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With order

HYDERABAD PUBLIC WORKS DEPARTMENT PROGRESS REPORT FOR 1883-84.

THE Public Works Department of the Hyderabad Administration is divided into four Executive Divisions, viz., one in Hyderabad, and the remaining three in the Berar Province.

The Secunderabad Division in Hyderabad is almost exclusively an Imperial Division. The works therein consist in the construction and repair of:—

- (1.) Military buildings for the accommodation of troops of the Hyderabad Subsidiary Force (Imperial Budget.)
 - (2.) Civil buildings connected with the Residency, as well as Telegraph, Postal, and Ecclesiastical buildings in Hyderabad (Imperial Budget.)
 - (3.) Military buildings for the accommodation of troops of Hyderabad Contingent Forces at Bolarum, Raichore, and Mominabad (Provincial Budget.)
- The three Berar Divisions comprise works, both for military and civil buildings, communications, and water-supply, chargeable to the Provincial Budget, with the exception of Post office buildings in Berar, which are provided for in the Imperial Budget.

The Local Fund Department is confined to the Berar Province, and is divided into six charges corresponding with those of the six Deputy Commissioners of Districts. This department is entrusted with the expenditure on district works, chargeable to the Incorporated and Excluded Local Fund Budgets, as well as to the one per cent. cess levied in Berar, and the Road Fund which are embodied in the Provincial Budget.

In addition to the works carried out by the Public Works and Local Funds Department, the Administration has the control of the three following Railways:—

- (1.) His Highness the Nizam's State Railway.
- (2.) Khamgaon Branch Railway. } Worked by the Great Indian Penin-
- (3.) Amraoti do. } sula Railway Company.

The total expenditure from all sources on Public Works in this Administration during the year 1883-84 amounted to Rs. 22,59,254, as shown below:—

	Rs.
Imperial Works Budget	1,64,921
Provincial Works Budget including grants from Jaglia Cess	10,44,945
One per cent. cess	78,989
Road Fund	40,983
Incorporated Local Funds	38,264
Excluded Funds	1,83,604
His Highness the Nizam's State Railway	6,15,587
Khamgaon Railway	40,188
Amraoti Railway	51,773
Total Rs.	22,59,254

Imperial—Military.

The Budget grant for the year was Rs. 1,72,000; but the expenditure only amounted to Rs. 1,42,133, thus allowing Rs. 29,867 to lapse. Of this amount Rs. 25,294 represents the lapse under "Establishment," and is due to the transfer of a portion of the charges under this head from Imperial to the Hyderabad Assigned Districts' Provincial Budget, as directed in Government of India, Public Works Department, No. 266-G., dated 29th February 1884. These orders were received too late in the year to admit of the amount thus made available being utilized on works.

NOTE.—The figures printed in italics in this report do not necessarily agree with the Financial Accounts of the year prepared by the Examiner, whose books are not yet closed. They are the best approximates available at the date of submission of this report.

31/5/9 With disposal

The following table shows the final grants compared with the expenditure:—

Heads.	Final grants.	Expenditure.
Original Works ...	Rs. 48,500	Rs. 47,299
Repairs ...	54,800	53,999
Establishment ...	67,200	41,906
Tools and Plant ...	1,500	1,537
Profit and Loss ...	...	18
Deduct—Miscellaneous Advances ...	...	1,44,759
Total ...	1,72,000	2,626
Total ...	1,72,000	1,42,133

The expenditure on Original Works and Repairs classified under Departments and different heads is shown below:—

Heads.	Original Works.	Repairs.
Accommodation of British troops	Rs. 25,960	Rs. 26,447
Do. of Native troops	5,518	3,695
Ordnance buildings	4,478	1,896
Commissariat buildings	5,923	1,358
Fortifications	...	695
Staff and Miscellaneous	2,145	4,365
General Works	3,275	15,543
Total ...	47,299	53,999

The following works provided for in the Budget were completed during the year:—

Under Budget Item No. 1. Subsidiary buildings to Heavy Field Battery Barracks.	Plunge bath, elephant shed, cattle enclosure, skittle alley, additional well, forage yard.
Total estimates ... Rs. 20,981	
Total cost ... " 20,880	
Item No. 2. Estimate Cost ... Rs. 1,546	Converting No. 12 half company barrack in the 2nd British Infantry Lines into a gymnasium for the two British Infantry Regiments at Trimulgherry.
" " " 1,750	
Item No. 3. Estimate Cost ... Rs. 4,520	Reserve Magazine for Native troops.
" " " 4,378	
Item No. 4. Estimate Cost ... Rs. 4,817	Conversion of racquet court in old Royal Artillery Lines at Secunderabad into a commissariat store-room.
" " " 4,781	Minor Works.
Item No. 5.	

The principal minor works carried out consisted of:—

- (1.) Riding schools for the British Cavalry at Trimulgherry ... Rs. 2,134
- (2.) Dismantling old and constructing new latrines on Crawford's pattern at the Hyderabad Residency Escort Barracks ... 2,445

Owing to the increased grant made available during the year for Original Works, the rest camp buildings at Wadi were completed. These consisted of one Staff Sergeants' quarters, Class B., without houses, cook-room, commissariat room and well.

Repairs.

The military buildings were maintained in an efficient state of repair throughout the year. The only complaint received was from the Officer Commanding the 2nd British Infantry Lines referring to the leaky state of the Officers' bungalows and married ranges. The leaks were stopped as a temporary measure, but it was ascertained that the roofs would require to be entirely retiled. Funds were not, however, available for this during the year, and the work was postponed to the following year. An estimate providing for these repairs has since been sanctioned.

Establishment.

The question of the high cost of establishment in proportion to the expenditure was considered during the year on a representation made by the Government of India, and proposals were submitted for approval. Government of India, in despatch No. 266-G., dated 29th February, sanctioned the proposal that one-fourth of the establishment of the Secunderabad Division be charged to the Berars on account of the provincial work done by that establishment; and the distribution of the charge for Direction and Account establishments between the two heads of service in proportion to the outlay under each. Unfortunately these orders came too late towards the close of the year to enable the sum thus made available to be utilized on works.

General.

Orders of the Government of India in the Military Department were issued in No. 341-M. W., of the 13th April 1883, referring to the subject of the Trimulgherry entrenchment.

Government of India has decided to maintain the entrenchment, and with the view of strengthening and improving it, has sanctioned certain recommendations made by His Excellency the Commander-in-Chief of Madras. No funds were unfortunately available during the year to carry out those works, which will be constructed by the Public Works Department.

Imperial—Civil Buildings, Roads and Services.

The following table shows the final grants compared with the expenditure of the year:—

Heads.	Final grants.	Expenditure.
Original Works ...	Rs. 16,167	Rs. 14,435
Repairs ...	8,204	8,353
Total ...	24,371	22,788

A sum of Rs. 1,583 lapsed during the year. This was principally owing to a lapse of Rs. 1,444 on account of the marble flooring of the front portico of the Hyderabad Residency due to the materials not having been delivered at site before the close of the year.

The expenditure on Original Works and Repairs classified under different Departments is shown below:—

Heads.	Original Works.	Repairs.
Residencies for Administration	Rs. 6,851	Rs. 4,450
Secretariat	562	257
Telegraph	...	166
Post Offices	6,398	1,255
Ecclesiastical	433	1,408
Miscellaneous	191	817
Total ...	14,435	8,353

The following principal works were provided for in the Budget:—

Item No. 1.—The construction of a 5th Class Post Office at Malkapur.—This building could not be commenced, as the grant was withdrawn and transferred to Assam in Government of India No. 168-A. G., dated 19th May 1883.

Item No. 2.—Re-roofing colonnade round dome of the Hyderabad Residency.—This work was in progress during the year, and a sum of Rs. 3,139 was expended. The whole grant could not be utilized on this work alone, as the completion of renewing roof of the durbar hall and front portico entailed an expenditure of Rs. 1,330, and the balance was sanctioned for expenditure on the marble pavement of the portico.

Item No. 3.—The principal works carried out under this head were—

The construction of a 7th class post office at Panderkora	Rs. 1,439
Do. do. Hyderabad	1,953
Renewal of Krishna post office	1,089

Provincial Public Works.

I.—GENERAL.

The final grants compared with the expenditure are shown below :—

Heads.	Final Grants.		Expenditure.	
	Original Works.	Repairs.	Original Works.	Repairs.
	Rs.	Rs.	Rs.	Rs.
Military	76,912	10,610	37,380	12,174
Civil Buildings	1,14,116	22,956	1,10,080	16,929
Communications	2,03,124	2,12,274	1,93,418	2,21,196
Miscellaneous Public Improvements ...	2,38,629	3,600	2,30,257	4,532
Establishment	2,06,000	...	2,13,983	...
Tools and Plant	9,750	...	9,695	...
Profit and Loss	...	...	330	...
Suspense	...	...	—5,029	...
Total	8,48,531	2,49,440	7,90,114	2,54,831
Grand Total	10,97,971		10,44,945	

The total lapse was, therefore, Rs. 53,026, or 4·9 per cent. of the Budget grant.

This, however, scarcely gives a correct view of the extent of lapse owing to the effect of the orders referred to above as to distribution of charges for establishment between Imperial and Provincial Services.

Excluding the grants for Establishment, and confining the comparison between grants and expenditure on the first four heads of the above statement, we find that Rs. 56,255 lapsed, or 6·37 per cent. on the grants for works only :—

Heads.	Grant.	Expenditure.	Difference.	
			More than grant.	Less than grant.
Original.	Rs.	Rs.	Rs.	Rs.
Military buildings	76,912	37,380	...	39,532
Civil buildings	1,14,116	1,10,080	...	4,036
Communications	2,03,124	1,93,418	...	9,706
Miscellaneous Public Improvements ...	2,38,629	2,30,257	...	8,372
Repairs.				
Military buildings	10,610	12,174	1,564	...
Civil buildings	22,956	16,929	...	6,027
Communications	2,12,274	2,21,196	8,922	...
Miscellaneous Public Improvements ...	3,600	4,532	932	...
Total	8,82,221	8,25,966	11,418	67,673
			Deduct ...	11,418
			Amount lapsed ...	56,255

The principal lapse is under Military buildings. A large provision was made in the Budget on account of Military buildings to be constructed in the new cantonment at Yerramurras near Raichore. The estimates for these buildings were submitted from the Superintending Engineer's office on the 17th October 1883, but the orders of the Government of India were not received till April 1884.

A large grant of Rs. 28,000 was also made on account of the Ordnance Depot and Magazine at Ellichpur, but after the works connected with the Ordnance Depot had been sanctioned, Government of India conveyed orders in Military Department No. ^{1738-s.}_{D.}, of 2nd November 1883, abolishing all Ordnance Depôts attached to the Hyderabad Contingent Force. It thus became too late in the year to utilize the grant fully, and what could be spent was applied accordingly to other military works required by the Brigadier-General Commanding the Hyderabad Contingent.

The lapses on the other heads are small compared with the grants, more especially as they include savings on estimates on works completed at the end of the year, which could, therefore, not be utilized on other works.

The following works provided for in the Budget were in progress during the year :—

II.—MILITARY BUILDINGS.

Item No. 1.—Accommodation } Rs. 14,605 were spent on public buildings at this for troops at Raichore. } cantonment, and Rs. 4,619 on sepoy's lines.

Item No. 2.—Ordnance Depot } The Ordnance Depot Works were suspended on and Magazine. } the order of the Government of India. Rs. 3,573 was spent on a new magazine.

The principal works carried on from the balance of grant available were :—

Works still in progress.

	Rs.
Armourer's shop for the Cavalry Regiment at Mominabad ...	2,357
Do., do., at Bolarum ...	2,046
Do., do., at Aurangabad ...	1,554
Do., do., at Hingoli ...	1,159
Re-roofing Infantry Bells of arms at Jalna ...	1,006

Principal Works completed.

Providing verandah to sick horse lines at Aurangabad—

Estimate	Rs. 2,177
Expenditure	2,103

III.—CIVIL BUILDINGS.

The final grant of Rs. 1,14,116 for civil buildings was distributed as follows :—

	Rs.
Administrative buildings	38,320
Jails	9,195
Police	46,228
Educational	13,000
Medical	1,056
Miscellaneous	6,317

Administrative Buildings.

The following principal works were completed during the year :—

Item No. 4 in Budget.—Extension of Deputy Commissioner's Cutcherry at Buldana.—The expenditure during the year amounted to Rs. 4,289.

Estimated cost	Rs. 14,930
Actual cost	14,699

Additions and alterations to the Commissioner's Cutcherry at Amraoti for accommodation of office of the Judicial Commissioner, Hyderabad Assigned Districts.—The expenditure during the year amounted to Rs. 5,293.

Estimated cost ...	Rs. 33,319
Actual cost ...	„ 32,779

Constructing record racks for the Commissioner's and Judicial Commissioner's Offices at Amraoti.—This work was entirely completed during the year.

Estimated cost ...	Rs. 4,809
Actual cost ...	„ 4,746

Additions and alterations to Deputy Commissioner's Cutcherry at Yeotmal.—This was completed early in the year.

Estimated cost ...	Rs. 5,727
Actual cost ...	„ 5,612

The following works were in progress:—

Constructing a witness shed to the Deputy Commissioner's Cutcherry at Basim—

Estimated cost ...	Rs. 3,483
Expenditure ...	„ 3,297

Police guard-room at the Tahsil Cutcherry at Basim—

Estimated cost ...	Rs. 2,946
Expenditure ...	„ 977

Making secure all the Treasuries in Berar—

Estimated cost ...	Rs. 6,055
Expenditure ...	„ 3,506

Jail Buildings.

The important works completed during the year were as follows:—

Enlarging District Jail at Basim.—Expenditure during the year was Rs. 1,011.

Estimated cost ...	Rs. 28,469
Actual cost ...	„ 28,389

Constructing Latrines in Akola Jail—

Estimated cost ...	Rs. 1,602
Actual cost ...	„ 1,471

Only a few minor works were in progress at close of year.

Police Buildings.

Item No. 5.—Complete system of Police Buildings.—The sanctioned estimate for these buildings amounts to Rs. 6,71,196, of this amount Rs. 5,69,174 had been spent to commencement of year, leaving Rs. 1,02,022 wherewith to complete the system. Of this amount a grant of Rs. 40,000 was provided in the Budget, but to meet charges for Minor Works this was subsequently increased to Rs. 46,228.

The following principal works were completed during the year:—

Stone and brick on edge flooring to Police Stations in West Berar—

Estimate ...	Rs. 4,520
Expenditure during year and actual cost ...	„ 4,519

Converting serai in Ellichpur City into a Police Station—

Estimate ...	Rs. 6,732
Expenditure during year and actual cost ...	„ 6,619

Constructing Police Station at Kalum—

Estimate ...	Rs. 7,840
Expenditure during year Rs. 5,019 and actual cost „	8,010

Re-roofing Police Station at Janaphal—

Estimate ...	Rs. 2,175
Actual cost ...	„ 2,160
Expenditure during year ...	„ 493

The following were the chief works in progress:—

Flooring the Barracks and office rooms of Police Stations and Reserve Police Lines in East and South Berar—

Expenditure ...	Rs. 4,381
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Constructing Police Station at Murtazapur—

Expenditure ...	Rs. 2,750
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Constructing Police Station at Chani—

Expenditure ...	Rs. 5,968
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Constructing Police Station at Khamgaon—

Expenditure ...	Rs. 3,009
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Constructing Police Station at Mangrul—

Expenditure ...	Rs. 3,547
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Educational Buildings.

Item No. 6.—Only Rs. 1,226 were given in grants-in-aid to school, but the expenditure shown below was incurred from the Reserve for Civil Buildings.

Important works completed:—

Alterations to High school at Akola—

Estimate ...	Rs. 2,066
Expenditure incurred during year and actual cost „	1,869

Additions and alterations to Anglo-vernacular school at Basim—

Estimate ...	Rs. 1,572
Expenditure during year and actual cost ...	„ 1,774

Works in progress.

Constructing an Anglo-Vernacular school at Wun—

The expenditure during the year was ...	Rs. 6,899
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Medical Buildings.

Only minor works were undertaken during the year.

Miscellaneous.

The only important work in progress and completed during the year was the construction of an office for the Conservator of Forests, Hyderabad Assigned Districts, at Amraoti. The expenditure during the year was Rs. 3,952.

Estimate ...	Rs. 10,398
Actual cost ...	„ 9,981

Repairs.

The buildings throughout the Province were kept in good repair. The only complaints received during the year were from the Inspector General of Police and Jails in reference to the leaky condition of a few police stations and cells, and the insecurity of grated doors to cells, especially in the Buldana and Basim Jails. The defects pointed out have been rectified.

IV.—COMMUNICATIONS.

Distribution of grant ... Rs. 2,03,124

Budget Item No. 9.—Construction of Pedhi bridge near Amraoti.—This bridge consists of 16 arches of 40 feet, and is entirely built of stone. The estimate was originally sanctioned by the Government of India, and registered as No. 32-C. of 1879-80. Work was commenced in January 1880, and completed in November 1883, thus occupying nearly four years in completion. The bridge was, however, opened to traffic in October 1883. A revised estimate was sanctioned by the Resident in No. 326-C. W., dated 20th December 1882, amounting to Rupees 1,59,227. The actual cost of the bridge was Rs. 1,59,602, or at the rate of Rs. 250 per lineal foot of waterway. The chief cause of this high rate lay in the difficulty of procuring stone. The stone had to be brought from a distance of about 8 miles while carriage was difficult to obtain. The bridge has, however, been thoroughly well built. The officers principally engaged on its construction were:—

Mr. R. W. Woodhouse, Executive Engineer, 1st grade.
Mr. M. J. Scobie, Assistant Engineer, do.
Vishnu Ramchunder, Overseer, do.

Expenditure incurred during the year ... Rs. 8,458

Budget Item No. 10.—Daryapur-Murtazapur Road.—This road is intended as a feeder to the Murtazapur station on the G. I. P. Railway. Its length is 14½ miles, and is intended to be 18 feet broad, of which 16 feet is to be surfaced with moorum. Only one bridge of 20 feet waterway is provided, together with 24 causeways, giving a waterway of 1,260 feet. The estimate for this road was sanctioned by Government of India, and registered as No. 15-C. of 1880-81, the amount of the estimate being Rs. 63,826.

Work commenced in February 1882, but up to close of year, that is in 25 months only, Rs. 48,688 had been spent, or under Rs. 2,000 per mensem. The expenditure during the year has only been Rs. 22,939. Considering the exceedingly easy nature of the country traversed, the progress shown is not satisfactory.

Item No. 11.—Road from Morsi to the Frontier of the Central Provinces.—The length of this road will be about 35 miles. It will open out a large extent of cultivation at the extreme north-east tracts of Berar, and afford direct communication with the Central Provinces. An estimate amounting to Rs. 20,270 for the earth-work of the first section, 21½ miles in length, was sanctioned by the Resident in November 1882. During the year the following further estimates have been sanctioned by the Resident:—

For miscellaneous auxiliary works	Rs. 18,260
For surfacing and consolidating road	44,599
For bridging first section	83,704

The expenditure incurred during the year was Rs. 37,105. The progress on this road has been fairly satisfactory.

Item No. 12.—Nandura-Jalgaon Road.—This road is intended as a feeder to the Nandura station on the Great Indian Peninsula Railway. Its length to Jalgaon is 16 miles. The width of road is 18 feet, the whole of which is surfaced with sand, owing to the absence of any moorum procurable in the neighbourhood. It is provided with 10 culverts, having a waterway of 83 feet and 8 causeways,

giving a further waterway of 1,085 feet. The estimate was originally sanctioned by the Government of India in 1881-82. A revised estimate was afterwards sanctioned by the Resident on the 18th February 1882. The road works were commenced in January 1881, and completed in December 1883, at a total cost of Rs. 66,399, or Rs. 4,150 per mile.

Item No. 13.—Jalna-Deulgaon Raja Road.—This road is situated in the extreme south-west district of Berar, and is intended to open out communication with Jalna in the Hyderabad territory. Its length is rather over 15 miles, and its breadth is 19 feet, of which 18 feet is surfaced with moorum. It is provided with 33 culverts, having a waterway of 376 feet.

The estimate, amounting to Rs. 89,016, was sanctioned in No. 10-C. of 1881-82.

The road is very nearly completed. Only one culvert and half the consolidation of upper coat of moorum remains to be done. The progress during the year has not, however, been satisfactory. Measures should have been taken to complete the consolidation during the rainy season.

The expenditure during the year was only Rs. 8,174.

Item No. 14.—Yeotmal-Wun Road, Second Section.—The Yeotmal-Wun road connects the head-quarters of the Wun District with the south-eastern districts of Berar. The road as a rule passes through forest land and crosses a large number of streams, which, owing to the steepness of the country, discharge very rapidly, and as a rule are dry in the hot season. The construction of this road has been very beneficial in extending cultivation into the forests, but this might as well have been effected by a cheaper class of road.

The length of the second section is 18 miles. It is provided with six masonry bridges, having a waterway of 245 feet, five culverts, with a waterway of 45 feet; 46 slab drains, having a further waterway of 105 feet; and 23 road dams, with a waterway of 1,110 feet.

The estimate, amounting to Rs. 1,21,879, was sanctioned by the Government of India in No. 8-C. of 1881-82, and was completed during the year at a cost of Rs. 1,14,959, or Rs. 6,390 per mile.

Item No. 15.—Third Section of the Yeotmal-Wun Road.—This section is 14½ miles in length, and is provided with seven bridges, 31 slab drains, and 16 causeways, aggregating 1,186 feet waterway. The estimate, amounting to Rs. 79,381, was sanctioned by Government of India in No. 23-C. of 1879-80.

The works on this section were only commenced in October 1882. The expenditure incurred to end of year was Rs. 55,283, of which Rs. 38,998 was incurred during the year.

The progress made is very satisfactory considering the country through which the road is aligned.

The earthwork is 7/8th done. Surfacing 1/8th, spreading 3/4th, and consolidation 2/3rds. 7 causeways, 27 slab drains, 4 culverts completed, and 2 bridges well advanced.

Item No. 16.—This is the Fourth and last Section of the Yeotmal-Wun Road.—It is 14½ miles long, and is to be provided with 2 bridges, 4 culverts, 60 slab drains, and 13 causeways, aggregating 974 feet waterway. The estimate, amounting to Rs. 72,699, was sanctioned in Government of India's No. 5-C. of 1879-80. The road works were, however, only commenced in January 1883, since when Rs. 31,564 have been spent, of which Rs. 23,997 were spent during the year. The progress on this section has also been satisfactory.

The works on the Wun-Yeotmal road were under charge of Assistant Engineer, Mr. R. A. W. Swinnerton, who deserves great credit for the work done by

him in pushing on this road. He has succeeded in the most unhealthy part of Berar, where labour is scarce, and while suffering from malaria and fever, in showing a far better progress than any other officer employed on road works.

Item No. 17.—Khandalla-Umerkhed Road, First Section.—This road branches off from the Basim-Pusad road at Khandalla, and is intended to open out communication with the well cultivated district around Umerkhed.

The first section is 15 miles in length, and is to be provided with 4 culverts having 26 feet waterway, and slab drains having 11½ feet waterway. The estimate, amounting to Rs. 43,962, was sanctioned in Government of India No. 25-C. of 1879-80. The work was commenced in July 1881, and brought to completion during the year. The expenditure during the year was Rs. 4,009. The total cost incurred on this section was Rs. 36,138, or Rs. 2,409 per mile.

Item No. 18.—Second Section of Khandalla-Umerkhed Road.—This Section is 17½ miles in length, and is to be provided with 2,640 feet waterway under masonry bridges, 624 feet in culverts, 134 feet in slab drains, and 50 feet waterway in causeways. The estimate, amounting to Rs. 71,642, was sanctioned in Government of India No. 3-C. of 1881-82. Work was commenced in October 1881. The total expenditure incurred to end of year is Rs. 49,487, of which Rs. 10,465 only was incurred during the year. The progress made during the year was by no means satisfactory.

The following expenditure was incurred on less important works:—

	Rs.
Dry rubble walling to approaches of bridges on Wun road	2,317
Additional culvert on 4th mile, Wun road	2,062
Constructing a causeway in the Bichen river at Ellichpur	2,010
Constructing a bridge of 3 spans of 20 feet over Bichen river at Ellichpur	2,232
Special repairs to approaches to bridges and roads caused by floods of 2nd July 1883	6,339

Repairs to Communications.

The length of completed Provincial roads in Berar at commencement of year amounted to about 655 miles, exclusive of the old Nagpur dāk line, which is repaired chiefly by the Civil Department from the one per cent. cess.

The expenditure incurred in repairing this length amounted to Rs. 2,21,196, or Rs. 338 per mile.

The cause of this is the inferior quality of the metal to be found in the district, as well as the great expansion of trade during the past few years. This has led to the consideration of the question of constructing light railways on the principal feeder roads, which will be noticed hereafter. Considering the circumstances it is surprising that the roads are maintained in such efficient order, and shows the care and attention given by the several Executive Engineers to this important duty. The only complaint received was the usual annual one preferred by the mail contractor on the Akola-Hingoli road through the Postal Department. It is almost impossible to keep certain miles of this road in good order, especially after heavy rain. The extent of wheeled traffic on this road is enormous, and ruts are the natural consequences. The traffic itself is not impeded in any way, but only the dāk tonga.

V.—MISCELLANEOUS PUBLIC IMPROVEMENTS.

Budget Item No. 23.—Amraoti Water-Supply.—This work provides for the construction of a reservoir at Kalapani at the foot of the Amraoti Hills, situated about 2½ miles from Amraoti. The reservoir is estimated to be capable of containing 56 million cubic feet, which will be distributed by gravitation by means of cast iron pipes through the city of Amraoti.

The population of Amraoti was estimated at 23,550, but allowing for increase of population, the project provides for supplying 25,000 heads at 20 gallons per day.

The estimated cost of the entire project is Rs. 3,02,646, or Rs. 12·8 per head of present population of Amraoti. Half the cost of this project will be paid from the balances of the Jaglia Cess of the Amraoti District, and the remaining half from Provincial Revenues.

The work was commenced in November 1882, and the expenditure incurred up to close of year under review was Rs. 1,31,300, of which Rs. 59,459 was spent during the year on construction, and Rs. 49,115 in payment for pipes, hydrants, &c., received from England on indent through the Secretary of State. The progress on these works during the year is fair.

Budget Item No. 24.—Khamgaon Water-Supply.—This project consists in the construction of a reservoir at Jenoon, about 2½ miles from Khamgaon, from which water will be distributed by gravitation by means of cast iron pipes through the town of Khamgaon. The reservoir is estimated to hold about 156 million cubic feet. The population of Khamgaon is estimated at 12,460, but allowing for increase of population, the project provides for supplying 15,000 head at 20 gallons a day. The estimated cost of the reservoir is Rs. 1,15,985. The final estimate for distribution has not yet received sanction. Work was commenced in July 1882. The total expenditure to end of year under review was Rs. 1,15,855 including cost of pipes received from England. The actual expenditure in construction during the year was Rs. 75,185. The progress would no doubt have been much better had it not been for the difficulties encountered in obtaining secure foundations for the puddle core owing to the large extent of subsoil drainage met with. Under the circumstances the progress made is satisfactory. The cost of this project will be met, firstly, from a contribution of Rs. 25,000 from the Municipality, the balance of cost being divided equally between Provincial Revenues and the balances of the Jaglia Cess of the Akola District.

Budget Item No. 25.—Tank at Heergowan.—This tank is intended to supply water to the large number of cattle which come to graze in the Amraoti Hills. Work was commenced in October 1882. The revised estimated cost is Rs. 19,755, of which Rs. 15,270 was spent to end of year under review. The expenditure during the year being Rs. 10,069. The progress on the whole was satisfactory, owing to the difficulties to be overcome to obtain good foundations for the puddle core. The following important works were also in progress during the year:—

Tank at Dhamangaon in the Ellichpur District.—This is also a tank for the supply of water to cattle grazing at the foot of the Melghat Hills.

The sanctioned estimate amounts to Rs. 14,144, against which the expenditure incurred to end of year was Rs. 13,271, and during the year Rs. 10,183. The dam was all but completed at the close of the year. Progress during the year was satisfactory.

Tank at Mardi.—This has also the same object as the above. Its estimated cost is Rs. 36,752. The work was only commenced in January 1884, and Rs. 6,770 were spent before the close of the year. In addition to these tanks, work was commenced on the following anicuts on the Melghat. Expenditure on each is noted below:—

	Expenditure.	Estimate.
	Rs.	Rs.
At Ambari	...	...
" Baramtana	165	1,040
" Sonapur	220	1,234
" Chichkera	267	1,103
" Tekra	324	1,244
" Ghatang (Tank)	32	1,217
" Bori	3,591	11,583
" Silona	620	1,309
" Burudghat	1,408	1,889
" Mota	324	2,848
" Pahora (Tank)	184	661
	127	28,621

This last tank is situated in the Amraoti Hills. It was found necessary to delay the construction of this tank owing to the scarcity of labour. Most of these works are in the East Berar Division, and a few in the West Berar Division. The Executive Engineers of both these Divisions have worked well in pushing on these works.

In the South-Berar Division the only works under this head were:—

I.—*Raising the dam of the Bhalar tank in the Wun District.*—The expenditure during the year was Rs. 2,200.

II.—*Raising the dam of the Svknegaon tank.*—Work completed at a cost of Rs. 1,571.

III.—*Masonry anicut at Daruha.*—Work completed at a cost of Rs. 1,465.

VI.—TOOLS AND PLANT.

The total expenditure under this head was Rs. 11,189 including that from the 1 per cent. cess.

One per cent. Cess Fund.

The total grant from this Fund amounted to Rs. 1,09,500, and the expenditure to Rs. 78,989. The cost of establishment came to 12.71 per cent. on actual expenditure.

The short outlay amounted to Rs. 30,511.

The following table gives the details of grant and expenditure under each District:—

Districts.	Original Works.		Repairs.		Establishment.		Tools and Plant.		Total.	
	Grant.		Outlay.		Grant.		Outlay.		Grant.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Akola District	31,544	19,768	3,000	2,103	2,512	2,053	100	101	37,056	23,924
Buldana do.	4,268	902	10,362	6,537	880	901	...	...	15,610	8,441
Basim do.	2,834	1,523	2,031	1,967	1,609	1,053	200	1,195	6,474	4,543
Amraoti do.	15,823	10,948	9,518	7,107	3,428	4,285	...	...	28,969	23,535
Ellichpur do.	11,145	2,908	4,000	9,591	484	448	300	198	15,629	12,947
Wun do.	3,662	3,656	1,800	1,745	...	...	...	...	5,762	5,599
Total	69,276	39,705	30,711	29,050	8,913	8,740	600	1,494	1,09,500	78,989

Road Fund.

The grant under this head was Rs. 52,078, and the expenditure Rs. 40,983.

The cost of establishment came to 1.81 per cent. on actual expenditure on works. The short outlay was Rs. 11,095.

The following table gives the grants and expenditure incurred in each District:—

The following table gives the grants and									
District :—									
Districts.		Original Works.	Repairs.	Establishment.	Tools and Plant.	Total.	Final Grant.		
		Rs.	Rs.	Rs.		Rs.	Rs.		
Akola District		21,628	6,031	533	...	28,192	21,818		
Buldana "		...	8,436	...	...	8,436	7,380		
Basim "		1,058	325	197	...	1,580	1,050		
Amraoti "		...	...	...	...	...	17,204		
Ellichpur "		80	146	...	...	226	2,240		
Wun "		2,386	163	...	...	2,549	2,386		
Total		25,152	15,101	730	...	40,983	52,078		

General.

The rain-fall throughout Berar was much in excess of previous year, and it is believed that the flood in the river Purna, which occurred early in July, is the highest known flood on record.

The following table gives the amount of rain-fall of the previous ten years compared with that of 1883 at the principal registering stations in Berar:—

Year.	Amraoti.	Akola.	Buldana.	Basim.	Yeotmal.	Ellichpur.	Chikhalda.
1873 ...	...	...	...	...	...	...	...
1874 ...	31.37	23.93	29.50	40.69	{No information.}	25.33	57.12
1875 ...	27.15	27.14	22.17	49.68		34.97	60.42
1876 ...	32.92	34.23	33.21	49.10		27.90	76.04
1877 ...	29.32	18.61	25.11	30.54		23.69	59.76
1878 ...	29.66	24.17	27.44	27.89	31.71	32.26	41.81
1879 ...	42.67	36.23	42.34	56.12	46.57	41.30	77.15
1880 ...	34.22	25.90	43.00	43.11	44.10	33.02	77.24
1881 ...	16.40	19.40	29.17	28.59	28.80	19.59	40.81
1882 ...	38.81	32.60	34.10	39.23	41.60	36.50	76.65
...	25.50	28.13	32.98	31.91	41.05	28.95	69.51
Mean of 10 years ...	30.80	27.03	31.90	39.68	41.06 (Mean of 8 years.)	30.35	63.65
Rain-fall of 1883 ...	54.74	66.41	60.31	53.30	61.75	39.59	84.87

For the first time on record "all" the escape weirs of tanks came into play. Two weirs were slightly damaged, but repaired immediately. In other cases it has been considered advisable to increase the lengths of the weirs somewhat. The heaviest rain fell on the 1st and 2nd July, and amounted to between 7 and 8 inches in 30 hours in the valley of the Purna.

The Akola-Akot road was considerably damaged near the river. The 12th mile and portions of the 13th were from 10 to 12 feet under water. The approaches to the iron bridge on the 13th mile were washed away for a length of 1,300 feet. The 14th and 15th miles also suffered damage.

On the Amraoti-Ellichpur road about 3,500 feet in the neighbourhood of Bulgaon was submerged to a depth of about 4 feet. The approaches to the Pedhi bridge were also breached. The bridge itself, which had only been lately completed, consisting of 16 spans of 40 feet, did not sustain any damage.

Only trifling damages occurred to the road surfaces in other parts of Berar.

Military.

The question of abandoning the Military Cantonment of Lingsagur had been finally settled during 1882-83. In April 1883, a Committee met under orders, Colonel Justice, Hyderabad Contingent Forces, being President, to select a new Cantonment site on the neighbourhood of Raichore. The site finally selected is at Yerramurru, about 5 miles north of Raichore, and close alongside the Railway.

Civil.

For several years the question of the location of a Lunatic Asylum in Berar had been under consideration, as the Asylum at Amraoti was unsuited for the purpose, both in regard to nature and extent of accommodation, as well as owing to defects of site; but it has now been decided, under orders of the Government of India, that the Amraoti Asylum should be closed, and its inmates transferred to Nagpur.

Communications.

The increasing extent of traffic on the roads in Berar had been drawing the attention of local officers for the past few years, and some attempts had been made

by registering the traffic for short periods to compute the extent of traffic. This was most observed on the road from Akola to Hingoli, a length of about 80 miles. Arrangements were made in October 1882 to register the export, import, and local trade at three points along this road. These registers were carefully maintained from November 1882 to November 1883, and the results obtained showed that the traffic was sufficient to support a light 2' 6" gauge railway, and yield a net income of at least 4 per cent., rising to 7 per cent.

The construction of such a line was carefully considered during the year, and the proposals have met with the Resident's approval.

The Government of India has been asked for the loan of a survey party, and an Engineer officer to prepare the project in detail.

It is to be feared that the remaining feeder roads would scarcely support the expense of a light railway. It may, however, be possible that a light railway worked either by cattle or coolie labour may be constructed to pay its expenses, and yield a small profit. In any case, however, these light railways or trams cannot be carried out till the roads in point are bridged. Meanwhile registers of traffic have been commenced on three other roads.

Miscellaneous.

A great advance has been made in recognising the necessity for a more extended system of water-supply throughout Berar both for men and cattle. The budget grants for this purpose have been largely increased, and these grants have been further aided by contributions from the balances of the Jaglia Cess. The principal works commenced under this head are the projects for supplying water to the towns of Amraoti and Khamgaon, and for cattle which go to graze in enormous numbers to the Melghat and Amraoti Hills. The investigations for this latter project were conducted under the instructions of the Superintending Engineer by Mr. G. K. Watts, who worked very energetically for two years, and submitted his projects last October. The works proposed will supply water to over 80,000 head of cattle in the Melghat, besides about 20,000 in the Amraoti Hills. Smaller projects were also under consideration for the same purpose in the Wun District. The fruit of these labours in the Melghat is partly seen in the detail under Section V. of this report, and will, it is hoped, show itself in a general diminution of cattle disease.

Several small schemes had been carried out in the previous few years for supplying water to villages by the construction of tanks. As a rule, however, these tanks were not quite a success. Sufficient care had not always been taken to prevent leakage through or under the dams, and the co-efficients of discharge off gathering grounds had not been correctly determined, the result being that the expected quantity of water to be stored was usually a delusion. Arrangements were made during the two last years with a view of determining this co-efficient, and a large number of data have now been collected, which, it is hoped, will be a good guide for the future, not only in framing projects for tanks, but also in determining the waterway of bridges. In some instances it is to be regretted that Executive Engineers did not take sufficient interest in these experiments. The Executive Engineer, East Berar Division, did not devote sufficient attention to this side of his duties; the construction of new tanks is always attended with some risk which can only be guarded against in this manner.

During the year the question of supplying drinkable water to the villages situated in the saline tracts, Berar, in the Akola and Daryapur Districts, was taken into consideration. As a rule all the wells in these districts contain but brackish water, and many of these run dry in the hot weather. Good drinking water wells are very few and far between. Mr. Watts was deputed to report on all the wells in these districts, and collect such further information as would be useful in arriving at some conclusion as to what measures should be adopted to improve the water-supply of these districts. Tabular statements of the wells were received towards the close of the year, when unfortunately Mr. Watts' health broke down from exposure to the climate and hard work, and he was obliged to avail himself of furlough leave due to him.

VII.—ESTABLISHMENT.

The total outlay on account of establishment was Rs. 2,23,453, or 23.89 per cent. of the actual expenditure on works under Provincial Service, including that from one per cent. cess and road fund.

The following changes in establishment occurred during the year:—

Lieut.-Colonel R. G. Smyth, R. E., Superintending Engineer, class I., and Secretary to Resident in the Public Works Department, proceeded on three months privilege leave on the 19th February 1884, and Lieut.-Colonel H. Y. Murray, R. E., Executive Engineer, 1st grade, was transferred from Rajputana to officiate as Superintending Engineer, class III., and as Secretary to Resident in the Public Works Department. Lieut.-Colonel Murray took over charge from Mr. J. Craig, Assistant to Superintending Engineer and Assistant Secretary, on the 4th March 1884.

Mr. M. P. Coode, Assistant Engineer, 1st grade, was transferred from the Secunderabad to the East Berar Division, and joined on the 10th September 1883.

Mr. D. M. Scobie, Assistant Engineer, 2nd grade, was transferred from the South Berar Division to the Secunderabad Division, and joined on the 11th February 1884.

VIII.—LOCAL FUNDS.

A.—Incorporated Funds.

The following is the statement of grants and outlay:—

Districts.	Original Works.		Repairs.		Establishment.		Tools and Plant.	Total.		Difference less.	Percentage of lapse.
	Grant.	Outlay.	Grant.	Outlay.	Grant.	Outlay.		Grant.	Outlay.		
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
Akola	13,056	3,810	2,500	2,383	1,885	1,962	...	17,441	8,155	9,286	53.24
Basim	3,221	2,594	2,000	1,585	...	10	...	5,221	4,169	1,052	20.14
Buldana	60,927	197	4,400	1,187	1,098	1,127	...	65,525	2,233	63,292	96.59
Ellichpur	75,859	5,382	1,500	1,284	...	366	...	77,359	6,930	70,429	91.04
Amraoti	66,637	8,366	3,000	1,909	...	...	...	69,637	10,785	58,852	84.51
Wun	11,289	3,993	1,125	1,067	993	946	...	13,407	5,992	7,415	55.30
Total	2,30,089	24,342	14,525	9,415	3,976	4,391	116	2,48,590	38,264	2,10,326	84.60

The percentage of short expenditure was 84.60, against 37.79 last year.

The cause of this short expenditure is due, however, to the fact that the Jaglia balances included in the grants were to a large extent not available for expenditure during the year. The Jaglia balances are large, and are only available for certain classes of works. Proposals had to be considered in the Civil Department and approved, but the strength of the Public Works Department establishment was insufficient to prepare detailed projects for sanction to cover the entire balances available.

It will only be possible to work off these balances gradually.

B.—Excluded Funds.

The following is the statement of grants and outlay:—

Districts.	Original Works.		Repairs.		Establishment.		Tools and Plant.	Total.		Difference less.	Percentage of lapse.
	Grant.	Outlay.	Grant.	Outlay.	Grant.	Outlay.		Grant.	Outlay.		
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
Akola	53,622	32,322	15,501	7,488	5,653	5,926	967	79,773	46,506	24,267	34.29
Basim	9,741	6,724	2,866	2,135	3,230	2,543	100	15,927	14,433	1,494	9.38
Buldana	27,136	14,683	13,259	9,606	3,294	3,385	389	44,060	28,042	16,018	36.35
Wun	8,019	7,878	5,400	5,106	596	568	...	14,060	13,612	348	2.91
Amraoti	49,965	33,229	23,596	13,472	5,348	6,655	1,256	80,159	54,207	25,952	32.38
Ellichpur	18,246	14,134	6,899	9,029	3,385	3,155	200	28,631	26,804	1,827	6.38
Total	1,66,720	1,11,967	62,413	46,803	21,466	22,246	2,927	2,48,536	1,83,604	69,932	27.59

The percentage of short expenditure was 27.59, against 37.64 in the previous year.

RAILWAY Works in progress.

There has been no extension of the railway during the year under review, and the additions and improvements to the existing line will be referred to under "Capital transactions."

Lines under survey or projected.

A company entitled 'His Highness the Nizam's Guaranteed State Railways Company' has been formed to take over the existing line and to extend it to the Singareni coal fields and to Bezwada on the Krishna river. A northern extension to Chanda to join the Nagpore-Calcutta Railway will be constructed when the latter railway is completed.

A fresh survey of the extension is now being made by the Company's officers, and it is believed that the construction will be commenced when the monsoon is over.

Mineral Resources.

Iron. Iron is found near Gangawaram, but not in sufficient quantity to be of any commercial value or advantage to the railway.

The extensions will open out the extensive coal fields of Singareni, and should supply the Madras and Great Indian Peninsula Railways with fuel at lower rates than is now obtainable from England. Concerning this important question, the following is an extract of a memorandum submitted by Sirdar Diler-ud-Dowla Bahadur, C. I. E., to the Minister of His Highness the Nizam's Government, on the 1st January 1883:—

"Then with regard to the mining scheme, I shall confine myself only to one of the products, the existence of which has been conclusively established, although official reports show that steel, iron, and other minerals also exist. The Railway Secretary to the Madras Government, writing on the subject, states:—

'In 1879, 100 tons of Singareni coal were brought to Madras, and tested on the Madras Railway with satisfactory results, the useful effect being about 75 per cent. of that of patent fuel. The Locomotive Superintendent pronounced it to be good serviceable fuel, and if means could be found to convey it cheaply to Madras, it could, without doubt, be economically used on the Madras and South Indian Railways. Further particulars are given in volume XVIII., Part 3 of the Memoirs of the Geological Survey of India, and are extracted from Government orders furnished to the author by the Consulting Engineer for Railways, Madras.'

"From Ball's Geology of India we learn that the most important coal fields are those at Singareni. One of the seams proved by boring was found to be 34 feet thick, and consisted of solid coal. An assay of a sample gave:—

Fixed carbon	...	...	60.0 per cent.
Volatile	...	...	23.0 "
Moisture	...	...	6.0 "
Ashes	...	...	11.0 "
Total	...	...	100

"The coal is considered a most serviceable fuel, and it is estimated that between the basins of Singareni and Kamaram 30,000,000 tons are available. When such is the testimony of disinterested British officials as placed on public record, it seems impossible that any mining operations should prove otherwise than remunerative in the highest degree, both to the Government and the concessionaires."

Wood fuel is now used on H. H. the Nizam's State Railway, which is obtained from forests along the line between the 43rd and 70th miles, the price averaging Rs. 3-8-0 per ton. The total consumption during the year was 9,315 tons, and per train mile 69.45 lbs., as compared with 79.27 lbs. of the previous year. The reduction has been effected by a more careful selection of the timber, and by giving premia to the drivers for economy.

Lines open for Traffic.

There has been no change in the length of line open for traffic. The management of the line was under Mr. G. F. Mathew till the 5th May 1883, when, on taking furlough, he made over charge to Mr. C. Harold, the Examiner of Accounts. Mr. Harold officiated as Manager, in addition to his own duties, until the 1st June, when he was relieved by Mr. H. W. Warden, Executive Engineer, transferred from the Bengal Government.

The accidents during the year were:—

Accidents.	By servants killed from their own misconduct or want of caution	...	2
	Trespassers and suicides	...	2
	Total	...	4

A land slip occurred at the 49th mile, which caused some anxiety for a time, but the traffic was worked throughout without interruption.

Persons employed.

There are 24 Europeans, 65 East Indians, and 1,264 natives employed on the railway.

As there are no railway schools, the employes' children are educated in the different schools at Secunderabad and Chudderghat. Those at the former station are mostly instructed at the High school, to which the railway makes a monthly contribution of four annas for each railway child attending.

The Railway Police are charged direct to H. H. the Nizam's Government, and are under the orders of the Judicial Superintendent of Railways in His Highness' Dominions. There were few cases of theft during the year, and the amount paid in compensation for goods lost or damaged was Rs. 491.

Every encouragement has been given to the volunteers, of whom there are now 76 in the Railway Company of the Hyderabad Rifles, and, on the last annual inspection of the Corps, the Commandant made a special reference to the smartness and efficiency of this company.

The Medical Department, which is under the orders of the Staff Surgeon of the Hyderabad Subsidiary Force, Secunderabad, assisted by an Apothecary, calls for no special remarks. The health of the Railway employes has been good throughout the year.

On the 31st December there were 27 voluntary and 155 compulsory depositors in the Provident Institution, and the total amount deposited was Rs. 24,512.

Stores.

The transactions in the stores have been as follows:—

Value of stores in stock on 31st December 1882	Rs.	73,410
Debits during the year	...	2,71,554
Credits during the year	...	3,44,964
Balance on 31st December 1883	...	2,60,665
		84,299

The increase is due to the receipt of a large quantity of engine duplicates from England, which are only being charged off as required.

The rolling stock on the line consists of:—

Description.			Stock in hand, 1st January 1883.	Stock in hand, 1st January 1884.
Engines	H. class engines	...	9	9
	4 Wheel coupled	...	1	...
Total			10	9
Coaching	1st Class carriages	...	7	7
	Composite "	...	1	2
	2nd class "	...	5	4
	3rd class "	...	26	26
	Postal composites	...	6	6
	Brake vans	...	4	4
	Horse boxes	...	7	5
	Carriage trucks	...	2	2
	Luggage vans	...	1	1
Total			59	57
Goods	Covered goods	...	44	55
	High sided "	...	60	60
	Goods brake vans	...	12	12
	Travelling crane	...	1	1
	Accident van	...	1	1
	Travelling water tank	...	...	1
Total			118	130

The above stock includes two new 1st class carriages and four covered goods wagons, the former constructed in the Railway workshops, the latter obtained from the Indus Valley State Railway.

More engines, 3rd class carriages, and goods wagons, are urgently wanted to meet the requirements of the traffic.

Capital Transactions.

The capital outlay of the calendar year 1883, classified under the main heads of account, has been as follows:—

	Rs.
Construction of line	17
Ballast and Permanent-way	2,022
Stations and Buildings	7,302
Plant	5,390
Rolling Stock	11,258
Total Final heads	25,989
Suspense account...	30,531
	56,520
Less receipts on Capital account	754
Net expenditure	55,766

The expenditure under Ballast and Permanent-way is due to the extension of the sidings at Dharur and Secunderabad.

Under Stations and Buildings the outlay was principally incurred on:—

1. Goods sheds at Seram, Secunderabad, and Chittapur.
2. An extension of the Locomotive workshop at Secunderabad.
3. A running room at Wadi.
4. The erection of water lifts at Nawandgi, Dharur, and Shankarpalli.

The outlay on Plant has been chiefly in the Locomotive Workshops, and includes the cost of a drilling machine, planing machine, milling machine, slotting machine, an emery grinding machine, and a lathe.

Revenue Transactions.

The gross earnings of the Railway for the year 1883 were Rs. 8,53,520, and the working expenses Rs. 6,15,588, the net earnings being Rs. 2,37,932, against Rs. 3,75,100 in the previous year. The figures of the preceding five years, as compared with those of the year under review, are given in the following statement:—

Year.	Earnings.				Working expenses.	Net earnings.	Percentage of net earnings on Capital Outlay.
	Coaching.	Goods.	Miscellaneous.	Total.			
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1878	2,62,213	5,27,443	2,097	7,91,753	6,79,906	1,11,847	96
1879	3,00,358	3,81,622	12,420	6,94,400	6,04,475	89,925	77
1880	3,08,771	3,79,944	14,001	7,02,716	4,78,406	2,24,310	184
1881	2,95,196	4,43,951	17,637	7,56,834	4,64,059	2,92,775	239
1882	3,44,291	4,95,234	19,892	8,59,417	4,84,317	3,75,100	262
1883	3,77,127	4,61,577	14,816	8,53,520	6,15,588	2,37,932	194

The causes of increases and decreases will be explained under "Traffic and Working."

Traffic and Working.

The coaching receipts were Rs. 3,77,127 as compared with Rs. 3,44,291 for 1882, and there was a satisfactory increase in numbers and receipts, as shown below:—

Passengers.	FOR THE YEAR 1882.						FOR THE YEAR 1883.					
	Local.		Foreign.		Total.		Local.		Foreign.		Total.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1st Class	1,400	4,707	1,001	15,175	2,401	19,882	1,600	5,005	2,007	18,040	3,607	24,084
2nd do.	6,902	8,450	11,528	32,104	18,430	40,554	7,756	9,169	9,251	26,685	17,007	36,135
3rd do.	332,373	1,72,299	47,580	50,740	379,953	2,23,039	246,763	1,02,579	67,638	68,123	314,891	2,34,702
Total	340,745	1,85,457	60,109	1,06,019	400,854	2,91,707	336,127	1,84,794	48,895	1,31,657	425,022	2,85,321

The coaching receipts show a decrease from 2.38 to 2.29 per train mile for the year, but for the half-year ended 31st December, compared with the corresponding period of 1882, there is an increase from 2.23 to 2.35, and further improvements in the traffic may be expected when the convenience and requirements of the passengers are more fully met. Passenger waiting sheds, sufficiently large to give shelter to passengers at any time they arrive, are being provided at the most important stations, and there has been a great improvement in the carriage accommodation.

Carriages, horses, dogs, &c., carried for the public, show a satisfactory increase, and under parcels the weight carried has increased from 43,880 to

337,463 ton miles, and the receipts from Rs. 14,416 to Rs. 39,068; this being due to the introduction of the lower rates under the Conference Rules.

More importance is being attached to fully advertising the railway rates and fares, especially in the vernacular, and tables have now been exhibited at all the Railway stations, and issued to H. H. the Nizam's officials to be posted at the Post Offices, Civil Courts, and Police stations. This will bring the railway more prominently before the public, and also help to check any attempts to demand higher fares than are due.

All the lamps have been renewed, and, instead of partial darkness which was so much complained of, every carriage is provided with a bright and unfailing light, and this change has been effected without any increased expenditure in oil. Coconut oil is still largely used on the railway, but steps are being taken to gradually introduce kerosine oil in all fixed lamps, including the signals at stations.

Goods Traffic.

The goods receipts do not compare as favourably as the coaching receipts with the previous year, having fallen from Rs. 4,95,223 to Rs. 4,61,575.

The following statement shows the principal commodities which have passed over the line during the last two years, and the increase and decrease during the year under review :—

Description of commodity.	1882.		1883.		Increase.		Decrease.	
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Cotton manufactured	2,365	35,774	1,172	16,310	...	...	1,193	19,464
Fruits and nuts	1,992	18,392	2,557	22,831	565	4,439	...	...
Grain and pulses	25,213	1,27,164	24,745	1,25,053	...	...	468	2,111
Leather	709	7,029	767	7,790	64	761	...	...
Metals and manufactures	1,885	13,615	2,056	14,747	171	1,132	...	...
Oils	747	7,209	656	6,142	...	...	91	1,067
Salt	17,252	69,569	16,423	65,730	...	...	829	3,839
Seeds	11,888	45,132	13,296	50,997	1,408	4,945	...	...
Spices	1,582	9,336	1,048	6,657	...	...	534	2,679
Stone and marble	2,332	11,446	1,381	6,604	...	...	951	4,842
Sugar	1,187	8,588	1,078	6,880	...	...	109	1,705
Wood	8,435	24,300	7,972	22,331	...	...	463	1,969
All other articles of merchandise	2,163	26,686	1,924	23,554	...	...	239	3,132
Government stores	1,585	20,409	1,821	22,058	136	1,649	...	...
Railway materials	8,103	8,344	60,272	20,417	52,169	12,073	...	...

The fluctuations are unimportant with the exception of the decrease of Rs. 19,464 in cotton manufactured, which is now carried as parcels under the new Conference Rules, and for which coaching receipts show a corresponding increase. Owing to the short supply of rolling stock, the railway was unable to meet the demand for carriage of firewood and stone, and the rates are too low to permit of stock being hired for the purpose. The increase in railway materials is due to the heavy renewals of permanent-way, and to revenue stores carried by ballast train having been omitted in previous years.

It is disappointing that the goods traffic on this railway should show no signs of improvement, when, on other Indian railways, it is developing so rapidly. There should be some causes to account for this. The line in the first instance has been badly located, avoiding the general direction of the traffic and most important places, and passes for a long length through jungles, from which, beyond small supplies of firewood, nothing can be expected. Feeder roads are greatly needed to open up the district and enable produce to be brought to the railway

cheaply and expeditiously at all seasons of the year. The outward rates are too high to attract the traffic, and cannot be reduced without the co-operation of the Great Indian Peninsula Railway Co., who are opposed to reductions. Local tolls and taxes must also tend to check the traffic. The Manager drew attention to this in his note on the Revenue Account for the half-year ended 30th June 1883, and he has since ascertained that, in addition to the custom dues, many stations are situated on land owned by landlords who appear to have the right to levy tolls on all goods at their discretion, and in some instances these are reported to amount to 5 or 6 annas per maund, or equal to 200 miles of transport by the railway, and it is quite needless to explain how injuriously this must affect the traffic.

The expenditure during the year has been 72.12 per cent. of the gross earnings, distributed between the different departments, as shown below :—

	Engineering expenses.	Locomotive expenses.	Carriage and Wagon expenses.	Traffic expenses.	General charges.	Miscellaneous expenses.	Total expenditure.
1882... { Amount	Rs. 1,32,237	1,30,338	42,431	84,121	60,889	34,302	4,84,318
Percentage on total earnings	15.39	15.16	4.94	9.78	7.09	3.99	56.35
1883... { Amount	Rs. 2,38,176	1,24,175	83,072	86,369	60,197	23,598	6,15,587
Percentage on total earnings	27.90	14.55	9.73	10.12	7.01	2.76	72.12
Increase	1,05,939	...	40,641	2,248	...	...	1,31,269
Decrease	...	6,163	...	...	692	10,704	...

This department has been controlled by Mr. Morton, Class III. of the Revenue Establishment, who is also in charge of the Locomotive and Carriage and Wagon Departments.

The expenditure has been very heavy, chiefly owing to extensive renewals of permanent-way. 17,347 sleepers, 3,224 yards of rails, and 850,000 cubic feet of ballast were laid in the road during the year, and the banks where of black cotton soil have been greatly improved by a careful dressing with *moorum*. The road stood the heavy rains during August much better than was expected, and when the whole of the ballast collected is put down and the pots re-lifted, it is hoped the strength of the gangs may be very much reduced.

Labour is scarce in the district, and the Superintendent reports that he has great difficulty in obtaining suitable men for gangmen. Owing to the want of more engine power on the line and the scarcity of wagons, he has also been badly provided with ballast trains, and for these reasons all the work contemplated was not carried out. Many of the stations and buildings received thorough repairs during the year, and the station machinery was also overhauled.

The Capital works executed have already been referred to, and among the Minor Works, Revenue, may be noticed :—

- An extension of the Gollaguda station platform.
- Additional verandah to Foreman's quarters at Secunderabad.
- Additions to the Gangawaram station building.

A mail office, consisting of two rooms, was built on the Secunderabad platform at a cost of Rs. 1,500, this amount being provided by the Postal Department. Similar accommodation is to be provided at Hyderabad.

There was no change in the control during the year, but the clerical establishment was slightly increased to enable a better system of accounts to be introduced.

There were 10 engines on the books on the 1st January 1883, viz., 9 H. class engines by Dubbs and Co., and an old engine by Slaughter Gruning and Co. of Bristol. The latter was a six wheel engine, and not at all suited to the sharp curves on the railway, and was therefore taken out of running and condemned.

The engine mileages during the year were:—

Engine number.	1883.		Total.
	1st half.	2nd half.	
174	10,649½	16,633	27,282½
175	16,367½	2,257	18,624½
176	19,962½	18,771	38,733½
177	19,079½	21,338½	40,417½
178	21,639½	20,877½	42,517
179	19,911½	16,687½	36,599
180	19,715½	19,432½	39,147½
181	20,293½	20,872½	41,166½
182	14,342½	20,905½	35,248
Average per engine	16,989	17,531	34,520

From this it will be seen what very hard work the engines are having, and how urgently additional ones are required.

Engines Nos. 174, 175, 177, and 182 were thoroughly repaired during the year, while minor repairs were done on the others.

The cost of working the department per train mile has been:—

	1882.		1883.	
	1st half.	2nd half.	1st half.	2nd half.
General superintendence	0.61	0.59	0.40	0.40
Running expenses	1.95	1.87	2.02	1.81
Fuel	2.78	2.10	1.60	1.82
Water	0.32	0.31	0.30	0.23
Oil, tallow, and other stores	0.27	0.26	0.22	0.20
Maintenance and renewals	1.08	1.30	1.35	2.04
Unclassified expenditure	0.13	0.37	0.49	0.29
Total	7.14	6.80	6.38	6.79

The satisfactory reduction in the cost of fuel has been obtained by a more careful selection of the timber for fuel, a better system of check on the issues, and by giving premia to the drivers for saving in consumption.

Water is still a source of great trouble in the hot weather; the Secunderabad supply is insufficient, and at Wadi and Chittapur it fails entirely, necessitating a supply being obtained in tanks from Nawandgi, a distance of 33 miles from Wadi.

A smiths' shop has been added to the Locomotive workshops, and there have been several important additions of machinery, but a complete re-arrangement of the shops, shafting, and tools is required to put the shops in proper working order.

In referring to the working of this department during the year, it is necessary to offer some explanation of the heavy outlay, considering the small quantity of rolling stock the line possesses. With the exception of

- 5 First class carriages,
- 7 Brake vans,
- 45 Covered goods,
- 10 High-sided open wagons,

the whole of the stock is old, and was purchased second-hand from different

lines in India, and until these have been renewed, the expenditure must be abnormally high. The following were re-built during the year:—

- 15 Third class carriages,
- 3 Second class carriages,
- 11 Ten-ton covered goods,

and besides these 2 first class carriages, 2 carriage trucks, and 6 covered goods wagons were nearly completed. 12 covered goods wagons remain to be re-built, for which the timber has been received and the ironwork ordered. 4 medium open wagons are still wanted to replace 4 condemned ones, and the low-sided wagons, which are only fit to run in ballast trains, will be set aside for this purpose.

The carriage stock wheels are very much worn and are being condemned, serviceable ones from the goods stock being placed under them, whilst new ten-ton wheels are being fitted to the wagons.

Beyond turning up the wheels, which is still done in the Hyderabad shops, all the repairs and renewals have been executed in the railway workshops.

Rates and Fares.

There have been no important changes in the rates and fares, but with a view to meet the wants of the Hyderabad nobles, a reduction in the rate for special trains, from Rs. 5 to 3 per mile, is under consideration, and will probably be introduced during the current year.

The export traffic now forms only 25 per cent. of the whole, and causes a large, light, and unproductive mileage. It is therefore desirable that every encouragement should be offered by introducing low fares and increased facilities of despatch to attract a larger outward traffic, but as the chief exports are in grain and seeds, which are sent through to Bombay for shipment, any reduction that could be made in the rates on H. H. the Nizam's State Railway would not affect the through traffic unless the Great Indian Peninsula Railway made similar reductions, which it is improbable they would agree to, and for the present, until the line is extended, no alterations can be made.

IX.—BERAR RAILWAYS.

Khamgaon Railway.

Receipts.

From 1st April 1883 to 31st March 1884 Rs. 62,657

Expenditure.

Working charges from 1st April 1883 to 31st March 1884... } Rs. 40,188
Maintenance from do. do. ... }
Net profit ... Rs. 22,469

Equivalent to 4.58 per cent. on the capital outlay of Rs. 4,90,977.

Amraoti Railway.

Receipts.

During same period as Khamgaon Railway Rs. 96,160

Expenditure.

Working charges ... } during same period ... Rs. 51,773
Maintenance ... }
Net profit ... Rs. 44,387

Equivalent to 9.98 per cent. on the capital outlay of Rs. 4,44,860.

X.—IRRIGATION.

There were no works of this class undertaken during the year under review.

APPENDICES.

IMPERIAL—MILITARY WORKS.
Budget Grant for 1883-84.

Military Works	...	...	Rs. 1,72,000
Total	...	...	1,72,000

Expenditure.

Detail.	Total of each station.			Total of each class.		
	Original Works.	Repairs.	Total.	Original Works.	Repairs.	Total.
ORDINARY EXPENDITURE.	Rs.	Rs.	Rs.	Rs.	Rs. *	Rs.
MILITARY.						
<i>Buildings for the accommodation for European Troops.</i>						
Trimulgherry ...	20,332	26,447	46,779			
Wadi ...	5,628	...	5,628			
<i>Native Troops.</i>				25,960	26,447	52,407
Secunderabad ...	2,161	2,781	4,942			
Bowinpulli ...	912	565	1,477			
Chudderghat ...	2,445	340	2,794			
<i>Ordnance Buildings.</i>				5,518	3,695	9,213
Trimulgherry ...	4,451	543	4,994			
Secunderabad ...	27	1,353	1,380			
<i>Commissariat Buildings.</i>				4,478	1,896	6,374
Trimulgherry ...	508	662	1,170			
Secunderabad ...	5,374	696	6,070			
Shahabad ...	41	...	41			
<i>Fortification.</i>				5,923	1,358	7,281
Trimulgherry ...	...	695	695		695	695
<i>Staff and Miscellaneous.</i>						
Secunderabad ...	2,103	4,131	6,234			
Trimulgherry ...	21	234	255			
Bolarum ...	21	...	21			
<i>General Cantonment Works.</i>				2,145	4,365	6,510
Trimulgherry ...	3,255	13,074	16,329			
Secunderabad ...	20	1,557	1,577			
Bowinpulli ...	...	912	912			
				3,275	15,543	18,818
Total Military	...	...	...	47,299	53,990	1,01,298
Establishment ...	...	...	...	...	...	41,906
Tools and Plant ...	...	...	...	...	...	1,537
Profit and Loss ...	...	...	...	...	...	18
Total Ordinary Expenditure...	...	...	...	...	...	1,44,759
Deduct—	Rs.					
Stock purchases and sales 734	...	...	...	...	...	
Stock ... 794	...	...	...	...	...	
Miscellaneous advances ... 1,098	...	...	...	...	...	
						—2,626
Total Expenditure in India and England	...	...	...	...	...	1,42,133
Deduct Expenditure in England.	...	...	...	...	...	...
Net outlay in India	...	...	...	...	...	1,42,133

(Signed) C. HAROLD,
Examiner, P. W. Accounts,
Hyderabad.

IMPERIAL—CIVIL BUILDINGS, ROADS AND SERVICES.

Budget Grant for 1883-84.

Civil Buildings	...	...	Rs.
			24,371
Total	...	...	24,371

Expenditure.

Detail.	Total of each station.			Total of each class.		
	Original Works.	Repairs.	Total.	Original Works.	Repairs.	Total.
Ordinary Expenditure.						
CIVIL BUILDINGS.						
ADMINISTRATION.						
<i>Residences for Local Government.</i>						
Chudderghat ...	6,244	3,715	9,959			
Bolarum ...	607	735	1,342			
				6,851	4,450	11,301
<i>Secretariat Offices.</i>						
Chudderghat ...	500	163	663			
Bolarum ...	62	94	156			
				562	257	819
<i>Telegraph.</i>						
Secunderabad ...	...	140	140			
Chudderghat ...	...	26	26			
				...	166	166
<i>Post Offices.</i>						
Yeotmal ...	538	28	566			
Murtazapur ...	...	9	9			
Panderkowna ...	1,439	...	1,439			
Ellichpar ...	...	28	28			
Shahabad ...	224	...	224			
Pusad ...	...	139	139			
Hyderabad ...	1,953	35	1,988			
Secunderabad ...	...	279	279			
Krishna ...	1,089	...	1,089			
Shegaon ...	...	2	2			
Balapur ...	25	...	25			
Karinja ...	...	5	5			
Chikalda ...	114	...	114			
Amraoti ...	62	112	174			
Gulburgah ...	285	23	308			
Buldana ...	168	...	168			
Basim ...	38	56	94			
Hingoli ...	6	...	6			
Umarkhed ...	50	...	50			
Trimulgherry ...	244	27	271			
Badnera ...	84	...	84			
Jalna ...	84	6	90			
Chaudur ...	45	8	53			
Akot ...	...	3	3			
Malkapur ...	...	60	60			
Dhamangaon ...	...	28	28			
Akola ...	407	407	6,398	1,255	7,653	

Detail.	Total of each station.			Total of each class.		
	Original Works.	Repairs.	Total.	Original Works.	Repairs.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
<i>Ecclesiastical.</i>						
Secunderabad ...	237	885	1,122			
Trimulgherry ...	10	443	453			
Bolarum ...	186	80	266			
				433	1,408	1,841
<i>Miscellaneous.</i>						
Chudderghat ...	191	361	552			
Secunderabad ...	...	202	202			
Trimulgherry ...	...	254	254	191	817	1,008
Total Civil Buildings, Roads and Services	...	...	...	14,435	8,353	22,788

(Signed) C. HAROLD,

Examiner, P. W. Accounts,
Hyderabad.

PROVINCIAL FUNDS, HYDERABAD ASSIGNED DISTRICTS.

APPENDIX B.

Expenditure on Public Works in the Hyderabad Assigned Districts, Buildings, and Roads Branch.

Final Grants at end of year	Provincial Funds (proper)...	Rs. 10,97,971
	One per cent. Cess ...	1,09,500
	Road Fund ...	59,078
	Total ...	12,59,549

	Total of each station.			Total of each class.		
	Original Works.	Repairs.	Total.	Original Works.	Repairs.	Total.
ORIGINAL WORKS.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
MILITARY.						
Buildings for accommodation of Troops.						
Buildings for Native Troops.						
Amraoti	...	268	268			
Akola	317	216	533			
Bolarum	4,383	974	5,357			
Aurangabad	3,657	1,276	4,933			
Ellichpur	...	474	474			
Hingoli	1,728	1,603	3,331			
Mominabad	4,193	931	5,124			
Lingsugur	...	622	622			
Raichore	14,925	...	14,925			
Jalna	1,006	...	1,006			
Chudderghaut	1,233	...	1,233			
Ordnance Works.				31,442	6,364	37,806
Ellichpur	3,573	...	3,573			
Hingoli	...	...	...			
Staff and Miscellaneous.				3,573	...	3,573
Bolarum	...	...	...			
Hingoli	...	...	...			
General Cantonment Works.				...	...	...
Hingoli	371	...	371			
Mominabad	...	355	355			
Jalna	...	...	...			
Lingsugur	...	...	...			
Ellichpur	...	1,055	1,055			
Petty works costing Rupees 200 each and under.				371	1,410	1,781
East Berar	...	...	...	197	1,020	1,217
West Berar	...	...	...	1,296	2,457	3,753
South Berar	...	...	...	609	923	1,532
Total	...	...	...	37,488	12,174	49,662
Deduct—						
Outlay from Contributions.	...	...	...	108	...	108
Total Original Works, Military	...	...	...	37,380	12,174	49,554

	Total of each station.			Total of each class.		
	Original Works.	Repairs.	Total.	Original Works.	Repairs.	Total.
CIVIL BUILDINGS.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
16.—Jails.						
Akola	3,252	583	3,835			
Buldana	27	174	201			
Ellichpur	1,170	...	1,170			
Amraoti	...	241	241			
Basim	1,803	...	1,803			
Yeotmal	455	119	574			
				6,707	1,117	7,824
17.—Police.						
Janephal	1,086	...	1,086			
Chani	5,968	...	5,968			
Bullapur	302	...	302			
Dabihanda	462	...	462			
Khamgaon	3,303	...	3,303			
Buldana	634	398	1,032			
Akola	256	...	256			
Malkapur	205	...	205			
Mehkar	111	...	111			
Chikhli	295	...	295			
Shegaon	151	...	151			
Amrapur	138	...	138			
Lonar	167	...	167			
Fatekhkheda	167	...	167			
Kingdon Raja	169	...	169			
Deulgaon Raja	169	...	169			
Andura	167	...	167			
Patur	142	...	142			
Borikheda	132	...	132			
Telhara	184	...	184			
Tamgaon	194	...	194			
Nandura	170	...	170			
Jalgaon	357	...	357			
Akot	288	...	288			
Mangrul	3,548	...	3,548			
Badnera	178	...	178			
Dhanaj	6	...	6			
Nandgaon Kazi	188	...	188			
Sirkhed	6	...	6			
Morsi	262	...	262			
Chandur	299	...	299			
Kholapur	6	...	6			
Takelkair	153	...	153			
Daryapur	224	...	224			
Amraoti	153	...	153			
Kurha	233	...	233			
Murtazapur	2,750	...	2,750			
Talegaon	55	...	55			
Ellichpur	7,707	...	7,707			
Burroor	49	...	49			
Ajangaon	163	...	163			
Mana	458	...	458			
Ralegaon	473	...	473			
Andura	845	...	845			
Barai Takli	552	...	552			
Chandas	649	...	649			
Carried over	34,174	398	34,572	...	...	...

	Total of each station.			Total of each class.		
	Original Works.	Repairs.	Total.	Original Works.	Repairs.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Brought forward ...	34,174	398	34,572			
Pardi	672	...	672			
Bulgaon	389	...	389			
Kalamb	5,573	...	5,573			
Basim	1,916	...	1,916			
Yeotmal	435	...	435			
Ner	56	...	56			
Nandura	8	...	8			
Warki	24	...	24			
Khair	124	...	124			
Ghatanji	218	...	218			
Manora	20	...	20			
Sirpur	103	...	103			
Jawalka	32	...	32			
18.—Educational.				43,474	398	43,872
Jalgaon	...	89	89			
Karanja	...	395	395			
Yeotmal	...	61	61			
Pimpulgaon	...	10	10			
Malkapur	...	51	51			
Akola	2,943	294	3,237			
Buldana	1,802	...	1,802			
Basim	...	...	...			
Amraoti	...	...	...			
Ellichpur	...	...	...			
Wun	800	89	889			
Akot	6,899	24	6,923			
Khamgaon	1,167	170	1,337			
Shegaon	178	39	217			
Alegaon	...	35	35			
Daryapur	...	17	17			
	...	98	98			
19.—Medical.				13,789	1,371	15,160
Chandur Bazaar	364	...	364			
Chikhli	221	...	221			
20.—Miscellaneous.				585	...	585
Amraoti	14,595	219	14,814			
Ellichpur	412	...	412			
Chandur (Railway)	394	...	394			
Akola	1,214	...	1,214			
Buldana	5,112	...	5,112			
Akot	465	...	465			
Jalgaon	596	...	596			
Khamgaon	763	...	763			
Chikhli	886	...	886			
Chodderghat	1,708	960	2,668			
Bolarum	1,046	...	1,046			
Yeotmal }	1,511	...	1,511			
Darwaha }	...	...	...			
Pusad	382	...	382			
Basim	6,820	...	6,820			
Mangrul	130	...	130			
Carried over	36,033	1,179	37,212			

	Total of each station.			Total of each class.		
	Original Works.	Repairs.	Total.	Original Works.	Repairs.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Brought forward ...	36,033	1,179	37,212			
Kelapur	...	...	...			
Wun	394	...	394			
Panderkewra	...	...	...			
Burroor	...	49	49			
Aurangabad	...	268	268			
Hingoli	...	10	10			
Petty works costing Rs. 200 each and under.				36,427	1,486	37,913
East Berar	...	...	...	2,195	3,655	5,850
West Berar	...	...	...	3,176	5,998	9,174
South Berar	...	...	...	3,753	2,966	6,719
Deduct—				1,10,106	16,991	1,27,097
Outlay from Contributions	...	...	...	26	62	88
Total Civil Buildings	...	...	...	1,10,080	16,929	1,27,009
COMMUNICATIONS.						
Nandura-Jalgaon road	3,607	477	4,084			
Jalna-Deulgaon Raja road	8,174	503	8,677			
Morsi-Burroor road	37,105	...	37,105			
Bulgaon-Chandur road	1,107	3,344	4,451			
Murtazapur-Daryapur road	22,958	...	22,958			
Bridge over Pedhi river	8,458	...	8,458			
Do. over Bichen river	2,232	...	2,232			
Removing damaged causeway at Ellichpur	61	For all sorts.	61			
Ellichpur-Pali road, 4th section	4	14,230	14,234			
Yeotmal-Wun road, 1st section	...	...	...			
Do., 2nd section	3,670	...	...			
Do., 3rd section	38,998	4,554	43,552			
Do., 4th section	23,997	...	...			
Khandala-Umarkhed road, 1st section	4,023	2,454	6,477			
Do., 2nd section	10,265	...	10,265			
Karanja-Mangrul Pir road	502	...	...			
Basim do. do.	130	6,762	6,892			
Registering traffic on Akola-Hingoli road during 1883-84	851	...	851			
Wooden railings at road-sides on 2nd and 25th miles, Akola-Medsi road	659	...	659			
Well at Basanli in Jalgaon Taluk	764	...	764			
Do. at Karanja-Ramzanpur	1,119	...	1,119			
Carried over	1,71,684	32,324	2,04,008	...	...	...

	Total of each station.			Total of each class.		
	Original Works.	Repairs.	Total.	Original Works.	Repairs.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Brought forward ...	1,71,684	32,324	2,04,008			
Improvements to ghat, Malkapur-Mehkar road ...	913	...	913			
Special repairs to miles 12 to 15 of Akola-Akot road.	1,535	...	1,535			
Special repairs to Nandura-Jalgaon road ...	1,029	...	1,029			
Do. to bridge over Pedhi river ...	802	...	802			
Inspection Bungalow at Chikalda ...	450	...	450			
Dam across Bichen river bridge.	2,009	...	2,009			
Special repairs to Ghatang-Chikalda road ...	662	...	662			
Co. Ellichpur-Pili road.	927	...	927			
Do. 6th and 7th miles of Amraoti-Ellichpur road ...	1,335	...	1,335			
Furnishing Inspection Bungalow at Chikalda ...	464	...	464			
Do. do. Daryapur ...	320	...	320			
Survey of road from Amraoti to Kurha ...	506	...	506			
Road to connect Basim town with Basim-Pusad-Karanja road ...	216	...	216			
Dry rubble parapet wall to bridges and culverts of 1st and 2nd sections, Yeotmal-Wun road ...	2,509	...	2,509			
Conversion of old Executive Engineer's quarters at Basim into a Sub-divisional Store and Public Works Inspection Bungalow ...	485	...	485			
Culvert in 4th mile of Yeotmal-Wun road, 1st section ...	2,124	...	2,124			
Observing discharge of nullahs in Khandalla-Umar-khed road ...	699	...	699			
Embankment at Pus-Nuddee crossing and discharging minor streams into main channel ...	1,151	...	1,151			
Additions to rest-house at Medsi to convert it into a Dak and Inspection Bungalow ...	1,544	...	1,544			
Wooden railings to Basim-Medsi road ...	10	...	10			
Paving certain waterways on ghat portion of 3rd section, Basim-Pusad road ...	285	...	285			
Slab drains in mile 33 of Basim-Medsi road ...	296	...	296			
Paved flooring to slab drains on Umri-Panderkewra road ...	278	...	278			
Carried over ...	1,92,233	32,324	2,24,557			

	Total of each station.			Total of each station.		
	Original Works.	Repairs.	Total.	Original Works.	Repairs.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Brought forward ...	1,92,233	32,324	2,24,557			
Combined Dak and Inspection Bungalow at Paloti on Yeotmal-Dhamangaon road..	565	...	565			
Akola-Medsi road ...	...	15,851	15,851			
Medsi-Basim road ...	...	8,782	8,782			
Basim-Hingoli road ...	...	13,609	13,609			
Akot-Shegaon road ...	...	8,066	8,066			
Akola-Akot road ...	...	6,869	6,869			
Khamgaon-Patur road (3rd section) ...	...	12,932	12,932			
Khamgaon-Nandura ...	...	6,887	6,887			
Khamgaon-Shegaon ...	...	...	...			
Amrapur-Lavalia road ...	...	8,334	8,334			
Amrapur-Chikhli ...	...	...	...			
Khamgaon-Amrapur road ...	...	6,899	6,899			
Malkapur-Mehkar road ...	...	18,830	18,830			
Chikhli-Deulgaon Raja road..	...	6,138	6,138			
Painting Moorna bridge ...	...	833	833			
Amraoti-Ellichpur road ...	...	14,401	14,401			
Amraoti-Morsi road ...	...	10,227	10,227			
Karinja-Murtazapur ...	...	8,613	8,613			
Amraoti-Badnera ...	...	3,908	3,908			
Ellichpur station roads ...	...	512	512			
Ghatang-Chikalda road ...	...	3,760	3,760			
Amraoti sadr station roads...	...	500	500			
Approaches to Amraoti railway station ...	...	387	387			
Basim-Pusad road ...	...	9,992	9,992			
Yeotmal-Dhamangaon road ..	...	9,298	9,298			
Yeotmal-Darwha road ...	...	5,336	5,336			
Umri-Panderkewra road ...	...	672	672			
Repairing waterways on Yeotmal-Darwha road ...	...	817	817			
Repairs to Inspection Bungalows in South Berar Division ...	...	262	262			
Repairs to Nagpur Dak line.	...	3,394	3,394			
Deepening well at Allahabad ...	11	...	11			
Constructing causeway at Kelapur ...	132	...	132			
Do. at Dhuga ...	15	...	15			
Barsi-Takli road ...	17,808	...	17,808			
Road from Patur-Nandapur to Purgaoon ...	1,050	...	1,050			
Raising ballasting and cutting side trenches on road from Akola to Umri ...	1,201	...	1,201			
Lengthening causeway at Kowlkheir ...	104	...	104			
Causeway across nullah at Borgaon ...	291	...	291			
Cutting channel for bringing one nullah into another at causeway on Kura-Ghoosur road ...	92	...	92			
Collecting materials for the Kamberi-Barsi Takli road.	48	...	48			
Carried over ...	2,13,550	2,18,433	4,31,983			

	Total of each station.			Total of each class.		
	Original Works.	Repairs.	Total.	Original Works.	Repairs.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Brought forward ...	2,13,550	2,18,433	4,31,983			
Chowry at Panaj	486	...	486			
Do. Umri	641	...	641			
Sinking well at Nalwadi	45	...	45			
Do. Ellabad	55	...	55			
Do. Chowsee	80	...	80			
Do. Jawalkhed	146	...	146			
Chowry at Karanwaddy	87	...	87			
Do. Jalgaon	478	...	478			
Do. Audi Mirzapur	335	...	335			
Do. Kanada	343	...	343			
Do. Silode	343	...	343			
Do. Chowta	343	...	343			
Do. Karla	343	...	343			
Do. Ghoodegaon	343	...	343			
Do. Bawan-Bir	257	...	257			
Do. Pulsode	300	...	300			
Well at Tiwasa	181	...	181			
Constructing causeway at Yelgaon	559	...	559			
Do. Kooktamakhu	399	...	399			
Chowry at Umra Lasara	343	...	343			
Do. Kherda	348	...	348			
Constructing water trough at Khandala	225	...	225			
Lengthening causeway across nulla between Kharab and Ghosur	88	...	88			
Causeway near Argam	378	...	378			
Do. across nullah at Godegaon	214	...	214			
Do. Umri	341	...	341			
Do. Lothkera	465	...	465			
Do. near tank at Shegaon	120	...	120			
Do. Shegaon-Bawan-Bir road	1,095	...	1,095			
Collecting materials for Paras-Balapur road	48	...	48			
Chowry at Ambikapur	343	...	343			
Do. Eklara	223	...	223			
Do. Kinkhed	238	...	238			
Water trough at Jawalka	264	...	264			
Road dam near Bhaam, Amraoti-Karanja road	204	...	204			
Road dam between Amraoti and Sockli	17	...	17			
Improving culvert near Sonai	359	...	359			
Do. approach road near causeway at Ritpur.	156	...	156			
Metalling Kurum road	201	...	201			
Do. Mana road	24	...	24			
Improving Kurba road	4,029	...	4,029			
Renewing bridge on road from railway station to town Murtazapur	273	...	273			
3 Culverts on road between Mana and railway station.	16	...	16			
Carried over	2,29,332	2,18,433	4,47,765			

	Total of each station.			Total of each class.		
	Original Works.	Repairs.	Total.	Original Works.	Repairs.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Brought forward ...	2,29,332	2,18,433	4,47,765			
Improving fair weather road in Amraoti Taluk	39	...	39			
Fencing and watering trees on roadsides from railway station to Murtazapur	93	...	93			
Metalling road from railway station to Chandur	43	...	43			
Pucca well near serai at Malkhed	395	...	395			
Pucca well near Badnera Dak Bungalow	418	...	418			
Serai at Damulda	450	...	450			
Well at Umri	444	...	444			
Serai at Kherda	601	...	601			
Re-roofing portion of rest-house at Risod	489	...	489			
New ghat road at Salena	1,000	...	1,000			
Branch road and culvert near Relwad	495	...	495			
Causeway on Ellichpur-Dhamangaon road	447	...	447			
Levelling and sanding road from Cantonment Police station to Behram	959	...	959			
Adding verandah to serai at Asegaon	667	...	667			
Improving a portion of road in Yeotmal	49	...	49			
Improving a portion of road from town to weekly market, Yeotmal	359	...	359			
Metalling fair weather road at Budgaon	2,330	...	2,330			
Fair weather road from Kirdee to Datt	441	...	441			
Chowry at Dighi	170	...	170			
Repairs to serai at Balapur	...	10	10			
Do. to causeway on Akola-Balapur road	...	299	299			
Repairs to fair weather road at Akot	...	499	499			
Repairs to fair weather road at Khamgaon	...	264	264			
Repairs to fair weather road at Jalgaon	...	278	278			
Repairs to fair weather road at Balapur	...	384	384			
Repairs to roads from Khamgaon to Loni and from Shegaon to Goolka	...	73	73			
Repairing tank at Punda	...	85	85			
Do. well at Ghosar	...	57	57			
Do. causeways on Paras-Balapur road	...	79	79			
Repairing serai at Morsi	...	11	11			
Do. bridge on road to Tehsil Cutcherry, Morsi	...	576	576			
Repairing rest-house at railway station at Chandur	...	485	485			
Carried over	2,39,221	2,21,533	4,60,754			

	Total of each station.			Total of each class.		
	Original Works.	Repairs.	Total.	Original Works.	Repairs.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Brought forward ...	2,39,221	2,21,533	4,60,754			
Repairing road from town to railway station, Kurum ...		467	467			
Do. do., Murtazapur. ...		343	343			
Repairing direct road Amraoti sadar station at Bulgaon. ...		433	433			
Spreading moorum on road from Badali to Indla ...		241	241			
Repairing fair weather road from Buldana to Dealghat ...		500	500			
Do. do. Mhusda. ...		1,371	1,371			
Do. from Nandgaon to Pimpalgaon ...		821	821			
Do. Khamgaon to Pimpalgaon ...		1,622	1,622			
Repairing fair weather road from Buldana to Khamgaon. ...		1,187	1,187			
Do. Janephal to Mehker ...		1,238	1,238			
Do. from Janephal to Amrapur ...		1,498	1,498			
Do. from Janephal to Borgaon ...		888	888			
Do. from Nandura to Jaipur ...		1,361	1,361			
Repairing fair weather road from Rajura to Jaipur ...		1,350	1,350			
Do. from Mardari to Dhar ...		150	150			
Collecting metal for branch. Providing revetment walls on lower sides of concrete causeways on road from Ellichpur to Chandur ...		49	49			
Repairs to concrete causeways on road between Ellichpur city and Chandur Bazaar ...		1,213	1,213			
Do. to stables of Travellers' Bungalow, Ellichpur Cantonment ...		252	252			
Repairing Travellers' Bungalow at Asegaon ...		292	292			
Do. roads in Ellichpur Taluk ...		244	244			
Repairs to Travellers' Bungalow at Yeotmal ...		297	297			
		159	159			
				2,39,221	2,37,509	4,76,730
<i>Petty works costing Rs. 200 each and under.</i>						
West Berar Division ...				143	1,453	1,596
East Berar Division ...				119	478	597
South Berar Division ...				2,044	832	2,876
Akola District ...				8,695	6,106	14,801
Buldana do. ...				407	2,938	3,345
Basin do. ...				852	2,292	3,144
Amraoti do. ...				3,186	4,551	7,737
Ellichpur do. ...				915	7,439	8,354
Wun do. ...				2,693	1,740	4,433
Total Communications ...				2,58,276	2,65,847	5,23,622

	Total of each station.			Total of each class.		
	Original Works.	Repairs.	Total.	Original Works.	Repairs.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
MISCELLANEOUS PUBLIC IMPROVEMENTS.						
Tank to supply town of Khamgaon with water ...	75,188		75,188			
Additional waste weirs to Kottassa tank ...	190	921	1,111			
Taking observations of rainfall at tanks in West Berar Division ...	864		864			
Surveying sites for tanks in Amraoti District ...	97		97			
Constructing an anicut of stone masonry at Ambari. Tank at Mardi, near Akot ...	165		165			
Kalapani reservoir to supply town of Amraoti with water ...	6,770		6,770			
Tank at Hirgowan ...	1,08,574		1,08,574			
Tank at Dhamangaon ...	10,069		10,069			
Surveying certain sites for tanks in Amraoti Hills ...	10,184		10,184			
Dam below Sakur Talao, Chikulda ...	735		735			
Special repairs to Wadali tank ...	497		497			
Stone pitching, Wadali tank. Special repairs to Hirgowan tank ...	624		624			
Taking observations of rainfall evaporation in East Berar Division ...	1,855		1,855			
Restoring Wadali tank at Amraoti ...	514		514			
Constructing an anicut for cattle grazing purposes at Bahram Tana in Ellichpur District ...	314		314			
Do. Sonapur in do. ...	-23		-23			
Do. Chichkera in do. ...	220		220			
Do. Tekra in do. ...	267		267			
Do. Ghatang in do. ...	324		324			
Do. Bori in do. ...	32		32			
Do. Salenah in do. ...	3,592		3,592			
Do. Boorad ghat in Ellichpur District ...	620		620			
Do. Mota in do. ...	1,408		1,408			
Tank at Pahora in Amraoti Hills ...	324		324			
Clearing silt and raising bund of Sakurgaon tank ...	184		184			
Constructing weir for gauging discharge of water in nullahs in the division ...	127		127			
Masonry anicut at Darwha in Wun District ...	1,572		1,572			
Improvements to Bhalar tank in Wun District ...	270		270			
	1,465		1,465			
	2,200		2,200			
Carried over ...	2,20,222	921	2,30,143			

	Total of each station.			Total of each class.		
	Original Works.	Repairs.	Total.	Original Works.	Repairs.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Brought forward ...	2,29,222	921	2,30,143			
Tank at Singunwadi ...	942	...	942			
Tank at Akutwara ...	...	528	528			
Musjid tank at Fatehkheda ...	...	983	983			
Repairing bund of Mookut-bund tank ...	...	197	197			
Repairs to masonry works of waste weir, Risod tank ...	...	609	609			
Repairing Yeotmal tank ...	...	578	578			
<i>Petty works costing Rs. 200 each and under.</i>				2,30,164	3,816	2,33,980
East Berar ...	...	...	...	888	278	661
West Berar ...	...	...	...	174	838	512
South Berar ...	...	...	...	478	100	578
<i>Deduct—</i>				2,31,199	4,532	2,35,731
Outlay from Contributions ..	...	...	...	942	...	942
Net outlay Miscellaneous Public Improvements ...	...	...	...	2,30,257	4,532	2,34,789
Original Works ...	...	...	...			6,35,992
Repairs ...	...	...	...			2,98,982
Establishments ...	...	...	...			2,23,453
Tools and Plant ...	...	...	...			11,189
Profit and Loss ...	...	...	...			330
<i>Deduct—</i>						11,69,946
Decrease in Suspense Balances, viz.:—						
Stock Purchases and Sales			Rs. 96			
Stocks			1,484			
Miscellaneous Advances			3,485			
			5,065			
Net Provincial Service Expenditure during 1883-84						11,64,917
<i>Abstract.</i>						
Debitable against Provincial Grant Proper						10,41,945
Do. One per cent. Cess Assignment						78,989
Do. Road Fund						40,983
Total						11,64,917

OFFICE OF EXAMINER,
PUBLIC WORKS ACCOUNTS, HYDERABAD,
Secunderabad, 30th May 1884.

(Signed) C. HAROLD,
Examiner, Public Works Accounts,
Hyderabad.

B.—PUBLIC WORKS.

Two (STATE RAILWAYS.)—Statement showing the (Capital) Income and Expenditure on productive works in the Hyderabad Assigned Districts for the year 1883-84.

Name of large works or class of minor works.	Whether received from Native Government or wholly made by British Government.	Capital expenditure from Berar Revenues.	Receipts and expenditure during the year.					Remarks.
			Gross income.	Cost of establishment.	Cost of repairs and maintenance.	Charges for interest.	Net surplus or deficit.	
		Rs.	Rs.	Rs. *.	Rs. *.	Rs.	Rs. %.	
Khamgaon State Railway	... 							

* The gross working expenses for 1883-84 were Rs. 40,188 for the Khamgaon, and Rs. 51,773 for the Amraoti State Railway; but these cannot be divided between "Cost of establishment" and "Cost of repairs and maintenance," as the accounts furnished by the Great Indian Peninsula Railway Company do not afford this information.

C.—RAILWAYS.

Name of Railway.	Mileage opened during the year.	Passengers during the year.				Receipts/Receipts from Pas- sengers' chandize		Receipts from Ma- terials, Electric Telegraph, and Santries.		Total Receipts during 1883-84.		Main-tenance and working ex- penses during 1883-84.	Net profits.	Number of Euro- pean Staff.	Number of Native Staff.	Total Capital expendi- ture.
		Total miles opened.	1st Class.	2nd Class.	3rd Class.	4th Class.	Rs.	Rs.	Rs.	Rs.	Rs.					
...	...	753	...	...	...	...	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	*	...	...	4,90,977
...	...	55	...	...	...	...	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	*	...	...	4,44,860

* Particulars cannot be furnished at the time was worked by the Great Indian Peninsula Railway Company, who have not reported

* Particulars cannot be furnished, as the Line was worked by the Great Indian Peninsula Railway Company, who have not reported them.

FROM

THE SECRETARY TO RESIDENT,
HYDERABAD PUBLIC WORKS DEPARTMENT.

To

The Secretary to Government
Public Works Department
Madras.

P. W. Secretariat, Hyderabad, Bolarum, 1st September 1884

SIR,

I have been desired by the
President to forward, for information,
copy of the Public Works Section of
The Administration Report of the
Mysore and Assigned Districts for the
official year 1883-84.

I have the honor to be
Your most ^{Sir} obedient servant
R. Hunter Esq. Call. Rt
Secy to President, 1820 W. H.

Page No. 74



(22)

B
No. 2200 W. a. 11. Sept/84

Recd 4.9.84.

Recorded

Cl.

5-9-84

ll
8.9.84

Encl

No. 2200 W. a. 11. Sept/84

Ass. 27/9
6.5.9.84 19.10.9.84 19.10.9.84

With order

No. 2231 W. a. 11. Sept/84

Recorded

Cl.

5/9/84

ll
8.9.84

Ass. 31/9

6.6.9.84 11.10.9.84

6.6.9.84 11.10.9.84

Govt. of (1884) Madras.

PENSION.

(2)

21.10

Issued

Recd. 3/9/84.

Encl.

G.O., 25th August 1884, No. 811.

No. 2231 W. a. 11. Sept/84

AUGUST.

Pension.

Granting an invalid — of Rs. 3-8-0 per mensem to A. Chinaramanna, late messenger, Divisional office, Godavari district.

With order

B
N^o 2280 W. a. 11th Sept/84

Recon de b

CJ.

5-9-84

W

8.9.84

Rec^d 4.9.84.

En: 1

N^o 2280 W. a. 11th Sept/84

MS. 27/9. 10.5.9.84 19.10.9.84 17/9.84

With order

25TH AUGUST 1884, No. 811, PENSION.

GOVERNMENT OF MADRAS.

PENSION DEPARTMENT.

READ—the following papers :—

From the Superintending Engineer, I Circle, dated 29th May 1884, No. 585-G.D.

Certificate and report from D. C. GORDON, Esq., Examiner of Public Works Accounts, to the Acting Under Secretary to Government, Pension department, dated Madras, 13th August 1884, No. 841-A-R.

Certified that, should Government be pleased to treat the applicant's services from 1st January 1848 to 31st August 1866 as qualifying inferior service on the strength of the applicant's affidavit, statement of a contemporary servant, four original certificates of character, and on the specific opinion of the head of the office that "the whole service has been established and should be admitted," qualifying service in inferior grades will amount to about 36 years 1 month and 6 days, and that an invalid pension not exceeding Rs. (3-8-0) three and annas eight, equal to half pay at Rs. 7 per mensem, will be admissible from date of the receipt of the Government Order sanctioning the pension, or from date of relief under sections 106, 109, and 121 (b) of the Civil Pension Code (6th edition).

2. The calculations have been duly verified. The invalid pension, if sanctioned, is chargeable to Genenal (now Provincial) Revenues.

3. With reference to section 134, rule 4, attention is invited to section 69 of the Civil Pension Code (6th edition).

ORDER—dated 25th August 1884, No. 811, Pension.

Under sections 106 and 121 (b) of the Civil Pension Code (6th edition), the Right Honorable the Governor in Council is pleased to grant to Adapa Chinaramanna, late messenger, Divisional office, Godavari district, an invalid pension of Rs. (3-8-0) three and annas eight per mensem, payable at Tanuku, from the date of receipt of this order, in consideration of his qualifying inferior service of 36 years 1 month and 6 days.

2. The retention of the applicant in service after the date of medical certificate of unfitness has been sanctioned under section 109, rule 1 of the above code.

(True Extract.)

L. S. S. S.

Ag. Under Secy. to Govt.

To the Accountant-General, with register.
" Examiner of Public Works Accounts.
" Public Works department.
" Superintending Engineer, I Circle.
" Collector of Godavari.

Exd. C. Howarth.