

Public Works (1898) Department.

RAILWAY BRANCH.

G.O., No. 571. *Key*
DATED 13th April 1898

[Despatch Abstract.]

Railway Conference of 1897

Memorandum from the Govt of India forwarding
a copy of a ^{memo}note by the Honble Sir A.C. Trevor
K. C. S. I. dated 19th March 1898 on the conclu-
sions of the — on Railway Extensions in
India, recorded.

OTHER PAPERS.							
G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Forwarding copy of a
memorandum by the Hon. Sir
A. C. Trevor of 19.3.98 on the
conclusions of the Conference
of 1897 on _____.

To

The Congress for Rye

2/12/98

[Supplement to the Financial Statement.]

25th of August and the 8th of September 1897, and was constituted as noted in the margin. An additional member—a representative of the Revenue and Agricultural Department—was this year included, in order that the proposals for famine protective railways might be fully and specially considered with reference to the valuable experience afforded by the failure of the monsoon of 1896.

President.

His Excellency the Viceroy.

Members.

The Honourable Sir James Westland, K.C.S.I.

The Honourable Mr. A. C. Trevor, C.S.I.

Colonel Sir W. S. S. Bisset, R.E., K.C.I.E., Secretary to the Government of India, Public Works Department.

Colonel T. Gracey, R.E., c.s.i., Director-General of Railways.

Lieutenant-Colonel F. J. Aylmer, R.E., V.C., Officiating
Assistant Q.M.G. in India.

Mr. T. W. Holderness, I.C.S., Deputy Secretary to the
Government of India, R. & A. Department.

Mr. A. R. Becher, Officiating Accountant-General, Public Works Department.

Secretary.

Mr. G. A. Anderson, Under Secretary to the Government of India, Public Works Department (Railway Branch).

2. About 33 new projects were considered, of which 16 were set aside, 3 were recommended for construction by Branch Line Companies, and 5 for construction by Native States or private promoters without financial assistance. The remaining nine were held over as not yet ripe for a decision.

Those recommended for construction were the following:—

No.	Name.	Length.	Approximate cost omit- ting 000.	Locality.
I.—By BRANCH LINE COMPANIES.		Miles.	RS.	
1	Nadiad-Kapadvanj	28	8,74	Branch of Bombay-Baroda and Central India Railway, Bombay.
2	Coonoor-Ootacamund	12	15,00	Extension of Nilgiri Railway, Madras.
3	Muttupet-Avadyarkoil	45	15,00	Extension of Máyavaram-Muttupet Railway, Madras.
	Total ..	85	38,74	
II.—By NATIVE STATES.				
1	Ludhiana-Dhuri-Jakhal	80	4,00,00	Chord between North-Western Railway and Southern Punjab Railway passing through States of Jhind and Maler Kotla.
2	Pardi-Nandod	20	8,40	Extension of Ankleshwar-Pardi (Rajppla) branch of Bombay-Baroda and Central India Railway in Guzerat.
3	Wadhwan-Dhranghadra	21	6,62	Branch of Bombay-Broda and Central India Railway in Kathiawar.
	Total ..	121	4,15,02	
III.—By PRIVATE PROMOTERS.				
1	Lakham-Noakhali-Ichakali	38	19,00	Branch of Assam-Bengal. Alternative to Feni-Noakhali line.
2	Barsi-road to Pandarpur	33	13,39	Extension of Barsi tramway. Branch of Great Indian Peninsula in Bombay.
	Total ..	71	32,39	

3. Of lines held over or set aside at the previous Conference and neither hitherto included in the programme nor brought under negotiation outside the programme, nine

have now been recommended for construction by, or on the direct or indirect responsibility of, Government, and six for construction by Branch Line Companies as shown below :—

No.	Name.	Approximate length.	Approximate cost omitting 000.	Locality and agency.
<i>(a) By or on the responsibility, direct or indirect, of Government.</i>				
		MILES.	RS.	
1	Godhra-Baroda Chord	48	33,72	Bombay. As part of the Godhra-Rutlam or broad-gauge section of the Rajputana-Malwa Railway.
2	Sakri-Jainagar	27	10,80	North Behar. A part of the Tirhoot Railway.
3	Cooch Behar Frontier to Buxa ..	20	6,50	Northern Bengal. Extension of Cooch Behar State Railway, 2' 6" gauge.
4	Shekhabad-Farakhabad	66	46,86	North-Western Provinces. Chord between Cawnpore-Achnera and East Indian Railways.
5	Ait-Kunch	19	1,14	North-Western Provinces. Light narrow gauge Feeders to Indian Midland Railway.
6	Harpalpur-Rath	26	3,36	
7	Harpalpur-Nowgong	19	2,98	
8	Tinnevely-Quilon	103	1,01,62	Madras. Extension of South Indian Railway system.
9	Sagaing-Alon	74	39,94	Upper Burma. Branch of Burma Railways.
	Total ..	402	2,46,92	
<i>(b) Open to Branch Line Companies.</i>				
1	Burdwan-Cutwa	34	27,15	Central Bengal. Alternative branches to East Indian Railway.
2	Hooghly-Cutwa	61	53,63	
3	Jullundur-Hoshiarpur	25	20,00	Punjab. Branches of North-Western Railway.
4	Amritsar-Tarn-Tarn-Sarhali ..	30	15,20	
5	Ahmedabad-Dholka	33	11,98	Bombay. Branch of Rajputana-Malwa Railway.
6	Madura-Pamban	100	42,00	Madras. Extension of South Indian Railway.
	Total ..	283	1,69,96	

4. Of the nine lines recommended for construction by, or on the responsibility of, Government, No. 3, the Cooch Behar-Buxa line, has been accepted as urgent, for the reason that it opens up stone supplies, access to which will greatly lessen the cost of the Teesta and Dhurlla bridges and other works in the neighbourhood. Provision has been made for its commencement within the programme, and the work will be pushed on simultaneously with the completion of the line within the limits of Cooch Behar, which is being carried out at the cost of the Durbar, with the assistance of a loan from Government. No. 4 has been estimated for and sanctioned, and should its construction be finally determined on, a place will be found for it, if possible, within the current programme. The remainder are under consideration or negotiation.

5. As was explained last year, the extent to which effect can be given to the recommendations of the Conference in regard to Capital Expenditure on railways other than such as are made by Branch Line Companies under the terms of Government of India Resolution No. 514 R.C., dated 17th April 1896, or by Native States or private promoters without financial assistance, is governed by the limitations of a programme covering the three years 1896-97 to 1898-99, and providing, as originally settled, for a total expenditure of Rs. 29,66,00,000 during that period. Of this sum Rs. 8,65,87,000 were expended up to the end of the first year 1896-97, leaving

Rs. 21,00,13,000 for expenditure in 1897-98 and 1898-99, out of which Rupees 10,13,00,000 were provided in the Budget for the year 1897-98. It was recognized, however, that with every wish to work up to the original programme the possibility of doing so must, under the special circumstances of the time, be a question of ways and means, and in consequence of the depletion of the cash balances and the heavy war expenditure, superadded to other demands, it was found necessary to cut down the grants for the current year by a crore leaving the grant at Rs. 9,13,00,000, and to recommend to the Secretary of State a reduction of $1\frac{3}{4}$ crores in the total contemplated expenditure up to the end of 1898-99. The operations of the Department and of the Railway Companies have been further affected by the disturbance caused by the restrictions on expenditure which it was found necessary as above explained to impose in the course of the year by the non-delivery of material owing to the Engineering Strikes in England and by other causes, with the result that this year's expenditure is now estimated at Rs. 8,41,44,000 only, leaving a balance of Rupees 10,83,69,000 out of the reduced programme of Rs. 27,91,00,000, for which provision has been made in the Budget for 1898-99.

The reduction in the total amount of the programme, it will be observed, has already been approximately covered by the short expenditure as compared with the original forecast in the year now ending, which has occurred chiefly on the Bengal-Nagpur, the Assam-Bengal, the Burma Railways, and in open line expenditure on State Railways.

6. Statement A appended to this memorandum gives the programme as modified up to date and shows also the progress made with such of the lines accepted by Government on the recommendation of the Conference for early construction as have been brought within the programme. The distribution of the amount it shows as available for expenditure in 1898-99 will, of course, be liable to modification according to circumstances.

7. Statements B and C show how matters stand in regard to lines recommended for early construction at the cost of Branch Line Companies, Native States, &c., outside the programme, and either actually taken in hand or under consideration and negotiation with a view to construction : and Statement D summarises the actual and anticipated progress of Railway construction generally for the two years 1897-98 and 1898-99.

CALCUTTA,
The 19th March 1898.

A. C. TREVOR.

APPENDIX A

Statement showing the expenditure actually incurred, and the estimated further expenditure to be incurred, on Railways, against the original programme for the 3 years 1896-97, 1897-98 and 1898-99.

APPENDIX A.

Statement showing the expenditure actually incurred, and the estimated further expenditure to be incurred, on Railways, against the original programme for the 3 years 1896-97, 1897-98 and 1898-99.

Statement showing the expenditure actually incurred, and the estimated further expenditure to be

No.	Railway.	Miles.	Approximate cost according to latest information or estimates.	PROBABLE EXPENDITURE		
				Expenditure to 31st March 1896.	Expenditure during 1896-97.	Original grants for 1897-98.
1	2	3	4	5	6	7
I.—FROM IMPERIAL FUNDS.						
(i) By STATE AGENCY.						
Open Lines.						
1	Expenditure on open State lines worked by the State..	..	..	..	..	..
2	Lines under construction.	..	..	..	..	..
3	East Coast Railway, including the Kistna Bridge	519	5,33,82,000	..	52,87,000	38,84,000
4	Madras-Calcutta Lines. Puri Branch	26	23,85,000	5,34,15,000	28,85,000	6,50,000
5	Gôdâvari Bridge	..	59,70,000	..	1,73,000	18,50,000
6	Bezawada-Madras Railway, exclusive of Ennore Section	254	2,26,80,000	13,95,000	79,75,000	80,00,000
7	Rae Bareilly-Benares	139	84,34,000	5,92,000	25,42,000	43,25,000
8	Frontier Lines. Mushkaf-Bolan Railway (with double track on incline) ..	59	2,26,37,000	1,82,01,000	17,02,000	..
9	Mari-Attock	80	1,53,49,000	74,08,000	37,92,000	30,00,000
10	Gradient improvements upon Sections of North-Western Railway.	39	72,23,000	74,19,000	— 1,04,000	..
11	Doubling North-Western Railway between Karachi and Kotri	108	59,56,000	17,47,000	33,93,000	50,000
12	Rohri-Kotri	194	1,34,63,000	76,02,000	44,02,000	21,10,000
13	Linking up the metre gauge lines in North-ern India. (i) Rannagar Junction to Cawn-pore	80	24,70,000	19,58,000	2,32,000	..
14	(ii) Lucknow City Branch	3	2,77,000	..	..	..
15	(iii) Rolling Stock	..	5,00,000	..	..	..
16	Eastern Bengal State Railway Branch, Ranaghat-Poradaha doubling	58	27,34,000	1,71,000	21,62,000	..
17	Wazirabad-Lyallpur	116	33,64,000	24,51,000	7,81,000	..
18	Conversion of Bhatinda-Ferozepore Section to 5' 6" gauge	55	17,88,000	..	..	..
19	Lyallpur-Khanewal Extension	105	28,10,000	..	60,000	8,00,000
20	Teesta and Dhurlla Bridges (Rungpore-Dhubri)	50	75,00,000	..	..	5,00,000
21	Cooch Behar-Santrabari Extension (British Section) ..	20	4,43,000	..	..	..
22	Rajbari-Fareedpore	14	13,60,000	..	..	..
23	Additional rolling-stock working branches. Southern Punjab	..	44,45,000	..	23,000	8,00,000
24	Hurdwar Dehra	..	3,50,000	..	..	22,23,000
25	Sultanpur-Kaliganj	..	4,54,000	..	..	..
26	Mymensingh-Jamalpur-Subhan-khali	..	5,01,000	..	..	..
Railways deferred for construction in consequence of the reduction of the Programme for 1897-98 and 1898-99 by Rs. 1½ crores.						
27	Shadipalli-Jodhpore Frontier	71	28,15,000	..	..	..
28	Hyderabad-Umarkote conversion to metre gauge	58	7,82,000	..	..	..
29	Agra-Muttra-Delhi Chord	121	90,13,000	..	..	..
30	Ghaziabad-Moradabad Chord	87	82,30,000	..	..	..
31	Reserve, &c.	..	..	..	..	..
TOTAL STATE AGENCY		2,256	21,04,16,000	10,23,59,000	3,52,55,000	50,53,000
						3,32,45,000

* The minus quantity represents credits for materials returned to stores.

Incurred on, Railways, against the original programme for the three years 1896-97, 1897-98 and 1898-99.

under the programme up to 31st March 1899.				Further expenditure to be incurred during subsequent years on lines under construction.	No.	Remarks.
Grants as restricted, 1897-98.	Revised estimate, 1897-98.	Budget estimate, 1898-99.	Total actual and estimated expenditure under the programme up to end of 1898-99.			
8	9	10	11 (Col. 6 + 9 + 10).	12 (Col. 4—[5+11]).		
RS.	RS.	RS.	RS.	RS.		
32,08,000	18,97,000	59,61,000	1,30,95,000	..	1	Yearly capital expenditure.
..	..	..	..	..	2	Completed and open to traffic.
4,64,000	7,00,000	..	35,85,000	..	3	
13,50,000	13,87,000	21,00,000	36,60,000	23,10,000	4	About one-third of the pier work done.
72,27,000	69,66,000	63,44,000	2,12,85,000	..	5	Nearly completed.
43,25,000	44,25,000	3,00,000	72,67,000	5,75,000	6	Will shortly be opened.
..	..	..	17,02,000	..	7	Completed and open for traffic.
26,07,000	26,49,000	15,00,000	79,41,000	..	8	Nearly completed.
..	..	..	— 1,04,000	..	9	Completed and open to traffic.
2,41,000	2,41,000	..	36,34,000	..	10	Do.
30,43,000	11,85,000 9,14,000	4,00,000 11,91,000	80,92,000	8,70,000	11	Line completed and open. Bridge piers nearly finished.
..	..	..	2,32,000	..	12 (i)	Completed.
..	..	..	..	..	12 (ii)	In abeyance.
..	..	..	..	..	12 (iii)	
..	..	..	21,62,000	..	13	Completed and open.
..	..	..	7,81,000	..	14	
10,00,000	10,00,000	5,00,000	15,00,000	2,83,000	15	Permanent-way girders ordered: work will be shortly commenced by B., B. and C. I. Ry.
5,00,000	13,00,000	14,50,000	28,10,000	..	16	Half finished and Ravi bridge begun.
5,00,000	1,28,000	13,00,000	14,28,000	60,72,000	17	Work begun on Teesta Bridge.
..	50,000	1,60,000	2,10,000	2,33,000	18	Material purchased.
8,00,000	2,67,000	3,00,000	5,90,000	7,70,000	19	In progress.
22,80,000	22,80,000	21,65,000	44,45,000	..	20	Rolling-stock ordered.
..	..	3,50,000	3,50,000	..		
..	..	4,54,000	4,54,000	..		
..	..	4,86,000	4,86,000	15,000		
1,00,000	25,000	1,00,000	1,25,000	26,90,000	21	Commenced.
..	..	..	7,82,000	..	22	Provision made for these lines in the original forecast was cut out on reduction of programme, but will probably be restored out of unappropriated amount shown below as reserve or by substitution for lines which it may be necessary to hold back for other reasons.
1,00,000	30,000	..	30,000	89,83,000	23	
..	..	..	..	82,30,000	24	
..	..	72,82,000	72,82,000	..	25	Short expenditure in 1897-98 added to provision for 1898-99.
2,77,45,000	2,54,44,000	3,23,43,000	9,30,42,000	3,18,18,000		

Statement showing the expenditure actually incurred, and the estimated further expenditure to be

No.	Railway.	Miles.	Approximate cost according to latest information or estimates.	Expenditure to 31st March 1896.	Probable Expenditure		
					Expenditure during 1896-97.	Original Grants for 1897-98.	
1	2	3	4	5	6	7	
I.—FROM IMPERIAL FUNDS—cont.							
(ii) By Agency of Companies.							
Open Lines.							
26	Expenditure on open lines worked by the agency of companies.	..	..	..	1,68,000	24,55,000	
27	East Indian Railway open line requirements and improvements.	..	..	..	51,55,000	40,00,000	
Lines under Construction.							
28	Madras-Calcutta lines, Bezwada-Madras Railway, Ennore Section.	10	6,07,000	5,73,000	10,000	..	
29	Rajputana-Malwa Railway, Godhra-Rutlam Extension.	116	1,57,72,000	1,56,18,000	1,58,000	..	
30	Do. do. Rutlam-Nagda Branch.	26	18,68,000	16,66,000	* — 50,000	..	
31	Hajipur-Begum Sarai-Katihar lines	158	1,22,31,000	..	15,42,000	60,00,000	
32	Assam-Bengal Construction, Part II	..	6,40,90,000	1,05,02,000	1,10,06,000	1,08,07,000	
33	Do. land „ I	..	50,50,000	26,90,000	4,10,000	5,00,000	
34	East Indian Railway Extensions, Mogal Serai Gya ..	126	1,55,72,000	..	13,39,000	80,00,000	
35	Hathras City Branch	6	2,92,000	..	..	..	
Total, Companies' Agency ..		442	11,54,82,000	3,10,49,000	1,97,38,000	3,17,62,000	
II.—AGAINST CAPITAL ACCOUNTS OF INDIAN RAILWAY COMPANIES, OTHER THAN THE THREE GUARANTEED COMPANIES.							
Open Lines.							
36	Bengal Central	..	..	..	9,56,000	45,47,000	
37	Bengal-Nagpur	..	..	..	3,13,000		
38	Burma	..	..	..	2,09,000		
39	Indian Midland	..	..	..	9,07,000		
40	Lucknow-Bareilly	..	..	..	2,07,000		
41	Mysore	..	..	..	1,38,000		
42	Southern Mahratta	..	..	..	7,48,000		
Lines under Construction.							
43	Assam-Bengal Construction, Part II	740	3,65,60,000	3,14,39,000	1,39,000	19,93,000	
44	Bengal-Nagpur Extensions	361	6,13,80,000	14,74,000	1,54,66,000	2,00,00,000	
45	Raipur-Dhamtari with Rajim Branch	57	14,00,000	..	13,000		
46	Indian Midland Extensions, Katni Saugor	116	1,06,61,000	3,07,000	60,84,000	26,48,000	
47	Dehree-Daltongunge	84	80,00,000	..	..	..	
48	Burma Railways. {	(i) Mu Valley	310	2,39,32,000	2,20,19,000	19,31,000	8,05,000
		(ii) Mogaung-Myitkyina	40	25,31,000		..	..
		(iii) Meiktila-Myingyan-Pakoku.	55	26,41,000	..	..	..
		(iv) Saigang-Monywa-Alon	75	39,95,000	..	..	..
		(v) Mandalay-Kunlon	225	2,25,00,000	5,94,000	44,83,000	63,00,000
Total, Indian Railway Companies ..		2,063	17,36,00,000	5,58,33,000	3,15,94,000	3,62,63,000	
* The minus quantity represents							

* The minus quantity represents credits for materials returned to stores.

incurred on, Railways, against the original programme for the three years 1896-97, 1897-98 and 1898-99—cont.

UNDER THE PROGRAMME UP TO 31ST MARCH 1899.				Further expenditure to be incurred during subsequent years on lines under construction.	No.	REMARKS.
Grants as restricted, 1897-98.	Revised estimate, 1897-98.	Budget estimate, 1898-99.	Actual and estimated expenditure under the programme up to the end of 1898-99.			
8	9	10	11 (Col. 6 + 9 + 10).	12 (Col. 4 + 5 + 11).		
RS.	RS.	RS.	RS.	RS.		
24,35,000	† — 7,35,000	5,11,000	— 56,000	..	26	Yearly capital expenditure.
55,00,000	67,50,000	91,37,000	2,10,42,000	..	27	
20,000	20,000	..	30,000	..	28	Completed.
..	..	..	1,58,000	..	29	
..	..	..	— 50,000	..	30	Still under construction.
50,00,000	50,00,000	50,00,000	1,15,42,000	6,89,000	31	
68,18,000	64,97,000	1,10,20,000	2,85,23,000	2,50,65,000	32	Under construction. Capital supplied by the State.
5,00,000	6,15,000	5,00,000	15,25,000	8,35,000	33	
50,00,000	52,50,000	58,63,000	1,24,52,000	31,20,000	34	Do. do.
..	..	..	..	2,92,000	35	Deferred.
2,52,73,000	2,33,97,000	3,20,31,000	7,51,66,000	3,00,01,000		
51,22,000	34,21,000	46,24,000	1,15,23,000	..	36	Yearly capital expenditure.
..	..	..	..	..	37	
..	..	..	..	..	38	
..	..	..	..	..	39	
..	..	..	..	..	40	
..	..	..	..	..	41	
..	..	..	..	..	42	Under construction. Capital raised by the Company.
49,82,000	49,82,000	..	51,21,000	..	43	
2,00,00,000	1,86,56,000	2,00,00,000	5,41,35,000	71,71,000	44	Under construction. Sini Midnapore. Midnapore Howrah. Midnapore Cuttack. } about one-third completed.
27,23,000	28,09,000	14,61,000	1,03,51,000	..	45	
..	..	12,65,000	12,65,000	67,35,000	46	Do. half done.
8,05,000	10,50,000	4,75,000	34,56,000	9,88,000	47	Not yet sanctioned. Still under survey.
..	5,000	13,50,000	13,55,000	12,86,000	48	Nos. (iii) & (iv) Under consideration of Government and of the Company. No. (iii) was shown in the programme last year, but no provision made.
..	..	25,75,000	25,75,000	14,20,000	49	
46,50,000	39,33,000	42,65,000	1,26,81,000	92,25,000	50	No. (v) 100 miles under construction.
3,82,82,000	3,48,56,000	3,60,15,000	10,24,65,000	2,68,25,000		

† Transfer of Gudur-Nellore Section, South Indian Railway, to Bezvada-Madras Railway.

Statement showing the expenditure actually incurred, and the estimated further expenditure to be

No.	Railway.	Miles.	Approximate cost according to latest information or estimates.	Expenditure to 31st March 1896.	PROBABLE EXPENDITURE	
					Expenditure during 1896-97.	Original grants for 1897-98.
1	2	3	4	5	6	7
III.—AGAINST CAPITAL TO BE RAISED BY THE THREE GUARANTEED RAILWAY COMPANIES.						
49	Amalner-Jalgaon	34	Rs. 38,51,000	Rs. ..	Rs. ..	Rs. ..
50	Chalisgaon-Dhulia	37	36,25,000	..	..	} 40,00,000
51	Calicut-Cannanore	59	73,77,000	..	..	
52	Arcot-Ranipet	4	2,98,000	..	..	
Total, Guaranteed Companies ..		134	1,51,51,000	..	..	40,00,000

AB

I	From Imperial Funds.	(i)—By State Agency ..	(ii)—By Agency of Companies ..	TOTAL, IMPERIAL FUNDS ..	RS.			
					RS.	RS.	RS.	RS.
II	Against the Capital Accounts of Indian Railway Companies (other than the three Guaranteed Companies).	2,063	17,36,00,000	5,58,33,000	3,15,94,000	3,62,93,000	..	..
III	Against Capital to be raised by the Guaranteed Railway Companies.	134	1,51,51,000	..	..	..	..	..
GRAND TOTAL ..		4,895	51,46,49,000	18,92,41,000	8,65,87,000	10,13,00,000	..	..

* Excluding open lines.

incurred on, Railways, against the original programme for the three years 1896-97, 1897-98 and 1898-99—cont.

UNDER THE PROGRAMME UP TO 31ST MARCH 1899.				Further expenditure to be incurred during subsequent years on lines under construction.	No.	REMARKS.
Grants as restricted, 1897-98.	Revised estimate, 1897-98.	Budget estimate, 1898-99.	Actual and estimated expenditure under the programme up to the end of 1898-99.			
8	9	10	11 (Col. 6 + 9 + 10).	12 (Col. 4 + [5 + 11]).		
RS.	RS.	RS.	RS.	RS.		
..	..	25,00,000	25,00,000	13,51,000	49	Recently commenced.
..	..	10,00,000	10,00,000	26,25,000	50	Estimates ready but not yet sanctioned.
..	..	..	..	..	{ 51 } { 52 }	Deferred.
..	1,63,000	40,00,000	41,63,000	35,12,000		In progress.
..	1,63,000	75,00,000	76,63,000	74,88,000		

STRACT.

I	(i)	RS.				I (i)	I (ii)
		RS.	RS.	RS.	RS.		
2,77,45,000	2,54,44,000	3,23,43,000	9,30,42,000	3,18,18,000	3,00,01,000	6,18,19,000	..
2,52,73,000	2,33,97,000	3,20,31,000	7,51,66,000	2,68,25,000	74,88,000	9,61,32,000	..
5,30,18,000	4,88,41,000	6,43,74,000	16,82,08,000	8,41,44,000	10,83,69,000	27,91,00,000	..
3,82,82,000	3,48,56,000	3,60,15,000	10,24,65,000	8,38,60,000	(a) 2,84,000	10,78,89,000	..
..	1,63,000	75,00,000	76,63,000	8,41,44,000	10,83,69,000	27,91,00,000	..
9,13,00,000	8,38,60,000	10,78,89,000	27,83,36,000	9,61,32,000	..	..	..
..	(a) 2,84,000	(a) 4,80,000	(a) 7,64,000	..	..	..	..

(a) Loan to Cooch Behar State and provision for jetties at Chittagong.

Statement showing Railways recommended since 1895-96 for early construction outside the programme by the agency of—
 (i) Branch Line Companies,
 (ii) Native States,
 (iii) Railway Companies to which free land and minor concessions are given,
 which have actually been commenced or arranged for.

APPENDIX B.

No.	Railway.	Length.	Estimated or approximate cost.	REMARKS.
(I) BY BRANCH LINE COMPANIES.				
(a) Lines shown as under construction, or arranged for, in 1896-97.				
1	Southern Punjab	401	2,13,00,000	Completed and opened to traffic.
2	Ahmedabad-Parantij-Ahmednagar	50	20,00,000	
	Open	451	2,33,00,000	Do.
3	South Behar	79	1,04,70,000	Under construction by the agency of the East India Railway Company. About half finished.
4	Surat-Nandurbar-Amalner	162	1,27,87,000	
5	Segowlie-Ruksaul	19	9,98,000	Under construction by the agency of the Bombay, Baroda and Central India Railway Company. About quarter finished.
6	Hurdwar-Dehra	30	30,00,000	
7	Brahmaputra-Sultanpur	60	34,27,000	Under construction by the Branch Line Company. Practically completed.
8	Mymensingh-Jamalpur	55	20,55,000	
9	Janalpur-Jagganathganj	405	3,27,37,000	Under construction by the State for the Branch Line Company. Tunnels completed and line finally located and in progress.
	Under Construction			
	(b) New projects since put forward.			
	Nil.			
	TOTAL (I) ..	856	5,60,37,000	
(II) BY NATIVE STATES.				
(a) Lines shown as under construction, or arranged for, in 1896-97.				
1	Vishvamitri-Padra	7	2,00,000	Completed and opened to traffic.
2	Rajkot-Jamnagar	50	23,00,000	
3	Rajpipla (Ankleshvar-Pardi)	20	9,40,000	Do.
	Open	77	34,40,000	Do.
4	Birar-Shimoga Branch	39	18,50,000	Under construction by the Mysore Durbar.
5	Hyderabad-Godavari Valley	390	2,98,82,000	
6	Goonna-Bara Extension	76	60,25,000	Under construction by the Nizam's Guaranteed State Railways Company.
	Under Construction	505	3,77,57,000	
				Under construction by the Durbars concerned.

No.	Railway.	Length.	Estimated or approximate cost.	REMARKS.
(II) BY NATIVE STATES—cont.				
(b) Recommended lines shown as under consideration or negotiation in 1896-97.				
7	Shadipali-Balotra (Jodhpore Section)	135	42,77,000	Under construction by the Jodhpore Durbar. Plate-laying in progress.
8	Jeypore-Sawai Madhopur	73	34,32,000	Under construction by the Jeypore Durbar. Recently started.
9	Cooch Behar { Cooch Behar Town Extension.	3	1,50,000	Under construction by the Eastern Bengal Railway on behalf of the Cooch Behar State. Recently started.
	{ Cooch Behar-Alipore	11	2,50,000	
10	Bikaner-Bhatinda	51	12,02,000	Bikaner-Khari Section, 42 miles, open for traffic. Khari-Lankaransar Section under construction, and Lankaransar-Bhatinda Section under consideration by the Bikaner Durbar.
		273	93,11,000	
(c) New projects put forward since 1896-97 and commenced or arranged for.				
11	Rajpipla line, extension to Nanded	20	8,40,000	Under construction for the Rajpipla Durbar. Recently started.
12	Wadhwan-Dhrangadhra	21	6,62,000	Under construction by the Dhrangadhra State. Recently started.
		41	15,02,000	
	TOTAL (II) ..	896	5,20,10,000	
III.—BY RAILWAY COMPANIES TO WHICH FREE LAND AND MINOR CONCESSIONS ARE GIVEN.				
(a) Lines shown as under construction, or actually arranged for, in 1896-97.				
1	Barsi Light Line (Barsi Road to Barsi Town).	22	12,00,000	Completed and opened to traffic.
2	Bengal and N. r. h. Western Railway Extension (Benarose-Tartipur and Branches).	210	1,31,81,000	Under construction. About half finished.
		232	1,43,81,000	
(b) New projects put forward since 1896-97 and commenced or arranged for.				
3	Barsi Road-Pandharpur Extension	33	13,39,250	Concession granted to the Barsi Light Railway Company. Work not yet commenced.
4	Nilgiri (Mettupalaiyam-Coonoor)	17	35,50,000	Under construction by the Nilgiri Railway Company. Practically completed.
		50	48,89,250	
	TOTAL III ..	282	1,92,70,250	
	GRAND TOTAL (I) TO (III) ..	2,034	12,73,17,250	

APPENDIX C.

Statement showing Railways recommended since 1895-96 for construction outside the programme by the agency of—
 (i) Branch Line Companies,
 (ii) Native States,
 (iii) Railway Companies to which free land and minor concessions are given,
 but not yet actually commenced or arranged for.

No.	Railway.	Length.	Estimated or approximate cost.	REMARKS.
(I) BY BRANCH LINE COMPANIES.				
<i>(a) Lines included in the list of 1896-97 as under consideration.</i>				
1	Bhagalpur-Bausi-Baidyanath	90	73,97,000	Concession being arranged.
2	Ahmadpur-Baidyanath	63	62,78,000	Negotiations in progress.
3	Gogri-Baptiahi	80	37,60,000	Concession being arranged.
4	Kurnool Road Branch	36	12,00,000	Under consideration.
<i>(b) New projects since put forward or recommended.</i>				
5	Chandipur-Taki	39	6,24,000	Negotiations in progress.
6	Amritsar-Tarn Tarn-Sarhali	30	18,00,000	Concession being arranged.
7	Jullundur-Hoshiarpur	25	15,00,000	Do.
8	Madura-Paumban	100	42,00,000	Negotiations in progress.
9	Ahmedabad-Dholka	34	11,98,000	Under consideration.
10	Nariad-Kapadvanj	28	8,74,000	Do.
11	Nilgiri Extension (Coonoor-Ootacamund)	12	19,19,000	Do.
12	Nirwana-Kaithal Branch	23	10,00,000	Concession being arranged.
13	Mutupet-Avadyarkoil	45	15,00,000	Construction by the Tanjore District Board agreed to.
14	Kissengunge-Kotchandpur-Magura	50	10,00,000	Under consideration.
15	Hooghly-Cutwa	61	5,363	Alternative lines under the consideration of Government.
	Burdwan-Cutwa	34	2,715	
	TOTAL (I)	750	3,42,58,078	
(II) BY NATIVE STATES.				
<i>(a) Lines included in the list of 1896-97 as under consideration.</i>				
1	Arsikere-Hassan	27	19,25,000	Under consideration by the Mysore Durbar.
2	Bara-Kotah	42	34,87,000	Under consideration by the Kotah Durbar.
<i>(b) New projects since put forward or recommended.</i>				
3	Ludhiana-Dhuri-Jakhal	80	40,00,000	Under consideration by the Durbars concerned.
4	Mysore-Fraserpet	52	25,00,000	Under consideration by the Mysore Durbar.
5	Gwalior-Bhind Chambalghat	56	14,00,000	Earthwork as a famine relief sanctioned on the Gwalior-Bhind Section.
	TOTAL (II)	257	1,33,12,000	
(III) BY RAILWAY COMPANIES TO WHICH FREE LAND AND MINOR CONCESSIONS ARE GIVEN.				
<i>(a) Lines included in the list of 1896-97 as under consideration.</i>				
1	Kalka-Simla	68	70,00,000	Concession granted. Negotiations for financing in progress.
5	Bengal Dooars Extensions	126	64,52,000	Do. do.
3	Vizianagram-Bimlipatam	15	3,00,000	Concession granted, but in abeyance pending decision on the question of gauge.
<i>(b) New projects since put forward.</i>				
4	Laksam-Noakhali-Ichakhali	38	19,00,000	Negotiations in progress. Alternative for Feni-Noakhali line.
	TOTAL (III)	247	1,56,52,000	
	GRAND TOTAL (I), (II) & (III)	1,254	6,32,22,078	

APPENDIX D.
Memorandum on the construction of railways.

1. At the commencement of 1897-98, i.e., on the 1st April 1897, the total length of railways open for traffic was 20,398.42 miles, made up as follows:—

	Miles.	Miles.	Miles.	Miles.
Standard gauge—				
(i) State lines worked by companies ...	3,740.19			
(ii) State lines worked by the State ...	4,468.38			
(iii) Guaranteed companies ...	2,588.12			
(iv) Assisted companies ...	182.70			
(v) Lines owned by Native States and worked by companies ...	632.87			
(vi) Lines owned by Native States and worked by State railway agency.	123.86			11,736.12
Metre gauge—				
(vii) State lines worked by companies ...	6,543.01			
(viii) State lines worked by the State ...	598.96			
(ix) Assisted companies ...	172.61			
(x) Lines owned by Native States and worked by companies ...	188.30			
(xi) Lines owned and worked by Native States ...	804.08			
(xii) Foreign lines ...	58.80			8,365.76
Special gauges—				
(xiii) State lines worked by the State ...	36.00			
(xiv) Assisted companies ...	72.40			
(xv) Lines owned by Native States and worked by companies ...	71.66			
(xvi) Lines owned by Native States and worked by State railway agency.	22.12			
(xvii) Lines owned and worked by Native States ...	94.36			296.54
Total ... (s)	20,398.42			

(a) Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.
 (b) Worked by the Bengal Midland Railway Company.
 (c) Worked by the Bombay-Baroda and Central India Railway Company.
 (d) Worked by the Great Indian Peninsula Railway Company.
 (e) Although forming an integral part of the East Coast State railway, this line is shown separately as it is worked by the Nizam's Guaranteed State Railways Company.
 (f) Worked by the Madras Railway Company.
 (g) Including the Kottai-Rohri and Muskhaf-Bolan railways and 6.12 miles of military line not used for public traffic.
 (h) Worked by the North-Western State railway.
 (i) Excluding the Bezwada extension—vide footnote (e).
 (j) Worked by the East Indian Railway Company.

(k) Including 2.19 miles. Trimulgherry troop siding, constructed but not used for ordinary public traffic.
 (l) Although for convenience classed amongst State railways, this line is the property of the Bengal and North-Western Railway Company.
 (m) Worked by the Southern Mahratta Railway Company.
 (n) Worked by the South Indian Railway Company.
 (o) Excluding 3.66 miles of the Lucknow-Bareilly railway between Daliganj and Aishbah.
 (p) Including 4.50 miles of Bhavnagar Dock estates and Junagadh quarry lines.
 (q) Worked by the Bhavnagar-Gondal-Junagadh-Porbandar railway.
 (r) Worked by the Eastern Bengal State railway.
 (s) Including the mileage of the Cherra-Companyganj railway, which is treated as a steam tramway for administrative purposes only.

2. And the mileage under construction or sanctioned for construction on the same date was 4,138.16 miles, as follows:—

Standard gauge—		MILES.	MILES.
(i) State lines worked by companies	...	603.24	
(ii) State lines worked by the State	...	581.66	
(iii) Guaranteed companies	...	38.07	
(iv) Assisted companies	...	671.99	
(v) Lines owned by Native States and worked by companies	...	76.20	
		1,971.16	
Metre gauge—			
(vi) State lines worked by companies	...	1,080.66	
(vii) State lines worked by the State	...	45.03	
(viii) Assisted companies	...	212.40	
(ix) Lines owned by Native States and worked by companies	...	428.84	
(x) Lines owned and worked by Native States	...	226.83	
(xi) Foreign lines	...	14.45	
		2,008.21	
Special gauges—			
(xii) State lines worked by companies	...	56.67	
(xiii) Lines owned by Native States and worked by companies	...	26.91	
(xiv) Lines owned by Native States and worked by State railway agency	...	2.25	
(xv) Lines owned and worked by Native States	...	72.96	
		158.79	
Total	...	4,138.16	

There was thus a grand total of railways completed and in hand, on the 1st April 1897, of miles ... (d) 24,536.58

- (a) The length between Basal (New Pind-Sultani) and Langar, 16 miles, is a part of the open mileage of the Khushalgarh branch.
 (b) Excluding the existing South Indian, metre gauge, railway between Gudur and Nellore, 24.25 miles, to be taken over and converted to the standard gauge.
 (c) Commencement of work not authorized.
 (d) Includes the mileage of the Cherra-Companyganj railway, which is treated as a steam tramway for administrative purposes only.

3. During 1897-98, i.e., from 1st April 1897 to 31st March 1898, 760.48 miles of new railway were authorized * as follows:—

Standard gauge—		Miles.	Miles.	Miles.
(i) State lines worked by companies	...	154.11		
(ii) State lines worked by the State	...	93.42		
(iii) Guaranteed companies	...	98.35		
(iv) Lines owned by Native States and worked by State railway agency	...	80.00		425.88
Metre gauge—				
(v) State lines worked by companies	...	33.00		
(vi) State lines worked by the State	...	76.12		
(vii) Assisted companies	...	7.00		
(viii) Lines owned and worked by Native States	...	102.90		219.02
Special gauges—				
(ix) State lines worked by the State	...	20.08		
(x) Assisted companies	...	33.00		
(xi) Lines owned by Native States and worked by companies	...	51.00		
(xii) Lines owned and worked by Native States and worked by State railway agency	...	11.50		115.58
Total	...	760.48		
And 828.14 miles were opened to public traffic as follows:—				
Standard gauge—				
(xiii) State lines worked by companies	...	1.15		
(xiv) State lines worked by the State	...	138.69		
(xv) Assisted companies	...	400.71		540.55
Metre gauge—				
(xvi) State lines worked by companies	...	89.85		
(xvii) State lines worked by the State	...	45.03		
(xviii) Assisted companies	...	61.80		
(xix) Lines owned and worked by Native States	...	50.29		
(xx) Foreign lines	...	14.45		261.42
Special gauges—				
(xxi) Lines owned by Native States and worked by companies	...	26.17		
Total	...	828.14		

- * The provision of a separate standard gauge track on the Rajputana-Malwa railway between Bhatinda and Kot Kapura, 27 miles, and the substitution of a standard gauge line between Kot Kapura and Ferozepore, 28 miles, in place of the existing metre gauge line, have also been authorized.
 (a) Correction of mileage.
 (b) Commencement of work not yet authorized.
 (c) The mileage given is exclusive of 48.75 miles of the existing Hyderabad-Shadipalli standard gauge railway between Shadipalli and Rahoki junction to be converted to the metre gauge, as also 6.50 miles of the same railway between Rahoki junction and Hyderabad on which a separate metre gauge track will be added.
 (d) Constituted a railway with effect from the 1st January 1897.
 (e) Provisionally sanctioned.
 (f) Reported as likely to be opened by the close of 1897-98.

4. The total length of open line at the commencement of 1898-99, i.e., on the 1st April 1898, will, therefore, be 21,244.96 miles, comprising:—

	Miles.	Miles.
<i>Standard gauge—</i>		
(i) State lines worked by companies	3,741.36	
(ii) State lines worked by the State	4,625.45	
(iii) Guaranteed companies	2,588.12	
(iv) Assisted companies	583.41	
(v) Lines owned by Native States and worked by companies...	632.87	
(vi) Lines owned by Native States and worked by State railway agency	123.86	
	12,295.07	
<i>Metre gauge—</i>		
(vii) State lines worked by companies	6,632.51	
(viii) State lines worked by the State	643.99	
(ix) Assisted companies	234.41	
(x) Lines owned by Native States and worked by companies...	188.30	
(xi) Lines owned and worked by Native States	854.37	
(xii) Foreign lines	73.25	
	8,626.83	
<i>Special gauges—</i>		
(xiii) State lines worked by the State	36.00	
(xiv) Assisted companies	72.75	
(xv) Lines owned by Native States and worked by companies...	97.83	
(xvi) Lines owned by Native States and worked by State railway agency	22.12	
(xvii) Lines owned and worked by Native States	94.36	
	323.06	
TOTAL	21,244.96	

(a) Correction of mileage.
(b) Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.
(c) Worked by the Indian Midland Railway Company.
(d) Worked by the Bombay-Baroda and Central India Railway Company.
(e) Worked by the Great Indian Peninsula Railway Company.
(f) Although forming an integral part of the East Coast State railway, this line is shown separately as it is worked by the Nizam's Guaranteed State Railway Company.
(g) Worked by the Madras Railway Company.
(h) Including 8.12 miles of military line, not used for public traffic, the Mushkal-Bolan railway and the Kotri-Rohri chord line.
(i) Worked by the North-Western State Railway.
(j) Excluding the Bezwada extension—vide foot-note (f).
(k) Worked by the East Indian Railway Company.
(l) Including 2.13 miles, Trimulgherry troop siding, constructed but not used for ordinary public traffic.
(m) Although for convenience classed amongst State railways, this line is the property of the Bengal and North-Western Railway Company.

* Made up as follows:—

Open at the commencement of 1897-98
Add—Opened during 1897-98

Rindli branch, North-Western State railway, previously omitted	13.81
River sidings at Goalundo, Eastern Bengal State railway, converted to main line	3.63
Net increase due to minor corrections of mileage	0.96
	18.40
	21,244.96

5. And the mileage under construction or sanctioned for construction on the 31st March 1898 will be 4,062.02 miles, (g) made up as follows:—

	Miles.	Miles.	Miles.
<i>Standard gauge—</i>			
(i) State lines worked by companies.	756.37		
(ii) State lines worked by the State.	536.39		
(iii) Guaranteed companies	136.42		
(iv) Assisted companies	271.47		
(v) Lines owned by native states and worked by companies	76.09		
(vi) Lines owned by native states and worked by state railway agency.	80.00		
	1,856.65		
<i>Metre gauge—</i>			
(vii) State lines worked by companies.	1,023.81		
(viii) State lines worked by the State.	76.12		
(ix) Assisted companies	149.51		
(x) Lines owned by native states and worked by companies	428.84		
(xi) Lines owned and worked by native states	279.50		
	1,957.78		
<i>Special gauges—</i>			
(xii) State lines worked by companies.	56.67		
(xiii) State lines worked by the State.	20.08		
(xiv) Assisted companies	33.00		
(xv) Lines owned by native states and worked by companies	51.00		
(xvi) Lines owned by native states and worked by state railway agency	13.88		
(xvii) Lines owned and worked by native states	72.96		
	247.59		
Total	(g) 4,062.02		

Making a grand total of railways completed and in hand at the commencement of 1898-99 of miles ... **25,306.98***

And showing, after allowing for corrections of mileage, an advance on the previous year, of miles ... **770.40**

(a) Correction of mileage.	
(b) Commencement of work not yet authorized.	
(c) The length between Hasal (New Pind-Sultani) and Langar, 16 miles, is a part of the open mileage of the Khushalgarh branch.	
(d) Excluding the existing South Indian, metre gauge, railway between Gudur and Nellore, 24.25 miles, to be taken over and converted to the standard gauge.	
(e) Vide foot-note (c) on page 93.	
(f) Provisionally sanctioned.	
(g) Excluding the shatinda-Ferozepore conversion, 55 miles, vide foot-note * on page 93.	
Made up as follows:—	
Completed and in hand at the beginning of 1897-98	24,536.58
Sanctioned during 1897-98	760.43
	25,297.06
Deduct—	
Decrease due to the terminus of the Mymensingh-Jamulpur railway on the Jamuna river beyond Jamalpur having been fixed at Jagannathganj in place of Subhankhal	8.00
	25,289.06
Add—	
Rindli branch, North-Western State Railway, previously omitted	13.81
River sidings at Goalundo, Eastern Bengal State Railway, converted to main line	3.63
Net increase due to minor corrections of mileage	0.96
	17.99
	25,306.98

6. It is expected that the following lengths of unfinished line will be opened for public traffic in 1898-99:—

	Miles.	Miles.
Standard gauge—		
(i) State lines worked by companies	346.87	
(ii) State lines worked by the State	303.36	
(iii) Guaranteed companies	4.35	
(iv) Lines owned and worked by native states	76.00	
		730.58

Metre gauge—		
(v) State lines worked by companies	237.83	
(vi) Assisted companies	149.51	
(vii) Lines owned by native states and worked by companies.	223.03	
(viii) Lines owned and worked by native states	71.57	
		681.94

Special gauges—		
(ix) State lines worked by the State	20.08	
(x) Lines owned by native states and worked by companies.	20.00	
(xi) Lines owned by native states and worked by state railway agency	13.88	
(xii) Lines owned and worked by native states	72.96	
		126.92
TOTAL		1,539.44

Leaving the undermentioned lines for completion in 1899-1900 or later:—

Standard gauge—	Miles.	Miles.
(xiii) State lines worked by companies	409.50	
(xiv) State lines worked by the State	233.03	
(xv) Guaranteed companies	132.07	
(xvi) Assisted companies	271.47	
(xvii) Lines owned by native states and worked by state railway agency	80.00	
		1,126.07

Metre gauge—		
(xviii) State lines worked by companies	785.98	
(xix) State lines worked by the State	76.12	
(xx) Lines owned by native states and worked by companies.	205.81	
(xxi) Lines owned and worked by native states	207.93	
		1,275.84

Special gauges—		
(xxii) State lines worked by companies	56.67	
(xxiii) Assisted companies	33.00	
(xxiv) Lines owned by native states and worked by companies.	31.00	
		120.67
TOTAL		2,522.58

(a) Commencement of work not yet authorised.
(b) It is reported that the Gauhati-Jamuna Mukh section will be re-opened—vide foot-note (p) on page 94, when this section is opened.

(i) East Indian— Moghal Sarai to Gya Moghal Sarai to Hathras City Bengal-Nagpur— Sini to Midnapore Indian Midland— Saugor to Katni North-Western— Lyallpur to Toba Tek Singh Kotri to Hyderabad (Sind) Eastern Bengal— Belgaichi to the Ganges Panchooria to Faridpur East Coast— Temporary Puri station to permanent Puri station Bezwa-Madras (Ennur-Bezwada section)— Ennur to Andur Nellore to Tadepalli (iii) Madras— Arcot to Ranipet (iv) Bina-Goon— Goon to Bara	Miles. 126.23 5.61 99.00 118.00 40.00 5.30 2.33 14.50 74.00 155.65	Miles. 37 346.87 16.92 303.36 1.89 230.25 4.35 76.00	Miles. 346.87 303.36 1.89 230.25 4.35 76.00
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(v) Bengal and North-Western— Company's section— Bairampur to Tulsipur Ganges-Gogra Doab lines— Turtipur to Benares Mau to Azamgarh Mau to Ballia Aunrihar to Ghazipur Assam-Bengal— Jamuna Mukh to Lumding Burma— Sedaw to limestone quarries Sultanpur-Bogra-Kaliganj Sultanpur via Bogra to Kaliganj Mymensingh-Jamalpur-Jagannathganj Mymensingh via Jamalpur to Jagannathganj Segowlie-Raksaul Segowlie to Raksaul Nilgiri— Mettupalaiyam to Coonoor Mysore-Nanjangud— Nanjangud station to a point nearer Nanjangud Town Birur-Shimoga Birur to Shimoga Hyderabad-Godavari Valley— Secunderabad to Nuggar Mannad to Jalna Jodhpore-Bikaner (Bikaner section)— Bikaner to Lankaransar Wadhwan-Dhrangadhra Wadhwan to Dhrangadhra	Miles. 20.00 83.20 27.00 39.00 29.00 37.63 2.00 50.70 55.00 18.00 16.51 0.50 38.53 76.00 108.30 50.57 21.00	Miles. 108.20 178.20 184.00 50.57 21.00	Miles. 237.83 149.51 223.03 71.57
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(ix) Eastern Bengal, Cooch Behar-Santrabari Extension (British section) (2' 6")— Alipore to Jhanti (x) Rajpura (2' 6")— Raj Pardi to Nandod Cooch Behar (2' 6")— Right bank of the Torsa river to the town of Cooch Behar Cooch Behar to Alipore (xii) Gwalior-Sipri (2' 0")— Gwalior to Sipri	Miles. (a) 68.00 82.50 71.00 190.00 56.00 25.00 55.00 (a) 87.00 5.50 4.53 38.07 (a) 35.00 59.00 79.00 30.00 162.47	Miles. 148.50 261.00 136.00 233.03 73.07 132.07 271.47 162.47	Miles. 409.50 261.00 136.00 233.03 73.07 132.07 271.47 162.47
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(xiii) East Indian— Shikohabad to Farukhabad Baran to Daltonganj including colliery branch Bengal-Nagpur— Midnapore to Howrah Midnapore to Barang (Cuttack) North-Western— Toba Tek Singh to Khanawal Campbellpore Cantonment to Basal (New Pind Sultan) Langar to Muri Oudh and Rohilkhand— Ghaziabad to Moradabad Eastern Bengal— Panchooria to the Ganges East Coast— Godavari bridge at Rajahmundry and approaches Great Indian Peninsula— Amalner to Jalgaon Chalisgaon to Dnulia Madras— Calicut to Cannanore South Behar— Luckeesarai to Gya Hardwar-Dehra Tapti Valley— Surat to Amelner (xvii) Ludhiana-Dhuri-Jakhal— Ludhiana via Dhuri to Jakhal	Miles. (a) 68.00 82.50 71.00 190.00 56.00 25.00 55.00 (a) 87.00 5.50 4.53 38.07 (a) 35.00 59.00 79.00 30.00 162.47	Miles. 148.50 261.00 136.00 233.03 73.07 132.07 271.47 162.47	Miles. 409.50 261.00 136.00 233.03 73.07 132.07 271.47 162.47
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(xviii) Bengal and North-Western— Tirhoot section— Hajepore to Begamsarai Garhara to Katihar Company's section— Ganges-Gogra-Doab lines— Azamgarh to Shahganj Ballia to Revelganj Assam-Bengal— Badarpur to Makum Badarpur to Silchar Burma— Limestone quarries near Sedaw to the right bank of the Salween river Eastern Bengal— Teesta bridge at Kaunia and approaches Hyderabad (Sind)-Jodhpore frontier— Hyderabad-Godavari Valley— Nuggar to Jalna Jodhpore-Bikaner (Jodhpore section)— Bikaner to the Jodhpore frontier Jeyapore-Sawai-Madhupur Sanganer to Sawai-Madhupur (xxii) Raipur-Dhamtari branch (Bengal Nagpur) (2' 0")— Raipur to Dhamtari Abhanpur to Rajim (xxiii) Barsi Light (2' 0")— Barsi Road to Pandharpur (xxiv) Rewah-Sutna (2' 6")— Rewah to Sutna	Miles. 44.25 116.75 161.00 (a) 33.00 32.32 325.32 18.62 215.72 4.87 71.25 205.81 134.93 73.00 (a) 45.00 (a) 11.67 (a) 33.00 (a) 31.00	Miles. 161.00 226.32 65.32 343.94 215.72 4.87 71.25 205.81 134.93 73.00 (a) 45.00 (a) 11.67 (a) 33.00 (a) 31.00	Miles. 785.98 76.12 205.81 207.93 120.67 2,522.58 56.67 33.00 31.00 120.67 2,522.58 56.67 33.00 31.00
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communications
ould be addressed
to the Secretary.

No. 8 R.P.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY PROJECTS.



Calcutta, the 23rd March 1898.

The under-mentioned papers are forwarded to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, for information.

By Order,

W. J. M. M. M. Captain, R.E.,
Offg. Under Secretary.

Documents referred to.

Copy of a Memorandum by the Honourable Sir A.C. Trevor, K.C.S.I., dated the 19th March 1898, on the conclusions of the Conference of 1897 on Railway Extensions in India.