	— 60
	Upper do.	0·01	?	?	2·11	?	?
	Arakan	0	0·10	—0·10	1·75	7·74	— 77
Bengal and Assam	Eastern Bengal	0·03	0·34	—0·31	0·42	4·26	— 90
	Assam (Surma)	0·14	0·30	—0·16	1·88	3·86	— 51
	Do. (Brahmaputra)	0·03	0·07	—0·04	0·52	2·36	— 78
	Deltaic Bengal	0	0·14	—0·14	1·15	2·73	— 58
	Central do.	0·11	0·09	+0·02	1·12	2·24	— 50
	North do.	0·06	0·03	+0·03	0·61	2·37	— 74
	Orissa	0	0·19	—0·19	1·53	4·99	— 69
	Chota Nagpur	0	0·05	—0·05	2·58	1·62	+ 59
	Bihar (South)	0·04	0	+0·04	0·09	1·43	— 94
	Do. (North)	0·09	0·01	+0·08	0·14	1·17	— 88
North-Western Provinces and Oudh.	North-Western Provinces (East)	0·19	0	+0·19	0·19	0·92	— 79
	North-Western Provinces Submontane (*a*)	0·07	0·01	+0·06	0·07	0·86	— 92
	Oudh (South)	0·16	0·01	+0·15	0·18	0·42	— 57
	Do. (North)	0·03	0·01	+0·02	0·04	0·30	— 87
	North-Western Provinces (Central)	0·23	0·02	+0·21	0·23	0·22	+ 5
	North-Western Provinces (West)	0·31	0·05	+0·26	0·32	0·13	+ 146
	North-Western Provinces (Submontane) B	0·01	0·02	—0·01	0·07	0·19	— 63
Punjab	Punjab (South)	0·01	0·02	—0·01	0·01	0·17	— 94
	Do. (Central)	0·15	0·02	+0·13	0·15	0·15	0
	Do. (Submontane)	0	0·03	—0·03	0·02	0·24	— 92
	Do. (Hill Districts)	0·20	0·14	+0·06	0·50	0·77	— 35
	Do. (North-West)	0	0·04	—0·04	0·13	0·75	— 83
	Do. (West)	0	0·01	—0·01	0·03	0·18	— 83
Bombay and Malabar Coast Districts (Madras)	Malabar	0·24	0·31	—0·07	11·64	9·45	+ 23
	Madras (South Central)	0·07	0·30	—0·23	9·19	8·81	+ 4
	Coorg	0	0·14	—0·14	6·87	7·78	— 12
	Mysore	0·01	0·09	—0·08	4·88	5·42	— 10
	Konkan	0	0·01	—0·01	4·97	3·45	+ 44
	Bombay Deccan	0	0·02	—0·02	4·06	3·79	+ 7
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0·01	—0·01	1·73	2·33	— 26
Central Provinces and Berar	Berar	0	0·06	—0·06	1·31	2·13	— 38
	Central Provinces (West)	0·04	0·08	—0·04	0·57	1·43	— 60
	Do. (Central)	0·06	0·08	—0·02	0·52	1·20	— 57
	Do. (East)	0	0·05	—0·05	0·74	1·34	— 45
Bombay (North)	Gujarat	0	0	0	1·29	0·59	+ 119
	Kathiawar	0	0	0	0·95	0·34	+ 179
	Sind	0	0·02	—0·02	0·03	0·13	— 77
Rajputana and Central India.	Central India (East)	0·11	0·14	—0·03	0·76	0·66	+ 15
	Rajputana (East), Central India (West)	0·07	0·14	—0·07	0·13	0·46	— 72
	Rajputana (West)	0	0·01	—0·01	0	0·11	— 100
Madras	East Coast (North)	0	0·61	—0·61	7·64	8·56	— 11
	Do. (do.) (*a*)	0	0·05	—0·05	4·25	5·29	— 20
	Hyderabad (South)	0	0·13	—0·13	4·28	1·29	+ 230
	Madras (Central)	0·03	0·08	—0·05	4·44	5·20	— 15
	East Coast (Central)	0·36	0·34	+0·02	9·81	11·58	— 15
	Do. (South)	0·68	1·38	—0·70	16·45	15·90	+ 4
	Madras (South)	0·71	0·95	—0·24	11·75	11·35	+ 3

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

SIMLA, *the 12th December 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 14th December.*—No rain except a few scattered showers in the Carnatic and Southern districts. Sowing, transplanting, and weeding continue in parts. The standing crops are generally good, but require rain in parts of the Central, Southern, and West Coast districts. The harvest is progressing with fair outturn. Pasture and fodder are generally sufficient. Cattle are in good condition. Prices continue to fall.

Bombay.—*For week ending 18th December.*—Slight rain in parts of Sind. More rain is required for the late crops in parts of Ahmednagar and Sholapur. Linseed and *jowar* (*Sorghum vulgare*) in parts of Sholapur, and cotton in parts of Dharwar have been blighted. *Jowar* in parts of Bijapur has been damaged by unfavourable winds. The standing crops otherwise are good. Harvesting of the early crops is progressing in seven, and sowing of the late crops in five, districts. Cotton-picking is progressing in Broach, Khandesh, and Ahmednagar. Fodder is insufficient in parts of Shikarpur and Hyderabad. Agricultural stock are in good condition. Prices are normal except in parts of Sholapur.

Bengal.—*For week ending 16th December.*—The principal feature of the weather during the week was a storm in the Bay, which struck the coast near Chittagong on the 12th instant and caused heavy rain in that station, and rain in less quantities over other parts of Eastern Bengal. The harvesting of winter rice is in full progress, and the outturn, as previously reported, will be below the average in most districts. The spring crops are doing well, but in some districts there is lack of moisture. Prospects of poppy are generally satisfactory. Indigo and sugarcane are thriving. The price of common rice continues steady.

North-Western Provinces and Oudh.—*For week ending 18th December.*—The weather continues clear and seasonable. Rain is urgently required for the young spring crops in some of the Central, Western and Submontane districts. Irrigation is in progress where practicable. Sugarcane-pressing continues. Prospects are generally fair. Fodder is ample. Markets are fairly well stocked. Prices are fairly stationary with a tendency to rise in places.

Punjab.—*For week ending 18th December.*—Slight rain in Amritsar, Sialkot, Mooltan, Dera Ismail Khan, and Rawalpindi only. Harvesting of the autumn crops and sowings of the spring crops are nearly completed. Sugarcane-pressing continues in Jullundur and Sialkot. Rain is needed in most districts. The prospects of the standing crops vary from good to poor, except in Hissar where the crops have withered. Cattle are generally in good condition. Fodder is dear in Delhi and scarce in Hissar, Jullundur, Ferozepore, Sialkot, Lahore, and Dera Ismail Khan, but is sufficient elsewhere. Prices are low in Peshawar and Shahpur and are normal in Sialkot, but are rising in Hissar, Jullundur, and Mooltan, and are high elsewhere.

Central Provinces—*For week ending 18th December.*—The weather is clear and cold. Threshing of the autumn crop is proceeding and, as previously reported, the outturn over the greater part of the province is good. The prospects of the winter crops are generally unsatisfactory owing to the want of rain. Prices are stationary.

Burma.—*For week ending 14th December.*—In Lower Burma reaping of early wet-weather paddy continues. Rain has fallen in several districts and prospects continue favourable, but in parts of Prome and Bassein, rain has fallen too late to do the crops much good, and in Henzada rain is still wanted. In Upper Burma ploughing for dry-weather paddy continues and reaping of wet-weather paddy has been completed in some districts; in others it is progressing. Sowing for the island crops continues in Minbu and Myingyan; and

reaping of *jowar* (*Sorghum vulgare*) and maize has been completed in parts of Magwe. Good rain has fallen in all districts and the crop prospects have improved. In Bhamo rain has damaged the crop to a slight extent, and in Shwebo a very poor outturn is expected. The recent rain is likely to improve the crops in Sagaing which are very poor. In the non-irrigated parts of Minbu the crops are now healthy, but more rain is wanted in one township. In parts of Kyaukse a poor outturn is expected, but in Meiktila and Myingyan the recent rain has benefited the crops. The price of paddy has risen slightly in Thaton, Shwebo, Thayetmyo, and Meiktila, but has fallen largely in the Northern Shan States.

Assam.—*For week ending 17th December.*—Rain fell in the Surma Valley, but the weather is seasonable. Harvesting of the late rice is progressing. Cattle are in good condition. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 18th December.*—MYSORE: No rain. The standing crops are in good condition. *Ragi* (*Eleusine coracana*) has been harvested in parts of the Kolar, Tumkur, Mysore, Chitaldroog, and Shimoga districts; and paddy has been sown in parts of Chitaldroog. Prices have slightly risen in the Bangalore, Mysore, and Shimoga districts, but are stationary in other districts.

COORG: Reaping of rice has commenced. Picking of coffee continues. Water and fodder for cattle are sufficient. Prices are normal.

Berar and Hyderabad.—*For week ending 18th December.*—BERAR: No rain during the week. The weather is cold. Picking of cotton and reaping of *jowar* (*Sorghum vulgare*) are in progress. The winter crops are in poor condition owing to insufficient moisture. Fodder and water are insufficient in parts of the Khamgaon and Jalgaon talukas. Prices have fallen in Wun, but are steady elsewhere.

HYDERABAD: No rain during the week. Fodder is available for cattle. The prospects of the winter crop are good everywhere. Prices are almost stationary.

Central India.—*For week ending 18th December.*—No rain fell during the week. Rain is still badly wanted in Goona. Agricultural operations are in progress in all parts. The crops have been damaged for want of rain in Gwalior, Bundelkhand, Baghelkhand, Bhopawar, and Goona. Agricultural stock and pasturage are in fairly good condition, except in some parts of Gwalior. The prospect of the opium crop is fair in Bhopal, Bhopawar, and Neemuch. Prices are rising in parts of Gwalior and are high in Goona and Neemuch; elsewhere prices are steady.

Rajputana.—*For week ending 18th December.*—Agricultural operations are generally satisfactory except in Jaisalmere. The crops are poor in Shahpura, Tonk, and the autumn crops have mostly withered in Jaisalmere. The unirrigated crops are suffering in Ajmere-Merwara for want of rain. Prospects are fair except in Merwara and Jaisalmere. Agricultural stock are generally in good condition, but are suffering in Ulwar and parts of Meywar and Jaisalmere for want of fodder. Pasturage and fodder are generally sufficient, except in Kherwara, Shahpura, Ulwar, Tonk, and Jaisalmere and parts of Meywar. Fodder is getting dear in Karauli. Prices are rising in four States, and fluctuating in one, but are steady elsewhere. The number of men employed on relief works in the Suratgarh tehsil is 2,467; in Kolat 186; in Sujangarh tehsil of Bikanir 24; and in Jaisalmere 459. Four persons are receiving gratuitous relief in Jaisalmere.

Kashmir.—KASHMIR VALLEY.—*For week ending 17th December.*—The weather is cloudy. Prices continue normal.

JAMMU PROVINCE.—*For week ending 18th December.*—No rain. The spring sowings are in progress. Cattle are in good condition. Prices are rising.

Nepal.—*For week ending 14th December.*—Weather cold with heavy hoar frosts. The prospects of the crops are good.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 8TH DECEMBER 1894, AND FROM 1ST JULY TO 7TH DECEMBER 1895.

N.B.—As regards the figures in column *Total Earnings from 1st July 1895*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 2nd-half of 1894.	Week ending 8th December 1894. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Week ending 7th December 1895. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Earnings from 1st July to 8th December 1894.	Earnings from 1st July to 7th December 1895.	Increase.	Decrease.
State lines worked by companies.	£	*Miles.*	£	£	*Miles.*	£	£	£	£	£	£
Standard gauge—											
East Indian	556	1,687	11,04,522	655	1,733	11,24,247	649	2,11,83,82[illegible]	2,19,13,811	7,29,986	...
Bengal-Nágpur	109	802	1,27,100	148	802	97,720	113	19,26,71[illegible]	18,75,798	...	50,914
Indian Midland (*a*)	132	752	1,13,800	151	939	1,00,065	107	22,59,053	19,44,449	...	3,15,204
Bezwada Extension	198	21	5,073	242	21	3,598	171	88,32[illegible]	76,740	...	11,578
Metre gauge—											
Rajputana-Malwa (*b*)	236	1,790	5,25,531	294	1,789	4,00,120	224	89,03,17[illegible]	81,98,880	...	7,04,290
Palanpur-Deesa	37	17	733	43	17	•710	42	13,083	[illegible]3,518	...	165
South Indian	154	1,042	1,76,337	169	1,042	1,78,559	171	35,84,15[illegible]	38,[illegible]5,490	2,41,343	...
Mayavaram-Mutupet	82	54	5,501	103	54	4,401	81	99,09[illegible]	[illegible]08,599	9,506	...
Southern Mahratta (*c*)	90	1,105	1,14,022	98	1,105	1,37,480	118	23,31,02[illegible]	20,99,444	3,67,010	...
Bengal and North-Western (*d*)	121	750	1,01,003	134	756	95,260	120	20,30,97[illegible]	20,39,004	24,091	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	87	200	12,607	63	215	13,881	65	3,74,83[illegible]	2,56,707	...	1,18,131
Assam-Bengal	...	...	...	...	128	8,773	68	...	1,80,645	1,80,645	...
TOTAL	232	8,346	22,87,029	274	8,721	21,64,820	248	4,28,02,05[illegible]	4,31,32,957	3,[illegible]907	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	242	2,511	7,34,502	293	2,548	5,88,963	231	1,34,24,18,[illegible]	1,36,43,730	2,19,543	...
Oudh and Rohilkhand (state)	238	797	1,88,030	237	797	1,00,305	201	41,00,50[illegible]	33,44,093	...	6,15,873
Eastern Bengal (state) including metre and 2' 6" gauges	382	813	3,31,219	407	813	3,35,560	413	69,16,35[illegible]	71,39,274	2,22,915	...
Bengal Central (*f*)	127	125	16,139	129	125	18,560	148	3,00,[illegible]8[illegible]	4,24,403	94,379	...
East Coast (state)	90	321	22,963	72	427	26,976	63	6,15,20[illegible]	7,34,284	1,19,024	...
Metre gauge—											
Burma (state)	131	746	1,00,651	135	834	1,00,119	120	21,69,95[illegible]	24,80,[illegible]28	3,10,369	...
Special gauges—											
Jorhat (state provincial)	61	28	1,430	51	28	1,134	41	36,05[illegible]	42,026	5,973	...
Cherra-Companyganj (state provincial)	59	8	596	74	8	524	66	10,2[illegible]	10,05[illegible]	...	237
TOTAL	235	5,349	13,96,141	201	5,580	12,32,341	221	2,70,92,75[illegible]	[illegible],80,48,85[illegible]	3,50,093	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	341	1,490	7,24,036	486	1,490	8,22,359	553	1,08,36,44[illegible]	1,11,63,[illegible]14	3,26,565	...
Bombay, Baroda and Central India	530	401	3,23,045	702	401	3,21,000	090	51,37,03[illegible]	53,04,701	3,05,010	...
Madras	230	840	1,92,370	229	840	1,90,397	234	44,70,89[illegible]	47,[illegible]5,000	2,75,181	...
TOTAL	340	2,791	12,40,051	444	2,791	13,39,756	480	2,04,[illegible]4,43[illegible]	[illegible],14,17,790	9,65,302	...
TOTAL (GUARANTEED AND STATE)	251	16,480	49,23,221	299	17,092	47,36,923	277	9,09,47,24[illegible]	[illegible],20,19,[illegible]04	10,72,302	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	152	161	25,096	156	161	26,335	164	5,59,62[illegible]	5,98,901	39,278	...
Tarkessur	222	22	5,429	247	22	5,202	236	1,13,[illegible]38	1,13,374	2,233	...
Metre gauge—											
Rohilkhand and Kumaon (Company section)	116	67	5,218	78	66	4,873	74	1,76,394	1,80,603	4,209	...
Bengal Dooars	148	36	5,501	153	36	5,580	155	1,12,093	1,30,154	24,059	...
Dibru-Sadiya	130	78	7,287	93	78	10,060	129	2,48,120	2,07,298	19,172	...
Special gauge—											
Darjeeling-Himalayan	248	51	13,102	257	51	15,635	307	2,83,743	3,12,310	28,573	...
TOTAL	157	415	61,633	149	414	67,685	163	14,93,31[illegible]	16,10,84[illegible]	1,17,524	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	171	333	55,407	166	333	65,989	198	12,61,127	12,22,257	...	38,870
The Gaekwar's Petlád	89	13	1,298	100	13	1,900	146	26,043	26,988	945	...
Rájpura-Bhátinda	257	108	58,177	539	108	14,335	133	6,07,051	4,[illegible]2,293	...	1,94,756
Kolar Gold-fields	241	10	1,854	185	10	2,040	204	57,458	[illegible]73,340	15,882	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	87	362	28,959	80	362	32,505	90	7,12,813	7,86,537	73,724	...
The Gaekwar's Mehsána	60	93	7,472	80	93	5,250	56	1,17,[illegible]3	1,00,228	...	11,225
Kolhapur	71	29	2,066	71	29	2,601	90	40,998	48,308	1,370	...
Special gauges—											
The Gaekwar's Dabhoi	47	72	3,448	48	72	3,820	53	75,731	73,324	...	2,407
Cooch Behar	40	22	1,005	46	22	830	38	18,825	18,103	...	722
TOTAL	126	1,042	1,59,686	153	1,042	1,29,270	124	29,23,49[illegible]	27,07,440	...	1,56,059
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	81	334	32,515	97	334	32,777	98	5,90,519	5,88,129	...	2,390
Jetalsar-Rájkot	61	46	3,094	67	46	3,321	72	63,132	71,330	8,198	...
Jodhpore-Bickaneer	48	364	14,972	41	364	18,800	52	3,93,342	3,75,070	...	17,672
Godeypore-Chitor (*i*)	...	...	...	...	61	2,310	38	...	(*j*) 38,308	38,308	...
Special gauge—											
Morvi	56	94	6,321	67	94	6,268	67	1,16,884	1,38,739	21,855	...
TOTAL	63	838	56,902	68	899	63,476	71	11,63,87[illegible]	12,12,17[illegible]	48,299	...
GRAND TOTAL	234	18,781	52,01,442	277	19,447	49,97,354	257	9,65,27,936	9,82,10,062	10,82,126	...

(*a*) Includes the Bhopal-Itarsi, the Bina-Guna, and the Bhopal-Ujjain railways.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Includes the Guntakal-Mysore frontier section.
(*d*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*e*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Includes the Wardha Coal, Dhond-Manmad, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.
(*i*) The line is being worked by the Bombay, Baroda and Central India Railway Company, as a temporary measure.
(*j*) Total earnings from 1st August to 7th December 1895.

CALCUTTA, *the 20th December 1895.*

H. BONHAM-CARTER, *Captain, R.E.,*
Assistant Secretary.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XXXIV OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1894-95.	Week ending 8th December 1894. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Week ending 7th December 1895. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Earnings from 1st April to 8th December 1894.	Earnings from 1st April to 7th December 1895.	Increase.	Decrease.
State lines worked by companies.	£	*Miles.*	£	£	*Miles.*	£	£	£	£	£	£
Standard gauge—											
East Indian	599	1,687	11,04,522	655	1,733	11,24,247	649	3,49,34,961	3,61,36,786	12,01,825	...
Bengal-Nágpur	152	802	1,27,100	148	802	97,726	113	38,07,143	38,05,770	58,627	...
Indian Midland (*a*)	144	752	1,13,800	151	939	1,00,065	107	38,78,200	31,90,983	...	6,81,277
Bezwada Extension	170	21	5,073	242	21	3,598	171	1,[illegible]2,338	1,25,000	3,262	...
Metre gauge—											
Rajputana-Malwa (*b*)	279	1,790	5,25,531	294	1,789	4,00,120	224	1,64,28,215	1,56,07,653	...	8,20,562
Palanpur-Deesa	44	17	733	43	17	710	42	24,499	25,407	908	...
South Indian	154	1,042	1,76,337	169	1,042	1,78,559	171	57,09,486	62,09,354	4,99,868	...
Mayavaram-Mutupet	75	54	5,581	103	54	4,401	81	(*c*)1,47,644	1,78,479	30,835	...
Southern Mahratta (*d*)	•105	1,105	1,14,022	98	1,105	1,37,480	118	42,07,114	46,93,041	4,26,547	...
Bengal and North-Western (*e*)	140	750	1,01,003	134	756	95,260	126	37,73,243	37,07,119	...	66,124
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	12,607	63	215	13,881	65	6,24,662	4,85,279	...	1,39,383
Assam-Bengal	...	...	...	...	128	8,773	68	...	(*f*)1,80,645	1,80,645	...
TOTAL	259	8,346	22,87,029	274	8,721	21,64,826	248	7,37,17,565	7,44,12,716	6,95,151	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*g*)	252	2,511	7,34,502	293	2,548	5,88,963	231	2,17,54,816	2,43,03,235	25,48,419	...
Oudh and Rohilkhand (state)	270	797	1,88,036	237	797	1,60,505	201	71,10,006	64,40,337	...	6,76,269
Eastern Bengal (state) including metre and 2' 6" gauges	339	813	3,31,219	407	813	3,35,560	413	96,68,829	99,39,354	2,70,525	...
Bengal Central (*h*)	130	125	16,139	129	125	18,500	148	5,68,238	6,02,038	94,400	...
East Coast (state)	99	321	22,968	72	427	26,976	63	10,29,487	12,95,072	2,65,585	...
Metre gauge—											
Burma (state)	164	746	1,00,651	135	834	1,00,119	120	37,36,136	42,05,906	4,69,770	...
Special gauges—											
Jorhat (state provincial)	•55	28	1,430	51	28	1,134	41	52,688	63,366	10,678	...
Cherra-Companyganj (state provincial)	64	8	596	74	8	524	66	16,827	14,541	...	2,286
TOTAL	243	5,349	13,96,141	261	5,580	12,32,341	221	4,39,43,627	4,69,24,449	29,80,822	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	442	1,490	7,24,036	486	1,490	8,22,359	553	2,16,60,717	2,05,64,617	...	10,96,100
Bombay, Baroda and Central India	678	401	3,23,045	702	461	3,21,000	690	1,04,80,374	1,17,74,581	12,94,207	...
Madras	243	840	1,94,370	229	840	1,96,397	234	71,24,207	70,54,079	5,29,872	...
TOTAL	421	2,791	12,40,051	444	2,791	13,39,756	480	3,92,65,298	3,99,93,277	7,27,979	...
TOTAL (GUARANTEED AND STATE)	281	16,480	49,23,221	299	17,092	47,36,923	277	15,69,26,490	16,13,30,442	44,03,952	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	165	161	25,096	156	161	26,335	164	9,36,388	10,04,224	67,836	...
Tarkessur	209	22	5,429	247	22	5,202	236	2,06,313	2,04,869	...	1,444
Metre gauge—											
Rohilkhand and Kumaon (Company section)	121	67	5,218	78	66	4,873	74	3,11,615	3,12,891	1,276	...
Bengal Dooars	161	30	5,501	153	36	5,580	155	1,49,070	1,92,391	43,321	...
Dibru-Sadiya	136	78	7,287	93	78	10,060	129	3,78,393	4,10,020	31,627	...
Special gauge—											
Darjeeling-Himalayan	249	51	13,102	257	51	15,635	307	4,58,804	5,30,909	72,105	...
TOTAL	164	415	61,633	149	414	67,685	163	24,40,583	26,55,304	2,14,721	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	187	333	55,407	166	333	65,989	198	21,38,328	20,51,423	...	86,905
The Gaekwar's Petlád	105	13	1,298	100	13	1,900	146	48,365	51,485	3,120	...
Rájpura-Bhátinda	271	108	58,177	539	108	14,335	133	9,31,408	7,11,683	...	2,19,725
Kolar Gold-fields	200	10	1,854	185	10	2,040	204	(*j*)70,677	1,10,778	40,101	...
Metre gauge—											
Southern Mahratta (Mysore section) (*k*)	89	362	28,959	80	362	32,505	90	11,49,561	12,36,439	86,878	...
The Gaekwar's Mehsána	74	93	7,472	80	93	5,250	50	2,33,495	2,11,061	...	22,434
Kolhapur	81	29	2,066	71	29	2,601	90	86,196	84,138	...	2,058
Special gauges—											
The Gaekwar's Dabhoi	59	72	3,448	48	72	3,820	53	1,54,832	1,64,943	10,111	...
Cooch Behar	45	22	1,005	46	22	830	38	29,626	29,138	...	488
TOTAL	136	1,042	1,59,686	153	1,042	1,29,270	124	48,42,488	46,51,088	...	1,91,400
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	103	334	32,515	97	334	32,777	98	11,72,748	13,05,353	1,32,605	...
Jetalsar-Rájkot	68	46	3,094	67	46	3,321	72	1,06,369	1,24,049	18,280	...
Jodhpore-Bickaneer	58	364	14,972	41	364	18,800	52	7,48,007	6,71,338	...	77,269
Godeypore-Chitor (*l*)	...	...	...	...	61	2,310	38	...	(*m*) 38,308	38,308	...
Special gauge—											
Morvi	65	94	6,321	67	94	6,268	67	2,14,625	2,61,429	46,804	...
TOTAL	78	838	56,902	68	899	63,476	71	22,42,349	24,01,077	1,58,728	...
GRAND TOTAL	261	18,781	52,01,442	277	19,447	49,97,354	257	16,64,51,910	17,10,37,911	45,86,001	...

(*a*) Includes the Bhopal-Itársi, the Bina-Gusa, and the Bhopal-Ujjain railways.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 8th December 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Total earnings from 1st July to 7th Deeember 1895.
(*g*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*j*) Total earnings from 1st June to 8th December 1894.
(*k*) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.
(*l*) The line is being worked by the Bombay, Baroda and Central India Railway Company as a temporary measure.
(*m*) Total earnings from 1st August to 7th December 1895.

CALCUTTA, *the 20th December 1895.*

H. BONHAM-CARTER, *Captain R.E.,*
Assistant Secretary.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Total Gross and Net Indian Sea and Land Customs Revenue (excluding Salt Revenue).

[In thousands of Rupees.]

	In the eight months, April to November, of									
IMPORTS (GROSS REVENUE).	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Arms, Ammunition, and Military Stores	1,44	1,45	1,54	1,41	1,72	2,12	2,06	2,15	2,04	2,19
Liquors:										
Spirit	25,81	29,67	31,38	31,93	35,71	33,50	35,19	33,42	35,32	38,00
Other liquors	3,68	4,19	4,13	4,16	4,21	4,44	4,18	4,24	3,84	4,38
Apparel, drapery, etc	—	—	—	—	—	—	—	—	5,62	4,91
Chemical products and preparations	—	—	—	—	—	—	—	—	1,71	1,72
Cotton manufactures:										
Twist and yarn	—	—	—	—	—	—	—	—	—	9,14
Piece goods, grey	—	—	—	—	—	—	—	—	—	42,81
„ white	—	—	—	—	—	—	—	—	—	14,18
„ coloured	—	—	—	—	—	—	—	—	—	15,88
Other goods	—	—	—	—	—	—	—	—	—	2,06
Drugs, medicines, and narcotics	—	—	—	—	—	—	—	—	2,22	2,16
Dyeing and tanning materials	—	—	—	—	—	—	—	—	1,92	2,56
Glass and glassware	—	—	—	—	—	—	—	—	2,06	2,32
Hardware and cutlery	—	—	—	—	—	—	—	—	4,85	4,66
Metals:										
Copper	—	—	—	—	—	—	—	—	2,40	5,13
Iron and steel	—	—	—	—	—	—	—	—	1,60	2,58
Silver	—	—	—	—	—	—	—	—	22,91	20,54
Tin	—	—	—	—	—	—	—	—	99	86
Other metals	—	—	—	—	—	—	—	—	3,00	1,61
Oils: Petroleum	—	—	7,93	10,61	10,06	11,38	11,09	13,79	15,37	29,51
Paints and colours	—	—	—	—	—	—	—	—	1,01	1,16
Paper	—	—	—	—	—	—	—	—	1,25	1,67
Provisions	—	—	—	—	—	—	—	—	3,46	6,14
Silk, raw and manufactured	—	—	—	—	—	—	—	—	8,31	9,76
Spices	—	—	—	—	—	—	—	—	2,57	2,02
Stationery	—	—	—	—	—	—	—	—	97	97
Sugar	—	—	—	—	—	—	—	—	7,78	9,98
Tea	—	—	—	—	—	—	—	—	2,39	1,40
Umbrellas	—	—	—	—	—	—	—	—	1,12	1,09
Wood and timber	—	—	—	—	—	—	—	—	70	1,01
Woollen goods	—	—	—	—	—	—	—	—	6,25	5,48
Imports by post	1	1	1	1	1	1	1	1	89	94
All other articles	3	1	2	2	2	3	2	15	15,08	15,86
TOTAL	30,97	35,33	45,01	48,14	51,73	51,48	52,55	53,76	1,57,63	2,64,68
EXPORTS (GROSS REVENUE).										
Rice and rice-flour	33,82	36,35	29,60	38,40	51,06	44,52	35,79	37,85	50,83	50,38
TOTAL GROSS REVENUE	64,79	71,68	74,61	86,54	1,02,79	96,00	88,34	91,61	2,08,46	3,15,06
TOTAL NET REVENUE	63,27	69,74	72,63	84,38	1,00,13	92,98	86,02	88,81	2,03,60	3,07,44
Provincial distribution of Net Customs Revenue.										
Bengal — Import	8,83	8,46	13,96	15,72	16,79	17,62	18,88	18,75	42,83	1,02,82
Bengal — Export	6,82	8,87	9,68	7,24	10,16	10,87	8,65	8,54	9,31	12,13
Bombay — Import	8,28	9,91	12,15	12,30	14,35	14,06	14,50	16,31	76,89	96,28
Bombay — Export	79	1,07	90	1,13	1,07	75	1,21	1,09	2,16	1,72
Sind — Import	3,28	3,37	4,06	4,11	4,74	4,49	4,16	4,36	8,39	14,53
Sind — Export	63	50	27	36	51	43	50	34	44	42
Madras — Import	4,09	6,58	7,54	7,28	8,28	7,37	6,96	7,07	14,70	24,34
Madras — Export	3,59	3,07	3,52	4,75	3,08	2,64	2,87	3,46	4,79	3,23
Burma — Import	5,87	6,06	6,30	7,37	6,30	6,39	6,60	5,57	11,06	20,15
Burma — Export	21,09	21,85	14,25	24,12	34,85	28,36	21,69	23,32	33,03	31,82

FINANCE AND COMMERCE DEPARTMENT
December 18, 1895.

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

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SUPPLEMENT TO

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OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. on Saturday, December 14th, 1895.

During the past week pressure conditions over the greater part of India have been generally similar to those reported last week, that is to say, pressure has been high and uniform over the north-west and centre of India and low over the south of the Peninsula. On Sunday, Monday and Tuesday conditions were perhaps very slightly disturbed over Baluchistan and the North-Western Himalayas, and slight rainfall was received at a few stations. Over Eastern India, on the contrary, pressure has been seriously disturbed. On Tuesday the observations over the Bay showed that a depression was advancing northward up the Bay. On Wednesday this depression has become better defined and was steadily advancing, and on Thursday morning, by which time the depression had become a moderately deep storm, the centre of the disturbance struck the coast near Chittagong. Strong winds accompanied the depression. Rain connected with the storm commenced at Chittagong and Barisal on the 11th, and on the 12th general, and in places heavy, rain was reported over Burma and East Bengal. By the 13th the rainfall had ceased in East Bengal, but in Burma the fall continued until the close of the week. The mean temperature has been generally low throughout the week, the most marked feature being the remarkable depression of temperature over the Peninsula where on several nights the minima were lower than the night temperatures recorded in many parts of Northern India and very much below the normal average.

Daily Summary.—*Sunday, 8th December.*—Pressure had decreased briskly over Baluchistan and the Indus Valley, as well as in Upper Burma, while elsewhere the changes were small. Readings were high and uniform over North-Western and Central India, low over the south of the Bay, and were generally below the normal average except over the central parts of the country. The abnormal deficiency was considerable in Lower Burma. The winds were variable in the North-West, and blew from the normal directions elsewhere. Light rain had fallen at a few places in Burma and Sikkim, and moderate showers at Quetta, Colombo, Trivandrum and Negapatam.

Monday, 9th December.—Pressure had recovered over Baluchistan and the Indus Valley, but was decreasing briskly over the head of the Bay. Elsewhere the changes were unimportant. Pressure remained high and uniform over North-Western and Central India and low in the extreme south, but a depression had appeared over the east of the Bay. The barometer read below the normal average everywhere—largely so over Burma and the east of the Bay. Normal winds prevailed generally, but the force was stronger than usual over Lower Burma. The mean temperature was in excess of the normal over Lower Burma and over a considerable part of North-Western India. Moderate rain was reported from Quetta and a few drops of rain from a few places in the north-west and south of the Indian region.

Tuesday, 10th December.—The pressure changes were slight except over the central parts of the country where a brisk fall was reported. Readings were highest in the extreme north-west and lowest in the extreme south, but a depression apparently lay over the centre of the Bay. Calms prevailed over the Gangetic plain and the central parts of India and winds between North and East were blowing in other places. The force was strong to a gale at Diamond Island. The mean temperature was low except in Lower Burma and over part of North-Western India. Snow was falling over Kashmir and showers of rain were reported from Murree, Sialkote, Lahore, Cochin and Karachi.

Wednesday, 11th December.—Pressure was decreasing almost everywhere, the fall being greatest and considerable over Ganjam and Orissa. The depression over the Bay had developed considerably, but in other respects the distribution of pressure was not much changed. The winds were cyclonic around the Bay and blew strongly at Diamond Island, False Point and Gopalpur. Elsewhere the wind directions were generally between North-West and North-East. The mean temperature was high over Lower Burma, around the head of the Bay and in part of North-West and Central India. Light snow and rain showers had been received on the North-Western Himalayas and light rain showers in parts of Bengal and of Burma.

Thursday, 12th December.—Pressure had increased slightly over the Peninsula and the south and centre of the Bay, and decreased over Northern India and Burma. The fall over Bengal, Assam and Upper Burma had been brisk to rapid, and the storm which had been traced up the Bay had struck the coast near Chittagong at which station pressure was 0·366″ below the normal average. Cyclonic winds prevailed over the eastern half of India. At Diamond Island the force was strong to a gale, and all over the north of the Bay the force was strong. In other parts of India the directions were about normal. The mean temperature remained relatively high over Lower Burma and part of North-Western India. Rain had fallen over Burma, East Bengal and Assam. The principal amounts were 4·27″ at Chittagong, 3·25″ at Kendat and over 1″ at Akyab, Bhamo, Barisal and Silchar.

Friday, 13th December.—Pressure had increased everywhere. The increase had been very rapid over the region occupied by the cyclonic storm and had been brisk to rapid in most other places. The storm had wholly disappeared and pressure had reverted to its normal distribution, readings being highest in the Centre and North-West and lowest in the extreme South. The winds were north-westerly down the Gangetic plain and between North and East elsewhere. The mean temperature was below the normal average at the majority of stations. Rain had fallen over Burma and Assam. Minbu and Yamethin reported over 2″.

Saturday, 14th December.—Pressure had again increased almost everywhere. Readings were highest in the North-West and Centre and lowest in the South. The winds were practically unchanged. The mean temperature was in defect of the normal except in Burma, Assam, Lower Bengal and the west of the Punjab. Rain had fallen over a considerable part of Burma and a light local shower was reported from Cuddapah.

Temperature.—The mean temperature throughout the week has been low over the greater part of the country. The low pressure in the North-West was in part attributable to the slight rain and snow which fell during the early part of the week on the North-Western Himalayas just as the low temperature in Bengal, Assam and Upper Burma was in part due to the rainfall of the cyclonic storm, but these causes could hardly have affected the Peninsula where; however, the greatest depression of temperature was manifested. This abnormal depression was very remarkable. On several nights the minima in Southern India were as low or lower than the minima in Northern India and were lower than any recorded temperatures in December for several years. The abnormal coolness first appeared at Kurnool and the depression of temperature was most intense at this station throughout the week. The following were the minima reported with their differences from the normal:—

8th December	53°·2	6°·9
9th December	53°·7	6°·7
10th December	45°·6	14° 5
11th December	46°·1	13°·5
12th December	47° 7	11°·9
13th December	48°·2	11°·6
14th December	57°·8	2°·3

The following table gives the variations of the mean temperature from the normal in the different provinces of India for each day of the week:—

Province.	December 1895.							Mean variation of week.
	8th.	9th.	10th.	11th.	12th.	13th.	14th.	
Burma	0	+0·5	+1·8	+1·4	−0·2	+0·6	+1·7	+0·8
Bengal and Assam	−1·5	−2·8	−2·5	−0·5	−1·0	+0·5	−0·1	−1·1
North-Western Provinces and Oudh	−0·6	−1·1	+0·4	+1·1	+1·0	−0·6	−1·4	−0·2
Punjab	+0·6	+0·9	+0·7	0	−0·3	−0·1	0	−0·3
Bombay	+0·5	−0·6	−2·6	−3·6	−3·8	−3·1	−1·9	−2·2
Central Provinces and Berar	−0·4	−1·9	−2·2	−1·5	−1·9	−2·2	−2·5	−1·8
Central India and Gujarat	−0·6	+0·2	+0·2	+0·5	−0·4	−0·8	−1·7	−0·4
Sind and Rajputana	+0·8	+2·3	−0·5	+0·5	−0·9	−2·7	−1·4	−0·3
Madras	−0·8	−1·5	−5·0	−4·9	−3·1	−2·1	−1·2	−2·7
Mean for whole of India	−0·2	−0·5	−1·4	−1·0	−1·2	−1·2	−0·9	−0·9

The mean temperature of the whole of India for the whole week was 0°·9 below the normal, and the daily variation for the whole country varied from −1°·2 on the 12th and 13th to only −0°·2 on the 8th. The provincial variations showed that there had been a trifling excess in the mean temperature, as compared with the normal in Burma, and a deficiency elsewhere. This abnormal deficiency was as much as 2°·7 in Madras and 2°·2 in Bombay.

Rain.—The rainfall of the week under review has been confined to three different parts of the country. The most important fall was connected with the cyclone which struck the Chittagong coast on the morning of the 12th and occurred over Deltaic and Eastern Bengal, Assam and a large part of Burma. As compared with the rainfall in this region the falls which occurred in other parts of the country were very small, but moderate showers were received during the early part of the week in Sind and the western and northern parts of the Punjab connected with the unsettled conditions which appeared in Baluchistan

on Sunday, and light showers were received in the south of the Peninsula at different times during the week. The table at the close of the summary gives the rainfall data. It shows that rain was received during the week in eighteen of the rainfall divisions. In the case, however, of nine of these divisions, the average actual rainfall for the week, was less than 0·10″ so that effective rain was received only in nine divisions, all other parts of the country reporting absolutely or practically no rain. The nine divisions which received effective rain were Lower, Central and Upper Burma, Arakan, Eastern Bengal, Assam (Surma), the Hill district of the Punjab, Malabar, and Sind. The third column of the table shows that the rainfall of the week exceeded the normal average in the following seven divisions, *viz.*, Lower and Central Burma, Arakan, East Bengal, Assam (Surma), Deltaic Bengal and Sind. In the case of Arakan the excess was very large, and in the case of Central Burma, Eastern Bengal and Assam (Surma) was considerable. The rain ordinarily received during the week under review is small in amount in most parts of India, hence the deficiencies are nearly everywhere small, but the East Coast (South) ordinarily received 1·02″ of rain and actually received only 0·08″, while Madras (South) ordinarily received 0·80″ and actually received only 0·03″, so that in these two instances the deficiency is considerable.

The three concluding columns of the table show that the rainfall for the whole period October 13th to December 14th was less than the normal over by far the greater part of the country. Chota Nagpur, the west of the North-Western Provinces, Malabar, the Konkan, Gujarat, Kathiawar, Sind and Hyderabad (South) have received more than the usual rainfall, while Madras (South Central), Coorg, Mysore, the Bombay Deccan, Central India (East), the East Coast (North), Madras (Central), the East Coast (Central and South), and Madras (South) have received about the normal amount, but in all other places the rainfall for the period has been considerably to largely in defect. In Western Rajputana there has been no rain during the whole period.

The only heavy totals recorded during the week December 8th to December 14th are reported from the North East. Minbu reports 4·12 inches; Meiktila 4·55 inches; Magwe 4·57 inches; one station in the Bhamo district 4·94 inches; Sandoway 5·75 inches; Chittagong 4·47 inches; and Fenny (Noakhali) 3·75 inches; one station, Garhi Hassan, in the Shikarpur district of Sind had, however, the heavy fall of 2·20 inches.

Province.	Division.	Rainfall data for week ending December 14th, 1895.			Rainfall data from October 13th to December 14th, 1895.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, October 13th to December 14th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0	0	2·38	5·26	— 55
	Lower Burma	0·24	0·04	+0·20	1·84	7·17	— 74
	Central do.	0·71	0·03	+0·68	2·35	4·16	— 44
	Upper do.	2·40	?	?	4·51	?	?
	Arakan	3·55	0·28	+3·27	4·55	7·41	— 39
Bengal and Assam	Eastern Bengal	1·68	0·05	+1·63	2·10	4·31	— 51
	Assam (Surma)	1·22	0·19	+1·03	3·11	4·95	— 23
	Do. (Brahmaputra)	0·04	0·12	—0·08	0·56	2·48	— 77
	Deltaic Bengal	0·07	0·05	+0·02	1·21	2·78	— 57
	Central do.	0	0·02	—0·02	1·12	2·26	— 50
	North do.	0	0·08	—0·08	0·61	2·45	— 75
	Orissa	0	0·19	—0·19	1·53	5·18	— 70
	Chota Nagpur	0	0·09	—0·09	2·58	1·70	+ 52
	Bihar (South)	0	0·10	—0·10	0·09	1·53	— 93
	Do. (North)	0	0·06	—0·06	0·14	1·23	— 89
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·08	—0·08	0·19	1·00	— 81
	North-Western Provinces Submontane (*a*)	0	0·08	—0·08	0·07	0·95	— 93
	Oudh (South)	0	0·13	—0·13	0·18	0·55	— 67
	Do. (North)	0	0·16	—0·16	0·04	0·40	— 91
	North-Western Provinces (Central)	0	0·12	—0·12	0·23	0·34	— 32
	North-Western Provinces (West)	0	0·12	—0·12	0·32	0·24	+ 33
	North-Western Provinces (Submontane) B	0	0·19	—0·19	0·07	0·37	— 81
Punjab	Punjab (South)	0	0·07	—0·07	0·01	0·25	— 96
	Do. (Central)	0	0·14	—0·14	0·15	0·29	— 48
	Do. (Submontane)	0·02	0·19	—0·17	0·04	0·43	— 90
	Do. (Hill Districts)	0·23	0·24	—0·01	0·72	1·01	— 29
	Do. (North-West)	0·02	0·19	—0·17	0·15	0·94	— 85
	Do. (West)	0·03	0·04	—0·01	0·05	0·22	— 77
Bombay and Malabar Coast Districts (Madras)	Malabar	0·15	0·34	—0·19	11·79	9·78	+ 21
	Madras (South Central)	0	0·43	—0·43	9·19	9·24	— 1
	Coorg	0	0·14	—0·14	6·87	7·92	— 13
	Mysore	0	0·17	—0·17	4·88	5·59	— 13
	Konkan	0	0·03	—0·03	4·97	3·48	+ 43
	Bombay Deccan	0	0·17	—0·17	4·06	3·96	+ 3
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0·16	—0·16	1·73	2·49	— 31
Central Provinces and Berar	Berar	0	0·21	—0·21	1·31	2·35	— 44
	Central Provinces (West)	0	0·20	—0·20	0·57	1·03	— 65
	Do. (Central)	0	0·12	—0·12	0·52	1·33	— 61
	Do. (East)	0	0·11	—0·11	0·74	1·45	— 49
Bombay (North)	Gujarat	0	0	0	1·29	0·59	+ 119
	Kathiawar	0	0	0	0·95	0·34	+ 179
	Sind	0·26	0·05	+0·21	0·29	0·17	+ 71
Rajputana and Central India.	Central India (East)	0	0·12	—0·12	0·76	0·78	— 3
	Rajputana (East), Central India (West)	0	0·08	—0·08	0·13	0·54	— 72
	Rajputana (West)	0	0·02	—0·02	0	0·13	— 100
Madras	East Coast (North)	0	0·27	—0·27	7·64	8·83	— 13
	Do (do.) (*a*)	0	0·03	—0·03	4·25	5·32	— 20
	Hyderabad (South)	0	0·06	—0·06	4·28	1·35	+ 216
	Madras (Central)	0·01	0·15	—0·14	4·45	5·30	— 17
	East Coast (Central)	0·03	0·47	—0·44	9·83	12·05	— 19
	Do. (South)	0·08	1·02	—0·94	10·54	16·92	— 2
	Madras (South)	0·03	0·80	—0·77	11·78	12·15	— 3

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

SIMLA, *the 19th December 1895.*

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 21st December.*—No rain except a few scattered showers in parts of the Carnatic and Southern districts. Sowing, transplanting, and weeding continue in parts. The standing crops are generally good, but require rain in parts of the Central and Southern districts. The harvest is progressing with generally fair outturn. Pasture and fodder are generally sufficient and cattle are in good condition. Prices are generally falling, but the price of dry grains has slightly risen in parts of the Central districts.

Bombay.—*For week ending 24th December.*—Slight rain in parts of Karachi; more rain is required for the late crops in parts of Shikarpur and Sholapur. *Jowar* (*Sorghum vulgare*) has been damaged in parts of Bijapur by unfavourable winds. Linseed and *jowar* in parts of Sholapur and cotton in parts of Bijapur and Dharwar have been blighted. The standing crops otherwise are good, except in parts of Sholapur where they are withering. Harvesting of the early crops and sowing of the late crops have been completed, except in a few districts. Poppy sowing continues in parts of Baroda territory, and cotton-picking in Broach, Khandesh, and Ahmednagar. Reaping of the late crops has commenced in parts of Satara. Fodder is insufficient in parts of Shikarpur and Hyderabad. Agricultural stock are in good condition. Prices are normal, except in parts of Sholapur and Ahmednagar.

Bengal.—*For week ending 23rd December.*—There was no rain during the week. The harvesting of winter rice is proceeding; the outturn, except in Northern and parts of Eastern Bengal and in Orissa, will be below the average, and is estimated to be a thirteen-anna crop for the whole province. The prospects of the spring crops continue generally good, but in parts of Central Bengal and Bihar and in Hazaribagh there is still lack of moisture. Poppy is doing well, but requires rain in Darbhanga. Indigo and sugarcane are good crops; the latter is being harvested in some districts. The price of common rice continues generally stationary.

North-Western Provinces and Oudh.—*For week ending 25th December.*—The weather is seasonable. Rain is much needed in places, especially in the Southern and Western districts and in Garhwal. Irrigation continues where practicable. Sugarcane is doing well. Prospects on the whole are fair. Supplies and fodder are sufficient. Prices show a tendency to rise in a few districts.

Punjab.—*For week ending 25th December.*—No rain. Harvesting of the autumn crops is nearly over. Sugarcane pressing is going on in some districts. Sowing of the spring crops is nearly completed. The condition of the standing crops is reported good to poor. The crops are dried up in Hissar. Rain is urgently wanted throughout the province to improve their condition. Cattle are generally reported to be in good condition. Fodder is reported to be sufficient in Amballa, Amritsar, Rawalpindi, and Peshawar, but is insufficient and scarce in other districts. Prices are high in Delhi, Ferozepur, Amritsar, Rawalpindi, and Dera Ismail Khan, and are rising in Hissar, Jullundur, Mooltan, and Umballa, but are below normal in Sialkot and Shahpur, and continue low elsewhere.

Central Provinces.—*For week ending 25th December.*—No rain. The weather is clear and cold. Harvesting of sesamum, *tur* (*Cajanus indicus*) and *jowar* (*Sorghum vulgare*) has commenced in the Nagpur country; the outturn of sesamum and *tur* is up to the average. Threshing of rice continues, and the yield varies greatly from village to village according to the class of soil and facilities for irrigation. Cotton has yielded well. The wheat stalks are stunted and the crop is coming into ear. Gram is doing well. In Saugor and in one tahsil of Damoh prospects have improved by the recent rainfall, but rain is wanted almost everywhere. Prices are stationary.

Burma.—*For week ending 21st December.*—In Lower Burma reaping is in progress. Prospects are generally good, though the crops in Bassein are said to have been much injured by the failure of the later rain. In Upper Burma reaping of the main paddy crop is in progress. Prospects have not changed materially since last week's report. Cultivation of dry-weather paddy is progressing in Mandalay, Myitkyina, Sagaing, Thayetmyo, and Kyaukse. The tobacco and onion crops in Thayetmyo have been damaged by the recent rain, but in Minbu wheat, gram, and the island crops generally have been benefited by it. The rain has caused some damage in Taungdwingyi, Magwe. There has been almost entire failure of the crops in Kyaukpadaung and the Southern part of Pagan in the Myingyan district, but peas are doing well. The price of paddy has increased considerably in Tharrawaddy and slightly in Amherst, Toungoo, Thayetmyo, and Magwe, but it has decreased considerably in Myitkyina and the Northern Shan States; elsewhere prices are stationary.

Assam.—*For week ending 24th December.*—The weather is seasonable. Harvesting of the late rice continues. Pressing of sugarcane has commenced. The condition of cattle is good, and fodder and water are sufficient.

Mysore and Coorg.—*For week ending 21st December.*—MYSORE: Prospects are favourable. Prices have fallen slightly in the Bangalore and Hassan districts, but are stationary elsewhere.

COORG: Reaping of rice and picking of coffee continue. Water and fodder for cattle are sufficient. Prices are normal.

Berar and Hyderabad.—*For week ending 25th December.*—BERAR: The weather is cold. Picking of cotton and reaping of *jowar* (*Sorghum vulgare* continue. The winter crops are in poor condition owing to insufficient rainfall. Fodder is insufficient in parts of the Akola district. Prices are almost steady.

HYDERABAD: No rain during the week. Agricultural prospects are good. Fodder is plentiful. Prices are almost stationary.

Central India.—*For week ending 25th December.*—No rain during the week. Rain is wanted particularly in Goona. Agricultural operations are in progress in all parts. The condition of the crops is fairly good, except in some parts of Gwalior, Baghelkhand, and Bundelkhand. Agricultural stock and pasturage are in good condition, except in parts of Gwalior. The opium crop is in fair condition. Prices are rising in parts of Gwalior and are high in Malwa and Goona; elsewhere prices are steady or normal.

Rajputana.—*For week ending 25th December.*—Agricultural operations are generally satisfactory except in Jaisalmere. The crops are poor in Shahpura, Tonk, and Jaisalmere, and the autumn crops have mostly withered in Jaisalmere. The unirrigated crops are suffering in Ajmere-Merwara for want of rain. Prospects are fair, except in Merwara, Bhurtpore, and Jaisalmere. Agricultural stock are generally in good condition, but are suffering in Ulwar and parts of Meywar and Jaisalmere for want of fodder. Pasturage and fodder are generally sufficient, except in Kherwara, Shahpura, Ulwar, Tonk, and Jaisalmere, and parts of Meywar. Fodder is failing in Dholepore. Prices are rising in three States, but are falling in two and are steady elsewhere. The number of men employed on relief work is 2,227 in the Bikanir tehsil, 2,862 in Kolat, and 2,817 in the Suratgarh tehsil of Bikanir, and 464 in Jaisalmere. Four persons are receiving gratuitous relief in Jaisalmere.

Kashmir.—KASHMIR VALLEY.—*For week ending 24th December.*—The weather is cloudy. The spring sowings are finished. Prices continue normal.

JAMMU PROVINCE.—*For week ending 26th December.*—Rain is urgently wanted. Sowings have been completed. Cattle are in fair condition. Prices are rising.

Nepal.—*For week ending 21st December.*—The weather is seasonable. Prospects are good.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT

DEPARTMENT OF REVENUE

STATIS

IMPORTS OF COTTON, WHEAT,

Statement showing in maunds the imports of Cotton, Wheat, Linseed, and Indigo by rail and river into Calcutta, compared with the corresponding

Articles, and whence exported.	Imports in October.											
	Calcutta.			City of Bombay.			Karachi.			Total.		
	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.
1	2	3	4	5	6	7	8	9	10	11	12	13
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
COTTON, RAW—												
Madras	...	...	...	20,506	4,112	1,286	...	...	...	20,506	4,112	1,286
Bombay	...	...	...	78,133	8,313	55,525	...	...	...	78,133	8,313	55,525
Sind	...	...	...	...	...	...	2,895	217	585	2,895	217	585
Bengal	2,934	1,547	5,141	...	...	...	...	...	...	2,934	1,547	5,141
N.-W. P. & O.	16,292	7,523	17,430	2,879	...	44,707	...	...	...	19,171	7,523	62,137
Panjab	1,478	1,216	1,592	7,189	...	11,750	15,216	636	24,986	23,883	1,852	38,328
Cent. Provs.	...	...	...	8	...	1,768	...	...	...	8	...	1,768
Berar	...	...	327	1,963	...	5,968	...	...	...	1,963	...	6,295
Assam	950	140	585	...	...	...	...	...	...	950	140	585
Raj. & C. I.	...	...	...	3,015	240	10,365	...	...	...	3,015	240	10,365
Nizam's Terry.	...	...	...	3,026	415	485	...	...	...	3,026	415	485
Mysore	...	...	...	...	57	...	...	...	...	...	57	...
TOTAL	21,654	10,426	25,075	116,719	13,137	131,854	18,111	853	25,571	156,484	24,416	182,500
WHEAT—												
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Bombay	...	...	...	16,765	77,473	60,387	...	...	...	16,765	77,473	60,387
Sind	...	...	...	...	...	...	310,433	138,723	297,684	310,433	138,723	297,684
Bengal	17,923	6,040	51,131	...	...	...	...	...	...	17,923	6,040	51,131
N.-W. P. & O.	196,099	120,047	127,314	32,938	681	168	...	...	...	229,037	120,728	127,482
Panjab	53,180	34,631	11,070	102,489	70,461	171	569,441	408,513	194,324	745,110	513,605	205,565
Cent. Provs.	9,661	678	708	114,868	2	64	...	...	...	124,529	680	772
Berar	...	...	...	...	10	...	...	...	...	...	10	...
Assam	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I.	1,379	...	...	53,105	9,524	7,854	...	...	...	54,484	9,524	7,854
Nizam's Terry.	...	...	...	...	...	...	...	...	...	...	...	...
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	278,242	161,396	190,223	320,165	158,151	68,644	879,874	547,236	492,008	1,478,281	866,783	750,875
LINSEED—												
Madras	...	...	...	1,003	...	...	...	...	...	1,003	...	...
Bombay	...	...	...	33,187	22,202	7,014	...	...	...	33,187	22,202	7,014
Sind	...	...	...	...	...	...	...	...	...	...	...	...
Bengal	237,218	216,606	135,060	...	...	...	...	...	...	237,218	216,606	135,060
N.-W. P. & O.	126,075	48,973	27,510	6,891	948	1,051	...	...	...	132,966	49,921	28,561
Panjab	2,028	1,075	...	...	171	...	2,285	1,285	576	4,313	2,531	576
Cent. Provs.	11,968	6,321	...	59,713	15,550	8,093	...	...	...	71,681	21,871	8,093
Berar	...	8,811	...	32,217	17,283	13,719	...	...	...	32,217	26,094	13,719
Assam	...	222	...	...	...	...	...	...	...	...	822	...
Raj. & C. I.	7,402	...	...	22,796	20,942	4,349	...	...	...	30,198	20,942	4,349
Nizam's Terry.	...	...	...	7,128	2,440	...	...	...	...	7,128	2,440	...
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	384,691	282,608	162,570	162,935	79,536	34,226	2,285	1,285	576	549,911	363,439	197,372
INDIGO—												
Madras	...	...	...	135	149	4	...	...	...	135	148	4
Bombay	...	...	...	875	405	853	...	...	...	875	405	853
Sind	...	...	...	...	...	...	93	461	614	99	461	814
Bengal	8	251	104	...	1	...	...	...	...	8	252	104
N.-W. P. & O.	2,015	1,572	14,130	14	12	3	...	...	...	2,029	1,584	14,133
Panjab	31	9	2	...	143	21	693	2,267	976	724	2,419	999
Cent. Provs.	41	...	...	...	...	...	...	...	...	41	...	...
Berar	...	...	...	...	...	...	...	...	...	...	...	...
Assam	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I.	...	...	...	12	109	...	...	...	...	12	109	12
Nizam's Terry.	...	...	...	117	83	12	...	...	...	117	83	...
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	2,095	1,832	14,236	1,153	902	893	793	2,728	1,590	4,040	3,462	15,719

Calcutta, the 20th December 1895.

OF INDIA.

AND AGRICULTURE.

TICS.

LINSEED, AND INDIGO.

City of Bombay, and Karachi, during the month of October 1895, and from 1st January to 31st October 1895, periods of the years 1893 and 1894.

Imports from January to October inclusive.													Articles, and whence exported.
Calcutta.			City of Bombay.			Karachi.			Total.			
1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	
14	15	16	17	18	19	20	21	22	23	24	25	26
Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	
												COTTON, RAW—
...	...	...	168,536	73,382	55,533	...	...	...	168,536	73,382	55,533	Madras.
19	242	...	3,393,100	3,289,639	2,964,705	...	...	...	3,393,179	3,289,881	2,964,705	Bombay.
...	...	...	...	...	...	155,717	394,449	328,811	155,717	394,449	328,811	Sind.
92,771	65,157	84,897	19	...	...	...	...	...	92,790	65,157	84,897	Bengal.
156,861	380,021	343,056	199,066	246,070	268,317	...	...	...	355,927	626,091	611,373	N.-W. P. & O.
41,601	60,335	79,101	67,572	69,638	102,411	195,781	171,300	196,153	305,014	301,273	377,665	Panjab.
4,529	8,405	6,823	79,266	125,349	121,843	...	...	...	83,795	133,754	128,666	Cent. Provs.
2,071	5,295	22,632	965,699	1,012,449	852,644	...	...	...	967,770	1,017,744	875,276	Berar.
34,667	26,753	18,585	...	...	...	...	...	...	34,657	26,753	18,585	Assam.
11,702	49,748	38,368	573,109	793,328	926,765	...	...	...	584,811	843,076	965,133	Raj. & C. I.
...	...	...	27,836	21,148	36,750	...	...	...	27,836	21,148	36,750	Nizam's Terry.
...	...	...	659	143	79	...	...	...	659	143	79	Mysore.
344,281	595,956	593,462	5,474,922	5,631,146	5,329,047	351,498	565,749	524,964	6,170,701	6,792,851	6,447,473	TOTAL.
												WHEAT—
...	...	...	...	122	140	...	...	...	...	122	140	Madras.
...	...	...	1,489,994	860,534	1,253,927	...	...	...	1,489,994	860,534	1,253,927	Bombay.
...	...	...	...	...	...	2,705,169	1,786,014	2,123,069	2,705,169	1,786,014	2,123,069	Sind.
...	...	...	...	...	...	...	...	...	682,654	222,506	888,938	Bengal.
682,654	222,506	888,938	312,062	183,868	773,745	556	...	...	2,644,452	1,828,220	2,773,091	N.-W. P. & O.
2,324,834	1,644,352	1,999,346	384,105	734,453	1,013,428	3,531,670	5,683,618	5,728,762	4,086,942	6,837,558	7,001,032	Panjab.
171,107	419,487	258,842	4,470,918	1,154,520	948,871	...	...	...	4,650,863	1,104,447	977,628	Cent. Provs.
185,045	29,037	28,752	43,198	38,661	70,147	...	...	...	43,198	33,661	70,211	Berar.
...	...	64	...	...	...	...	...	...	4,237	631	3,362	Assam.
4,237	631	3,362	1,198,290	415,130	474,762	...	...	...	1,202,159	415,130	476,110	Raj. & C. I.
3,869	...	1,348	2,286	2	1,668	...	...	...	2,286	2	1,668	Nizam's Terry.
...	...	...	...	2,133	...	...	...	...	...	2,133	...	Mysore.
3,372,646	2,316,903	3,180,657	7,907,913	3,384,423	4,536,688	6,237,395	7,469,632	7,851,831	17,517,954	13,170,958	15,569,176	TOTAL.
												LINSEED—
...	...	...	67,351	98,646	74,950	...	...	...	67,351	98,646	74,950	Madras.
...	...	...	1,036,173	1,713,844	1,553,016	...	...	...	1,036,173	1,713,844	1,553,016	Bombay.
...	...	...	...	...	...	...	697	...	...	697	...	Sind.
4,313,703	3,639,195	2,508,602	...	...	...	...	...	...	4,313,703	3,639,195	2,508,602	Bengal.
2,082,228	1,876,457	1,020,661	221,234	314,499	50,315	...	2,273	2,328	2,303,462	2,193,229	1,073,304	N.-W. P. & O.
6,870	5,129	1,606	1,367	3,082	4,881	11,943	29,566	33,194	20,180	37,777	39,681	Panjab.
202,236	364,266	81,292	1,876,262	1,177,974	456,766	...	...	...	2,078,498	1,542,240	538,058	Cent. Provs.
...	33,728	2,842	870,524	1,323,496	633,586	...	...	...	870,524	1,357,224	636,428	Berar.
14,632	35,430	12,823	...	...	...	...	...	...	14,632	35,430	12,823	Assam.
110,123	153,819	4,517	1,060,328	1,735,302	285,957	...	...	...	1,170,451	1,889,121	290,474	Raj. & C. I.
...	...	...	363,570	570,271	505,793	...	...	...	363,570	570,271	505,793	Nizam's Terry.
...	...	...	83	795	566	...	...	...	83	795	566	Mysore.
6,729,792	6,098,024	3,632,343	5,496,892	6,937,909	3,565,830	11,943	32,536	35,522	12,238,627	13,068,469	7,233,695	TOTAL.
												INDIGO—
...	...	...	992	1,895	947	...	...	...	992	1,895	947	Madras.
...	...	...	2,247	1,060	1,833	...	...	...	2,247	1,060	1,833	Bombay.
...	...	...	21	...	...	5,487	6,965	6,151	5,508	6,965	6,151	Sind.
6,309	7,046	22,444	...	1	4	...	...	...	6,309	7,047	22,448	Bengal.
2,637	4,905	21,355	205	223	31	...	...	...	2,842	5,128	21,386	N.-W. P. & O.
31	257	1,944	19	243	51	3,861	6,327	5,922	3,911	6,827	7,917	Panjab.
46	...	12	2	121	7	...	...	...	48	121	19	Cent. Provs.
...	...	...	...	...	...	...	...	...	...	...	...	Berar.
...	...	...	...	...	...	...	...	...	...	...	...	Assam.
...	...	24	584	804	410	...	...	...	584	804	434	Raj. & C. I.
...	...	...	117	119	26	...	...	...	117	119	26	Nizam's Terry.
...	...	...	...	...	...	...	...	...	...	...	...	Mysore.
9,023	12,208	45,779	4,187	4,466	3,309	9,348	13,292	12,073	22,558	29,966	61,161	TOTAL.

J. E. O'CONOR,
Director General of Statistics.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 15TH DECEMBER 1894, AND FROM 1ST JULY TO 14TH DECEMBER 1895.

N.B.—As regards the figures in column *Total Earnings from 1st July 1895*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 2nd-half of 1894.	Week ending 15th December 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 14th December 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st to 15th December 1894.	Earnings from 1st to 14th December 1895.	Increase.	Decrease.
State lines worked by companies.	₹	Miles.	₹	₹	Miles.	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	556	1,687	11,04,801	655	1,733	11,63,524	671	2,22,88,620	2,31,25,860	8,37,234	...
Bengal-Nagpur	109	802	1,33,452	155	802	1,00,183	123	20,00,104	20,00,024	...	60,140
Indian Midland (*a*)	132	752	1,12,511	150	939	1,26,084	113	23,72,104	20,01,313	...	3,10,851
Bezwada Extension	198	21	3,973	189	21	2,881	137	92,297	80,858	...	11,439
Metre gauge—											
Rajputana-Malwa (*b*)	236	1,790	5,10,133	285	1,789	4,05,120	226	94,13,303	86,42,553	...	7,70,750
Palanpur-Deesa	37	17	813	48	17	710	42	14,49	14,203	...	291
South Indian	154	1,042	1,94,000	187	1,042	1,70,020	103	37,78,731	40,04,889	2,26,138	...
Mayavaram-Mutupet	82	54	5,400	101	54	4,099	70	1,04,573	1,12,840	8,273	...
Southern Mahratta (*c*)	90	1,105	1,10,301	95	1,105	1,33,004	115	24,41,98	28,07,840	4,25,857	...
Bengal and North-Western (*d*)	121	750	90,707	120	750	95,000	120	21,33,740	21,50,750	23,010	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	87	224	15,857	71	215	14,114	66	3,90,693	2,70,821	...	1,19,874
Assam-Bengal	...	...	...	...	128	8,144	64	...	1,80,737	...	...
TOTAL	232	8,370	22,88,748	273	8,721	22,09,489	253	4,50,90,798	4,55,24,708	4,33,910	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	242	2,511	7,64,688	305	2,548	6,25,375	245	1,41,88,875	1,42,70,876	82,001	...
Oudh and Rohilkhand (state)	238	797	2,10,001	264	797	1,64,764	207	43,71,107	37,14,371	...	6,56,796
Eastern Bengal (state) including metre and 2′ 6″ gauges	382	813	3,31,879	408	813	3,09,980	381	72,48,238	74,30,231	1,81,993	...
Bengal Central (*f*)	127	125	15,980	128	125	18,710	150	3,70,072	4,73,173	97,101	...
East Coast (state)	90	321	10,930	53	427	31,554	74	6,32,196	7,03,799	1,31,003	...
Metre gauge—											
Burma (state)	131	746	93,568	125	834	(*k*)513	1	22,03,527	24,84,576	2,21,049	...
Special gauges—											
Jorhat (state provincial)	61	28	1,573	56	28	1,394	50	37,628	43,424	5,796	...
Cherra-Companyganj (state provincial)	59	8	633	79	8	557	70	10,922	10,609	...	313
TOTAL	235	5,349	14,35,866	268	5,580	11,52,807	207	2,91,28,023	2,91,91,959	62,434	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	341	1,490	7,13,954	479	1,490	8,25,411	554	1,15,50,403	1,20,17,890	4,67,487	...
Bombay, Baroda and Central India	530	401	3,03,737	289	401	3,01,000	053	55,00,822	58,13,487	3,12,665	...
Madras	236	840	1,94,501	232	840	1,98,131	230	40,73,400	49,55,698	2,82,298	...
TOTAL	340	2,791	12,72,192	456	2,791	13,24,542	475	2,17,24,625	2,27,87,075	10,62,450	...
TOTAL (GUARANTEED AND STATE)	251	10,510	49,96,806	303	17,092	40,86,898	274	9,59,44,048	9,75,02,84.	15,58,794	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	152	161	24,337	151	161	26,493	165	5,83,900	6,25,889	41,929	...
Tarkessur	222	22	4,800	221	22	5,053	230	1,18,205	1,21,473	3,268	...
Metre gauge—											
Rohilkhand and Kumaon (Company section)	116	67	5,931	89	66	5,544	84	1,82,325	1,86,147	3,822	...
Bengal Dooars	148	30	4,503	125	30	5,209	140	1,10,590	1,41,421	24,825	...
Dibru-Sadiya	130	78	4,988	64	78	11,665	150	2,53,114	2,78,937	25,823	...
Special gauge—											
Darjeeling-Himalayan	248	51	13,224	259	51	13,752	270	2,96,967	3,26,068	29,101	...
TOTAL	157	415	57,849	139	414	67,776	164	15,51,167	16,79,935	1,28,768	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	171	333	63,261	190	333	67,086	201	13,24,385	12,84,558	...	39,830
The Gaekwar's Petlad	89	13	1,039	120	13	1,000	77	27,082	27,504	...	178
Rajpura-Bhatinda	257	108	58,177	538	108	17,443	102	6,05,228	4,29,738	...	2,35,490
Kolar Gold-fields	241	10	1,900	197	10	2,794	279	59,424	75,899	16,475	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	87	362	28,580	79	362	31,929	88	7,41,393	8,24,757	83,364	...
The Gaekwar's Mehsana	60	93	7,099	83	93	5,270	57	1,25,152	1,13,320	...	11,826
Kolhapur	71	29	2,127	73	29	2,414	83	49,125	50,502	1,377	...
Special gauges—											
The Gaekwar's Dabhoi	47	72	4,033	56	72	3,590	50	79,704	77,725	...	2,039
Cooch Behar	40	22	1,024	47	22	940	43	19,849	19,549	...	300
TOTAL	120	1,042	1,08,506	102	1,042	1,32,466	127	30,92,005	29,03,558	...	1,88,447
Lines owned and worked by native states.											
Metre gauge—											
Bhavnagar-Gondal-Junagarh-Porbandar	81	334	33,290	100	334	36,435	109	6,23,805	6,24,803	994	...
Jetalsar-Rajkot	61	40	2,974	65	40	3,017	79	60,100	74,848	8,742	...
Jodhpore-Bickaneer	48	304	15,044	41	304	17,400	48	4,08,380	3,97,798	...	10,588
Godeypore-Chitor (*i*)	...	...	...	...	01	2,310	38	...	(*j*)41,869	41,869	...
Special gauge—											
Morvi	56	94	5,882	63	94	6,409	68	1,22,766	1,44,278	21,512	...
TOTAL	63	838	57,190	68	899	66,171	74	12,21,067	12,83,596	62,529	...
GRAND TOTAL	234	18,805	52,80,351	281	19,447	49,53,311	255	10,18,08,287	10,33,09,931	15,61,644	...

(*a*) Includes the Bhopal-Itarsi, the Bina-Guna, and the Bhopal-Ujjain railways.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Includes the Guntakal-Mysore frontier section.
(*d*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*e*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Includes the Wardha Coal, Dhond-Manmad, Khámgaon, and Amraoti railways.
(*h*) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.
(*i*) The line is being worked by the Bombay, Baroda and Central India Railway Company as a temporary measure.
(*j*) Total earnings from 1st August to 14th December 1895.
(*k*) The decrease as compared with the earnings for the previous corresponding week is due to a write-back, during the week under review, of ₹94,652.

H. BONHAM-CARTER, *Captain, R.E.*,
Assistant Secretary.

CALCUTTA, *the 27th December 1895.*

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XXXV OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1894-95.	Week ending 15th December 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 14th December 1895. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st April to 15th December 1894.	Earnings from 1st April to 14th December 1895.	Increase.	Decrease.
State lines worked by companies.	₹	Miles.	₹	₹	Miles.	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	599	1,687	11,04,801	655	1,733	11,63,524	671	3,60,39,762	3,73,48,835	13,09,073	...
Bengal-Nagpur	152	802	1,33,452	155	802	1,06,183	123	39,40,595	39,89,990	49,401	...
Indian Midland (*a*)	144	752	1,12,511	150	939	1,06,084	113	39,90,771	33,13,847	...	6,76,924
Bezwada Extension	170	21	3,973	189	21	2,881	137	1,06,311	1,09,712	3,401	...
Metre gauge—											
Rajputana-Malwa (*b*)	279	1,790	5,10,133	285	1,789	4,05,120	226	1,69,38,348	1,60,51,326	...	8,87,022
Palanpur-Deesa	44	17	813	48	17	710	42	23,312	26,094	782	...
South Indian	154	1,042	1,94,000	187	1,042	1,70,020	103	59,04,080	63,88,747	4,84,661	...
Mayavaram-Mutupet	75	54	5,480	101	54	4,099	70	(*c*)1,33,124	1,82,726	29,602	...
Southern Mahratta (*d*)	105	1,105	1,10,301	95	1,105	1,33,004	115	43,77,475	48,02,243	4,84,768	...
Bengal and North-Western (*e*)	140	750	90,707	120	750	95,000	120	38,70,010	38,04,811	...	65,199
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	224	15,857	71	215	14,114	66	6,40,519	4,99,393	...	1,41,125
Assam-Bengal	...	...	...	...	128	8,144	64	...	(*f*)1,00,737	1,86,737	...
TOTAL	259	8,370	22,88,748	273	8,721	22,09,489	253	7,60,00,313	7,67,84,407	7,78,154	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*g*)	252	2,511	7,64,688	305	2,548	6,25,375	245	2,25,19,504	2,49,29,666	24,10,162	...
Oudh and Rohilkhand (state)	270	797	2,10,001	264	797	1,64,764	207	73,27,207	66,10,015	...	7,17,192
Eastern Bengal (state) including metre and 2′ 6″ gauges	339	813	3,31,879	408	813	3,09,980	381	1,00,00,708	1,02,30,311	2,29,603	...
Bengal Central (*h*)	130	125	15,988	128	125	18,710	150	5,84,420	6,81,348	97,122	...
East Coast (state)	99	321	10,930	53	427	31,554	74	10,40,423	13,24,587	2,78,164	...
Metre gauge—											
Burma (state)	164	746	93,568	125	834	(*n*)513	1	38,29,704	42,10,154	3,80,450	...
Special gauges—											
Jorhat (state provincial)	55	28	1,573	56	28	1,394	50	54,261	64,762	10,501	...
Cherra-Companyganj (state provincial)	64	8	633	79	8	557	70	17,460	15,098	...	2,362
TOTAL	243	5,349	14,35,866	268	5,580	11,52,867	207	4,53,79,493	4,80,65,941	26,86,448	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	442	1,490	7,13,954	479	1,490	8,25,411	554	2,23,74,671	2,14,19,493	...	9,55,178
Bombay, Baroda and Central India	678	401	3,03,737	789	401	3,01,000	053	1,08,44,111	1,20,85,367	12,41,256	...
Madras	243	840	1,94,501	232	840	1,98,131	230	73,18,708	78,57,097	5,38,989	...
TOTAL	421	2,791	12,72,192	456	2,791	13,24,542	475	4,05,37,490	4,13,02,557	8,25,067	...
TOTAL (GUARANTEED AND STATE)	281	10,510	49,96,806	303	17,092	40,86,898	274	16,19,23,296	16,62,12,905	42,89,669	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	165	161	24,337	151	161	26,493	165	9,60,725	10,31,212	70,487	...
Tarkessur	209	22	4,800	221	22	5,053	230	2,11,179	2,10,770	...	409
Metre gauge—											
Rohilkhand and Kumaon (Company section)	121	67	5,931	89	66	5,544	84	3,17,546	3,18,435	889	...
Bengal Dooars	161	30	4,503	125	30	5,209	140	1,53,573	1,97,660	44,087	...
Dibru-Sadiya	136	78	4,988	64	78	11,665	150	3,83,301	4,21,959	38,278	...
Special gauge—											
Darjeeling-Himalayan	249	51	13,224	259	51	13,752	270	4,72,028	5,44,661	72,633	...
TOTAL	104	415	57,849	139	414	67,776	164	24,98,432	27,24,397	2,25,965	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	187	333	63,261	190	333	67,086	201	22,01,589	21,13,724	...	87,865
The Gaekwar's Petlad	105	13	1,039	120	13	1,000	77	50,004	52,001	1,997	...
Rajpura-Bhatinda	271	108	58,177	538	108	17,443	102	9,89,585	7,42,500	...	2,47,085
Kolar Gold-fields	200	10	1,900	197	10	2,794	279	(*j*)72,043	1,13,337	40,694	...
Metre gauge—											
Southern Mahratta (Mysore section) (*k*)	89	362	28,580	79	362	31,929	88	11,78,141	12,74,659	96,518	...
The Gaekwar's Mehsana	74	93	7,099	83	93	5,270	57	2,41,194	2,18,159	...	23,035
Kolhapur	81	29	2,127	73	29	2,414	83	88,343	86,272	...	2,051
Special gauges—											
The Gaekwar's Dabhoi	59	72	4,033	56	72	3,590	50	1,58,865	1,69,344	10,479	...
Cooch Behar	45	22	1,024	47	22	940	43	30,050	30,584	...	66
TOTAL	136	1,042	1,08,506	102	1,042	1,32,466	127	50,10,994	48,00,580	...	2,10,414
Lines owned and worked by native states.											
Metre gauge—											
Bhavnagar-Gondal-Junagarh-Porbandar	103	334	33,290	100	334	36,435	109	12,06,038	13,42,027	1,35,989	...
Jetalsar-Rajkot	68	40	2,974	65	40	3,017	79	1,09,343	1,28,107	18,824	...
Jodhpore-Bickaneer	58	304	15,044	41	304	17,400	48	7,03,051	6,93,466	...	70,185
Godeypore-Chitor (*l*)	...	...	...	...	01	2,310	38	...	(*m*) 41,869	41,869	...
Special gauge—											
Morvi	65	94	5,882	63	94	6,409	68	2,20,507	2,66,968	46,461	...
TOTAL	78	838	57,190	68	899	66,171	74	22,99,539	24,72,497	1,72,958	...
GRAND TOTAL	261	18,805	52,80,351	281	19,447	49,53,311	255	17,17,32,261	17,62,10,439	44,78,178	...

(*a*) Includes the Bhopal-Itarsi, the Bina-Guna, and the Bhopal-Ujjain railways.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Total earnings from 2nd April to 15th December 1894.
(*d*) Includes the Guntakal-Mysore frontier section.
(*e*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*f*) Total earnings from 1st July to 14th December 1895.
(*g*) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.
(*h*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*i*) Includes the Wardha Coal, Dhond-Manmad, Khámgaon and Amraoti railways.
(*j*) Total earnings from 1st June to 15th December 1894.
(*k*) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.
(*l*) The line is being worked by the Bombay, Baroda and Central India Railway Company as a temporary measure.
(*m*) Total earnings from 1st August to 14th December 1895.
(*n*) The decrease as compared with the earnings for the previous corresponding week is due to a write-back, during the week under review, of ₹94,652.

H. BONHAM-CARTER, *Captain, R.E.*,
Assistant Secretary.

CALCUTTA, *the 27th December 1895.*

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