Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 745. Ry.

DATED 8th July 1899.

[Despatch Abstract.]

Review of the Revenue and Expenditure of the Ry Bch of the P.W. Dept.

Coming to the Agents, M. & S.W. Ry. for information, Resolution of the Govt. of India forwarding the — for the offici year 1897-98.

Indexed.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

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G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Public Works (1899) Department.

P.W.Dy.

CURRENT No. 822

B/

From The Govt of India

Order - No. 745. Dy dated 8/7/99.

Communicated to the Agents of the Southern and South Indian Railways for information.

No. 140.-A-R

Dated 1st June, 99

Received

Registered 26/6/99.

Enclosures

Spare copies

Jld 6.7.99.

R to Sec

MM

Despatched on 8/7/99

SUBJECT.

Review of the Revenue and Expenditure of the Railway Branch of the Public Work Department for 1897-98.

To The Agent & Manager M.R. ✓ Standing
" " S.I.R. ✓ Despatch from Govt
" Examiner Cos Rlys and Govt Standing
" Com. Engr for Rlys ✓ Standing

Jld 14/7/99. Jld 7/7/99

BACK PAPERS.

No.	Date.

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21 JUN. 1899
INDIA

No. 140-A.—R.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

ACCOUNT.
RAILWAY.

Simla, the 1st June 1899.

Review of the Revenue and Expenditure of the Railway Branch of the Public Works Department for 1897-98.

READ—

Note by A. R. Becher, Esq., Accountant General, Public Works Department, on the Capital and Revenue Accounts of Railways in India for 1897-98, No. 136 R., dated 6th April 1899.

RESOLUTION.—The note by the Accountant General, copy of which is appended, exhibits the transactions of the Public Works Department with regard to Railways during the year 1897-98, and shows the financial results to the State of the working of State and Guaranteed railways.

2. During the year under review, 183¾ additional miles of railway were opened for traffic, and the further capital outlay incurred was as under:—

	Miles.	Capital outlay.	
		Rx.	£
State Railways—			
Productive	46¼	4,364,000	...
Defensive	...	252,481	...
Total State railways ...	46¼	4,616,481	...
Guaranteed railways	...	...	399,558
State lines leased to Companies ...	137½	...	2,146,373
Branch line companies ...	...	687,937	...
	183¾	5,304,418	2,545,931

The mileage open at the end of the year aggregated 18,170½ miles exclusive of 2,994 miles of lines belonging to Native States and other bodies, with which the Government of India have no financial concern.

The capital outlay incurred on construction of State and Guaranteed railways to the end of 1897-98 stood as under:—

	Rx.	£
(i) On State lines—		
Direct capital outlay including outlay incurred from debentures raised by the East Indian Railway Company ...	99,749,483	...
Redemption of liabilities	...	33,553,451
(ii) On State lines leased to Companies ...	...	29,484,713
(iii) On Guaranteed railways ...	...	46,573,637
(iv) Branch line companies ...	1,050,082	...
	100,799,565	109,611,801

3. The gross revenue for the year showed an increase of Rx. 1,125,254, over that of the previous year, bringing the total up to Rx. 24,474,090 derived as under :—

1896-97. Rx.		1897-98. Rx.
17,639,604	State railways	19,044,525
5,685,180	Guaranteed railways	5,414,596
24,052	Subsidised railways (repayment of advances of interest)	14,969
23,348,836	GRAND TOTAL	24,474,090

The gross charges for the year showed a decrease of Rx. 102,111, bringing the total expended down to Rx. 25,906,706 as under :—

1896-97. Rx.		1897-98. Rx.
11,487,615	Working expenses	11,926,607
830,256	Surplus profits, share of net earnings, etc. ...	598,101
5,217,085	Interest on sterling outlay, including interest paid to Guaranteed Companies ...	5,050,245
5,452,514	Interest on debt incurred for Capital ...	5,509,138
2,844,343	Terminable annuities issued for purchase of railways	2,676,715
177,004	Other charges	145,900
26,008,817	GRAND TOTAL	25,906,706

The transactions thus recorded result in a net charge to the State of Rx. 1,432,616, as compared with a net charge of Rx. 2,659,981 in the preceding year. In paragraph 7 of the Accountant General's note, the charge for the year will be seen to have been distributed as follows :—

1896-97. Rx.		1897-98. Rx.
—1,096,659	State railways	—15,691
—1,438,453	Guaranteed railways	—1,301,905
—60,968	Subsidised Companies	—98,791
—63,901	Miscellaneous	—16,229
—2,659,981	Net charge	—1,432,616

The transactions of the principal lines working up to the above result were as follows :—

Railway.	Gross Traffic earnings.	Charges. Working expenses including Companies' share of surplus profits, etc.	Interest and annuities.	Charges of land and cost of controlling establishments, etc.	Total charges.	Gain + or loss—
State Railways.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
East Indian	5,884,481	1,953,204	2,641,776	...	4,594,980	+ 1,289,501
Rajputana-Malwa system ...	1,974,470	993,044	606,981	...	1,600,025	+ 374,445
Bengal-Nagpur	615,311	317,083	498,795	...	815,878	— 200,567
Burma railways	869,276	519,780	389,806	...	909,586	— 40,310
Eastern Bengal	1,530,213	666,422	591,637	...	1,258,059	+ 272,154
Bengal and North-Western and Tirhoot.	625,039	443,359	103,980	...	547,339	+ 77,700
Oudh and Rohilkhand ...	882,106	461,517	572,072	...	1,033,589	— 151,483
Indian Midland	568,634	312,564	408,451	...	721,015	— 152,381
North-Western	3,482,821	1,830,178	2,262,205		4,092,383	— 609,562
South Indian	894,402	507,839	382,079	...	889,938	+ 4,464
East Coast	306,218	211,359	232,143	...	443,502	— 137,284
Southern Mahratta and Mysore.	807,429	571,194	489,762	...	1,060,956	— 253,527
Other railways	604,125	413,639	679,327	...	1,092,966	— 488,841
Total State railways ...	19,044,525	9,201,202	9,859,014	...	19,060,216	— 15,691
Guaranteed Railways.						
Great Indian Peninsula ...	2,873,077	1,873,726	1,862,296	7,480	3,743,502	— 870,425
Bombay, Baroda and Central India.	1,401,789	889,578	681,608	3,761	1,574,947	— 173,158
Madras	1,139,730	560,202	813,180	4,670	1,398,052	— 258,322
Total Guaranteed railways ...	5,414,596	3,323,506	3,377,084	15,911	6,716,501	— 1,301,905
Subsidised railways ...	14,969	...	...	113,760	113,760	— 98,791
Miscellaneous Railway Expenditure.	...	...	...	16,229	16,229	— 16,229
GRAND TOTAL ...	24,474,090	12,524,708	13,236,098	145,900	25,906,706	— 1,432,616

The traffic during the year improved considerably owing to the movement of troops in connection with the expeditions on the North-West Frontier and to the revival of traffic after the famine. The charge for interest and annuities was smaller owing to the rate of exchange that obtained during the year being more favourable. In return for the charge of Rx. 1,432,616 the State receives all the indirect benefits arising from a railway system of 18,170½ miles open to traffic.

4. The net receipts accruing to Government from all State lines, after deducting the payments made to working Companies in respect of surplus profits or share of net earnings, amounted to Rx. 9,843,323 (paragraph 12 of Accountant

General's note), which gives a return of 5·67 per cent. on the total capital outlay actually incurred by the State as entered in rupees in the Government Accounts. This capital outlay does not, however, include that portion of the purchase price of the East Indian, the Sind, Punjab and Delhi and the Eastern Bengal Railways, which is being redeemed by the payment, from current revenues, of terminable annuities. If, however, in the case of the Guaranteed railways that have been purchased by Government the amounts of capital expended by the several companies prior to their purchase by the State *plus* the capital outlay since incurred by the State, be taken in lieu of the figures now appearing in the Government Accounts which, as explained above, do not include certain transactions, the return given by the net receipts (Rx. 9,843,323) is 4·83 per cent., as shown in paragraph 16 of the Accountant General's note. These percentages indicate a satisfactory return on the capital expended, and the fact that there was a net charge to the State of Rx. 15,691 in respect of the State railways, as shown in paragraph 3 above, is due partly to the loss by exchange on the payments in England of the annuities and interest on the sterling portion of the capital, and partly to the fact that the annuities that are charged against the net revenues cover the enhanced value at which the capital of the several companies was taken over by Government and include also sinking fund charges for the redemption of the capital.

5. In paragraph 17 of the note the Accountant General gives yet another way in which the return from State railways may be stated. Remittances have to be made yearly from India to pay the interest in England on a sterling capital of £ 98,486,517. The equivalent of this sum in rupees, at the rate of exchange applicable for the year, added to the sum of Rx. 104,277,346, representing the Rupee capital on which interest is paid in India, gives the total capital as Rx. 258,223,567 and the net receipts of Rx. 10,152,033 give a return of 3·93 per cent. thereon.

In the case of the East Indian Railway the net return on the capital stated in this way is 6·93 per cent., and this is practically what the East Indian Railway deferred annuity holder, as partner with Government, receives.

6. The working of the three Guaranteed railways during the year is reviewed in paragraphs 57 to 60 of the note. Including charges for land and supervision, the result has been a loss to the State of Rx. 1,301,905. Each of these railways was worked at a loss during the year under review, the loss entailed on individual lines being as under :—

	Rx.
Great Indian Peninsula Railway	870,425
Bombay, Baroda and Central India Railway	173,158
Madras Railway	258,322
TOTAL ...	1,301,905

On the other hand, however, although the result of working the Guaranteed railways has been a net loss to the State of Rx. 1,301,905, the Companies received during the year from Government a total sum of Rx. 109,280 as their share of surplus profits, which are, under the terms of the contracts, declared half-yearly the sterling interest being converted for the purpose of this division at the fixed contract rate of 1*s.* 10*d.* against 1*s.* 3·3539100*5d.* the rate adopted in the Government Accounts of the year under review. The unfavourable effects of this provision in the contracts with regard to each line are brought out in paragraph 58 of the Accountant General's note.

The Governments of Madras and Bombay (Railway), Bengal, the North-Western Provinces and Oudh, the Punjab and Burma.
The Chief Commissioners of the Central Provinces and Assam.
The Resident at Hyderabad.
The Agents to the Governor-General for Central India, Rajputana and Baluchistan.
The Accountant General, Public Works Department.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.
The Managers, North-Western, Eastern Bengal, Oudh and Rohilkhand, and East Coast Railways.
The Engineers-in-Chief, Mari-Attock Railway, Indus Bridge, Godavari Bridge, Hardwar-Dehra Railway and Ghaziabad-Moradabad Railway.

ORDER.—Ordered, that the foregoing with a copy of the note referred to, be forwarded to the Local Governments, Administrations and Officers noted on the margin, for information.

Ordered also, that a copy of the resolution and note be forwarded to the Department of Finance and Commerce, and that the papers be published in the *Gazette of India*.

Secretary to the Government of India.

Documents accompanying.

Note by the Accountant General, Public Works Department, No. 136 R., dated 6th April 1899.

To

The Secretary to the Govt of Madras
P. W. D. Railway Branch

50 Share Opn. Central Provinces Co

G. C. Press, Simla.—No. 60 P. W. D., A. G.—5-6-99.—930.

Accompaniment to Public Works Department Resolution No. 140 A. R., dated 1st June 1899.

Note by A. R. Becher, Esq., Accountant General, Public Works Department, upon the Capital and Revenue Finance Accounts of Railways in India for 1897-98.

The revenue and expenditure of the Railway Branch of the Public Works Department is recorded under the following major heads:—

Revenue—

XXVI.—State Railways (Gross Traffic Receipts).
XXVII.—Guaranteed Companies (Net Traffic Receipts).
XXVIII.—Subsidized Companies (Repayment of advances of interest).

Expenditure—

34.—Construction of protective Railways (charged against Famine Insurance).
37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance).
38.—State Railways—Working Expenses, Interest charges, etc.
39.—Guaranteed Companies—Surplus Profits, Land, Supervision and Interest.
40.—Subsidized Companies—Land, Subsidies and Advances of Interest.
41.—Miscellaneous Railway Expenditure (Surveys, etc.).
48.—State Railways—Construction.
51.—State Railways—Capital charge involved in Redemption of Liabilities.

2. In addition to the foregoing, this note and the accounts attached to it include the transactions recorded in the Finance and Revenue Accounts under the head "Capital Account of Indian Railway Companies," as well as the transactions of the following Native States Railways, the accounts of which are dealt with in this Department:—

Bhopal State Railway (Bhopal Section).
Amraoti Railway.
Khamgaon Railway.

3. The Warora and Umaria Collieries, both as regards capital and revenue transactions, are classed under State Railways.

4. For convenience, this note is divided into the following sections:—

Section *A*.—State Railways—Revenue transactions (Major heads XXVI and 38).
" *B*.—Guaranteed Railways—
(*i*) Revenue transactions (Major head XXVII).
(*ii*) Surplus Profits, Land, etc. (Major head 39).
" *C*.—Subsidized Companies (Major heads XXVIII and 40).
" *D*.—Miscellaneous Railway Expenditure (Major head 41).
" *E*.—Construction Expenditure (Major heads 34, 37, 48 and 51).
" *F*.—Capital Account of Guaranteed Companies.
" *G*.—Capital Account of Indian Railway Companies (exclusive of the three old Guaranteed Companies).
" *H*.—Railways belonging to Native States.

General results of the year.

5. An account is submitted with this review exhibiting in abstract, by Fund and Finance heads, the Revenue and Expenditure on account of State and Guaranteed Railways during the year, and a comparison is made therein of the results of the year, with the Budget and Revised Estimates and with the actuals of 1896-97.

6. The outlay on construction was as follows:—

	Rx.
34.—Construction of protective Railways (Famine Insurance)	...
37.—Construction of Railways (charged against Revenue in addition to the above)	3,792
48.—Construction of Railways (not charged to Revenue)	3,632,005
Capital outlay by the old Guaranteed Companies	437,819
State lines constructed by the agency of Companies	3,526,515
Assisted Companies	687,937
Capital outlay met from debentures raised by the East Indian Railway Company	980,684
TOTAL	9,268,752

7. The results shown by the Railway Revenue Account are as follows:—

	State Railways.	Guaranteed Railways.	Subsidized Companies.	Miscellaneous.	Total.
	Rx.	Rx.	Rx.	Rx.	Rx.
Gross Receipts	19,044,525	5,414,596	14,969	...	24,474,090
Working expenses	8,713,403	3,213,204	...	...	11,926,607
Net earnings	10,331,122	2,201,392	14,969	...	12,547,483
Charges upon net earnings.					
Surplus profits and share of net earnings, etc., paid to Companies	487,799	110,302	...	...	598,101
Interest on debt incurred for Capital	5,509,138	...	...	...	5,509,138
Annuities charged upon Revenue Accounts,* £1,712,419	2,676,715	...	...	...	2,676,715
Interest on advances of Capital by the Secretary of State, £218,884	429,873	...	...	...	429,873
Interest on Capital deposited by Companies, £784,779	1,243,288	...	...	...	1,243,288
Guaranteed interest of the old Companies	...	3,377,084	...	...	3,377,084
Land charges, supervision and subsidies	...	15,911	113,760	...	129,671
Advances of interest to certain Companies	...	...	...	...	...
Miscellaneous Railway Expenditure	...	...	...	16,229	16,229
Total charges	10,346,813	3,503,297	113,760	16,229	13,980,099
Net gain + or loss — to Government	—15,691	—1,301,905	—98,791	—16,229	—1,432,616
Compared with—					
In 1896-97	—1,096,659	—1,438,453	—60,968	—63,901	—2,659,981
„ 1895-96	—493,868	—1,061,752	+7,001	—71,649	—1,620,268
„ 1894-95	—737,450	—1,535,679	+25,000	—100,360	—2,348,489
„ 1893-94	—866,180	—778,938	+13,054	—103,439	—1,535,503

8. From the foregoing statement it will be seen that after meeting all charges for annuities and interest (including interest on capital expended on lines not opened for traffic), charges for land for Companies' lines and miscellaneous expenditure on surveys, etc., the result of the year is a net charge to the State of Rx. 1,432,616. The traffic during the year improved considerably owing to the movements of troops in connection with the expeditions on the North-West Frontier and to the revival of traffic after the famine; the rate of exchange which obtained for the year was also somewhat more favourable, with the result that the net charge is lower than in the previous year by Rx. 1,227,365 when it amounted to Rx. 2,659,981. The loss in this as in previous years may, however, be directly attributed to the low exchange prevailing. The interest and annuities paid in England amounted to £5,841,911, which, at the exchange of 15·35391005*d.* the rupee, aggregated Rx. 9,131,606, the difference between this and the old par of exchange being no less than Rx. 3,289,695.

9. In Schedule J will be found the charges upon the general tax-payer in respect of the construction of railways in India from 1858-59.

* These annuities are terminable between the years 1953 and 1958.

SECTION A.

(i) State Railways.

Gross Receipts and Working Expenses.

10. At the beginning of the year under review 15,378 miles of State Railway were open for traffic,* *viz.* :—

	Miles.
State lines worked by the State—	
Standard gauge	4,459¾
Metre gauge	599
Special gauge	36
	5,094¾
State lines worked by Companies—	
Standard gauge	3,740¼†
Metre gauge	6,543 ‡
	10,283¼
Total	15,378

11. During the year 1897-98, the following lengths of line were opened for traffic :—

	Miles.	Miles.
East Indian—		
Salanpur branch extension		1¼
Indian Midland—		
Saugor to Damoh		47¾
Bengal and North-Western (Company's section)—		
Salimpur to Barhaj	12¾	
Mohinpurwa to Katarnian Ghât	27	
		39¾
Burma—		
Mogaung to Myitkyina	37	
Myhohaung to Sedaw	13	
		50
Cawnpore-Burhwal (metre-gauge link)—		
Aishbagh to Cawnpore		45
Total		183¾

These figures give a total open mileage of 15,561¾ miles at the end of the year, and allowing for corrections in mileages, including miles 13¾ for the Rindli branch of the North Western Railway which was previously omitted, the mileage open on 31st March 1898 was 15,582½ § miles. The mileage of railways classed respectively as Imperial and Provincial was as under :—

	Miles.
Imperial	15,433½‖
Provincial	149
Total	15,582½

* Administration Report on the Railways in India for 1897-98—Part I, Appendix A.

† Includes Bengal Central Railway.

‡ Includes Bengal and North-Western Railway.

} Both these railways are the property of Companies, but for convenience are classified as State Railways.

§ As per Administration Report on the Railways in India for 1897-98—Part I, Appendix A. Miles. 15,583

Add—Cherra-Companygunj Railway now treated as a tramway for administrative purposes . 8

15,591

Deduct—Calcutta Port Commissioners' Railway now treated as a railway for administrative purposes 8½

15,582½

‖ Includes Bengal Central and Bengal and North-Western Railways.

12. The gross receipts of the year amounted to Rx. 19,044,525, the working expenses to Rx. 8,713,403; the share of net earnings, surplus profits, and contributions to Provident Funds paid to Companies to Rx. 487,799, raising the total charges to Rx. 9,201,202 and leaving Rx. 9,843,323 as the net receipts accruing to Government from all the State lines during 1897-98. This result is better than that of 1896-97 by Rx. 1,023,272.

13. The Capital expenditure incurred by, or on the direct responsibility of, the State, including the Capital charge involved by incurring a specific amount of debt in purchase or redemption of liabilities in connection with lines formerly belonging to Guaranteed Companies and acquired by the State, is as under:—

	Rx.	£
(*i*) On State lines (*vide* Schedule G)—		
(*a*) Direct Capital outlay . . .	97,061,400	...
(*b*) Expenditure incurred from debentures raised by the East Indian Railway Company	2,688,083	...
(*c*) Redemption of liabilities . . .	...	33,553,451
(*ii*) On State lines leased to Companies (Capital raised wholly or in part by Companies under guarantee), *vide* para. 127 .	40,399,530*	...
TOTAL .	140,149,013	33,553,451

14. This sum, however, includes expenditure on lines not opened for traffic at the close of the year under review; on materials held in reserve on the North-West Frontier and with Store-keepers at ports; on projects abandoned or in abeyance as well as inefficient expenditure incurred in connection with lines transferred to Companies, the total amount involved being Rx. 12,341,069 (*vide* Schedule H). Excluding such expenditure, the open line Capital outlay at the close of 1897-98 may be stated at Rx. 161,361,395.

15. The net receipts accruing to Government for the year, Rx. 9,843,323, give a return on the total Capital outlay at the close of the year as thus stated at the rate of 5·67 per cent., and on the *open line* Capital outlay at the rate of 6·10 per cent.

16. The above results, although representing correctly the return on the Capital outlay actually incurred by the State, cannot be taken as giving the true returns from the State Railways on the actual money expended upon the various undertakings. Those of the old Guaranteed Railways, which have been purchased by the State, were for the most part acquired by the payment of annuities, including the establishment of sinking funds which will redeem the capital at the expiry of the periods for which the annuities are to run. These charges are met from current revenues, and in respect of the capital thus to be redeemed, no charge appears in the Government account of Capital outlay. On the other hand, in the case of the Oudh and Rohilkhand Railway, which was purchased outright, the outlay, as shown in the Government books, includes the premium paid on the Company's share Capital. The actual outlay incurred on the State Railways—taking, in the case of the Guaranteed Railways purchased by Government, the amounts expended by the several Companies *plus* the expenditure since incurred on construction—may† be stated at Rx. 203,622,044,‡ and on open lines at Rx. 191,280,975, *vide*

* Excludes the outlay on the Bengal and North-Western Railway not guaranteed by the State.

† Sterling figures in the old Companies' accounts were converted at fixed contract rates. The difference between contract and actual average rates cannot be stated.

	Rx.	Rx.
‡ Outlay as recorded in Finance and Revenue Accounts (*vide* para. 13) .		173,702,464
Add—Difference between outlay included above and actual rupee expenditure on lines purchased from Companies (*vide* Schedule A)—		
East Indian	21,643,501	
Eastern Bengal	1,953,777	
Sind, Punjab and Delhi	7,172,333	
South Indian	324,254	
	31,093,865	
Deduct—Premium on Oudh and Rohilkhand Railway . . .	1,174,285	
		29,919,580
TOTAL .		203,622,044

Schedule A, on which amounts the net receipts for 1897-98 give a return at the rate of 4·83 and 5·14 per cent., respectively.

17. Dealing with the matter in yet another way, the return from State Railways including the lines taken over from Companies might be stated as follows. The capital involved in the purchase of the East Indian Railway, the Eastern Bengal Railway, the Sind, Punjab and Delhi Railway, the Oudh and Rohilkhand Railway, and the South Indian Railway is stated partly in sterling and partly in rupees.

From the rupee earnings on these Railways, on other State Railways whose entire capital is stated in rupees, and on the State lines leased to Companies, remittances have to be made yearly to pay the sterling interest upon a sum of £98,486,517, which is the amount of the sterling capital; while rupee interest is paid in India upon Rx. 104,277,346, which is the amount of the rupee capital involved.

The effect as regards dividend to a shareholder is the same as if the sterling sum of £98,486,517 were converted into rupee capital at the rate of exchange for the year and the resulting rupees added to the rupee capital of Rx. 104,277,346 to form the total upon which the shareholder's return is based. Stated in this way the Capital outlay on these lines is equivalent to Rx. 258,223,567, and the net receipts of Rx. 10,152,033 give a return of 3·93 per cent. thereon.

18. The net receipts from the following Railways exceeded the interest charges for the year:—

RAILWAYS.	Net Receipts (less surplus profits and net earnings paid to Companies).	Interest and annuities, etc.	Surplus to State.
IMPERIAL.	Rx.	Rx.	Rx.
East Indian	3,931,277	2,641,776	1,289,501
Rajputana-Malwa System	981,426	606,981	374,445
Tirhoot	181,680	103,980	77,700
Eastern Bengal	863,791	591,637	272,154
Palanpur-Deesa	1,227	933	294
Warora Colliery	15,633	7,579	8,054
Lucknow-Bareilly	36,404	36,186	218
South Indian	386,543	382,079	4,464
Guntakul-Mysore Frontier	26,516	23,608	2,908
PROVINCIAL.			
Mayavaram-Mutupet	10,854	9,933	921

19. The net receipts of the North Western Railway fell short of the interest and annuity charges by Rx. 609,562, and were sufficient to give a return of only 3·57 per cent. on the actual Capital outlay. This is due to the unfavourable results on the Frontier section and to the heavy charge for exchange on the sterling payments of interest and annuities.

20. The financial results to the State of the working of the Companies' lines, classed as State Railways, are shown more fully in Schedule I. See paragraph 9.

Comparison with Actuals during 1896-97 and Budget and Revised Estimates.

21. The actual gross receipts and working expenses of State Railways for the year 1897-98 compare with the actuals of 1896-97, and with the Budget and Revised Estimates as under:—

	Actuals, 1897-98.	Revised Estimate.		Budget Estimate.		Actuals, 1896-97.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Gross receipts .	19,044,525	18,995,000	+49,525	18,023,700	+1,020,825	17,639,604
Working expenses (including surplus profits, etc.).	9,201,202	9,299,100	—97,898	9,027,300	+173,902	8,819,553
Net receipts .	9,843,323	9,695,900	+147,423	8,996,400	+846,923	8,820,051

Receipts.

22. *With Actuals of 1896-97.*—The receipts are more than the actuals of the previous year by Rx. 1,404,921, the improvement being due to an increase in traffic chiefly on the East Indian and North Western Railways to the extent of Rx. 433,565 and Rx. 594,914, respectively. The following lines also shew increases :—Burma Railways (Rx. 65,014), Assam-Bengal (Rx. 40,106), Bengal and North-Western and Tirhoot (Rx. 60,033), Oudh and Rohilkhand (Rx. 63,485), Indian Midland (Rx. 82,888), and East Coast (Rx. 40,236). There were decreases on the Rajputana-Malwa and Southern Mahratta Railways which went to reduce the total increase in the traffic.

The increase of Rx. 433,565 on the East Indian Railway occurred partly under coaching and partly under goods traffic. Under the former the increases were principally in the pilgrim and Government traffic. The pilgrim traffic developed chiefly during the months, October to December 1897, which were considered auspicious for religious ceremonies, and there were large gatherings of pilgrims at Buxar, Allahabad, Thaneswar and the several riverside stations during January 1898 in connection with the solar eclipse and the *Magh mela*. The largest increase, however, occurred in the receipts from Government traffic, due to large despatches of Ordnance and Commissariat stores, and to the running of troop extra and mule trains in connection with the mobilization of troops for the expeditions on the North-West Frontier. The rise in the goods traffic was contributed largely by the traffic in rice, wheat, coal, railway materials carried for foreign lines, and piece-goods. The increase in the rice traffic is explained as due to the upward movements of Burma rice for the famine-stricken districts; the increase in wheat traffic to an improvement in the traffic for local consumption; the increase in the coal traffic to a great demand for export to the coast ports and for use in mills and factories; the increase in the receipts for carriage of railway materials, to the carriage of plant, sleepers and rolling-stock for the Bengal and North-Western, Oudh and Rohilkhand and Eastern Bengal Railways; and that in cotton piece-goods to a large traffic in this commodity to the North-Western Provinces and Oudh and to the Punjab.

The increase on the Burma Railways is attributed to the continued prosperity of Lower Burma—the result of good crops, to the high price of paddy and consequent good trade and to the general development of traffic.

The increase on the Assam-Bengal Railway was due to the development of traffic.

The increase on the Eastern Bengal State Railway occurred entirely under goods traffic, the receipts from which were Rx. 61,148 more than in the previous year, and was due to a good jute crop in the last quarter of the year, and to the carriage of construction stores for the Hajipur Extension of the Tirhoot State Railway and for the Branch lines connected with the Eastern Bengal State Railway. There was, however, a falling off in receipts from coaching traffic to the extent of Rx. 30,752, which was due in a great measure to the stoppage of traffic owing to damages caused to the line by the earthquake of 1897 and by the famine of the previous year.

The increase on the Bengal Central Railway is attributed to the development of traffic under all heads of account.

The increase on the Bengal and North-Western and Tirhoot Railways is attributed to the earnings of the previous year having been affected by the famine, to additional mileage having been opened during the year, and to the development of traffic *vid* Burhwal.

The increase on the Oudh and Rohilkhand Railway occurred chiefly under Sundries, and was due almost entirely to enhanced receipts for hire of stock lent to the East Indian and Eastern Bengal Railways. Some portion of the increase was also due to the military operations on the North-West Frontier.

The increase on the Indian Midland Railway was due chiefly to the movement of troops in connection with the frontier expeditions; to the traffic in wheat having proved favourable; to an increase in the traffic in rape-seed for export owing to the failure of the crop in Europe; to a large traffic in sugar and jaggaree, and to an increase in the receipts on account of mileage and demurrage of stock and the adjustment of arrears of shunting charges at joint stations.

The increase on the Lucknow-Bareilly Railway occurred chiefly under goods traffic and was due to a large export traffic in cereals, in oil-seeds and in jaggaree, the result of the favourable rains of 1897 and a good winter harvest. Coaching traffic also improved as the agricultural population made more use of the railway than in 1896.

The increase of Rx. 594,914 on the North Western Railway was due mainly to the Frontier expedition, and to the revival of the wheat trade after the famine. The increases under coaching and goods were Rx. 226,191 and Rx. 434,064 respectively.

The increase on the Guntakul-Mysore Frontier Railway occurred chiefly under goods traffic, and was due to the large exports of food-grains from the Mysore State passing over this line.

The increase on the Mysore State Railway occurred chiefly under goods traffic and was due to large exports of food-grains to the Poona and Bijapur branches and to foreign railways *viâ* Guntakal and Poona. There was, however, a falling off in the earnings from passenger traffic owing partly to the failure of the Mallur Bridge and the temporary stoppage of communication in consequence, and partly to the plague restrictions.

The increase on the East Coast Railway is attributed to additional mileage having been opened during the year; to the carriage of materials for the Bengal-Nagpur and Bezwada-Madras Railways, and to increased traffic in Manganese ore from the mines at Garividi exported *viâ* Vizagapatam.

The decrease on the Rajputana-Malwa Railway System occurred chiefly under coaching traffic due partly to the stringent measures introduced to restrict the movement of passengers from areas affected by plague, and partly to the period, April to September 1897, having been considered unpropitious for marriages. The goods earnings shewed an increase owing to an improvement in cotton, sugar, and other traffic.

The decrease on the Southern Mahratta Railway occurred chiefly under coaching traffic, and was due to the measures adopted by Government to prevent the spread of the bubonic plague. The goods traffic shewed an increase, the result of a larger movement of food-grains owing to famine and of better traffic in salt, chillies, and other articles of merchandise.

The decrease on the Dhond and Manmad State Railway occurred chiefly under coaching traffic, and is attributed to the prevalence of the plague in the Bombay Presidency which restricted the movement of passengers.

23. *With Budget Estimate.*—The actuals were more than the Budget Estimate by Rx. 1,020,825, the principal increases being on the East Indian and North Western Railways to the extent of Rx. 584,181 and Rx. 482,821, respectively. The more important variations from the Budget Estimate on individual lines are as under:—

The increase of Rx. 584,181 on the East Indian Railway is attributed to the Budget Estimate having been placed at a moderate figure owing to uncertainty as to the prospects of the year in consequence of the plague and the scarcity that prevailed at the time. The famine, however, contributed to an increase of the goods traffic by the movement of imported food-grains to the famine-stricken districts.

The increase on the Burma Railways is attributed to the receipts having been under-estimated in the Budget Estimate as it was anticipated that the receipts were not likely to exceed those of the previous year which was a bumper one. A second year, however, of even greater general prosperity ensued with the result that the railway earnings for the year are the highest on record.

The increase on the Eastern Bengal State Railway was due to the traffic in jute having been very favourable, and to an increase in the receipts from sundry traffic, the causes for which are explained in paragraph 22 above.

The increase on the Bengal Central Railway was due to the causes mentioned in paragraph 22 above.

The increase on the Bengal and North-Western and Tirhoot Railways was due chiefly to an improvement in the receipts from steamboat traffic. There was a decrease in the goods traffic owing to the estimate having been fixed at too high a figure.

The increase on the Indian Midland Railway is attributed chiefly to the exceptional troop traffic which passed over the line to and from the North-West Frontier, and to large imports of grain into the tract of country affected by famine and scarcity not having been anticipated at the time the Budget Estimate was prepared.

The increase on the Lucknow-Bareilly Railway was due to the development of passenger traffic, to larger exports of grain seeds and jaggaree, the winter harvest having been very good in consequence of the favourable rains of 1897.

The large increase of Rx. 482,821 on the North Western Railway is attributed to the causes mentioned in paragraph 22 above.

The increases on the Mysore State and East Coast Railways were due to the causes mentioned in paragraph 22 above.

The decrease of Rx. 275,530 on the Rajputana-Malwa Railway is made up of decreases under coaching traffic, Rx. 69,586, and goods traffic, Rx. 213,887. When the Budget Estimate was under preparation, it was anticipated that the line would do as well if not better than in the previous year, but owing to famine and plague these expectations were not realised.

The decrease on the Bengal-Nagpur Railway is attributed to there not having been much grain in stock for export during the year, owing to the failure of the rains of 1896, the new crops not having been available for despatch. The plague also interfered with the development of traffic.

The decrease on the Assam-Bengal Railway was due to traffic on certain portions of the line having had to be suspended owing to damages caused by the earthquake of June 1897. The railway also suffered very considerably as regards its earning power from the effects of the very severe cyclone which visited the Chittagong end of the line at the close of October 1897. Owing to the earthquake and the cyclone, the southern section of the line from Akhaura to Bardapur had to be temporarily closed; the Gauhati section was closed for the remainder of the year, and the Chittagong section was only re-opened throughout for all kinds of traffic from 1st December 1897.

The decrease on the South Indian Railway occurred in both coaching and goods traffic, and is attributed to the prevalence of plague in the Bombay Presidency; to a marked falling off in the pilgrim traffic; to the failure of the paddy crops in the Tanjore District, and of oil-seeds in the Northern Districts having affected local traffic considerably, and to the opening of the Periyar Project having decreased the demand for grain in the Madura District.

The decrease on the Dhond and Manmad State Railway is due to the continuance of plague throughout the year.

The decrease on the Southern Mahratta Railway was due to the causes mentioned in paragraph 22 above.

24. *With Revised Estimate.*—The actual receipts approximate very closely to the Revised Estimate, the result being an increase of only Rx. 49,525. The more important variations on individual lines are explained below:—

The increase on the Rajputana-Malwa Railway was due to an improvement in coaching and goods traffic during the last quarter of the year.

The increase on the Bengal-Nagpur Railway occurred chiefly under goods traffic, and was due to an improvement in that traffic during the closing months of the year.

The increase on the Burma Railways occurred chiefly under goods, and was due to the paddy traffic during the last four months of the year having been very favourable.

The increase on the Eastern Bengal State Railway was due to the passenger traffic having improved towards the close of the year and to a heavy jute traffic during the last quarter of the year.

The increase on the Bengal and North-Western and Tirhoot Railways occurred chiefly under goods traffic, and is attributed to the development of traffic.

The decrease in receipts on the East Indian Railway is attributed to earnings remaining unrealised at the close of the year.

The decrease on the Oudh and Rohilkhand Railway is attributed to the additional precautions which were found necessary in connection with the plague having led to the stoppage for a time of bookings of passengers to Hardwar and adjacent stations; to the agricultural produce, although the harvests were good, not having come on to the line until quite at the close of the year.

The decrease on the North Western Railway is attributed to large outstandings against the Commissariat Department on account of the Frontier expedition.

Working Expenses.

25. *With Actuals of 1896-97.*—The increase of Rx. 381,649 in working expenses as compared with the actuals of the previous year was due generally to the larger traffic worked. The increase in working expenses is equivalent to about 27 per cent. of the increased earnings—

The large increase of Rx. 104,183 on the East Indian Railway is attributed chiefly to a larger payment on account of the

Company's share of surplus profits due to the improvement in earnings. There were, however, increases under locomotive expenses due to the extra train mileage worked; under traffic expenses due partly to the increased cost of handling goods and of train staff due to the rise in traffic, and partly to the expenditure on the extended system of lighting carriages with Pintsch's gas; and under special and miscellaneous expenditure due principally to large payments to Foreign Railways on account of hire of vehicles, mileage and demurrage of stock and running powers to meet the demands of the abnormal traffic. There were decreases under maintenance due to the work of ballasting and relaying having been retarded by the extra train service, and to the re-ballasting of the Jubbulpore line having been completed in the previous year, and under carriage and wagon expenses due chiefly to credits for wagons transferred to the Moghal Sarai-Gya Extension and the South Behar Railway.

The increase on the Burma Railways was due to heavy repairs to damages caused by floods and to the station buildings at Katha which were burned down having had to be rebuilt; to heavy repairs to locomotive engines and to larger running expenses owing to the increased mileage worked; to increases in the station and train staff owing to the opening of new stations and the extra train mileage worked; to adjustments in connection with the police force employed on the Railway from 1st September 1896 having been carried out in the year under review, and to the payment to the Company for the first time of their share of surplus profits.

The increase on the Assam-Bengal Railway was due to the larger traffic worked.

The increase on the Eastern Bengal State Railway was due to repairs to damages caused by the earthquake; to the replacement of 6 broad-gauge locomotive engines; to the construction of 5 third class carriages and 16 low-sided wagons; to the heavier traffic worked, and to the hire of locomotives from the Oudh and Rohilkhand Railway, and to mileage and demurrage of foreign vehicles owing to the increase in traffic.

The increase on the Bengal and North-Western and Tirhoot Railways was due to the additional train mileage run and the opening of new extensions; to an increase under steam-boat service owing to heavy repairs, and to a larger payment to the Bengal and North-Western Railway Company on account of their share of net earnings.

The increase on the Oudh and Rohilkhand Railway is attributed to the cost of working the Cawnpore-Burhwal metre-gauge connection, a section only of which was opened in the second-half of the previous year, and to the payment during the year under review of heavy liabilities incurred in the previous year.

The increase on the Indian Midland Railway was due to the renewals of rails on the Scindia section and to the payment of grain compensation allowance to gangmen; to the running expenses having been heavier owing to the increased train mileage worked; to heavier repairs to locomotives, and to an increase in traffic expenses consequent on the grant of grain compensation allowance to the menial staff.

The increase of Rx. 119,589 on the North Western Railway was due chiefly to the additional train mileage run.

The increase on the Mysore State Railway was due to the increased traffic and to a larger payment to the Southern Mahratta Railway on account of the Company's share of net earnings.

The increase on the East Coast Railway was due to the cost of administration, which was in the previous year apportioned between Capital and Revenue, having been charged wholly to Revenue in the year under review and to heavy repairs to engines and vehicles

and the employment of additional establishment consequent on the extra traffic and mileage worked.

The decrease on the Rajputana-Malwa Railway was due chiefly to a smaller payment on account of the Bombay, Baroda and Central India Railway Company's share of surplus profits owing to the result of the year's working having proved less favourable than that of the previous year. There were also decreases under locomotive expenses due to less consumption of fuel and carriage of less coal, and increases under maintenance of way, works and stations due to heavy outlay on relaying, under carriage and wagon expenses due to heavy expenditure on repairs and renewals of vehicles, and under traffic expenses due to the retention of the full strength of staff owing to the uncertain state of traffic and to a rise in the price of castor oil.

The decrease on the Bengal-Nagpur Railway was due to special expenditure in connection with relaying permanent-way on the Katni-Umaria section and with the payment of arrears to the Great Indian Peninsula Railway having been incurred during the previous year.

The decrease on the South Indian Railway was due to 7½ miles of line only having been renewed during 1897-98 against 11½ miles during the previous year and to the cheaper rate at which coal was obtained.

The decrease on the Southern Mahratta Railway was due generally to the lines worked by the Company having to bear increased charges proportionate to the increase in their earnings. There was an increase under "Special and Miscellaneous" expenditure owing to the inclusion for the first time of 50 per cent. of the deposits in the Provident Fund during the half-year ended 31st December 1897 as a bonus to the fund as part of the working expenses. The special outlay incurred in the suppression and prevention of the plague at Hubli and other stations on the line, which was debited to the working expenses of the line, also accounts partly for the increase in expenditure under this head.

26. *With Budget Estimate.*—The actual working expenses exceeded the Budget Estimate by Rx. 173,902. The more important variations in line estimates are as under:—

The excess of Rx. 153,204 on the East Indian Railway was due to a larger payment on account of the Company's share of surplus profits and to heavier payments to foreign lines on account of hire of vehicles, etc.

The excess on the Burma Railways was due chiefly to the causes mentioned in paragraph 25 above.

The excess on the Eastern Bengal State Railway was due to repairs to damages caused by the earthquake; to hire of locomotives from other railways, and to mileage and demurrage on wagons.

The excess on the Bengal Central Railway was due to charges for the renewal of sleepers having been higher than was anticipated; to heavier repairs to stock and to the traffic worked having been heavier than was anticipated.

The excess on the Indian Midland Railway is attributed to the increased traffic and to insufficient provision having been made in the Budget Estimate for expenditure on extraordinary renewals.

The excess on the North Western Railway occurred mainly under locomotive expenses, and is attributed to the larger traffic worked. The outlay on maintenance was restricted under the orders of Government during the first part of the year.

The excesses on the Mysore State and East Coast Railways were due to the causes mentioned in paragraph 25 above.

The lapse on the Rajputana-Malwa Railway was due chiefly to the provision made for running expenses, fuel, and unclassified

expenditure under locomotive expenses having been in excess of requirements, and to a smaller payment on account of the Bombay, Baroda and Central India Railway Company's share of surplus profits owing to the net result of the year's working having proved much less satisfactory than was expected at the time the Budget Estimate was prepared.

The lapse on the Bengal-Nagpur Railway is attributed to delay in the receipt of rails from England and to credits for old materials for relaying done late in the preceding year having been accounted for in the year under review.

The lapse on the Assam-Bengal Railway was due to the stoppage of traffic on certain portions of the line as explained in paragraph 23 above.

The lapse on the Bengal and North-Western and Tirhoot Railways was due principally to a smaller payment to the Company on account of their share of net earnings owing to the Company's shares of net earnings for January and February 1898 having been over-estimated, and to the balance of their share for the half-year ended 31st December 1897 not having been paid to the Company until the following year.

The lapse on the Oudh and Rohilkhand Railway was due to short renewals of pot sleepers owing to the failure of the Barrakar Iron Works to supply them, and to the late arrival of girders; to the lighter traffic worked, and to savings on estimates for repairs and renewals of engines.

The lapse on the South Indian Railway was due to the requirements for cross sleepering girders having been over-estimated; to coal having been obtained at a cheaper rate; to engines ordered from England in replacement of condemned ones not having been received owing to the engineers' strike; to a smaller number of Jones' buffers having been fitted to stock, and to the restriction of expenditure ordered by the Government of India.

The lapse on the Southern Mahratta Railway is attributed chiefly to the fall in the traffic and the smaller train mileage worked in consequence.

27. *With Revised Estimate.*—The actual working expenses fell short of the Revised Estimate by Rx. 97,898. The more important variations on individual lines are explained below:—

The lapse on the East Indian Railway occurred chiefly under maintenance and carriage and wagon expenses, and was due to the causes mentioned in paragraph 25 above.

The lapse on the Rajputana-Malwa Railway was due to the requirements under renewals of permanent-way having been over-estimated, to a saving in the provision for running expenses, to reduced consumption of fuel, and to smaller renewals of locomotive engines. There was an excess in the payment made to the Bombay, Baroda and Central India Railway on account of the Company's share of surplus profits, owing to the net result of the year's working having proved better than was anticipated.

The lapse on the Bengal and North-Western and Tirhoot Railways was due chiefly to a smaller payment to the Company on account of their share of net earnings.

The lapse on the Oudh and Rohilkhand Railway is attributed to the lighter traffic worked during the last few weeks of the year, to short renewals of pot sleepers, and to short outlay on renewals of bridges.

The lapse on the North Western Railway was due chiefly to the requirements under maintenance of way, works and stations having been over-estimated.

The excess on the Bengal-Nagpur Railway was due entirely to fluctuations in the suspense accounts.

(ii) Interest and Annuities.

28. The charges for interest and annuities on account of State Railways for 1897-98 amounted to Rx. 9,859,014 as under:—

	England.		India.	Total.
	Sterling.	Rupee equivalent.		
	£	Rx.	Rx.	Rx.
Interest charged in India on debt incurred for direct outlay by the State	...	...	3,816,784	3,816,784
Interest on debt taken over or incurred in connection with lines transferred from Companies to the State:—				
On debentures since discharged	...	...	174,494	174,494
On debentures, debenture stock, and on India stock issued in redemption of annuities, debentures, and debenture stock and for purchase of undertakings	971,045	1,517,860	...	1,517,860
Annuities in purchase of Companies' lines	1,712,419	2,676,715	...	2,676,715
Interest chargeable against Companies on advances by Secretary of State	218,884	342,142	87,731	429,873
Interest on Capital deposited by Companies	784,779	1,226,704	16,584	1,843,288
Total	3,687,127	5,763,421	4,095,593	9,859,014

29. Interest is charged in India at 4 per cent. per annum on debt incurred for direct outlay by the State, except on a loan of Rx. 1,000,000 from His Highness the Maharaja Holkar for the Holkar State Railway, which bears interest at 4½ per cent. per annum.

30. The debt taken over or incurred in connection with lines acquired by the State from Companies is on account of the East Indian, Eastern Bengal, Sind, Punjab and Delhi (incorporated in the North Western Railway), Oudh and Rohilkhand and South Indian Railways, and consists of debentures and debenture stocks of the Companies, for which the State assumed the direct liability on the transfer of the lines to Government; of India stock issued in purchase of the Oudh and Rohilkhand and South Indian Railways; and of stock issued from time to time in redemption of portions of annuities or of debentures and debenture stock, which are bought up as opportunity offers.

The debentures discharged up to date are as under:—

	Rx.
East Indian Railway, £2,950,000 or expressed in Rx., converted at the official rates applicable under the contract	3,546,684
Eastern Bengal Railway, £612,350 or expressed in Rx., converted at the average rates for the years in which discharged	815,670

and interest is calculated at the rate of 4 per cent. per annum on these sums as in the case of direct outlay by the State.

31. The details of the interest charges and the charge on account of each line are as follows: —

	East Indian.	Eastern Bengal.	Sind, Punjab and Delhi (North Western).	Oudh and Rohilkhand.	South Indian.	Total.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
On debentures discharged .	141,867	32,627	...	...	...	174,494
On debentures and debenture stock	100,986	21,799	...	24,053	29,895	176,733
On India 3½ per cent. stock issued in redemption of portion of annuity and debenture stock .	362,442	30,861	249,672	—921	...	642,054
On India 3 per cent. stock issued in redemption of portion of annuity, debenture stock and debentures, and for purchase of undertakings from Railway Companies	11,622	33	...	484,561	187,398	683,614
On India 2½ per cent. stock issued in redemption of debentures .	...	...	...	...	11,915	11,915
On India 4 per cent. rupee debt issued in redemption of portion of annuity	...	...	...	...	...	...
Discount Sinking Fund in redemption of debt incurred in excess of money raised . .	...	...	...	3,544	...	3,544
Total .	616,917	85,320	249,672	511,237	229,208	1,692,354

32. The East Indian, the Eastern Bengal, and the Sind, Punjab and Delhi Railways were purchased by annuities: the East Indian Railway annuity, terminating in 1953, at the rate of £5-12-6 for every £100 stock of the Company; the Eastern Bengal, terminating in 1957, at £6-3-4·79 per £100 stock, and the Sind, Punjab and Delhi, terminating in 1958, at the rate of £5-3-3·141 per £100 stock. In the case of the East Indian Railway a portion of the annuity equivalent to one-fifth of the commuted value of the capital stock, or £6,550,000 has been deferred, and on this sum interest at 4 per cent. is guaranteed. The holders of this portion of the stock participate in the surplus profits.

33. The charges in respect of each line were as follows:—

	East Indian.	Eastern Bengal.	Sind, Punjab and Delhi (North Western).	Total.
	Rx.	Rx.	Rx.	Rx.
Annuity	1,327,350	182,621	580,242	2,090,213
Interest in lieu of deferred annuity	409,537	...	...	409,537
Sinking Fund	103,236	7,697	63,278	174,211
Contribution towards management of Sinking Funds, etc. . .	2,148	201	405	2,754
Total .	1,842,271	190,519	643,925	2,676,715

34. The charges under "Interest on capital deposited by Companies" and "Interest chargeable against Companies on advances" relate to the newer Companies, the lines undertaken by which are classed as State Railways. During later years, the funds required for additional capital works have been provided by advances made to the Companies from funds raised by the Secretary of State under the provisions of Act 51 Vict., Cap. 5. The charges for interest on these advances appear under the heading "Interest chargeable against Companies on advances." It has further been arranged that money

required for *Indian* expenditure on the construction of the extensions of the Bengal-Nagpur Railway and the Saugor-Katni Extension of the Indian Midland Railway shall be advanced in India, the expenditure in England on account of these Railways being met by sterling borrowing. The interest chargeable against the Companies on the rupee advances appears under India under the same heading. The East Indian Railway Company have also been allowed to raise sterling debentures to meet the capital expenditure on the main line and the extensions. The interest on these debentures is accounted for under the head "Interest on capital deposited by Companies."

35. The charges incurred in connection with each line are given in the following table:—

Railways.	Interest chargeable against Companies on advances.			Interest on Capital deposited by Companies.			Grand Total
	India.	England and Exchange.	Total.	India.	England and Exchange.	Total.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
East Indian . .	...	...	...	...	37,124	37,124	37,124
Bengal-Nagpur . .	73,667	140,212	213,879	...	284,916	284,916	498,795
Burma Railways . .	...	...	...	...	78,620	78,620	78,620
Assam-Bengal . .	...	...	...	...	111,372	111,372	111,372
Bengal Central . .	...	25,401	25,401	...	27,355	27,355	52,756
Indian Midland . .	14,064	68,327	82,391	883	325,177	326,060	408,451
Lucknow-Bareilly . .	...	...	...	15,701	...	15,701	15,701
South Indian . .	...	...	...	...	46,894	46,894	46,894
Southern Mahratta* .	...	108,202	108,202	...	315,246	315,246	423,448
Total .	87,731	342,142	429,873	16,584	1,226,704	1,243,288	1,673,161

* Including Mysore.

36. The charge in India against the Bengal-Nagpur Railway under "Interest chargeable against Companies on advances" includes Rx. 19,415 representing interest on capital expended by Government on the Katni-Umaria State Railway, which was subsequently taken over by the Bengal-Nagpur Railway Company as a part of its undertaking; this expenditure has not been refunded by the Company, but the State ranks as a shareholder to the extent of the capital contributed by it. The amount entered against the Lucknow-Bareilly Railway represents interest on money raised by the Rohilkhand and Kumaon Railway Company for capital expenditure on the Lucknow-Bareilly Railway, and interest on advances made to the Company in excess of the money raised.

SECTION B.

Guaranteed Railways.

37. This section deals with the transactions of the Great Indian Peninsula, the Bombay, Baroda and Central India, and the Madras Railways. These transactions are (i) Revenue and (ii) the charges incurred by the State (*a*) in the payment of surplus profits and contributions to Provident Funds; (*b*) on Land, which, under the several contracts, is supplied free of charge to the Companies; (*c*) on Government controlling establishments and (*d*) on interest on capital. The Government controlling establishments also, in some instances, exercise supervision over State lines leased to Companies, and perform certain duties in connection with State Railways, but the entire cost is recorded under this head. Recoveries are made from State lines leased to Companies on account of Government supervision, and the amount of these recoveries is credited to this head.

I.—Revenue Transactions.

XXVII.—Net Traffic Receipts.

38. At the close of the year under review, the open mileage of the Guaranteed Railways was as follows * :—

	Total length open.	Length laid with two or more tracks.
	Miles.	Miles.
Great Indian Peninsula	1,288·00	461·92
Bombay, Baroda and Central India	460·90	118·36
Madras	839·23	42·41
Total	2,588·13	622·69

* Administration Report on the Railways in India for 1897-98, Part I, Appendix A.

39. The net receipts of the Guaranteed Railways during 1897-98 amounted to Rx. 2,201,392. The transactions of each Railway for the year were as follows :—

	Great Indian Peninsula.	Bombay, Baroda and Central India.	Madras.
	Rx.	Rx.	Rx.
Receipts—			
Administrative	2,956,485	1,405,551	1,138,830
Suspense	187,441	413,025	179,533
Total	3,143,926	1,818,576	1,318,363
Payments—			
Administrative	1,873,688	788,933	550,583
Suspense	270,849	416,787	178,633
Total	2,144,537	1,205,720	729,216
Net Receipts—			
Administrative	1,082,797	616,618	588,247
Suspense	—83,408	—3,762	900
Total	999,389	612,856	589,147
Percentage of working expenses to earnings	63·38	56·13	48·34
Average earnings per mile per week	44·02	58·49	26·03

40. Taking the Capital expenditure as stated in rupees in the Indian Accounts (in which sterling figures have been converted at the fixed contract rate of 1*s.* 10*d.* the rupee), the return per cent. on Capital outlay incurred to the end of the year was as under :—

	Capital outlay to 31st March 1898.	Net Receipts, 1897-98.	Percentage on Capital outlay.
	Rx.	Rx.	
Great Indian Peninsula	27,997,041	999,389	3·57
Bombay, Baroda and Central India	10,644,847	612,856	5·76
Madras	12,161,376	589,147	4·84
Ditto Extension	6,277		

41. The earnings on the Great Indian Peninsula Railway during the year under review were considerably below those of the previous year due to the fall in 3rd class passenger traffic consequent on the medical examinations and quarantine restrictions necessitated by the prevalence of plague. The decrease would have been greater but for the improvement in Goods traffic owing to the crops being much above the average, the result of a good and seasonable rainfall. Notwithstanding the reduction in earnings the working expenses exceeded those of 1896-97 by Rs. 8,96,577, due to heavy outlay principally in the Carriage and Wagon Department in connection with the replacement of condemned Cammel's axles and repairs and renewals of a larger number of vehicles. This increase was to some extent compensated for by reduced outlay in the Engineering Department.

42. On the Bombay, Baroda and Central India Railway the results were also more unfavourable than in the preceding year. The earnings fell off by Rs. 10,42,273, while the expenses increased by Rs. 7,26,876. Under Coaching traffic there was a decrease of Rs. 13,96,661 which was partially counterbalanced by the improvement under goods earnings during the latter part of the year. The increase in working expenses was due principally to heavy outlay in connection with the renewal of carriage and wagon stock and the replacement of Warren girders.

43. On the Madras Railway the earnings were more than those of 1896-97 by Rs. 3,62,474, due almost entirely to the improvement in Goods traffic in connection with grain and pulse. There was also a slight improvement in the carriage of coal for the public. The working expenses were practically the same as in the preceding year.

Comparison with Actuals of 1896-97 and the Budget and Revised Estimates.

44. A statement, attached to this review as Schedule B, compares in detail the transactions of the year with the Revised and Budget Estimates and the Actuals of 1896-97. The following is a summary of the net results :—

Railways.	Net Receipts.	Revised Estimate.		Budget Estimate.		Net Receipts.
	Actuals, 1897-98.	Estimate.	Actuals, more + or less —.	Estimate.	Actuals, more + or less —.	Actuals, 1896-97.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula	999,389	970,000	+29,389	1,300,000	—300,611	1,279,801
Bombay, Baroda and Central India	612,856	620,000	—7,144	800,000	—187,144	805,295
Madras	589,147	570,000	+19,147	530,000	+59,147	549,068
Total	2,201,392	2,160,000	+41,392	2,630,000	—428,608	2,634,164

45. The decrease in the actuals, as compared with those of 1896-97, has already been explained—*vide* paragraphs 41—43, *ante*. The decrease, as compared with the Budget Estimate, was due mainly to the same causes which led to the difference between the actuals. The difference between the actuals and the Revised Estimate is comparatively small.

II.—Surplus Profits, etc., Land, Supervision and Interest.

Surplus Profits and Contributions to Provident Funds.

46. Under the contracts with the Guaranteed Railway Companies, a moiety of the excess of net earnings over interest charges for each half-year ending 30th June and 31st December, taken separately, is paid to the Companies; but in calculating the total surplus for division, the Secretary of State is able to place against the net earnings stated in rupees, one rupee only for every 1*s.* 10*d.* of guaranteed interest which he has paid. The share falling to the Companies is, therefore, much in excess of a moiety of the real surplus after meeting the sum which the Secretary of State actually pays as interest charges. In any half-year during which the net earnings fall short of the interest charges, the deficiency is borne wholly by Government.

47. A contribution from net earnings is made in aid of the Provident Funds established on the Great Indian Peninsula and Bombay, Baroda and Central India Railways, for the benefit of the Companies' employés, when the net earnings on capital give a return of more than 6 per cent. per annum on the Bombay, Baroda and Central India, and of 3 per cent. half-yearly on the Great Indian Peninsula Railway. A Provident Fund was established during 1891-92 on the Madras Railway, but on a different basis, a contribution equal to one-half of the obligatory subscriptions of the members during the half-year being given as a charge to Working Expenses, and a further contribution being made in half-years in which there are surplus profits, out of such surplus profits, and within certain prescribed limits.

48. The payments to the Companies during the year 1897-98 on account of surplus profits and contributions to Provident Funds were as follows :—

	Surplus profits.	Contributions to Provident Funds.	Total.
	Rx.	Rx.	Rx.
Great Indian Peninsula	38	...	38
Bombay, Baroda and Central India	100,645	...	100,645
Madras	8,597	1,022	9,619
Total	109,280	1,022	110,302

Land.

49. The charges for land for Guaranteed Railways during the year were comparatively small. They were as follows :—

	Rx.
Great Indian Peninsula	1,154
Bombay, Baroda and Central India	1,497
Madras	548
Total	3,199

Supervision.

50. The charges falling under this head represent the cost of the establishments of the Consulting Engineers and Government Examiners employed on the supervision, audit and control of the transactions of Companies' lines, and

a moiety of the cost of the office of the Director General of Railways. The charges during the year under review were as follows :—

	Control. Rx.	Audit. Rx.
Bombay	11,542	11,169
Madras	6,890	4,870
Calcutta	8,443	6,782
North-Western Provinces and Oudh	10,563	5,461
Assam	3,671	2,501
Burma	4,271	1,529
Director General of Railways, etc. (share of office of—)	15,332	...
	60,712	32,312
Total	93,024	
Less—Recoveries from Companies	80,312	
Net Charge	12,712	

51. The contributions for Government supervision, audit and control, recovered from the several Railway Companies which are credited to this head, were as follows :—

	Rx.
East Indian	10,000
Rajputana-Malwa	14,519
Bengal and North-Western and Tirhoot	4,956
Bengal-Nagpur	9,659
Bengal Central	1,000
Indian Midland	6,365
Southern Mahratta (including Mysore)	10,704
Rohilkhand-Kumaon (including Lucknow-Bareilly)	1,140
South Indian	8,545
Assam-Bengal	5,467
Burma	7,957
Total	80,312

52. The contribution payable from the East Indian Railway revenues has been fixed under the contract at Rs. 50,000 half-yearly. The contributions by the Bengal and North-Western and Rohilkhand-Kumaon Railway Companies are calculated at the rate of Rs. 20 per mile half-yearly, while those of other Railway Companies are calculated at the rate of Rs. 40 per half-year per mile of line constructed or under construction.

53. No contribution is made by the old Guaranteed Railways towards the cost of Government audit and control.

Interest.

54. The charges for Interest during the year 1897-98 were as under :—

	On Capital held in England.		On Capital held in India.	On over-drawals on Capital Account.	Total.
	Amount. £	Equivalent. Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula	1,190,101	1,860,270	1,431	595	1,862,296
Bombay, Baroda and Central India	433,271	677,254	114	4,240	681,608
Madras	531,412	830,661	...	2,519	833,180
Total	2,154,784	3,368,185	1,545	7,354	3,377,084

55. The foregoing figures represent the interest paid during the year, and not the liability for interest for the year 1897-98. Additional capital to the extent of £200,000 was raised by the Madras Railway Company during the year under review, *viz.*, £100,000 in September and £100,000 in November 1897, and consequently the liability for interest for the year 1897-98 would be higher than the actual payments. The interest on overdrawn capital represents interest charged by Government on advances to the three lines on Capital account. The rate which was formerly 4½ per cent. per annum has been reduced to 3½ per cent. from May 1897.

Comparison with Actuals of 1896-97 and the Budget and Revised Estimates.

56. In the statement attached to this review as Schedule C, a comparison in detail will be found of the actual charges for Surplus Profits, etc., Land and Supervision, and Interest, with the Revised and Budget Estimates and with the Actuals of 1896-97, of which the following is a summary :—

	Actuals, 1897-98.	Revised Estimate.		Budget Estimate.		Actuals, 1896-97.
		Estimate.	Actuals, more + or less —.	Estimate.	Actuals, more + or less —.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Surplus profits, etc.	110,302	117,200	—6,898	157,600	—47,298	447,302
Land and Supervision . .	15,911	28,600	—12,689	145,400	—129,489	28,083
Interest . .	3,377,084	3,370,300	+6,784	3,608,400	—231,316	3,597,232
Total .	3,503,297	3,516,100	—12,803	3,911,400	—408,103	4,072,617

The decrease in payments on account of surplus profits, etc., as compared with the actuals of the previous year, is due chiefly to no surplus having been earned by the Great Indian Peninsula Railway during the half-year ended 30th June 1897, and to the share of profits paid to the Bombay, Baroda and Central India Railway Company being less owing to the fall in traffic. Contrasted with the Budget Estimate the decrease is due to the Bombay, Baroda and Central India Railway having earned no surplus in the second-half of 1897. The decrease, as compared with the Revised Estimate, is due to no payments having been made to the Bombay, Baroda and Central India Railway for contribution to the Provident Fund, owing to the accounts for the second-half of 1897 having been closed late in the year.

The decrease in Land and Supervision, as compared with the actuals of the previous year, occurred chiefly in Bengal, North-Western Provinces and Madras. The reduction in Bengal is due to the formation of a separate Consulting Engineer's Office in Rangoon, that in the North-Western Provinces is due to changes in the *personnel* of the staff, and that in the Madras Presidency is attributed principally to the greater part of the land required for the "Salt Cottaur Junction arrangements" having been paid for in 1896-97. The lapse on the Budget and Revised Estimates is due principally to the provision made for the land required for the Calicut-Cannanore Branch of the Madras Railway, not being utilized in full owing to the commencement of construction operations having been delayed by the question of gauge being still unsettled.

The decrease in the interest charges as compared with the Actuals of 1896-97 and the Budget Estimate was due to the more favourable rate of exchange.

Effect on State Revenues.

57. The following table shows the direct results to the State of the working of the Guaranteed Railways for the year :—

	Net Traffic Receipts.	Charges.				Gain or loss (+ or —).
		Interest.	Surplus Profits.	Contribution to Provident Funds.	Total.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula . .	999,389	1,862,296	38	...	1,862,334	—862,945
Bombay, Baroda and Central India . .	612,856	681,608	100,645	...	782,253	—169,397
Madras . .	589,147	833,180	8,597	1,022	842,799	—253,652
Total .	2,201,392	3,377,084	109,280	1,022	3,487,386	—1,285,994

58. In addition to the above, the cost of land provided at the expense of the State and a proportionate share of the cost of the Government controlling establishments have to be taken into consideration, in order to arrive at the real financial results to the State of its connection with Guaranteed Railways. The above table, however, shows prominently the effects of the provision in the contracts under which surplus profits are declared half-yearly, and the sterling interest is converted for the purpose of this division at the fixed contract rate of 1*s.* 10*d.* (*vide* paragraph 46). Thus the Bombay, Baroda and Central India Railway Company received as surplus profits during the year the sum of Rx. 100,645 as surplus profits, while Government, although nominally entitled to share equally with the Company, sustained a loss of Rx. 169,397. The Madras Railway received surplus profits of Rx. 8,597, while the loss to Government amounted to Rx. 253,652.

59. In the following statement the results to the State of the working of these railways for the last five years are exhibited :—

Gain or Loss (+ or —).

Railways.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.
	Rx.	Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula . .	—418,409	—1,022,715	—732,933	—937,757	—862,945
Bombay, Baroda and Central India	+22,988	—19,010	+57,088	—135,975	—169,397
Madras	—349,513	—462,413	—357,099	—336,638	—253,652
Total .	—744,934	—1,504,138	—1,032,944	—1,410,370	—1,285,994

Notwithstanding the serious falling off in Earnings, the loss to the State was less than in 1896-97 owing to reduced charges for surplus profits and interest.

60. The following statement shows the total amount paid on account of guaranteed interest to each of the Guaranteed Railway Companies still in existence on 31st March 1898, the net Revenue of the several lines to the 31st of December 1897, appropriated towards the repayment of that amount and the balance. For the purposes of this statement, the net revenue and the guaranteed interest paid in India are converted at the contract rates of exchange. The amounts shown as guaranteed interest paid in England represent true sterling :—

Railways.	Guaranteed Interest advanced to 31st March 1898.			Aggregate of net revenue balances for the several half-years to 31st December 1897, inclusive—less moieties of surplus profits repaid to Companies.	Net amount advanced.
	In England.	In India.	Total.		
	£	£	£	£	£
Great Indian Peninsula .	39,456,281	481,030	39,937,311	36,199,305	3,738,006
Bombay, Baroda and Central India	13,825,795	101,837	13,927,632	13,082,159	845,473
Madras	18,673,818	5,595	18,679,413	10,374,219	8,305,194
Total .	71,955,894	588,462	72,544,356	59,655,683	12,888,673

SECTION C.

Subsidized Companies.

(Major heads XXVIII and 40.)

61. The transactions in connection with subsidized railways which appear in the Government accounts under the heading Subsidized Companies represent—

Under *Revenue*, Head XXVIII.—Repayments of advances of interest.

Under *Expenditure*, Head 40—Cost of land supplied free, subsidies paid and advances of interest.

(*i*) *Repayments of Advances of Interest.*

62. The amounts credited as Revenue under this head comprise repayments of advances of interest by the Rohilkhund-Kumaon Railway Company and by the Mysore Durbar on account of the Mysore Railway.

63. In the case of the Rohilkhund-Kumaon Railway, the State advanced interest at the rate of 4 per cent. per annum on the Company's share capital while the line was under construction. In consideration of this payment the State is entitled, under the terms of the contract, to a moiety of any surplus earnings, after meeting working expenses, interest on borrowed capital, if any, and a sum sufficient to pay a dividend at the rate of 5 per cent. per annum on the Company's share capital, until such time as the interest advanced by the Secretary of State, together with interest thereon at the rate of 4 per cent. per annum, shall have been repaid. The following is a summary of the advances and repayments of interest :—

Year.	Advances.	Repayments.	
		England.	India.
	Rx.	Rx.	Rx.
1882-83	432	...	...
1883-84	4,667	...	...
1884-85	7,986*	...	...
1885-86	...	...	119
1886-87	...	...	32
1889-90	...	91	...
1890-91	...	975	...
1891-92	...	1,427	...
1897-98	...	1,979	...
Total	13,085	4,472	151

64. The payment by the Mysore Durbar on account of the Mysore State Railway represents the net charge for interest paid by Government to the Southern Mahratta Railway Company in connection with the Mysore Railway. The Secretary of State, acting on behalf of the Mysore State, has guaranteed the interest on the capital raised by the Southern Mahratta Railway Company for the construction of the Mysore Railway, and the Durbar makes good the excess of interest over net revenue, and will receive any excess of net revenue over interest charges. The receipts and working expenses and interest charges of the Mysore Railway are recorded in the Government accounts under their respective Railway heads, and the recovery from the Mysore Durbar of the net

* Interest (£295) realised from investment of funds deposited by the Company for a fixed period has been taken in reduction of advances.

amount of interest only (*i.e.*, interest on capital expended *minus* net receipts) is credited under this head.

65. The amount recovered from the Mysore Durbar during 1897-98 was Rx. 12,990 arrived at as under :—

	Rx.
Interest on capital	75,030
Less—Charge borne by Government for interest on the unexpended balance of the capital retained in their hands	5,405
Remainder	69,625
Net receipts	56,635
Net charges for interest recovered from the Mysore Durbar	12,990
Compared with, for 1896-97	24,052
" " 1895-96	25,252
" " 1894-95	41,694
" " 1893-94	34,054
" " 1892-93	17,883

(*ii*) *Land, Subsidies and Advances of Interest.*

66. The charges for land, subsidies and advances of interest are borne partly by Imperial and partly by Provincial revenues. The items falling on the Imperial Government are charges for land, provided free of cost under the terms of the contracts, in connection with the railways mentioned in the following paragraph.

67. The charges debited to Imperial Funds during 1897-98 were :—

		Rx.
Brahmaputra-Sultanpur Railway	(Land charges)	2,482
Mymensing-Jamalpur Railway	(")	5,815
South Behar Railway	(")	27,362
Segowlie-Raksaul Railway	(")	4,158
Bengal and North-Western Railway	(")	58,730
Southern Punjab Railway	(")	1,956
Nilgiri Railway	(")	1,037
Ahmedabad-Parantij Railway	(")	10
Barsi-Pandharpur-Sangola Railway	(")	752
Tapti Valley Railway	(")	1,275
	Total.	103,577

68. The charges borne by the Provincial Governments are :—

Assam.—An annual subsidy, payable to the Assam Railways and Trading Company, Limited, on account of the Dibru-Sadiya Railway, of such amount—subject to a maximum of Rs. 1,00,000—as, together with net earnings of the Railway, shall be sufficient to yield a return of 5 per cent. per annum on Capital outlay ; and a share of the pay and allowances of the Examiner of Public Works Accounts, Assam. This subsidy will cease to be payable after 30th June 1905.

Bengal.—Charges for land which has, under the terms of the contracts, to be provided free of cost to the Tarkessur, Dooars, and Deoghur Railways.

69. The amount debited against Provincial revenues during 1897-98 was—

	Rx.
Dibru-Sadiya Railway (Subsidy and audit)	10,183

70. The total charges in connection with each line to the close of 1897-98 will be found in the statement attached to this note as Schedule D.

Comparison with Actuals of 1896-97 and the Budget and Revised Estimates.

71. The actual receipts during the year under head XXVIII compare with the actuals of 1896-97 and the Budget and Revised Estimates as under:—

	Actuals, 1897-98.	Revised Estimate.		Budget Estimate.		Actuals, 1896-97.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
XXVIII.—Subsidized Companies.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Rohilkhund-Kumaon . .	1,979	2,000	—21	...	+1,979	...
Mysore	12,990	10,300	+2,690	28,700	—15,710	24,052
Total .	14,969	12,300	+2,669	28,700	—13,731	24,052

72. No provision was made in the Budget Estimate on account of the Government share of surplus earnings of the Rohilkhund-Kumaon Railway for the year 1896 owing to there having been unsettled questions which affected the amount of that share. In the Revised Estimate, however, provision was made for the amount payable by the Rohilkhund-Kumaon Railway Company in settlement of the Government share of the surplus profits of that railway to end of the year 1895 in reduction of the Company's debt for advances of interest.

The difference between the actuals and the Budget Estimate of the repayment by the Mysore Durbar was due chiefly to the net receipts of the Mysore Railway being more favourable than was anticipated.

73. The actual expenditure during the year under head "40" compares with the actuals of 1896-97 and the Budget and Revised Estimates as under:—

	Actuals, 1897-98.	Revised Estimate.		Budget Estimate.		Actuals, 1896-97.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
40.—Subsidized Companies—	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Imperial . . .	103,577	100,600	+2,977	226,100	—122,523	74,957
Provincial . . .	10,183	10,200	—17	10,100	+83	10,063
Total .	113,760	110,800	+2,960	236,200	—122,440	85,020

74. The increase as compared with the actuals of the previous year was due chiefly to larger payments on account of land acquired for the extensions of the Bengal and North-Western Railway and for new branch lines which were undertaken towards the close of the previous year or during the course of the year 1897-98.

75. The principal variations under *Imperial* as compared with the actuals of the previous year and with the Budget and Revised Estimates occurred on the following lines:—

Mymensing-Jamalpur and Brahmaputra-Sultanpur Railways.—The lapses as compared with the Budget Estimate were due to delay in settling claims for compensation and other difficulties experienced by the land acquisition officers.

South Behar Railway.—The increase as compared with actuals of previous year was due to compensation for land actually taken up during 1896-97 having been paid during 1897-98, owing to disputes. The excess as compared with the Budget Estimate was due to higher rates than were anticipated having been awarded as compensation for land acquired.

Segowlie-Raksaul Railway.—The excess as compared with the Budget Estimate was due to land which it was expected would be taken up in the previous year having been acquired and paid for during the year under review.

Bengal and North-Western Railway.—The increase as compared with the actuals of the previous year was due to large payments having been made during 1897-98 on account of land acquired for the Ganges-Gogra-Doab lines. The lapse as compared with the Budget Estimate was due to no outlay having been incurred in the Azamgarh district and to smaller outlay in the Benares district. The excess as compared with the Revised Estimate was due to larger outlay than anticipated in the Azamgarh, Ballia and Ghazipur districts.

Hardwar-Dehra Railway.—The funds provided to meet the cost of land to be taken up for this Railway were not utilised during the year.

Barsi-Pandharpur-Sangola Railway.—A sum of Rs. 13,000 was allotted during the course of the year under the head "41.—Miscellaneous Railway Expenditure" to meet outlay on land to be acquired for this Railway. Towards the close of the year, however, the construction of the line was taken up by the Barsi Light Railway Company when the grant under head 41 was withdrawn and an allotment of Rs. 10,000 made under this head. The expenditure incurred amounted to Rx. 752.

Tapti Valley Railway.—The lapse as compared with the Budget Estimate is attributed to the alignment for the line having been changed. The lapse as compared with the Revised Estimate is said to be the result of famine and plague, which had a depressing influence on operations of all kinds in the Bombay Presidency.

SECTION D.

41.—Miscellaneous Railway Expenditure.

76. Expenditure recorded under this head covers:—

(*a*) Outlay on surveys.
(*b*) Surplus establishment and miscellaneous charges.
(*c*) Establishment of the Director of Railway Construction (share of).
(*d*) Port Store-keepers' establishment.
(*e*) Abt material and engine suspense account.
(*f*) Land charges in connection with Native States Railways.
(*g*) Watch and ward charges in connection with the Frontier Railway Reserve material.

During the year under review the expenditure incurred in taking up land for the Meiktila-Myingyan, Sakri-Jainagar and Bettiah-Bagaha Railways undertaken for famine relief purposes was also charged to this head.

77. At the commencement of the year 1897-98 the following surveys were in hand:—

Imperial.

Ranaghat-Bhagwangola-Raiganj.
Singhia-Madaripur-Chandpur.
Sakri-Jainagar and Bairagnia-Bagaha.
Sukkur-Shikarpur.
Ludhiana-Dhuri-Jakhali.

Provincial.

Barsi-Pandharpur-Sangola.

78. During the year the following amounts were recovered from the Companies, etc., noted below, and were credited to this head:—

	Rx.
From the Kashmir Durbar on account of expenditure incurred on the Kashmir Railway Survey	7,674
From the Bengal-Nagpur Railway Company on account of expenditure incurred on the Mahanadi Bridge	2,890
From the Bengal-Nagpur Railway Company on account of expenditure incurred on the Cuttack-Midnapur-Calcutta Railway Survey	19,206
From the East Indian Railway Company on account of expenditure incurred on the Benares-Puri Survey	3,295
From the East Indian and Bengal-Nagpur Railway Companies on account of expenditure incurred on the Moghal Serai-Howrah Railway Survey	7,306
From the sale of engines, etc., from the Abt material and engine suspense account	11,782
From the Madras Railway Company on account of expenditure incurred on the Cannanore-Calicut Survey	3,090
Total	55,243

The recoveries from Companies, detailed above, were on account of outlay incurred by Government on surveys which, on construction being undertaken by a Company, is brought on to the capital account of the line concerned. The credit against the Abt material and engine suspense account represents the gross value of engines, etc., sold to the North Western Railway. The depreciation in cost has, under the orders of Government, been debited to miscellaneous charges.

79. During the year the undermentioned surveys were undertaken by the Imperial Government:—

Satpura Railway Survey.—A survey for a line on a 2-foot gauge from Gondia, on the Bengal-Nagpur Railway, to Jubbulpore, with branches to Mandla on the east, and to Seoni and Chindwara on the west, a total length of about 220 miles at an estimated cost of Rs. 65,751.

Kaunia-Dhubri-Gauhati Survey.—A survey for a line of railway on the metre gauge from Dhubri to Gauhati in extension of a proposed branch from Mogalbat on the Kaunia-Dharlla branch to Dhubri on the Brahmaputra. This would form part of the main route from the North-Western Provinces and Behar to Assam. Estimated cost Rs. 56,050.

Midnapur-Jherriah and Ranchi Plateau Surveys.—A location survey for a standard gauge railway from near Midnapur, through Bankura, Khorbuna and Adra to the Jherriah coal-fields and from Khorbuna to Chatatand, a distance in all of 167 miles; and a detailed survey for a standard gauge line from Chatatand on the Adra-Jherriah alignment, to some point on the proposed Palamow-Sini line, a length of 115 miles, and a reconnaissance for a 2-foot gauge line from Sori to Aringi *viâ* Lohardagga with a branch to Ranchi, a distance of 80 miles. Estimated cost Rs. 1,24,750.

Baran-Daltonganj Survey.—A survey for a line, 82½ miles in length, from Baran on the Moghal Sarai-Gya extension of the East Indian Railway which is now under construction, *viâ* the east bank of the Soane River to Daltonganj at an estimated cost of Rs. 40,900.

Kissenganj-Kotchandpur-Magura Survey.—A survey for a branch on a 2′ 6″ gauge from Shibnibash (Kissenganj Bazar), *viâ* Kotchandpur to Magura, a distance of 51¼ miles, at an estimated cost of Rs. 6,642.

Nowshera-Dargai Survey.—A survey of a 2-foot gauge railway from Nowshera to Dargai, a distance of about 42 miles, at an estimated cost of Rs. 17,492.

Rewari-Kuchaman Survey.—A survey of a chord line to the Rajputana-Malwa Railway from Rewari to Phulera with a branch to Kuchaman Road, which is the junction between the Jodhpore Railway and the Sambhar branch of the Rajputana-Malwa Railway. Estimated cost Rs. 38,259.

Shoranur-Cochin Survey.—A survey for the final location of a railway from Shoranur to Cochin, a distance of about 73 miles, at an estimated cost of Rs. 20,206.

Vizianagram-Raipur Survey.—An investigation of the country between Raipur, on the Bengal-Nagpur Railway, and Vizianagram, on the East Coast State Railway, had been carried out to a certain extent during the years 1883—85, but the project remained in abeyance until this year, when arrangements were made for a further examination of the alignment. The distance from Raipur to Vizianagram is 304 miles, the estimated cost of the further survey being Rs. 1,29,743.

Bombay-Sind Connection Survey.—A survey of a line of railway on the standard gauge between Moghul Bhin in Sind and Bhuj in Cutch, crossing the Khori creek at Lakhpat in Cutch, a distance approximately of 130 miles, at an estimated cost of Rs. 60,539.

80. A sum of Rx. 249 was expended during the year on the Barsi-Pandharpur-Sangola Survey by the Bombay Government from Provincial funds towards the close of the previous year. The work undertaken during the year under review comprised the extension of the projected line from Barsi to Latur. Expenditure to the extent of Rx. 505 was incurred from Provincial funds, Burma, on surveying a line of railway from Meiktila to Myingyan.

81. The net total expenditure incurred during the year 1897-98 amounted to Rx. 16,229 as under:—

	Rx.
Imperial	15,475
Provincial	754
	16,229

The Imperial outlay includes the following:—

	Rx.
Outlay on surveys	35,932
Surplus establishment and miscellaneous charges	8,804
Establishment of the Director General of Railways (share of)	15,332
Port Store-keepers' Establishment	2,039
Land charges in connection with Native States Railways	497
Watch and ward charges in connection with the Frontier Railway Reserve material	619
Land for railways undertaken for famine relief purposes	7,495
Abt material and engine suspense account	—11,782
Recoveries from Companies, etc., on account of outlay incurred by Government on Surveys	—43,461
Total	15,475

82. Details of the outlay on surveys will be found in the statement attached to this review as Schedule E.

83. The items debited during 1897-98 under "Surplus Establishment and Miscellaneous charges" were—

	Rx.
Surplus Establishment—	
Leave allowances (other than privilege leave) of pensionable employés of the Rajputana-Malwa Railway	829
Other Leave Allowances	2,421
Salaries and travelling allowances	1,167
Miscellaneous Charges—	
Bonus to Provident Institution for officers and clerks in Railway offices, 50 per cent. bonus on deposits	288
Rent of land at Howrah	73
Cost of addition of another compartment to His Excellency the Commander-in-Chief's Saloon No. 50	306
Difference in value of 2 Abt engines of the North Western Railway	3,582
Other items	133
TOTAL	8,804

84. The amount debited to this head on account of the establishment of the Director General of Railways represents half the fixed monthly charge of Rs. 21,000 debited by the Civil Department, under the authority of Public Works Department Resolution No. 6125, dated 9th November 1888, and half the actual salary and travelling allowances of the Consulting Engineer to the Government of India for State Railways. The other moiety of these charges is debited to the Major head "39.—Guaranteed Companies—Land and Supervision."

85. The amount shown under Port Store-keeper's Establishment represents—

	Rx.
(1) The cost of the Port Store-keeper's Office at Calcutta	1,908
(2) Establishment entertained by the Marine Store-keeper, Bombay, in connection with the local purchase of stores for State Railways	131
TOTAL	2,039

Comparison with Actuals of 1896-97 and the Budget and Revised Estimates.

86. The actual outlay during the year under "41.—Miscellaneous Railway Expenditure" compares with the actuals of 1896-97 and with the Budget and Revised Estimates as under :—

HEAD OF ACCOUNT.	Actuals, 1897-98.	REVISED ESTIMATE.		BUDGET ESTIMATE.		Actuals, 1896-97.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
41.—Imperial	15,475	22,800	—7,325	60,000	—44,525	63,690
41.—Provincial	754	800	—46	...	+754	211
TOTAL	16,229	23,600	—7,371	60,000	—43,771	63,901

87. The lapse under *Imperial* as compared with the Budget Estimate was due to the recoveries from Companies detailed in paragraph 78 above; these were not fully allowed for in the Budget Estimate.

SECTION E.

STATE RAILWAYS—CONSTRUCTION EXPENDITURE.

Major heads 34, 37, 48 and 51.

88. At the beginning of the year under review the following railways or sections were under construction :—

	Miles.	Miles.
By State Agency—		
North Western Railway—		
Lyallpur to Khanewal	105	
Roumia to Basal (new Pind-Sultani)	25	
Langar to Mari	55	
Kotri to Hyderabad (Sind)	5¼	
		190¼
Rae Bareli to Benares Cantonment		138½
Eastern Bengal Railway—		
Belgachia to the Ganges	2¼	
Panchooria to the Ganges	5½	
Panchooria to Faridpur	14½	
Bhydea Junction to Borat	3½	
		25¾
Bezwada-Madras Railway (Ennur-Bezwada section)—		
Ennur to Gudur	74⅜	
Nellore to Tadepalli	155¾	
		230¼
Cawnpore-Burhwal (metre-gauge link)		45
By the Agency of Companies—		
East Indian Railway extension (Moghal Sarai-Gya)		126¼
Tirhoot Railway extensions—		
Hajeepore to Begamsarai	44¼	
Garhara to Katihar	116¾	
		161
Bengal and North-Western Railway extensions		270¼*

89. During the course of the year, construction was commenced on the following new lines and extensions :—

	Miles.	Miles.
East Indian Railway—		
Hathras Road to Hathras City		5½
East Coast Railway—		
Rajmundry to Kovur	4½	
Temporary Puri Station to new Puri Station	1¾	
		6¼
Bengal and North-Western Railway, Company's Section—		
Ganges-Gogra-Doab lines—		
Azamgarh to Shahganj		33*
Eastern Bengal Railway—		
Teesta Bridge at Kaunia and approaches	4¾	
Alipur to Jhainti (Cooch Behar-Santrabari extension— British section)	20	
		24¾
Shadipalli-Balotra Railway (British section)—		
Hyderabad (Sind) to Jodhpore frontier		71¼

90. In the Budget Estimate a sum of Rx. 5,845,900 was provided for Capital expenditure on State Railways as under :—

	Rx.
34.—Construction of Protective Railways	...
37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	7,300
48.—State Railways—Construction	5,838,600
TOTAL	5,845,900

* The expenditure on these extensions is met from Company's Capital.

and this sum was distributed for expenditure as follows :—

	Rx.
For outlay in England (treated as final charges in the Home accounts)	1,078,000
For outlay in India	4,056,400
„ Exchange	711,500
TOTAL	5,845,900

91. The allotments to lines were as below :—

	Rx.
By State Agency—	
* Shadipalli-Balotra	90,000
* Agra-Muttra-Delhi Chord	275,200
Godavari Bridge	185,000
East Coast, including Bezwada extension	65,000
Open lines, including stores	372,300
Lyallpur-Khanewal	80,000
Wazirabad-Lyallpur	10,000
* Bhatinda-Ferozepore (conversion)	90,000
Mari-Attock	300,000
Rungpur-Dhubri	50,000
Kotri-Rohri	200,000
Rajbari-Faridpur	80,000
Rae Bareli-Benares	432,500
Bezwada-Madras, Ennur-Bezwada section	800,000
Southern Punjab, Rolling stock	222,300
TOTAL	3,252,300
By Agency of Companies—	
Hajipur-Katihar extensions	600,000
Assam-Bengal { Land	50,000
Assam-Bengal { Construction	1,280,000
Open lines	1,298,900
TOTAL	3,228,900
Total specially allotted	6,481,200
Indents thrown forward	26,000
	6,507,200
Add—	
Reserve { East Indian Railway (Rx. 150,000)	
Reserve { Other lines (Rx. 50,100)	200,100
TOTAL	6,707,300
Deduct—	
Amount available from debentures raised by East Indian Railway Company (Rx. 662,100)	
Provision for expenditure in England on Assam-Bengal Railway to be dealt with under Section 8 (Rx. 199,300)	861,400
GRAND TOTAL	5,845,900

92. During the course of the year, however, it was found necessary to restrict expenditure on the construction of railways to the extent of Rx. 1,000,000 owing to the depletion of the cash balances, which was consequent on the prevalence of famine. Owing to the disturbance of working arrangements while the engineering strikes in England affected very materially the expenditure in that country on stores, the consequence was that a large lapse had to be

* These amounts were held in reserve with the Government of India against the provision in the forecast pending sanction to the construction of the lines.

provided for, and the Revised Estimate was therefore prepared for Rx. 3,908,100 or Rx. 1,937,800 less than the provision made in the Budget Estimate.

The raising of debentures to the extent of £297,750 by the Assam-Bengal Railway Company during the course of the year under review instead of in the previous year as originally anticipated caused a further disturbance in the programme of expenditure.

93. The amount of the Revised Estimate, *viz.*, Rx. 3,908,100, was provided as follows :—

	Rx.
34.—Construction of Protective Railways	...
37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	4,700
48.—State Railways—Construction	3,903,400
TOTAL	3,908,100

and was distributed for expenditure as under :—

	Rx.
For outlay in England	827,700
„ „ India	2,616,900
„ Exchange	463,500
TOTAL	3,908,100

94. The actual outlay amounted to Rx. 3,635,797 as under :—

	Rx.
In England	809,010
„ India	2,371,217
Exchange	455,570
TOTAL	3,635,797

resulting in a lapse of Rx. 2,210,103 on the Budget Estimate, and a lapse of Rx. 272,303 on the Revised Estimate of the year. Compared with the Revised Estimate, the Actuals in India and in England are as follows :—

	Revised Estimate.	Actuals.	Actuals. More.	Actuals. Less.
	Rx.	Rx.	Rx.	Rx.
England	827,700	809,010	...	18,690
India	2,616,900	2,371,217	...	245,683
Exchange	463,500	455,570	...	7,930
TOTAL	3,908,100	3,635,797	...	272,303

95. The distribution of the outlay of the year by finance heads is as under :—

	Rx.
34.—Construction of Protective Railways	...
37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	3,792
48.—State Railways—Construction	3,632,005
TOTAL	3,635,797

96. No expenditure was incurred during the year in connection with the redemption of liabilities.

Comparison with the Budget and Revised Estimates.

97. In the statement attached to this review as Schedule F will be found full details of the expenditure of the year compared with the Budget and Revised Estimates, and showing the details of classification by Fund heads. The following is a general abstract :—

Railways.	Actuals, 1897-98.	Budget Estimate.		Revised Estimate	
		Estimates.	Actuals + more or — less.	Estimates.	Actuals + more or — less.
	Rx.	Rx.	Rx.	Rx.	Rx.
Expenditure by State Agency.					
Open lines * . . .	539,901	692,200	—152,299	611,600	—71,699
Rungpur-Dhubri . .	10,847	50,000	—39,153	12,800	—1,953
Kotri-Rohri . . .	107,151	(a)211,000	—103,849	118,500	—11,349
Rajbari-Faridpur . .	54,556	80,000	—25,444	26,700	+27,856
Rae Bareli-Benares . .	443,711	432,500	+11,211	442,500	+1,211
Cooch Behar-Santrabari .	7,722	...	+7,722	5,000	+2,722
Agra-Delhi Chord . .	3,029	...	+3,029	3,000	+29
Mari-Attock . . .	245,435	300,000	—54,565	264,900	—19,465
Indus Bridge . . .	70,676	(a) ...	+70,676	91,400	—20,724
Bezwada-Madras, Ennur-Bezwada section . .	696,916	800,000	—103,084	696,600	+316
Lyallpur-Khanewal . .	124,722	80,000	+44,722	130,000	—5,278
Godavari Bridge . .	136,492	185,000	—48,508	138,700	—2,208
Stores (fluctuations in reserve) and stores in transit .	—87,263	—7,600	—79,663	1,600	—88,863
Jullundur-Hoshiarpur . .	—138	...	—138	—100	—38
Ludhiana-Ferozepore . .	577	...	+577	600	—23
Shadipalli-Jodhpore Frontier .	799	...	+799	2,500	—1,701
Total .	2,355,133	2,823,100	—467,967	2,546,300	—191,167
Expenditure by Agency of Companies.					
Open lines	1,130,217	1,298,900	—168,683	1,131,300	—1,083
Assam Bengal (Construction) .	662,678	1,080,700	—418,022	649,700	+12,978
„ (Land) .	21,585	50,000	—28,415	61,500	—39,915
Hajipur-Katihar extensions .	446,868	600,000	—153,132	500,000	—53,132
Total .	2,261,348	3,029,600	—768,252	2,342,500	—81,152
Reserve	...	655,300	—655,300	...	...
Deduct—Amount provided for Capital outlay on East Indian Railway by the issue of sterling debentures . .	980,684	662,100	+318,584	980,700	—16
GRAND TOTAL .	3,635,797	5,845,900	—2,210,103	3,908,100	—272,303
Distributed as under :—					
England	809,010	1,078,000	—268,990	827,700	—18,690
India	2,371,217	4,056,400	—1,685,183	2,616,900	—245,683
Exchange . . .	455,570	711,500	—255,930	463,500	—7,930
Total .	3,635,797	5,845,900	—2,210,103	3,908,100	—272,303

* Includes Frontier Railway Reserve material.
(a) Includes provision for Indus Bridge.

Budget Estimate.

98. The more important variations from the Budget Estimate are explained below :—

State Agency.

Open lines.—The actuals fell short of the Budget Estimate by Rx. 152,299, the principal variations being as follows :—

A lapse on the Warora Colliery due chiefly to the value of machinery sold to the East Indian Railway during 1896-97 having been realised during the year under review.

A lapse on the Oudh and Rohilkhand Railway attributed chiefly to the restriction of expenditure; to delay in the supply of material from England, and to sales of surplus stores.

A lapse on the North Western Railway due to the restriction of expenditure; to fluctuations in the suspense balances, and to short outlay on English stores.

An excess on the Eastern Bengal State Railway due to increased expenditure for doubling the line from Ranaghat to Poradaha; to expenditure incurred on works at Pachooria, Lalgola, Chitpore and Naihati, and to an increase in the English cost of additional rolling stock obtained for the open line.

Lines under construction.—The actuals fell short of the Budget Estimate by Rx. 315,668. The principal variations on individual lines were :—

A lapse on the Rungpur-Dhubri Railway (Teesta Bridge) due to the construction of the bridge not having been commenced as early as was originally intended.

A lapse on the Rajbari-Faridpur Railway due to construction operations not having been pushed on to the extent anticipated in the Budget Estimate.

A lapse on the Mari-Attock Railway due mainly to the restriction of expenditure.

A lapse on the Bezwada-Madras Railway due to short outlay under Ballast and Permanent-way; to the postponement of some of the works under Stations and Buildings; to the non-arrival of engines, and to delay in the erection of carriage and wagon stock by the Madras Railway.

The Budget Estimate of the Kotri-Rohri Railway provided for expenditure both on that railway and on the Indus Bridge. The Kotri-Rohri Railway was, however, transferred to the management of the North Western Railway during the year and the necessary separation of the grant was effected. Compared with the provision made in the Budget Estimate for expenditure on the Indus Bridge, the actuals shew a lapse which is attributed chiefly to the non-arrival of girders from England.

A lapse on the Godavari Bridge due chiefly to short expenditure on English stores.

A lapse under Stores transactions due to a reduction in the balances; stores paid for during 1896-97 having been invoiced and passed on to lines during the year under review.

An excess on the Rai Bareli-Benares Railway attributable partly to a too sanguine estimate of probable savings, partly to short outlay under certain heads in the previous year, and to some extent to additional works having been found necessary. The excess would have been larger but for a large saving under Rolling-Stock due to delay in the supply of engines from England.

Construction operations were started during the course of the year on the British sections of the Shadipalli-Jodhpore Frontier and Cooch Behar-Santrabari Railways. No provision for these lines was made in the Budget Estimate.

An excess on the Lyallpur Khanewal Railway due to the purchase of sleepers and permanent-way materials from the North Western Railway, provision for which was not made in the Budget Estimate.

Companies' Agency.

Open lines.—The actuals fell short of the Budget Estimate by Rx. 168,683. The principal variations on individual lines were as under :—

A lapse on the Rajputana-Malwa Railway due to short expenditure on new works at Cawnpore and to the transfer of expenditure on works at Ujjain to the Nagda-Ujjain and Ujjain-Bhopal Railways; to the provision made for certain works under Stations and Buildings not having been utilised owing to some of the works having been deferred, and to the want of Government sanction for others, and to short outlay on menials' quarters at Mhow and junction arrangements at Ujjain Station owing mainly to restriction of expenditure; to credits for locomotive and carriage and wagon stock sold to the Mombassa-Uganda and Hyderabad-Godavari Valley Railways, and to fluctuations in the suspense accounts.

The balances in the suspense accounts of the Burma Railways on the 31st August 1896 (the date from which the lines were transferred to a Company) which were at first treated as Government capital outlay were under the orders of Government transferred during the year to the Company's capital account, the result being a credit of Rx. 175,714 under head 48.—State Railways—Construction. This credit was not provided for in the Budget Estimate.

A lapse on the Tirhoot State Railway attributed chiefly to the over-estimates and to English stores for the erection of 13 F class engines not having been received.

A lapse of Rx. 80,127 on the South Indian Railway due chiefly to the postponement of several large works, and to short outlay on English stores.

A lapse on the Dhond and Manmad Railway chiefly under Bridge-work, Fencing, and Stations and Buildings due to the provision made for building return walls to bridges from Ahmednagar to Kopargaon not having been put in hand as the work was not sanctioned; to the provision made for fencing 25½ miles not having been utilised as the work is kept in abeyance till completion of the connection with the Godavari Valley Railway at Manmad, and to the provision made for unforeseen works under Stations and Buildings having been surrendered.

No outlay was incurred on the Wardha Coal State Railway during the year, the provision made for strengthening bridges and staff quarters having been surrendered owing to the works not having been sanctioned.

An excess of Rx. 239,420 on the East Indian Railway due chiefly to large purchases of sleepers towards the close of the year; to smaller issues to Revenue of permanent-way materials for renewals, and to an increase in the stock of pig iron for manufacturing operations. The excess is also partly accounted for by increased outlay on the Moghal Sarai-Gya extension and by the charge for commission on debentures which was not provided for in the Budget Estimate.

Lines under construction.—The actuals fell short of the Budget Estimate by Rx. 599,569. The causes which led to the deviation from the Budget Estimate are explained below :—

In the Budget Estimate of the Assam-Bengal Railway a sum of Rx. 1,280,000 was provided to meet the estimated expenditure on the line during the year. Of this sum Rx. 1,080,700 was provided from Government funds and the balance Rx. 199,300 against Company's capital and debentures. The debentures, amounting to £300,000 (actual amount received £297,750), which the Company

was expected to raise in March 1897, were not paid to the Secretary of State until 1897-98. The total outlay on the Railway during the year amounted to Rx. 1,160,831, of which Rx. 498,153, representing for the equivalent of the debentures referred to above was accounted under the head, "Capital account of Indian Railway Companies", and only the difference, Rx. 662,678, charged against Government funds in accordance with the terms of clause 43 of the contract. Compared with the total provision made in the Budget Estimate, there was a lapse of Rx. 119,169 which is attributed partly to the restriction of expenditure during a portion of the year, and partly to over-estimates.

The lapse on the provision made for land for the Assam-Bengal Railway was due to the Land Acquisition Officer having over-estimated his requirements.

The lapse on the Hajipur-Katihar extensions is attributed to the alignment of the line from Kosi to Katihar not having been finally settled.

REVISED ESTIMATE.

99. Compared with the Revised Estimate, the principal variations and the reasons assigned for them are briefly as follows :—

State Agency.

Open lines.—The actuals fell short of the Revised Estimate by Rx. 71,699. The more important variations on individual lines are as under :—

A lapse on the North Western Railway due to larger issues of stores to Revenue.

A lapse on the East Coast Railway due to shorter expenditure on English stores.

An excess on the Eastern Bengal State Railway due entirely to larger expenditure on English stores than was anticipated.

An excess on the Oudh and Rohilkhand Railway due to smaller issues of stores to Revenue, and to adjustments in connection with stock-taking.

Lines under construction.—The actuals were less than the Revised Estimate by Rx. 119,468.

The principal lapses were—

On the Kotri-Rohri Railway attributed to short outlay on works and on English stores.

On the Mari-Attock Railway due to smaller outlay on works than was anticipated.

On the Indus Bridge due principally to the non-arrival of girders from England.

Under Stores transactions due to the cause referred to in paragraph 98 above.

The principal excess was :—

On the Rajbari-Faridpur Railway due to the issue of a larger quantity of materials from the Eastern Bengal State Railway and to more work having been done.

Companies' Agency.

Open lines.—The actuals approximate closely to the Revised Estimate, the result being a small lapse of Rx. 1,083. The more important variations were as under :—

A lapse on the Tirhoot State Railway due chiefly to larger issues of stores to Revenue.

An excess on the East Indian Railway due chiefly to fluctuations in the suspense accounts owing to the causes mentioned in paragraph 98 above.

Lines under construction.—The actuals fell short of the Revised Estimate by Rx. 80,069, the principal variations being as under:—

A lapse on the provision made for land for the Assam-Bengal Railway, due to the Land Acquisition Officer not having been able to make awards before the close of the year up to the extent of the money placed at his disposal.

A lapse on the Hajipur-Katihar extensions due to the requirements for outlay on land having been over-estimated and to work in connection with bridges and ballast and permanent-way not having been carried out to the extent anticipated.

The Revised Estimate of the Assam-Bengal Railway was passed for a total estimated expenditure of Rx. 1,147,900, of which Rx. 649,700 was provided against Government funds, and the balance Rx. 498,200 against debentures to be raised by the Company. The actual expenditure amounted to Rx. 1,160,831 or Rx. 12,931 in excess of the Revised Estimate. This excess occurred almost entirely under Formation.

100. *Total Capital Outlay.*—The total outlay incurred on State Railways up to the end of the year has amounted to Rx. 133,302,934 as under:—

	Rx.
Indian outlay	75,958,328
Debits to the Indian books by credits to "Expenditure in England" for value of English stores received, and other items charged off in England	57,344,606
TOTAL	133,302,934

the distribution being as follows:—

	Rx.
34.—Construction of Protective Railways	6,550,931
37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	6,509,831
Other expenditure on construction charged against Revenue, including exchange prior to 1884-85	2,358,794
48.—Capital expenditure on State Railways not charged against Revenue	81,641,844
51.—Capital charges involved in redemption of liabilities	33,553,451
Outlay met from debentures raised through Companies	2,688,083
TOTAL	133,302,934

101. Full details of the above will be found in the statement attached to this review as Schedule G.

SECTION F.

CAPITAL ACCOUNT OF GUARANTEED COMPANIES.

102. Each of the Guaranteed Railway Companies has a sterling Capital. Under the respective contracts entered upon many years ago, funds required to meet expenditure in India are advanced at the fixed rate of exchange of 1*s.* 10*d.* the rupee, and advances in England when stated in Indian currency are converted at the same rate of 1*s.* 10*d.* the rupee. The figures relating to Capital expenditure in this section, where stated in sterling, represent as regards withdrawals by the Companies in England true sterling, and as regards withdrawals in India the equivalent of the rupees at the rate of 1*s.* 10*d.*; where stated in Rx., sterling has been converted into rupees at the same rate. This does not, however, apply to the capital for the Extensions of the Madras Railway to which it has been arranged that the "prescribed" rate of exchange shall be applied.

103. The following table shows the amount of Capital raised to the 31st March 1898:—

	Share Capital.		Debentures.		Debenture Stock.		Capital not bearing Interest.		Total.
	India.	England.	Nominal amount.	Cash received.	Stock represented.	Cash received.	India.	England.	
	£	£	£	£	£	£	£	£	£
Great Indian Peninsula	496,897	19,503,103	*2,970,900*	2,963,507	*2,701,450*	2,475,559	74,929	218,520	25,732,515
Bombay, Baroda and Central India	21,672	7,528,628	*1,937,900*	1,934,580	...	...	...	29,568	9,514,448
Madras (Open line)	...	10,257,630	*898,000*	893,219	...	...	...	12,039	11,162,888
Madras (Extensions)	...	...	*100,000*	99,000	...	...	...	...	99,000
TOTAL	518,569	37,289,361	*5,906,800*	5,890,306	*2,701,450*	2,475,559	74,929	260,127	46,508,851

104. Interest on the Share Capital, Debentures, and Debenture Stock is guaranteed by the Secretary of State, the rates of interest being as under:—

	Great Indian Peninsula.	Bombay, Baroda and Central India.	Madras.		Total.
			Open line.	Extensions.	
	£	£	£	£	£
Share Capital at 5 per cent.	20,000,000	7,550,300	8,757,670	...	36,307,970
" " 4¾ "	...	...	999,960	...	999,960
" " 4½ "	...	...	500,000	...	500,000
Debenture Stock at 4 "	2,701,450	...	...	...	2,701,450
Debentures at 3¼ "	...	788,500	100,000	...	888,500
" " 3 "	1,068,800	300,000	332,700	...	1,701,500
" " 2¾ "	300,000	...	60,000	...	360,000
" " 2½ "	1,602,100	849,400	405,300	100,000	2,956,800
TOTAL	25,672,350	9,488,200	11,155,630	100,000	46,416,180

105. The average rate of interest payable in gold on the Capital of these Guaranteed Companies is a little below 4·65 per cent. Under the contracts, the State must continue to pay interest on the Share Capital at the rates guaranteed until the contracts terminate, and is consequently unable to obtain any advantage from the increasingly easy condition of the money market. The State can now raise money at about 2½ per cent., but has to continue to pay 5 per cent. on the bulk of the Share Capital which, with the low average rate of exchange for 1897-98, is equivalent to a payment of interest at a rate of about 7·26 per cent. on the sterling Capital converted at par.

106. The following table shows the amounts withdrawn by the several Companies on Capital account up to the 31st March 1898, and the balances of Capital at their credit or overdrawals at their debit on that date :—

	Paid up Capital.	Capital withdrawn.			Balance at	
		India.	England.	Total.	Credit.	Debit.
	£	£	£	£	£	£
Great Indian Peninsula . .	25,732,515	5,723,841	19,940,115	25,663,956	68,559	...
Bombay, Baroda and Central India	9,514,448	2,313,053	7,444,723	9,757,776	...	243,328
Madras . Open line . .	11,162,888	3,980,710	7,167,218	11,147,928	14,960	...
Madras . Extensions . .	99,000	3,214	763	3,977	95,023	...
Total .	46,508,851	12,020,818	34,552,819	46,573,637	178,542	243,328

or, as stated in the Indian accounts, sterling being converted into rupees at the contract rates of exchange, the figures stand as under :—

	Paid up Capital.	Capital withdrawn.			Balance at	
		India.	England.	Total.	Credit.	Debit.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula . .	28,071,835	6,244,189	21,752,852	27,997,041	74,794	...
Bombay, Baroda and Central India	10,379,398	2,523,331	8,121,516	10,644,847	...	265,449
Madras . Open line . .	12,177,687	4,342,593	7,818,783	12,161,376	16,311	...
Madras . Extensions . .	159,399	5,048	1,229	6,277	153,122	...
Total .	50,788,319	13,115,161	37,694,380	50,809,541	244,227	265,449

107. The net Capital expenditure during the year on the Guaranteed Railways amounted to £399,558 as below :—

	Withdrawals.			Refunds.			Net withdrawals.
	In India.	In England.	Total.	In India.	In England.	Total.	
	£	£	£	£	£	£	£
Great Indian Peninsula .	369,318	425,541	794,859	654,087	700	654,787	140,072
Bombay, Baroda and Central India	485,256	261,923	747,179	512,610	694	513,304	233,875
Madras . Open line .	203,673	75,517	279,190	257,151	405	257,556	21,634
Madras . Extensions .	3,214	763	3,977	...	...	...	3,977
Total .	1,061,461	763,744	1,825,205	1,423,848	1,799	1,425,647	399,558

108. The large refunds in India represent chiefly the value of stores issued to Revenue for working and maintenance which, in the first instance, are paid for from Capital funds.

Comparison with Budget and Revised Estimates.

109. The following table compares the actual net withdrawals during the year, with the Actuals of 1896-97, and with the Budget and Revised Estimates of 1897-98 :—

	Actuals, 1897-98.	Revised Estimate.		Budget Estimate.		Actuals, 1896-97.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula .	152,805	140,400	+12,405	389,700	—236,895	—51,638
Bombay, Baroda and Central India	255,137	270,000	—14,863	674,600	—419,463	288,399
Madras . Open line . .	23,600	11,500	+12,100	121,800	—98,200	48,587
Madras . Extensions . .	6,277	16,300	—10,023	...	+6,277	...
Total .	437,819	438,200	—381	1,186,100	—748,281	285,348

110. The increase in the actuals as compared with those of the previous year occurred on the Great Indian Peninsula Railway in connection with the outlay in England on stores, etc., which was nearly 25 lakhs more than in the preceding year. This increase has to a certain extent been counterbalanced by larger refunds for stores issued to revenue for repairs and renewals of carriages and wagons. The decrease as compared with the Budget Estimate in the case of all three lines was due principally to shorter outlay on stores, etc., in England. Larger receipts in India in connection with heavier consumption of stores by revenue, sales of stores to outsiders, and deposits for work to be done for outsiders contributed to the decrease to a certain extent. The difference between the Revised Estimate and the actuals is small.

SECTION G.

(Capital of Indian Railway Companies.)

(Exclusive of the old Guaranteed Companies.)

111. The accounts reviewed in this section deal with the capital transactions of the following Railway Companies :—

Bengal Central.
Bengal-Nagpur.
Indian Midland.
Southern Mahratta.
Mysore.
Rohilkhund-Kumaon (Lucknow-Bareilly Section).
Assam-Bengal.
Burma Railways.
* Ahmedabad-Parantij.
* South Behar.
* Mymensingh-Jamalpur.
* Brahmaputra-Sultanpur.
* Tapti Valley.
* Hurdwar-Dehra.

112. The capital of these Companies (excepting those marked with an asterisk) consists partly of share capital and debentures raised by the Companies direct on guarantees by the Secretary of State, and partly of advances made by the Secretary of State from funds raised by him under the provisions of Act 51 Vict., Cap. 5. The sums thus raised and advanced to the Companies are considered as part of the Companies' capital. Interest on such advances is charged against the Railway Revenue Account and has to be met before surplus profits can be declared.

113. The financial terms of the contracts, the rates of interest guaranteed and the rates of exchange at which the capital is converted into Indian currency vary in each case. These points are briefly noted below.

114. *Bengal Central Railway.*—This line is the property of the Bengal Central Railway Company and is, merely as a matter of convenience, classed among State Railways. This Railway was originally constructed under a limited guarantee of interest at the rate of 4 per cent. per annum, while the line was under construction, such interest, together with interest thereon, being repayable out of surplus profits. A revised contract was, however, entered into, with effect from the 1st July 1885, under which the Company receives a guarantee of $3\frac{1}{2}$ per cent. on share capital and a quarter of net earnings paid half-yearly, the claim to the repayment of interest advanced under the original contract being at the same time waived. The capital of the Company on the 1st July 1885 amounted to £750,000. The whole of this amount was practically spent by the Company before Government took over the line, and its equivalent in Indian currency is held to be Rs. 90,82,343, the expenditure in rupees as exhibited by the Company's books. The balance of the Company's capital (including advances), *viz.*, £250,000 when stated in Indian currency, is converted at the rate of 1*s.* 5·262*d.* the rupee.

115. *Bengal-Nagpur Railway.*—This Company receives a guarantee at the rate of 4 per cent. per annum on share capital, and is entitled to a quarter share of surplus profits,—*i. e.*, of the excess of net earnings over interest—calculated annually. The rate of exchange for the conversion of sterling capital into Indian currency as regards the main line capital raised up to the 31st March 1896 was £1 = Rs. 13, but it has been arranged that all further sterling capital raised for the Bengal-Nagpur Railway both for the main line and the extensions (including the sum of £500,000 raised by debentures in 1896) should be converted at the average rate obtained by the Secretary of State for

bills payable on demand drawn on India during the calendar half-year next preceding that in which the capital is received, *i.e.*, at what is known as, and referred to hereafter as, the "prescribed" rate.

116. *Indian Midland Railway.*—This Company also receives a guarantee of 4 per cent. per annum on its share capital, and is entitled to a quarter share of surplus profits calculated annually. The rate of exchange for the conversion of sterling capital into Indian currency as regards the main line is £1 = Rs. $12\frac{1}{2}$, and as regards the Saugor-Katni extension, which is being constructed by the Company, £1 = Rs. $16\frac{1}{2}$.

117. *Southern Mahratta Railway.*—This Company now receives a guarantee of $3\frac{1}{2}$ per cent. (4 per cent. up to 31st December 1890) and a quarter of net earnings. The rates of exchange for the conversion of sterling capital into rupees are, as regards the capital (£530,957), specially raised for the completion of the Bellary-Kistna Railway, which was taken over by the Company £1 = Rs. 14, and for the remainder of the capital, £1 = Rs. 12. The Company also gets the advantage of outlay by the State on the construction of the Bellary-Kistna Railway to the extent of Rx. 1,657,841 without any charge for interest.

118. *Mysore Railway.*—This line was completed and is worked by the Southern Mahratta Railway Company. That Company raised sufficient funds by the issue of debenture stock to repay to the Mysore Durbar the outlay previously incurred by that State and to complete the extension linking up with the Southern Mahratta system. Acting on behalf of the Mysore Durbar, the Secretary of State has guaranteed interest at 4 per cent. on the nominal amount of the debenture stock issued. The Southern Mahratta Railway Company receives a quarter of the net earnings. The rate of exchange for conversion of the sterling capital into Indian currency is 1*s.* 5·931*d.* the rupee.

119. *Rohilkhund-Kumaon Railway* (*Lucknow-Bareilly Section*).—The Rohilkhund-Kumaon Railway Company took over, with effect from the 1st January 1891, the Bareilly-Pilibhit and the Lucknow-Sitapur State Railways, undertaking to complete the link between these lines and to work the whole with their own Railway. The Company agreed to raise capital to the extent of £160,000 by the issue of debentures, with the power to discharge any portion of this obligation by the payment of rupees in India, the amount so paid being deemed the equivalent of sterling money at the average rate of exchange during the half-year immediately preceding the date of such payment. The Company subsequently issued sterling debentures for £147,000, which sold for Rs. 20,34,195. This sum was paid into the Calcutta Treasury, and, at the rate fixed by the contract, is deemed to be equivalent to a sterling payment of £160,837. The debentures were issued under a guarantee of the Secretary of State at the rate of $3\frac{1}{4}$ * per cent. per annum. The previous outlay incurred by the State has not been refunded to Government, and it has been further agreed that any additional capital required shall be provided by the Secretary of State. Any surplus profits after paying the debenture interest and interest at 4 per cent. on the outlay and advances by the State are divided between Government and the Company in the ratio of their respective capital.

120. *Assam-Bengal Railway.*—This Company took over, in November 1892, the construction of the Gauhati-Lumding Section of the Railway which had been commenced by the State. The capital authorised to be raised by the Company is £1,500,000, and the rate of interest guaranteed is $3\frac{1}{2}$ per cent. per annum up to the 1st July 1898, and after that date 3 per cent. The rate for the conversion of sterling capital into Indian currency is the "prescribed" rate.

121. *Burma Railways.*—This Company was formed for the purpose of completing and working the system of Railways in Burma which was being constructed and worked by the State, carrying out extensions thereof. The lines were handed over with effect from the 1st September 1896; the capital authorised to be raised by the Company for the purposes of the contract is

* *These debentures, which matured on the 1st July 1898, have been renewed for three years at 3 per cent. per annum.*

£2,000,000. The rate of interest guaranteed is $2\frac{3}{4}$ per cent. per annum up to the 1st July 1901, and after that date $2\frac{1}{2}$ per cent. For the purposes of the division of surplus profits, the capital expended by the Secretary of State on the Railways in Burma up to the 31st August 1896, as shown in rupees in the books of the Government of India, is converted into sterling at the rate of Re. 1 = 1*s.* $2\frac{3}{16}d.$, and interest is calculated on the sterling equivalent of this sum at the rate of $2\frac{1}{2}$ per cent. per annum. Any surplus profits after paying the interest in rupees on the Company's capital and the interest on the sterling equivalent of the Secretary of State's capital are divided between Government and the Company in the ratio of 4 to 1. The Company are also required to repay to the Secretary of State from their share of the surplus profits the equivalent in rupees of the additional $\frac{1}{4}$ per cent. interest guaranteed up to the 1st July 1901. The rate for the conversion of the sterling capital of the Company into Indian currency and for all the purposes of the contract requiring the conversion of sterling money into rupees is the "prescribed" rate.

122. *Ahmedabad-Parantij, South Behar, Mymensingh-Jamalpur, Brahmaputra-Sultanpur, Tapti Valley and Hurdwar-Dehra Branch Railways.*—The Ahmedabad-Parantij and Tapti Valley Railways are being constructed by the Bombay, Baroda and Central India Railway Company, the South Behar Railway by the East Indian Railway Company, the South Behar Brahmaputra-Sultanpur and Hurdwar-Dehra Railways by State Agency, from funds paid into Indian Treasuries, and the element of exchange does not, therefore, enter into the accounts of these Railways. With the exception of the South Behar Railway Company, these Companies have an Indian domicile and a rupee capital. The South Behar Railway Company has an English domicile and a sterling capital. The transactions of this Railway, which pass through the Government accounts, are confined to the withdrawals against the amounts deposited in the Treasury for expenditure in India. In the case of the Brahmaputra-Sultanpur and Hurdwar-Dehra Railway Companies, the Secretary of State has guaranteed interest at the rate of 3 per cent. per annum out of the revenues of India on the actual capital expenditure charged in the accounts, whereas in the case of the other Companies there is no guarantee, but a "rebate" is allowed from traffic earnings on the main line under certain fixed limitations.

123. The following table shows the amount of capital raised to the 31st March 1898:—

	State Lines leased to Companies.								Assisted Companies.					
	Bengal Central.	Bengal-Nagpur.	Indian Midland.	Southern Mahratta.	Mysore.	Rohilkhund-Kumaon.	Assam-Bengal.	Burma Railways.	Ahmedabad-Parantij.	South Behar.	Mymensingh-Jamalpur.	Brahmaputra-Sultanpur.	Tapti Valley.	Hurdwar-Dehra.
	£	£	£	£	£	£	£	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Share Capital—														
India (at contract rates)	...	...	...	8,460	...	...	...	...	183,000	430,000	63,800	102,854	325,000	48,000
England	500,000	3,000,000	3,000,000	3,491,540	...	...	1,500,000	1,836,462	...	...	...	...	...	...
Debentures—														
Nominal amount	...	*2,600,000*	*3,004,100*	*1,043,100*	...	*147,000*	*800,000*	...	...	...	...	...	...	...
Cash received	...	2,595,500	2,991,600	1,042,350	...	160,837*	797,750	...	...	...	...	...	...	...
Debenture Stock—														
Stock represented	...	...	...	...	*1,200,000*	...	...	...	...	...	...	...	...	...
Cash received	...	...	...	...	1,200,000	...	...	...	...	...	...	...	...	...
Capital not bearing interest —														
India (at contract rates)	...	...	...	34	...	...	...	...	...	...	...	...	...	...
England	...	17,628	5,675	30,923	24,000	...	15,385	...	...	...	...	...	...	...
Total subscribed by Companies.	500,000	5,613,128	5,997,275	4,573,307	1,224,000	160,837	2,313,135	1,836,462	183,000	430,000	63,800	102,854	325,000	48,000
Advances made from money raised under Act 51 Vict., Cap. 5	500,000	2,760,000	1,345,000	2,129,900	...	...	...	...	...	...	...	...	...	...
Total	1,000,000	8,373,128	7,342,275	6,703,207	1,224,000	160,837	2,313,135	1,836,462	183,000	430,000	63,800	102,854	325,000	48,000
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Equivalent in Rx.	1,255,819	11,293,520	9,278,129	8,150,039	1,638,280	203,419	3,655,984	3,118,615	183,000	430,000	63,800	102,854	325,000	48,000

* Rupees 20,34,195 were actually paid into the Treasury, and this, under the contract, is taken as equivalent to £160,837.

The amounts shewn under Assisted Companies represent the deposits made in Indian Treasuries to end of 1897-98.

124. The following abstract shows the different rates of interest guaranteed in the case of each of the State lines leased to Companies on the share and debenture capital :—

	Bengal Central.	Bengal-Nagpur.	Indian Midland.	Southern Mahratta.	Mysore.	Rohilkhund-Kumaon.	Assam-Bengal.	Burma Railways.	Total.
	£	£	£	£	£	£	£	£	£
Share Capital at 4 per cent.	...	3,000,000	3,000,000	...	...	...	..	...	6,000,000
Share Capital at 3½ per cent.	500,000	...	...	3,500,000*	...	...	1,500,000†	...	5,500,000
Share Capital at 2¾ per cent.	...	...	...	...	...	...	...	1,836,462‡	1,836,462
Debenture stock at 4 per cent.	...	...	...	...	1,200,000	...	...	...	1,200,000
Debentures at 3½ per cent.	...	...	...	688,100	...	147,000	...	...	835,100
Debentures at 3 per cent.	...	1,500,000	1,000,000	255,000	...	...	500,000	...	3,255,000
Debentures at 2¾ per cent.	...	...	171,200	...	...	...	...	...	171,200
Debentures at 2½ per cent.	...	1,100,000	1,832,900	100,000	...	...	300,000	...	3,332,900
Total	500,000	5,600,000	6,004,100	4,543,100	1,200,000	147,000	2,300,000	1,836,462	22,130,662

* Four per cent. up to 31st December 1890, thereafter 3½ per cent.
† Three and a half per cent. up to 1st July 1893, and thereafter 3 per cent.
‡ Two and three quarter per cent. up to 1st July 1901, and thereafter 2¾ per cent.

125. During the year 1897-98 the following capital was raised direct by Companies :—

	£	£
Bengal-Nagpur Railway Debentures at 2½ per cent.—		
Open Line	25,000	
Extensions	575,000	
		600,000
Southern Mahratta Railway Debentures at 2½ per cent.		100,000
Assam-Bengal Railway Debentures at 2½ per cent.		300,000
		1,000,000

126. No advances were made from moneys raised under Act 51 Vict., Cap. 5, to any of these Companies during the year under review.

127. The following table shows the amounts of capital withdrawn up to the 31st March 1898, and the balances of capital at credit, or the amounts of overdrafts, on that date. In this table the amounts shown as withdrawn in England represent true sterling, the amounts shown as withdrawn in India represent rupees converted at contract rates, and also take into account the differences between remittances from England converted at contract rates and the average rates of exchange at which they are incorporated in the Indian books :—

Railways.	Paid up capital (including advances).	Capital withdrawn.									Balance at	
		To end of 1896-97.			During 1897-98.			To end of 1897-98.			Credit.	Debit.
		India.	England.	Total.	India.	England.	Total.	India.	England.	Total.		
	£	£	£	£	£	£	£	£	£	£	£	£
Bengal Central	1,000,000	358,398	542,348	900,746	25,775	21,486	47,261	384,173	563,834	948,007	51,993	...
Bengal-Nagpur	8,373,128	5,687,686	2,941,871	8,629,557	674,290	445,280	1,119,570	6,361,976	3,387,151	9,749,127	...	1,375,999
Indian Midland	7,342,275	4,861,564	2,641,584	7,503,148	132,392	48,686	181,078	4,993,956	2,690,270	7,684,226	...	341,951
Southern Mahratta.	6,703,207	4,877,089	1,741,140	6,618,229	5,626	51,990	57,616	4,882,715	1,793,130	6,675,845	27,362	...
Mysore	1,224,000	967,326	132,147	1,099,473	9,326	...	9,326	976,652	132,147	1,108,799	115,201	...
Rohilkhund-Kumaon.	160,837	203,653	84,328	287,981	4,540	17,467	22,007	208,193	101,795	309,988	...	149,151
Assam-Bengal	2,313,135	1,150,286	865,099	2,015,385	235,683	62,067	297,750	1,385,969	927,166	2,313,135	...	...
Burma	1,836,462	169,258	114,562	283,820	309,820	101,945	411,765	479,078	216,508	695,586	1,140,876	...
Total	28,953,044	18,275,260	9,063,079	27,338,339	1,397,452	748,921	2,146,373	19,672,712	9,812,001	29,484,713	1,335,432	1,867,101

or, as stated in the Indian accounts, the sterling capital being converted at the contract rates, and the withdrawals in England being converted at the rates of exchange applicable under the contract, the figures stand as in the statement below. The transactions of the Assisted Companies' Railways which are being constructed on branch line terms being on a rupee basis have been included in this statement :—

Railways.	Paid-up Capital.	Capital withdrawn.	Balance at	
			Credit.	Debit.
	Rx.	Rx.	Rx.	Rx.
Bengal Central	1,255,819	1,183,526	72,293	...
Bengal-Nagpur	11,293,520	13,466,512	...	2,172,992
Indian Midland	9,278,129	9,833,088	...	554,959
Southern Mahratta	8,150,039	8,117,205	32,834	...
Mysore	1,638,280	1,484,088	154,192	...
Rohilkhund-Kumaon	203,419	427,825	...	224,406
Assam-Bengal	3,655,984	3,655,984	...	...
Burma	3,118,615	1,181,220	1,937,395	...
Ahmedabad-Parantij	183,000	180,108	2,892	...
South Behar	430,000	368,124	61,876	...
Mymensingh-Jamalpur	63,800	62,979	821	...
Brahmaputra-Sultanpur	102,854	88,734	14,120	...
Hurdwar-Dehra	48,000	36,526	11,474	...
Tapti Valley	325,000	313,611	11,389	...
Total	39,746,459	40,399,530	2,299,286	2,952,357

128. The overdraft shown against the Bengal-Nagpur Railway is due to the inclusion in the Capital account of the sum of Rx. 485,383 * expended by the State on the Katni-Umaria State Railway, which was subsequently taken over by the Company (*vide* para. 36 above), and to outlay in India on the extensions being met from rupee advances. The overdraft shown against the Indian Midland Railway is due to this latter cause. A sum of Rx. 1,657,841 expended by Government on the Bellary-Kistna State Railway, now incorporated in the Southern Mahratta Railway system, has not been included in the foregoing tables of expenditure. Similarly, a sum of Rx. 512,114 expended by Government on the Bareilly-Pilibhit and Lucknow-Sitapur Railways, prior to their transfer to the Rohilkhund-Kumaon Railway Company, has not been included in these statements. These items are classed, as originally charged, under 37.—*Construction of Railways* and 48.—*State Railways—Construction*, and are included in the expenditure dealt with in Section E.

Comparison with Actuals during 1896-97 and the Budget and Revised Estimates.

129. In the following table the actual expenditure during the year is compared with the Revised and Budget Estimates, and with the Actuals of 1896-97 :—

Railways.	Actuals, 1897-98.	Revised Estimate.		Budget Estimate.		Actuals, 1896-97.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Bengal Central	65,707	67,900	—2,193	70,000	—4,293	95,658
Bengal-Nagpur	1,846,815	1,940,000	—93,185	2,128,400	—281,585	1,579,240
Indian Midland	299,216	291,100	+8,116	258,100	+41,116	699,064
Southern Mahratta	69,139	74,300	—5,161	154,700	—85,561	74,822
Mysore	12,483	17,700	—5,217	25,000	—12,517	13,831
Rohilkhund-Kumaon (Lucknow-Bareilly)	35,755	44,800	—9,045	22,800	+12,955	20,661
Assam-Bengal	498,153	498,200	—47	199,300	+298,853	13,945
Burma	699,247	551,600	+147,647	771,000	—71,753	481,973
Ahmedabad-Parantij	27,833	30,000	—2,167	30,000	—2,167	122,586
South Behar	245,225	276,000	—30,775	326,500	—81,275	113,351
Mymensingh-Jamalpur	56,262	57,000	—738	93,300	—37,038	6,717
Brahmaputra-Sultanpur	87,726	100,000	—12,274	310,000	—222,274	1,008
Tapti Valley	234,365	235,000	—635	850,000	—615,635	79,246
Hurdwar-Dehra	36,526	38,000	—1,474	...	+36,526	...
Total	4,214,452	4,221,600	—7,148	5,239,100	—1,024,648	3,302,102

* Equivalent at contract rate to £373,372.

Compared with Actuals of the previous year.

130. The increase of Rx. 912,350 in the expenditure during 1897-98 as compared with the outlay during 1896-97 occurred chiefly on the Bengal-Nagpur, Assam-Bengal and Burma Railways. The increase on the Bengal-Nagpur Railway was due to greater progress having been made on the construction of the Sini-Midnapore-Cuttack-Calcutta Extensions; the increase on the Assam-Bengal Railway to a large portion of the outlay on the line during the year having been charged to this head against the debentures raised, and that on the Burma Railways to the expenditure in the previous year from Company's funds being only that incurred from the 1st September 1896, when the line was handed over to the Company to the end of the official year. There were increases also on the South Behar, Mymensingh-Jamalpur, Brahmaputra-Sultanpur and Tapti Valley Railways due to the progress of construction on these lines, the last three were only started during the course of the previous year. The expenditure on the Hurdwar-Dehra Railway, which was commenced during the year, also helped to swell the increase. The principal decreases were on the Indian Midland Railway due to fluctuations in the stores accounts and on the Ahmedabad-Parantij Railway due to the construction of the line having been practically completed in the previous year.

Compared with Budget Estimate.

131. As compared with the Budget Estimate there was a lapse of Rx. 1,024,648. The principal variations are explained below :—

The lapse of Rx. 281,585 on the Bengal-Nagpur Railway was due entirely to short outlay to the extent of Rx. 441,853 on English stores owing to the Engineers' strike in England and to the delay in sending forward indents and in letting contracts for girders. There was, however, an excess of Rx. 160,268 over the provision made for expenditure in India due chiefly to the refund to Government of the cost of surveys undertaken in previous years in connection with the Sini-Midnapore-Cuttack-Calcutta Extensions and to greater progress of work on the extensions.

The lapse of Rx. 85,561 on the Southern Mahratta Railway occurred chiefly from the provision made for expenditure in England, and was due partly to indents not having been complied with in full, and to the annual indent for miscellaneous stores being less than the provision was made in the Budget Estimate. There was also a lapse on the provision made for expenditure in India due chiefly to the restriction of expenditure; to several new works not having been sanctioned, and to the postponement of the construction of a part of the additional rolling-stock owing to the late arrival of material from England.

The lapse on the Mysore State Railway is attributed to the orders of Government restricting expenditure in consequence of which several new works for which provision was made in the Budget Estimate were postponed, and several sanctioned works were held in abeyance.

The lapse on the Burma Railways was due chiefly to the construction of the Mandalay-Kunlon Railway not having been pushed on as rapidly as was anticipated owing to a large number of Engineering questions not having been finally settled.

The lapse of Rx. 81,275 on the South Behar Railway was due to the construction of station arrangements having been deferred as it was found necessary to employ all labour on the more important work of bridging; to the East Indian Railway having failed to return within the year a large quantity of permanent way material which it borrowed; to earthwork not having been executed to the extent anticipated and to a stoppage of ballast-breaking operations at Kadjura in October 1897.

The lapses on the Mymensingh-Jamalpur and Brahmaputra-Sultanpur Branch Railways were due to the work of construction not having been pushed on to the extent anticipated.

The lapse of Rx. 615,635 on the Tapti Valley Railway was due partly to delay in making over land to the Railway authorities and partly to the progress of work having been retarded owing to the difficulty in obtaining labour in consequence of the plague restrictions.

The excess of Rx. 41,116 on the Indian Midland Railway was due to greater progress having been made with work on the Saugor-Katni Extension than was anticipated; to a portion of the cost of 14 new engines which it was expected would be accounted for in the previous year, having been brought to account in the year under review owing to their late arrival; and to smaller issues of stores to Revenue than were provided for.

The excess on the Lucknow-Bareilly Railway was due chiefly to larger expenditure on English stores and to smaller issues of stores to Revenue.

The excess on the Assam-Bengal Railway was due to a larger portion of the expenditure incurred on this Railway during the year having been charged to this head for the reasons stated in para. 98 above.

Compared with Revised Estimate.

132. The actuals work up very closely to the Revised Estimate in total, there being a lapse of only Rx. 7,148. The more important variations on individual lines are explained as under :—

The lapse of Rx. 93,185 on the Bengal-Nagpur Railway is attributed to girders and rails not having been received or paid for before the close of the year.

The lapse of Rx. 30,775 on the South Behar Railway was almost wholly due to the East Indian Railway having failed to return to the South Behar Railway within the official year a quantity of permanent way material borrowed, the debit for which remained on the books of the East Indian Railway.

The lapse of Rx. 12,274 on the Brahmaputra-Sultanpur Branch Railway was due to short deliveries of sleepers.

The excess of Rx. 147,647 on the Burma Railways was due to the transfer from the Government to the Company's Capital Account of Rx. 175,714 representing the balances in the suspense accounts on the 31st August 1896 which is referred to under Section E.

SECTION H.

Native States Railways.

Capital and Revenue Transactions.

133. The accounts reviewed in this section are those which are dealt with in this Department in connection with the following Railways belonging to Native States :—

Bhopal State Railway (Bhopal Section).
Khamgaon Railway.
Amraoti Railway.

134. It may be mentioned that this Department is not directly concerned with the transactions of the following Railways, and consequently they are not alluded to in this review :—

* The Gaekwar's.
* Jodhpore-Bickaneer.
* Nagda-Ujjain.
Nizam's Guaranteed.
Hyderabad-Godavari Valley.
Morvi.
Gwalior-Sipri.
* Rajpura-Bhatinda.
Bhavnagar-Gondal-Junagad-Porbandar.
* Jammu-Kashmir (Native State Section).
* Kolhapur.
* Cooch Behar.
* Bina-Goona.
* Oodeypore-Chitore.
* Bhopal-Ujjain.
West of India Portuguese.
Jamnagar.
Jeypore.
Dhrangadra.
* Rajpipla.
Jetalsar-Rajkot.
Rewah.
Pondicherry.
Karikal-Peralam.
* Mysore { Birur-Shimoga. / Mysore-Nanjangud Section. / Yesvantpur-Mysore Frontier. / Kolar Gold-fields.

135. An officer of the Public Works Accounts Department is lent to the Native States for the purpose of keeping the accounts of the Bhavnagar-Gondal-Junagad-Porbandar, Jamnagar, Dhrangadra and Jetalsar-Rajkot Railways, and the accounts of the lines marked with an asterisk are either kept by or supervised by Public Works Accounts officers.

Bhopal State Railway.

136. *Capital.*—The Bhopal State Railway is the joint property of the Imperial Government and the Bhopal State. The line connects Itarsi, on the

Great Indian Peninsula Railway, with Bhopal. The line runs for 13 miles through British territory and for 44 miles through the Native State of Bhopal.

137. Funds for the construction of this line were at first provided as follows :—

	Rx.
By the British Government	125,000
„ Bhopal State	500,000

But as further moneys were required to meet the cost of additional works and of alterations necessary to bring the line up to the standard necessary for dealing with the traffic anticipated on the opening of the Indian Midland Railway, and as Her Highness the Begum of Bhopal was not prepared to advance more than the 50 lakhs, it was decided to provide the necessary money from Imperial resources. The contribution made by the Durbar had all been utilised before the end of 1890-91, so that the expenditure incurred subsequently was met from grants under the head "48.—State Railways—Construction," and as such is reviewed in Section E.

138. The capital expended on the line to the close of 1897-98 amounted to Rx. 736,713 and has been found as follows :—

	Rx.
By the British Government	236,713
„ Bhopal State	500,000

139. *Revenue.*—The line is worked by the Indian Midland Railway on the following terms: on payment of such a sum as shall bear the same rate per cent. to the gross receipts of the Bhopal State Railway for any half-year as the aggregate working expenses of the amalgamated undertaking bear to the aggregate gross receipts of the amalgamated undertaking for the same half-year, *plus* 5 per cent. of the gross earnings for supply of rolling-stock. The earnings and expenses are adjusted by the calendar half-year, and the amounts included in the accounts for the official year 1897-98 represent the results of working during the calendar year 1897.

140. The revenue receipts and charges of the year are, under the terms of the agreement with the Durbar, divided between the British Government and the Bhopal State in the proportion of the capital contributed by each, and on this basis the division of the transactions of the year 1897 was as shown in the following table :—

	Government.	Bhopal State.	Total.
	Rx.	Rx.	Rx.
Receipts	15,221	33,138	48,359
Expenditure	9,108	19,828	28,936
Net receipts	6,113	13,310	19,423

141. The Durbar's share of the net earnings for the year is equivalent to a return of 2·66 per cent. per annum on the capital provided by the Durbar.

Khamgaon and Amraoti Railways.

142. *Capital.*— These railways have been constructed from funds provided from the surplus revenues of Berar. The Khamgaon Railway, 7½ miles in length, runs from Jalamb Station, on the Great Indian Peninsula Railway, to Khamgaon; and the Amraoti Railway, 5½ miles in length, connects Budnera on the same railway, with Amraoti.

143. The capital expended on these lines to the end of 1897-98 is as under:—

	To end of 1896-97.	During 1897-98.	Total to date.
	Rx.	Rx.	Rx.
Khamgaon Railway	52,260	−45	52,215
Amraoti „	45,112	133	45,245

144. *Revenue.*—Both these lines are worked by the Great Indian Peninsula Railway Company on the following terms: the payment to the Company of the same percentage of the gross receipts of the State line that the working expenses of the Great Indian Peninsula Railway and branch lines, taken together, bear to the earnings of the Great Indian Peninsula Railway and branch lines, *plus* 5 per cent. of the gross receipts of the State lines for the use of rolling-stock. The transactions are adjusted by the calendar half-year, and the results incorporated in the accounts of the year 1897-98 represent the transactions of the calendar year 1897.

145. The receipts and charges of the year 1897 are shown in the following table:—

	Receipts.	Expenditure.	Net Receipts.
	Rx.	Rx.	Rx.
Khamgaon Railway	4,650	3,260	1,390
Amraoti „	10,319	7,333	2,986

146. The net receipts represent returns of 2·66 and 6·60 per cent. per annum on the total capital expended on the Khamgaon and Amraoti Railways, respectively.

Comparison with Budget and Revised Estimates.

147. The actual capital outlay of the year compares with the Budget and Revised Estimates as under:—

Railway.	Actuals, 1897-98.	Revised Estimate.		Budget Estimate.	
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.
	Rx.	Rx.	Rx.	Rx.	Rx.
Khamgaon Railway	−45	...	−45	500	−545
Amraoti „	133	100	+33	400	−267
Total	88	100	−12	900	−812

The differences are small and do not call for any detailed explanation.

148. The actual revenue transactions compare with the actuals of 1896-97 and the Budget and Revised Estimates as under:—

	Actuals, 1897-98.	Revised Estimate.		Budget Estimate.		Actuals, 1896-97.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Bhopal—						
Receipts	33,138	33,000	+138	36,700	−3,562	36,136
Expenditure	19,828	19,800	+28	19,200	+628	22,283
Net Receipts	13,310	13,200	+110	17,500	−4,190	13,853
Khamgaon—						
Receipts	4,650	4,400	+250	6,000	−1,350	5,836
Expenditure	3,260	3,100	+160	3,500	−240	3,391
Net Receipts	1,390	1,300	+90	2,500	−1,110	2,445
Amraoti—						
Receipts	10,319	10,500	−181	10,000	+319	10,411
Expenditure	7,333	7,600	−267	6,000	+1,333	6,124
Net Receipts	2,986	2,900	+86	4,000	−1,014	4,287

149. The variations are too small to call for any detailed explanations. The decreases were generally due to smaller traffic and the increase on the Khamgaon Railway to higher charges by the working railway.

Simla;
The 6th April 1899.

A. R. BECHER,
Accountant General, P. W. Dept.

Acct. Genl., P. W. Dept., memorandum No. 136 R., dated 6th April 1899.

Submitted to the Secretary to the Government of India, Public Works Department.

Document accompanying.

Abstract and detailed Accounts of Revenue and Expenditure on Railways in India during and to the end of 1897-98.

G. I. C. P. O. No. 118 A. G., P. W. D.—13 6·99.—22.—B. N. D.

Accompaniment to Accountant General's, P. W. Dept., Note No. 136 R., dated 6th April 1899.

Abstract by Fund and Finance Heads of the Revenue and Expenditure on Railways in India during 1897-98 compared with the Budget and Revised Estimates of the year and the accounts of 1896-97.

Revenue.				For details see schedule.	Fund and Finance Heads.	For details see schedule.	Expenditure.			
Accounts, 1896-97.	1897-98. Budget Estimate.	1897-98. Revised Estimate.	1897-98. Accounts.				1897-98. Accounts.	1897-98. Revised Estimate.	1897-98. Budget Estimate.	Accounts, 1896-97.
Rx.	Rx.	Rx.	Rx.				Rx.	Rx.	Rx.	Rx.
					IMPERIAL.					
					XXVI and 38.—State Railways.					
					Gross Traffic Receipts and Working Expenses.					
5,450,916	5,300,300	5,900,300	5,884,481		East Indian		1,953,204	1,980,000	1,800,000	1,849,021
2,010,983	2,250,000	1,960,000	1,974,470		Rajputana-Malwa*		993,044	1,015,000	1,110,000	1,026,902
5,186	4,000	3,800	3,969		Palanpur-Deesa		2,742	2,700	2,800	3,588
16,369	18,300	15,500	15,221		Bhopal		9,108	9,000	10,800	10,094
20,608	20,000	20,000	19,886		Wardha Coal		14,032	14,400	12,000	12,222
52,065	52,000	52,000	55,226		Warora Colliery		39,593	39,500	40,000	34,772
39,133	42,500	38,200	38,506		Umaria Colliery		37,723	38,200	40,000	39,692
612,899	650,000	590,000	615,311		Bengal-Nagpur		317,083	310,000	340,000	352,521
64,981	760,000	845,000	869,276		Mu Valley		519,780	515,000	447,500	81,768
21,215					Burma					...
66,445	130,000	102,500	106,551		Assam-Bengal		89,761	86,000	104,000	67,523
1,052,328	1,520,000	1,520,000	1,530,213		Eastern Bengal		666,422	670,000	608,000	604,068
93,515	95,000	120,000	118,370		Bengal Central		81,320	78,000	66,500	69,228
565,006	620,000	620,000	625,039		Bengal and North-Western and Tirhoot		443,359	460,000	458,400	437,276
818,621	880,000	900,000	882,106		Oudh and Rohilkhand		461,517	475,000	470,000	450,084
485,746	485,000	565,000	568,634		Indian Midland		312,564	310,000	290,000	289,970
79,335	83,000	88,000	89,902		Lucknow-Bareilly		53,498	53,000	53,000	52,459
2,887,907	3,000,000	3,500,000	3,482,821		North Western		1,830,178	1,870,000	1,800,000	1,710,588
899,281	910,000	890,000	894,402		South Indian		507,859	510,000	555,000	516,895
48,663	45,000	62,500	63,683		Guntakal-Mysore Frontier		37,167	37,000	26,000	27,846
158,407	150,000	190,000	189,931		Mysore		133,297	130,000	105,000	109,187
6,133	6,000	6,400	6,387		Bezwada-Madras (Ennore Section)		4,039	4,000	4,000	5,114
265,982	260,000	310,000	306,218		East Coast (including Bezwada Extension)		211,359	210,000	195,000	203,232
36,739	35,000	27,000	28,128		Dhond and Manmad (net receipts)		...	...	...	...
658,845	650,000	615,000	617,498		Southern Mahratta		437,897	440,000	450,000	447,858
16,417,308	17,966,100	18,941,200	18,986,229	A	Total	A	9,156,546	9,256,800	8,988,000	8,401,908
					Interest on debt.					
					India		3,991,278	3,997,100	4,017,200	3,615,426
					England		971,045	971,000	971,000	975,589
					Exchange		546,815	543,800	640,900	644,702
					Total		5,509,138	5,511,900	5,629,100	5,235,717
					Annuities in purchase of Railways.					
					East Indian		1,842,271	1,838,600	1,956,500	1,961,879
					Eastern Bengal		190,519	190,200	202,300	202,190
					North Western		643,925	642,700	683,900	680,274
					Total		2,676,715	2,671,500	2,842,700	2,844,343
					Interest Chargeable against Companies on Advances.					
					Bengal Central		25,401	25,400	27,100	26,989
					Bengal-Nagpur		213,879	212,600	217,100	185,846
					Indian Midland		82,391	81,700	85,900	76,907
					Southern Mahratta		108,202	108,000	114,900	114,966
					Total		429,873	427,700	445,000	404,708
					Interest on capital deposited by Companies.					
					East Indian		37,124	37,100	47,600	12,456
					Assam-Bengal		111,372	111,200	128,000	111,678
					Burma Railways		78,620	78,500	83,500	31,697
					Bengal Central		27,355	27,300	29,100	29,064
					Bengal-Nagpur		284,916	284,400	310,200	284,418
					Indian Midland		326,060	324,500	348,300	347,840
					Lucknow-Bareilly		15,701	16,200	16,000	15,148
					Southern Mahratta		315,246	314,600	335,000	333,019
					South Indian		46,894	46,800	49,800	49,825
					Total		1,243,288	1,240,600	1,347,500	1,215,145

*Including the Godhra-Rutlam-Nagda Railway.

Revenue. Accounts, 1896-97.	Revenue. 1897-98. Budget Estimate.	Revenue. 1897-98. Revised Estimate.	Revenue. 1897-98. Accounts.	For details see schedule.	Fund and Finance Heads.	For details see schedule.	Expenditure. 1897-98. Accounts.	Expenditure. 1897-98. Revised Estimate.	Expenditure. 1897-98. Budget Estimate.	Expenditure. Accounts, 1896-97.
Rx.	Rx.	Rx.	Rx.							
					XXVII.—Guaranteed Railways.		Rx.	Rx.	Rx.	Rx.
					Net Traffic Receipts.					
805,295	800,000	620,000	612,856		Bombay, Baroda and Central India .					
1,279,801	1,300,000	970,000	999,389		Great Indian Peninsula . . .					
549,068	530,000	570,000	589,147		Madras					
2,634,164	2,630,000	2,160,000	2,201,392	B	Total .					
					XXVIII.—Subsidized Companies.					
					Repayment of Advances of Interest.					
24,052	28,700	10,300	12,990		Mysore					
...	...	2,000	1,979		Rohilkund-Kumaon					
24,052	28,700	12,300	14,969	D	Total .					
					39.—Guaranteed Companies. Surplus Profits, Land and Supervision, and Interest.					
					Surplus Profits.					
					Bombay, Baroda and Central India .		100,645	107,200	157,600	220,930
					Great Indian Peninsula . . .		38	...	...	226,225
					Madras		9,619	10,000	...	147
					Total .	C	110,302	117,200	157,600	447,302
					Land and Supervision.					
					India (share of office of Director of Railway Construction) . .		15,332	16,300	16,600	16,224
					Central Provinces		...	100	100	...
					Burma		5,800	6,000	7,000	...
					Assam		6,172	6,500	7,500	7,557
					Bengal		15,225	15,500	16,000	17,382
					North-Western Provinces and Oudh .		16,024	16,000	18,100	18,336
					Madras		12,308	22,300	111,100	14,584
					Bombay		25,362	26,300	50,000	26,389
							96,223	109,000	226,400	100,472
					Deduct—Amount recoverable from Companies on account of Government supervision .		*80,312*	*80,400*	*81,000*	*72,389*
					Total .	C	15,911	28,600	145,400	28,083
					Total surplus profits, Land and Supervision		126,213	145,800	303,000	475,385
					Interest.					
					Bombay, Baroda and Central India .		681,608			720,340
					Great Indian Peninsula . . .		1,862,296	3,370,300	3,608,400	1,991,333
					Madras		833,180			885,559
					Total .	C	3,377,084	3,370,300	3,608,400	3,597,232
					40.—Subsidized Companies—Land and Advances of Interest.					
					Bengal and North-Western—Land .		58,730	43,500	70,000	39,916
					Mymensingh-Jamalpur—Land . .		5,815	7,000	11,500	418
					Brahmaputra-Sultanpur—Land . .		2,482	5,000	30,000	...
					South Behar—Land		27,362	28,000	20,000	1,955
					Segowlie-Raksaul—Land . . .		4,158	6,800	2,000	700
					Bhagulpur-Bausi-Baidyanath—Land .		...	...	52,500	...
					Hardwar Dehra—Land . . .		...	2,000	3,000	...
					Delhi-Umballa-Kalka—Land . .		...	100	700	311
					Southern Punjab—Land . . .		1,956	2,000	2,000	23,115
					Nilgiri—Land		1,037	2,000	2,000	1,358
					Ahmedabad-Parantij—Land . .		10	200	200	6,752
					Tapti Valley—Land . . .		1,275	3,000	17,200	432
					Barsi-Pandharpur-Sangola—Land .		752	1,000	...	...
					Tinnevelly-Quilon—Land . . .		...	...	15,000	...
					Total .	D	103,577	100,600	226,100	74,957

Revenue. Accounts, 1896-97.	Revenue. 1897-98. Budget Estimate.	Revenue. 1897-98. Revised Estimate.	Revenue. 1897-98. Accounts.	For details see schedule.	Fund and Finance Heads.	For details see schedule.	Expenditure. 1897-98. Accounts.	Expenditure. 1897-98. Revised Estimate.	Expenditure. 1897-98. Budget Estimate.	Expenditure. Accounts, 1896-97.
Rx.	Rx.	Rx.	Rx.				Rx.	Rx.	Rx.	Rx.
					41.—Miscellaneous Railway Expenditure.					
					Surplus Establishment and Miscellaneous Charges		8,804	7,500	3,000	18,105
					Establishment of the Director of Railway Construction (share of) . .		15,332	16,300	16,600	16,224
					Port Store-keeper's Establishment .		2,039	2,300	2,300	2,389
					Godhra-Baroda Survey . . .		—4	...	...	756
					Rutlam-Muttra Survey . . .		1	...	2,000	...
					Satpura Railway Survey . . .		2,323	3,000	...	...
					Myinmu-Monywa Survey . . .		152	200	...	...
					Meiktila-Myingyan (Land) . . .		4,859	5,100	...	2,377
					Assam-Burma Connection Survey .		...	...	...	1,956
					Chittagong-Akyab-Minhla Survey .		...	...	...	—211
					Assam-Bengal-Lakhimpur Survey .		...	...	...	110
					Kaunia-Dhubri-Gauhati Survey . .		2,815	3,000	...	414
					Moghal Serai-Howrah Survey . .		—7,306	—7,300	...	—8
					Ranaghat-Bhagwangola-Raiganj Survey		4,266	3,800	4,300	2,543
					Shikarpur-Munshiganj Survey .		47	...	...	...
					Singhia-Madaripore-Chandpore Survey		910	1,000	800	3,621
					Bogra-Kaliganj Survey . . .		—763	—800	...	...
					Northern Bengal-Assam Connection Survey		...	...	...	—54
					Cooch Behar-Santrabari Survey . .		—222	—200	...	357
					Eastern Bengal Railway Extensions and Branches		—2	...	...	602
					Faridpur-Samjhia-Rampur Bauleah Survey		50	...	...	308
					Cuttack-Midnapur-Calcutta Survey .		—19,206	—19,200	...	—6
					Sakri-Jainagar and Bairagnia-Bagaha Surveys		2,763	3,000	1,500	1,360
					Benares-Puri Survey		—3,295	—3,300	...	...
					Midnapur-Jheriah and Ranchi Plateau Survey		5,299	6,000	...	...
					Barun-Daltonguni Survey . . .		3,836	4,000	...	...
					Sakri-Jainagar Branch (Land) . .		2,037	4,000	...	...
					Bettiah-Bagaha Extension (Land) .		599	1,500	...	...
					Kissengunj-Kotchandpur-Magura Survey		605	700	...	...
					Mahanadi Bridge Survey . . .		—2,890	—2,900	...	...
					Ghaziabad-Moradabad Survey . .		1	...	600	1,845
					Harpalpur-Rath-Nowgong Survey .		13	...	...	102
					Agra-Delhi Chord Line Survey . .		...	...	3,000	3,164
					Dehra Dun Survey		...	...	...	1,000
					Hardwar-Dehra Survey . . .		—811	—800	800	810
					Kashmir Railway Surveys . . .		—7,674	—7,700	...	—2,000
					Hoshiarpur-Jullunder-Kapurthala Survey		...	...	...	170
					Kalka-Simla Survey		...	...	...	—280
					Bhatinda-Samasata Survey . . .		...	...	...	—1,156
					Umballa-Kalka-Simla Survey . .		...	...	...	—886
					Abt Material and Engine Suspense Account		—11,782	—11,800	...	...
					Frontier Railway Reserve Material .		619	1,200	1,200	849
					Ludhiana-Dhuri Jakhali Survey .		2,651	2,500	700	1,052
					Sukkur-Shikarpur Survey . .		570	900	600	463
					Nowshera-Dargai Survey . . .		1,256	1,700	...	...
					Rewari-Kuchaman Survey . . .		2,558	2,500	...	...
					Peralam-Karikal (Land) . . .		...	...	...	1,766
					Madura-Pamben Survey . . .		1	...	...	1
					Shoranur-Cochin ,, . . .		171	1,200	...	...
					Calicut-Cannanore Survey . . .		—3,090	—3,100	...	8
					Arsikere-Mangalore Survey . .		—345	—300	...	5,409
					Vizianagram-Raipur Survey . .		5,594	5,000	...	...
					Bombay-Sind Connection Survey .		2,197	3,000	...	...
					Rajpipla Railway (Land) . . .		2	...	200	530
					Hyderabad-Godavari Valley Railway (Land)		495	800	3,000	...
					Reserve		...	...	19,400	...
					Total .	E	15,475	22,800	60,000	63,690

Revenue. Accounts, 1896-97.	Revenue. 1897-98. Budget Estimate.	Revenue. 1897-98. Revised Estimate.	Revenue. 1897-98. Accounts.	For details see schedule.	Fund and Finance Heads.	For details see schedule.	Expenditure. 1897-98. Accounts.	Expenditure. 1897-98. Revised Estimate.	Expenditure. 1897-98. Budget Estimate.	Expenditure. Accounts, 1896-97.
Rx.	Rx.	Rx.	Rx.				Rx.	Rx.	Rx.	Rx.
					48.—State Railways—Construction.					
					East Indian		1,289,419	1,200,000	1,050,000	649,422
					Rajputana-Malwa		1,492	15,000	155,000	—18,178
					Godhra-Rutlam-Nagda		11,239			10,815
					Palanpur-Deesa		2	...	500	1,094
					Bhopal		2,124	1,300	2,000	2,872
					Stores and Reserve		—87,263	1,600	192,500	117,702
					Wardha Coal		...	...	7,500	553
					Warora Colliery		—7,603	—7,000	—1,800	—6,062
					Umaria ,,		2,533	3,300	4,100	7,114
					Burma		—175,714	...	...	180,278
					Assam-Bengal—Part I		21,585	61,500	50,000	41,028
					Ditto ,, II		662,678	649,700	1,080,700	1,100,586
					Eastern Bengal		399,423	348,800	272,500	424,674
					Rajbari-Faridpur		54,556	26,700	80,000	2,313
					Rungpur-Dhubri (Teesta and Dhurla Bridges)		10,847	12,800	50,000	...
					Cooch Behar-Santrabari		7,722	5,000	...	...
					Tirhoot		25,558	35 000	110,000	11,712
					Tirhoot Extensions		446,868	500,000	600,000	154,212
					Oudh and Rohilkhand		55,115	43,700	78,500	63,951
					Rae Bareli-Benares		443,711	442,500	432,500	254,243
					Agra-Delhi Chord		3,029	3,000	275,200	
					Lyallpur-Khanewal		124,722	130,000	80,000	6,039
					North-Western		—173,047	—177,100	47,700	727,863
					Southern Punjab Rolling Stock		202,467	228,000	222,300	...
					Frontier Railway Reserve Material		81	...	...	1,103
					Kotri-Rohri		107,151	118,500	211,000	440,194
					Ditto Indus Bridge		70,676	91,400	...	
					Mari-Attock		245,435	264,900	300,000	379,238
					Jullunder-Hoshiarpur		—138	—100	...	1,689
					Ludhiana-Ferozepore		577	600	...	2,254
					Guntakal-Mysore Frontier		132	200	1,000	1,768
					South Indian		—30,126	—27,000	50,000	14,953
					Bezwada-Madras (Ennore-Madras Section)		1,554	2,000	2,000	960
					,, ,, (Ennore-Bezwada Section)		696,916	696,600	800,000	797,487
					East Coast (including Bezwada Extension)		59,901	70,000	65,000	288,468
					Godavari Bridge		136,492	138,700	185,000	17,286
					Dhond and Manmad		1,776	2,000	7,500	2,044
					Shadipalli-Jodhpore Frontier		799	2,500	90,000	...
					Total		4,612,689	4,884,100	6,500,700	5,679,675
					Deduct—Outlay met from debentures raised by the East Indian Railway Company		980,684	980,700	662,100	1,435,701
					Net Total	F	3,632,005	3,903,400	5,838,600	4,243,974
					PROVINCIAL.					
					XXVI and 38.—State Railways.					
					Gross Traffic Receipts and Working Expenses.					
718,066	...	...	...		Burma		...	...	...	380,052
9,180	10,000	10,000	10,723		Jorhat		8,170	8,000	7,100	7,263
2,698	2,600	800	571		Cherra-Companygunj		6,863	6,400	2,400	2,591
448,259	...	...	...		Eastern Bengal		...	...	...	...
18,373	18,000	18,000	21,165		Hyderabad-Shadipalli		14,640	12,900	12,800	12,548
25,720	27,000	25,000	25,837		Mayavaram-Mutupet		14,983	15,000	17,000	15,191
1,222,296	57,600	53,800	58,296	A	Total	A	44,656	42,300	39,300	417,645
					Interest on debt.					
					India		...	...	...	*216,797
					37.—Construction of Railways.					
					Jorhat		702	1,500	3,100	6,633
					Cherra-Companygunj		—455	—400	...	—707
					Mayavaram-Mutupet		2,761	2,800	3,400	1,844
					Hyderabad-Shadipalli		794	800	800	5,070
					Total	F	3,792	4,700	7,300	12,750

* Includes 897 on account of interest on outlay by the Burma Railways Company from 1st September 1896.

Revenue. Accounts, 1896-97.	Revenue. 1897-98. Budget Estimate.	Revenue. 1897-98. Revised Estimate.	Revenue. 1897-98. Accounts.	For details see schedule.	Fund and Finance Heads.	For details see schedule.	Expenditure. 1897-98. Accounts.	Expenditure. 1897-98. Revised Estimate.	Expenditure. 1897-98. Budget Estimate.	Expenditure. Accounts, 1896-97.
Rx.	Rx.	Rx.	Rx.				Rx.	Rx.	Rx.	Rx.
					40.—Subsidized Companies—Land and Subsidy.					
					Dooars (land)			...	...	—12
					Dibru-Sadiya (subsidy and audit)		10,183	10,200	10,100	10,075
					Total	D	10,183	10,200	10,100	10,063
					41.—Miscellaneous Railway Expenditure.					
					Meiktila-Myingyan Survey		505	500	...	...
					Bassein-Henzada Survey		...	...	...	28
					Barsi-Pandharpur-Sangola Survey		249	300	...	183
					Total	E	754	800	...	211
					* Capital of Indian Railway Companies.					
					State lines leased to Companies.					
					Assam-Bengal		498,153	498,200	199,300	13,945
					Bengal Central (a)		65,707	67,900	70,000	95,658
					Bengal-Nagpur		1,846,815	1,940,000	2,128,400	1,579,240
					Indian Midland		299,216	291,100	258,100	699,064
					Lucknow-Bareilly		35,755	44,800	22,800	20,661
					Southern Mahratta		69,139	74,300	154,700	74,822
					Mysore		12,483	17,700	25,000	13,831
					Burma		699,247	551,600	771,000	481,973
					Total		3,526,515	3,485,600	3,629,300	2,979,194
					Assisted Companies.					
					Ahmedabad-Parantij		27,833	30,000	30,000	122,586
					South Behar		245,225	276,000	326,500	113,351
					Brahmaputra-Sultanpur		87,726	100,000	310,000	1,008
					Mymensingh-Jamalpur		56,262	57,000	93,300	6,717
					Tapti Valley		234,365	235,000	850,000	79,246
					Hardwar-Dehra		36,526	38,000	...	...
					Total		687,937	736,000	1,609,800	322,908
					Guaranteed Companies.					
					Bombay, Baroda and Central India		255,137	270,000	674,600	288,399
					Great Indian Peninsula		152,805	140,400	389,700	—51,639
					Madras		29,877	27,800	121,800	48,587
					Total		437,819	438,200	1,186,100	285,347

* The figures entered under this head represent the actual Rupee outlay (actuals and estimates) expressed in Rx.
(a) Although, for convenience, classed among State Railways, this line is the property of the Bengal Central Railway Company.

Simla;
Dated 6th April 1899.

A. R. BECHER,
Accts.-Genl., P. W. Dept.

SCHEDULE A.

Detailed Account of State Railways Gross Traffic Receipts and Working Expenses for the year 1897-98.

		Receipts.			Expenses.			Net Receipts.			Capital outlay to 31st March 1898.	Percentage of net receipts on total Capital outlay to 31st March 1898.	* Percentage of charges on receipts.
		Budget Estimate.	Revised Estimate.	Accounts.	Budget Estimate.	Revised Estimate.	Accounts.	Budget Estimate.	Revised Estimate.	Accounts.			
	Imperial.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	x.		
I.—India	East Indian	5,300,000	5,900,000	5,884,121	1,643,000	1,707,000	1,679,276	3,500,000	3,920,000	3,930,917			
	„ Surplus profits	...	...	...	157,000	273,000	273,928						
	England—Rent of buildings occupied by East Indian Railway Company, including Exchange	300	300	360	...	...	...	300	300	360			
	Total East Indian	5,300,300	5,900,300	5,884,481	1,800,000	1,980,000	1,953,204	3,500,300	3,920,300	3,931,277	(a) 40,114,891	9·80	33·19 28·53
	Rajputana-Malwa, including Godhra-Rutlam-Nagda	2,250,000	1,960,000	1,974,470	1,000,000	961,000	936,930	1,140,000	945,000	981,426	15,055,877	6·52	50·29
	„ Surplus profits	...	...	...	110,000	54,000	56,114						47·45
	Bhopal	18,300	15,500	15,221	10,800	9,000	9,108	7,500	6,500	6,113	236,713	2·58	59·83
	Palanpur-Deesa	4,000	3,800	969	2,000	1,900	2,110	1,200	1,100	1,227	23,327	5·26	69·08
	Net receipts payable to the Palanpur Durbar	...	...	...	800	800	632						53·16
		7,572,600	7,879,600	7,878,141	2,923,600	3,006,700	2,958,098	4,649,000	4,872,900	4,920,043			
II.—Central Provinces	Wardha Coal †	20,000	20,000	19,886	12,000	14,400	14,032	8,000	5,600	5,854	499,633	1·17	70·57
	Warora Colliery	52,000	52,000	55,226	40,000	39,500	39,593	12,000	12,500	15,633	185,663	8·42	71·69
	Umaria Colliery	42,500	38,200	38,506	40,000	38,200	37,723	2,500	...	783	119,126	·65	97·97
	Bengal-Nagpur	650,000	590,000	615,311	340,000	310,000	317,083	310,000	280,000	298,228	9,964,917	2·99	51·53
		764,500	700,200	728,929	432,000	402,100	408,431	332,500	298,100	320,498			
III.—Burma	Burma	760,000	845,000	869,276	447,500	498,400	503,192	312,500	330,000	349,496	8,873,010	3·94	59·79
	„ Surplus profits	...	...	...	...	16,600	16,588						57·88
		760,000	845,000	869,276	447,500	515,000	519,780	312,500	330,000	349,496			
IV.—Assam	Assam-Bengal	130,000	102,500	106,551	104,000	86,000	89,761	26,000	16,500	16,790	6,801,162	·25	84·24
V.—Bengal	Eastern Bengal	1,520,000	1,520,000	1,530,213	608,000	670,000	666,422	912,000	850,000	863,791	(b) 11,618,219	7·43	43·55
	Bengal Central	95,000	120,000	118,370	57,000	64,000	69,349	28,500	42,000	37,050	1,183,526	3·13	68·70
	Company's share of net earnings	...	...	...	9,500	14,000	11,971						58·58
	Bengal and North-Western and Tirhoot	620,000	620,000	625,039	261,000	260,800	259,056	161,600	160,000	181,680	(g) 2,612,267	6·95	70·93
	Company's share of net earnings and contribution to Provident Fund	...	...	...	197,400	199,200	184,303						41·44
		2,235,000	2,260,000	2,273,622	1,132,900	1,208,000	1,191,101	1,102,100	1,052,000	1,082,521			
VI.—North-Western Provinces and Oudh.	Oudh and Rohilkhand	880,000	900,000	882,106	470,000	475,000	461,517	410,000	425,000	420,589	(c) 10,710,209	3·92	52·32
	Indian Midland	485,000	565,000	568,634	290,000	310,000	312,564	195,000	255,000	256,070	8,893,393	2·88	54·96
	Lucknow-Bareilly	83,000	88,000	89,902	51,400	51,400	52,172	30,000	35,000	36,404	939,939	3·87	59·50
	„ Surplus profits	...	...	...	1,600	1,600	1,326						58·03
		1,448,000	1,553,000	1,540,642	813,000	838,000	827,579	635,000	715,000	713,063			
VII.—Punjab	North-Western	3,000,000	3,500,000	3,482,821	1,800,000	1,870,000	1,830,178	1,200,000	1,630,000	1,652,643	(d) 46,313,860	3·57	52·55
VIII.—Madras	South Indian	910,000	890,000	894,402	530,000	475,000	473,077	355,000	380,000	386,543	(e) 7,651,182	5·05	56·78
	Company's share of net receipts	...	...	...	25,000	35,000	34,782						52·89
	Mysore	150,000	190,000	189,931	90,000	109,900	112,561	45,000	60,000	56,634	1,484,088	3·82	70·18
	Company's share of net earnings	...	...	...	15,000	20,100	20,736						59·26
	Bezwada-Madras (Ennore Section)	6,000	6,400	6,387	4,000	4,000	4,039	2,000	2,400	2,348	59,759	3·93	63·24
	East Coast (including Bezwada Extension)	260,000	310,000	306,218	195,000	210,000	211,359	65,000	100,000	94,859	5,833,513	1·62	69·02
	Guntakal-Mysore Frontier	45,000	62,500	63,683	26,000	37,000	37,167	19,000	25,500	26,516	590,262	4·49	58·36
		1,371,000	1,458,900	1,460,621	885,000	891,000	893,721	486,000	567,900	566,900			
IX.—Bombay	Dhond and Manmad (net receipts)	35,000	27,000	28,128	...	...	...	35,000	27,000	28,128	1,140,731	2·47	...
	Southern Mahratta	650,000	615,000	617,498	382,500	367,700	365,543	200,000	175,000	179,601	(f) 9,775,046	1·83	70·91
	Company's share of net earnings	...	...	...	67,500	72,300	72,354						59·19
		685,000	642,000	645,626	450,000	440,000	437,897	235,000	202,000	207,729			
	Total Imperial	17,966,100	18,941,200	18,986,229	8,988,000	9,256,800	9,156,546	8,978,100	9,684,400	9,829,683	190,680,313	5·15	48·22 45·66

* In the case of lines worked by Companies two percentages have been entered, the first including, and the second excluding, surplus profits and share of net earnings paid to the Companies.

(a) Actual rupee outlay :—

	Rx.
By Company to date of purchase	33,686,941
„ Government after purchase	6,427,950
	40,114,891

(b) Actual rupee outlay :—

	Rx.
By Company to date of purchase	3,523,561
„ Government before and after purchase and on other sections constructed by the State	8,094,658
	11,618,219

(c) Actual rupee outlay :—

	Rx.
By Company to date of purchase,	9,161,764
„ Government after purchase	1,548,445
Total	10,710,209

(d) Actual rupee outlay :—

	Rx.
By Company to date of purchase on system before and	12,083,954
„ Government after purchase and after acquisition	34,229,906
	46,313,860

(e) Actual rupee outlay :—

	Rx.
By Company to date of purchase	5,016,811
„ Government after purchase	2,634,371
	7,651,182

(f) Includes outlay on the Bellary-Kistna Railway amounting to Rx. 1,657,841.

(g) Capital expended on Tirhoot State Railway.

SCHEDULE A—*concluded.*

Detailed Account of State Railways Gross Traffic Receipts and Working Expenses for 1897-98—concluded.

		Receipts.			Expenses.			Net Receipts.			Capital outlay to 31st March 1898.	Percentage of net receipts on total Capital outlay to 31st March 1898.	Percentage of charges on receipts.
		Budget Estimate.	Revised Estimate.	Accounts.	Budget Estimate.	Revised Estimate.	Accounts.	Budget Estimate.	Revised Estimate.	Accounts.			
		Rx	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.		
Provincial.													
I.—Assam	Jorhat	10,000	10,000	10,723	7,100	8,000	8,170	2,900	2,000	2,553	90,265	2·82	76·19
	Cherra-Companygunj	2,600	800	571	2,400	6,400	6,863	200	—5,600	—6,292	76,912	...	...
		12,600	10,800	11,294	9,500	14,400	15,033	3,100	—3,600	—3,739			
II.—Madras	Mayavaram-Mutupet	27,000	25,000	25,837	17,000	15,000	14,983	10,000	10,000	10,854	249,705	4·35	57·99
III.—Bombay	Hyderabad-Shadipalli	18,000	18,000	21,165	12,800	12,900	14,640	5,200	5,100	6,525	183,780	3·55	69·16
Total Provincial		57,600	53,800	58,296	39,300	42,300	44,656	18,300	11,500	13,640	600,662	2·27	76·60
GRAND TOTAL		18,023,700	18,995,000	19,044,525	9,027,300	9,299,100	9,201,202	8,996,400	9,695,900	9,843,323	191,280,975	5·14	48·31 (a) 45·75

(a) Excluding surplus profits paid to Companies for working State lines and net earnings of their own concern paid to the Bengal and North-Western Railway Company.

SCHEDULE B.

Guaranteed Companies.

Statement of Revenue Transactions for the year 1897-98.

Financial Head.	Accounts, 1896-97.			Budget Estimate, 1897-98.			Revised Estimate, 1897-98.			Accounts, 1897-98.		
	Administrative.	Suspense.	Financial.	Administrative.	Suspense.	Financial.	Administrative.	Suspense.	Financial.	Administrative.	Suspense.	Financial.
XXVII—GUARANTEED RAILWAYS.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Net Traffic Receipts.												
Payments into Treasury—												
Madras Railway	1,102,583	156,475	1,259,058	1,090,000	160,000	1,250,000	1,140,000	160,000	1,300,000	1,138,830	179,533	1,318,363
Bombay, Baroda and Central India Railway	1,509,778	448,661	1,958,439	1,600,000	530,000	2,130,000	1,390,000	450,000	1,840,000	1,405,550	413,026	1,818,576
Great Indian Peninsula Railway	3,151,952	155,978	3,307,930	3,100,000	100,000	3,200,000	2,880,000	230,000	3,110,000	2,956,486	187,440	3,143,926
Total	5,764,313	761,114	6,525,427	5,790,000	790,000	6,580,000	5,410,000	840,000	6,250,000	5,500,866	779,999	6,280,865
Withdrawals from Treasury—												
Madras Railway	550,740	159,250	709,990	560,000	160,000	720,000	570,000	160,000	730,000	550,583	178,633	729,216
Bombay, Baroda and Central India Railway	716,246	436,898	1,153,144	800,000	530,000	1,330,000	770,000	450,000	1,220,000	788,933	416,787	1,205,720
Great Indian Peninsula Railway	1,784,030	244,099	2,028,129	1,750,000	150,000	1,900,000	1,860,000	280,000	2,140,000	1,873,688	270,849	2,144,537
Total	3,051,016	840,247	3,891,263	3,110,000	840,000	3,950,000	3,200,000	890,000	4,090,000	3,213,204	866,269	4,079,473
Net Traffic Receipts—												
Madras Railway	551,843	—2,775	549,068	530,000	...	530,000	570,000	...	570,000	588,247	900	589,147
Bombay, Baroda and Central India Railway	793,532	11,763	805,295	800,000	...	800,000	620,000	...	620,000	616,617	—3,761	612,856
Great Indian Peninsula Railway	1,367,922	—88,121	1,279,801	1,350,000	—50,000	1,300,000	1,020,000	—50,000	970,000	1,082,798	—83,409	999,389
Total	2,713,297	—79,133	2,634,164	2,680,000	—50,000	2,630,000	2,210,000	—50,000	2,160,000	2,287,662	—86,270	2,201,392

SCHEDULE C.

39.—Guaranteed Companies—Surplus Profits, etc., Land and Supervision, and Interest for the year 1897-98.

Province or Railway.	Accounts, 1896-97.	Budget Estimate, 1897-98.	Revised Estimate, 1897-98.	Accounts, 1897-98.
Moiety of Surplus Profits, etc.	Rx.	Rx.	Rx.	Rx.
Bombay, Baroda and Central India Railway	220,930	157,600	107,200	100,645
Great Indian Peninsula Railway	226,225	...	...	38
Madras Railway	147	...	10,000	9,619
Total Surplus Profits, etc.	447,302	157,600	117,200	110,302
Land and Supervision.				
India—(share of office of Director of Railway Construction)	16,224	16,600	16,300	15,332
Central Provinces	...	100	100	...
Burma	...	7,000	6,000	5,800
Assam	7,557	7,500	6,500	6,172
Bengal	17,382	16,000	15,500	15,225
North-Western Provinces and Oudh	18,336	18,100	16,000	16,024
Madras	14,584	111,100	22,300	12,308
Bombay	26,389	50,000	26,300	25,362
	100,472	226,400	109,000	96,223
Deduct—Amount recoverable from Companies on account of Government supervision	*72,389*	*81,000*	*80,400*	*80,312*
Total Land and Supervision	28,083	145,400	28,600	15,911
Total surplus profits, land and supervision	475,385	303,000	145,800	126,213
Interest.				
India.				
Bombay, Baroda and Central India Railway	5,617	5,100	4,300	4,354
Great Indian Peninsula Railway	1,837	1,600	2,000	2,026
Madras Railway	771	500	2,500	2,519
Total India	8,225	7,200	8,800	8,899
England.				
Bombay, Baroda and Central India Railway	430,340			433,271
Great Indian Peninsula Railway	1,197,890	2,169,400	2,154,800	1,190,101
Madras Railway	532,737			531,412
Total England	2,160,967	2,169,400	2,154,800	2,154,784
Exchange	1,428,040	1,431,800	1,206,700	1,213,401
Total Interest	3,597,232	3,608,400	3,370,300	3,377,084
GRAND TOTAL	4,072,617	3,911,400	3,516,100	3,503,297

SCHEDULE D.

Subsidized Railways.

Statement of Repayments of Advances of interest for, and to end of, the year 1897-98.

Railways.	During the year.				To end of the year.			
	India.	England.	Exchange.	Total.	India.	England.	Exchange.	Total.
	Rx.	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Bengal Central	...	...	...	...	...	8,817	1,969	10,786
Rohilkund-Kumaon	...	1,266	713	1,979	151	3,354	1,485	4,990
Mysore	12,990	...	...	12,990	336,125	...	...	336,125
Total	12,990	1,266	713	14,969	336,276	12,171	3,454	351,901

Statement of State Outlay for, and to the end of, the year 1897-98.

Railways.	Subsidy.	Interest.	Land.	Miscellaneous.	Total Final Heads of Account.	England.	Exchange.	Grand Total.
During the year.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Imperial.								
Bengal and North-Western	...	...	58,730	...	58,730	...	...	58,730
Mymensingh-Jamalpur	...	...	5,815	...	5,815	...	...	5,815
Brahmaputra-Sultanpur	...	...	2,482	...	2,482	...	...	2,482
Segowlie-Raksaul	...	...	4,158	...	4,158	...	...	4,158
South Behar	...	...	27,362	...	27,362	...	...	27,362
Southern Punjab	...	...	1,956	...	1,956	...	...	1,956
Nilgiri	...	...	1,037	...	1,037	...	...	1,037
Ahmedabad-Parantij	...	...	10	...	10	...	...	10
Tapti Valley	...	...	1,274	...	1,274	...	...	1,274
Barsi-Pandharpur-Sangola	...	...	753	...	753	...	...	753
Total Imperial	...	...	103,577	...	103,577	...	...	103,577
Provincial.								
Dibru-Sadiya	10,000	...	...	183	10,183	...	...	10,183
GRAND TOTAL	10,000	...	103,577	183	113,760	...	...	113,760
To end of the year.								
Imperial.								
Bengal Central	...	...	72,767	...	72,767	71,299	16,637	160,703
Bengal and North-Western	...	...	291,132	...	291,132	...	...	291,132
Mymensingh-Jamalpur	...	...	6,233	...	6,233	...	...	6,233
Brahmaputra-Sultanpur	...	...	2,482	...	2,482	...	...	2,482
Segowlie-Raksaul	...	...	4,858	...	4,858	...	...	4,858
South Behar	...	...	29,399	...	29,399	...	...	29,399
Rohilkund-Kumaon	...	...	...	...	...	10,869	2,583	13,452
Delhi-Umballa-Kalka	...	...	54,487	...	54,487	...	...	54,487
Southern Punjab	...	...	25,071	...	25,071	...	...	25,071
Nilgiri	...	5,612	16,405	...	22,017	...	...	22,017
Ahmedabad-Parantij	...	...	6,762	...	6,762	...	...	6,762
Tapti Valley	...	...	1,706	...	1,706	...	...	1,706
Barsi-Pandharpur-Sangola	...	...	753	...	753	...	...	753
Total Imperial	...	5,612	512,055	...	517,667	82,168	19,220	619,055
Provincial.								
Dooars	...	...	3,020	...	3,020	...	...	3,020
Tarkessur	...	...	14,151	...	14,151	...	...	14,151
Dibru-Sadiya	135,277	...	...	3,214	138,491	...	...	138,491
Rohilkund-Kumaon	40,000	...	3,415	...	43,415	...	...	43,415
Deoghur	...	...	919	...	919	...	...	(a) 919
Total Provincial	175,277	...	21,505	3,214	199,996	...	...	199,996
GRAND TOTAL	175,277	5,612	533,560	3,214	717,663	82,168	19,220	819,051

(a) In the revised classification of the accounts, Rx. 950 of the expenditure on the Deoghur Tramway has been classified under the head 41.—Miscellaneous Railway Expenditure, and a write-back of Rx. 37 under the head 40.—Subsidized Railways, Land, etc. For convenience the whole has been shown in this account.

SCHEDULE E.

41.—Miscellaneous Railway Expenditure.

Statement of Outlay for, and to the end of, the year 1897-98.

	Surveys, etc.	Outlay for the year 1897-98.	Outlay to end of previous year.	Outlay to end of 1897-98.
		Rx.	Rx.	Rx.
I.—India	Imperial.			
	Surplus Establishment and Miscellaneous Charges	8,804	145,811	154,615
	Establishment of the Director of Railway Construction (share of).	15,332	249,354	264,686
	Port Store-keeper's Establishment	2,039	93,377	95,416
	Godhra-Baroda Survey	−4	789	785
	Rutlam-Bara Survey	1	8,476	8,477
	Chambal-Muttra Survey	...	4,934	4,934
	Pachpadra-Umarkot Survey	...	4,233	4,233
	Shadipalli-Balotra Survey	...	(a)3,554	3,554
	Indirect Charges	...	13,444	13,444
	Preparation of project for conversion or doubling of Rajputana-Malwa Railway (project abandoned).	...	1,676	1,676
	Bhopal Survey (project abandoned)	...	5,335	5,335
	Ajmere-Bhawalpur Survey (project abandoned)	...	2,327	2,327
	Great Western of India Railway Survey (project abandoned).	...	2,857	2,857
	Stores issued without charge to Nizam's Railway	...	761	761
	Bikanir Desert Survey (project abandoned)	...	8,310	8,310
	Ujjain-Bhopal Survey (project abandoned)	...	822	822
		26,172	546,060	572,232
II.—Central Provinces	Satpura Railway Survey	2,323	...	2,323
	Bina-Guna Railway (land)	...	430	430
	Sambalpur-Kurdha Survey	...	10,839	10,839
	Raipur-Sonpur Survey	...	597	597
	Raj-Nandgaon-Warangal Survey	...	886	886
	Nagpur-Saugor Survey (project abandoned)	...	1,427	1,427
	Wardha Coal Extension Survey (project abandoned).	...	2,304	2,304
	Jubbulpur-Nagpur Survey (project abandoned)	...	1,370	1,370
		2,323	17,853	20,176
III.—Burma	Myinmu-Monywa Survey	152	...	152
	Assam-Burma Connection Survey	...	25,297	25,297
	Meiktila-Myingyan Survey	...	562	562
	Meiktila-Myingyan (land)	4,859	1,815	6,674
	Thedaw-Myingyan Survey	...	(b)5,048	5,048
	Chittagong-Akyab-Minhla Survey	...	20,213	20,213
	Chindwin Survey (project abandoned)	...	2,616	2,616
		5,011	55,551	60,562
IV.—Assam	Assam-Bengal-Lakhimpur Survey	...	552	552
	Sibsaugor Coal Line Survey (project abandoned)	...	3,399	3,399
	Garo Hills Reconnaissance (project abandoned)	...	414	414
	Assam Extension Survey (project abandoned)	...	9,110	9,110
		...	13,475	13,475
	Carried forward	33,506	632,939	666,445

(a) Outlay to end of 1896-97 . . . Rx. 5,431
Transferred to construction account . 1,877
3,554

(b) Re-transferred from construction account.

SCHEDULE E—*continued.*

41.—Miscellaneous Railway Expenditure.

Statement of outlay for, and to the end of, the year 1897-98—continued.

	Surveys, etc.	Outlay for the year 1897-98.	Outlay to end of previous year.	Outlay to end of 1897-98.
		Rx.	Rx.	Rx.
	Brought forward	33,506	632,939	666,445
V.—Bengal	Imperial—*contd.*			
	Kaunia-Dhubri-Gauhati Survey	2,815	414	3,229
	Northern Bengal-Assam connection Survey	...	5,103	5,103
	Singhia-Madaripore-Chandpore Survey	910	4,233	5,143
	Midnapur-Jherriah and Ranchi Plateau Surveys	5,299	...	5,299
	Barun-Daltonganj Survey	3,836	...	3,836
	Shikarpur-Munshiganj Survey	47	...	47
	Benares-Puri Survey	−3,295	77,242	73,947
	*Rungpore-Dhubri Survey	...	3,054	3,054
	Moghal Serai-Howrah Survey	−7,306	40,362	33,056
	Cuttack-Midnapur-Calcutta Survey	−19,206	19,206	...
	Mymensing-Serajganj Survey	...	539	539
	Bogra-Kaliganj Survey	−763	763	...
	Cooch Behar-Santrabari Survey	−222	(a)222	...
	Eastern Bengal Railway Extensions and Branches	−2	2,371	2,369
	Mahanadi Bridge Survey	−2,890	2,890	...
	Ranaghat-Bhagwangola-Raiganj Survey	4,266	2,543	6,809
	Faridpur-Samjhia-Rampur Bauleah Survey	50	308	358
	Sakri-Jainagar and Bairagnia-Bagaha Surveys	2,763	1,360	4,123
	Kissenganj-Kotchandpur-Magura Survey	605	...	605
	Sakri-Jainagar Branch (land)	2,037	...	2,037
	Bettiah-Bagaha Extension (land)	599	...	599
	Western Bengal Survey (project abandoned)	...	11,888	11,888
		−10,457	172,498	162,041
VI.—North-Western Provinces and Oudh.	Harpalpur-Rath-Nowgong Survey	13	102	115
	Aonla-Budaon Survey	...	230	230
	Ghaziabad-Moradabad Survey	1	9,393	9,394
	Rampur-Ramnagar Survey	...	418	418
	Bareilly-Soron Survey	...	2,629	2,629
	Agra-Delhi Chord Line Survey	...	(b)	...
	Dehra-Dun Survey	...	1,000	1,000
	Hurdwar-Dehra Survey	−811	811	...
		−797	14,583	13,786
VII.—Punjab	Nowshera-Dargai Survey	1,256	...	1,256
	Tochi Pass Reconnaissance	...	638	638
	Ludhiana-Ferozepore Survey	...	2,084	2,084
	Bannu Railway Survey	...	12,669	12,669
	Jungshahi-Tatta Survey	...	648	648
	Kalka-Simla Survey	...	21,776	21,776
	†Umballa-Kalka-Simla Surveys	...	8,984	8,984
	Kashmir Railway Surveys	−7,674	33,184	25,510
	Zhob Valley Survey	...	40,206	40,206
	Rewari-Kuchaman Survey	2,558	...	2,558
	Peshawar-Dhakka Survey	...	4,645	4,645
	Abt Material and Engine Suspense Account	−11,782	43,668	31,886
	Peshawar-Jamrood Survey	...	613	613
	Dera Ismail Khan-Murtaza Survey	...	2,099	2,099
	Delhi-Minchinabad Survey	...	12,384	12,384
	Bhatinda-Samasata Survey	...	4,053	4,053
	Umballa-Patiala Survey	...	574	574
	Hoshiarpur-Jullundur-Kapurthala Survey	...	619	619
	Sukkur-Shikarpur Survey	570	463	1,033
	Ludhiana-Dhuri-Jakhali Survey	2,651	1,052	3,703
	Frontier Railway Reserve Material	619	2,293	2,912
	Indus Valley Eastern Extension Survey (project abandoned).	...	7,025	7,025
	Kach-Quetta Survey (project abandoned)	...	1,815	1,815
	Bolan Permanent Line Survey (project abandoned)	...	15,487	15,487
	Khattan-Baber Kach Survey (project abandoned)	...	2,160	2,160
	Kohala Survey (project abandoned)	...	238	238
		−11,802	219,377	207,575
	Carried forward	10,450	1,039,397	1,049,847

* Expenditure previous to 1887-88 (Rx. 5,262) classified as Provincial.
† See also Provincial.

	(a)	(b)
Outlay to end of 1896-97	522	3,164
Transferred to construction account	300	3,164
	222	...

SCHEDULE E—*continued.*

41.—Miscellaneous Railway Expenditure.

Statement of outlay for, and to the end of, the year 1897-98—continued.

Surveys, etc.		Outlay for the year 1897-98.	Outlay to end of previous year.	Outlay to end of 1897-98.
		Rx.	Rx.	Rx.
	Brought forward	10,450	1,039,397	1,049,847
	Imperial—*contd.*			
VIII.—Madras	Madura-Pamben Survey	1	4,365	4,366
	Kurnool Branch Survey	...	667	667
	Arsikere-Mangalore Survey	—345	18,407	18,062
	Shoranur-Cochin Survey	171	2,645	2,816
	Cannanore-Calicut Survey	—3,090	3,090	...
	Vizianagram-Parvatipur Survey	...	2,911	2,911
	Vizianagram-Raipur Survey	5,594	...	5,594
	Peralam-Karikal Railway (land)	...	1,766	1,766
	South Indian Railway Extension Survey (project abandoned).	...	1,045	1,045
	Tinnevelly-Quilon Survey (project abandoned)	...	425	425
		2,331	35,321	37,652
IX.—Bombay.	Bombay-Sind Connection Survey	2,197	...	2,197
	Nuseerabad-Kekri Survey	...	202	202
	Hyderabad-Godavari Valley Railway (land)	495	...	495
	Rajpipla Railway (land)	2	721	723
	Mehsana-Viramgam Railway (land)	...	2,316	2,316
	Anand-Petlad Railway (land)	...	3,593	3,593
	Bhavnagar-Gondal Railway (land)	...	2,633	2,633
	Aden Railway Survey (project abandoned)	...	635	635
	Karwar-Hubli Survey (project abandoned)	...	†56,887	56,887
		2,694	66,987	69,681
	Total Imperial	15,475	1,141,705	1,157,180
	Provincial.			
I.—Burma	Bassein-Henzada Survey	...	2,384	2,384
	Meiktila-Myingyan Survey	505	...	505
		505	2,384	2,889
II.—Bengal	Sultanpore-Bogra Survey	...	120	120
	*Rungpore-Dhubri Survey	...	5,262	5,262
	Western Bengal Survey (project abandoned)	...	7,519	7,519
	Tarkessur Survey (project abandoned)	...	1,723	1,723
	Howrah-Ampta Survey (project abandoned)	...	510	510
	Sakri-Joynuggur Survey (project abandoned)	...	325	325
	Mozufferpore-Sitamarhi Survey (project abandoned)	...	2,111	2,111
	Share of Secretariat Establishment	...	64,129	64,129
		...	81,699	81,699
	Carried forward	505	84,083	84,588

* Expenditure from 1887-88 classified under Imperial.
† Includes Rx. 3,159 expenditure incurred in England.

SCHEDULE E—*concluded.*

41.—Miscellaneous Railway Expenditure.

Statement of outlay for, and to the end of, the year 1897-98—concluded.

Surveys, etc.		Outlay for the year 1897-98.	Outlay to end of previous year.	Outlay to end of 1897-98.
		Rx.	Rx.	Rx.
	Brought forward	505	84,083	84,588
	Provincial—*contd.*			
III.—North-Western Provinces and Oudh.	Hardwar-Dehra Dun Survey	...	777	777
	Cawnpore-Kalpi Survey (project abandoned)	...	2,590	2,590
	Sitapore-Philibhit Survey (project abandoned)	...	2,298	2,298
	Mau-Ranipur Survey (project abandoned)	...	7,192	7,192
	Moradabad Survey (project abandoned)	...	1,948	1,948
	Gonda Survey (project abandoned)	...	2,611	2,611
	Jaunpore Survey (project abandoned)	...	3,348	3,348
	Gorakhpore Survey (project abandoned)	...	4,272	4,272
		...	25,036	25,036
IV.—Punjab	Bhatinda-Bhawalpore Survey	...	3,816	3,816
	*Umbalia-Kalka-Simla Survey	...	4,202	4,202
	Rajpura-Patiala (Bhatinda Extension) (land)	...	813	813
	Rawalpindi-Murree Survey (project abandoned)	...	2,649	2,649
	Jullundur-Hoshiarpur Survey (project abandoned)	...	47	47
		...	11,527	11,527
V.—Madras	West Coast Survey	...	637	637
	Bezwáda-Masulipatam Survey	...	827	827
	Nanjangod-Gudulur Survey	...	93	93
	Nellore-Guntoor Survey	...	1,783	1,783
	Madras-Gudur Survey	...	955	955
	Palghât-Kurapatam Survey	...	1,286	1,286
	Palghât-Dindigul Survey	...	1,631	1,631
	Madura-Pamben Survey	...	2,748	2,748
	Porto Novo-Salem Survey	...	3,298	3,298
	Registration of Road Traffic	...	1,464	1,464
	Bimlipatam Survey	...	106	106
	Beypore-Calicut Survey (project abandoned)	...	1,191	1,191
		...	16,019	16,019
VI.—Bombay	Barsi-Pandharpur-Sangola Survey	249	183	432
	Ahmedabad-Parantij Survey	...	273	273
	Nadiad-Kapadvanj Survey	...	215	215
	Bombay Provincial Surveys	...	10,033	10,033
		249	10,704	10,953
	Total Provincial	754	147,369	148,123
	GRAND TOTAL	16,229	1,289,074	1,305,303

* See also Imperial.

SCHEDULE F.

Statement of Capital outlay for the year 1897-98.

Railways.	Final heads of Account.	Suspense Accounts.	Grand Total.	*Deduct*—Receipts on Capital Account.	Net Expenditure.	*Deduct*—Debits to the Indian books by credits to "Expenditure in England" for value of English stores received and other items charged off in England.	Net Indian Outlay.	Classification of Total Outlay. 34.—Construction of Protective Railways.	37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance).	48.—Capital Expenditure on State Railways not charged against Revenue.	Outlay from debentures raised through Companies.
Imperial—	Rx.	Rx.	Rx.	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.	Rx.
I.—India: East Indian	1,103,478	186,362	1,289,840	421	1,289,419	...	1,289,419	...	...	308,735	980,684
Rajputana-Malwa System	29,966	—28,474	1,492	...	1,492	...	1,492	...	...	1,492	...
Godhra-Rutlam-Nagda	11,239	...	11,239	...	11,239	...	11,239	...	...	11,239	...
Bhopal	2,124	...	2,124	...	2,124	...	2,124	...	...	2,124	...
Palanpur-Deesa	2	...	2	...	2	...	2	...	...	2	...
Secretary of State	...	—51,438	—51,438	...	—51,438	—51,438	...	...	...	—51,438	...
State Railway Stores	...	—35,825	—35,825	...	—35,825	65,337	—101,162	...	...	—35,825	...
Reserve	...	...	...	...	...	...	...	...	...	...	...
	1,146,809	70,625	1,217,434	421	1,217,013	13,899	1,203,114	...	...	236,329	980,684
II.—Central Provinces: Wardha Coal	...	...	...	...	...	...	...	...	...	...	...
Warora Colliery	185	—7,788	—7,603	...	—7,603	836	—8,439	...	...	—7,603	...
Umaria Colliery	864	1,669	2,533	...	2,533	2,136	397	...	...	2,533	...
	1,049	—6,119	—5,070	...	—5,070	2,972	—8,042	...	...	—5,070	...
III.—Burma: Burma	...	—175,714	—175,714	...	—175,714	...	—175,714	...	...	—175,714	...
IV.—Assam: Assam-Bengal, Part I	21,589	—4	21,585	...	21,585	...	21,585	...	...	21,585	...
Do. Part II	674,387	—11,709	662,678	...	662,678	...	662,678	...	...	662,678	...
	695,976	—11,713	684,263	...	684,263	...	684,263	...	...	684,263	...
V.—Bengal: Cooch Behar-Santrabari	7,722	...	7,722	...	7,722	...	7,722	...	...	7,722	...
Rajbari-Faridpur	54,556	...	54,556	...	54,556	...	54,556	...	...	54,556	...
Eastern Bengal	291,047	108,376	399,423	...	399,423	208,117	191,306	...	...	399,423	...
Tirhoot	35,339	—9,781	25,558	...	25,558	...	25,558	...	...	25,558	...
Tirhoot Extensions	343,034	104,111	447,145	277	446,868	...	446,868	...	...	446,868	...
Rungpore-Dhubri (Teesta Bridge)	10,847	...	10,847	...	10,847	...	10,847	...	...	10,847	...
	742,545	202,706	945,251	277	944,974	208,117	736,857	...	...	944,974	...
VI.—North-Western Provinces and Oudh: Oudh and Rohilkhand	75,492	—20,356	55,136	21	55,115	82,215	—27,100	...	...	55,115	...
Rae Bareli-Benares	546,342	—102,536	443,806	95	443,711	122,774	320,937	...	...	443,711	...
Agra-Delhi Chord	3,066	—35	3,031	2	3,029	...	3,029	...	...	3,029	...
	624,900	—122,927	501,973	118	501,855	204,989	296,866	...	...	501,855	...
VII.—Punjab: North-Western	370,966	—341,408	29,558	138	29,420	219,328	—189,908	...	...	29,420	...
Kotri-Rohri	112,972	— 5,759	107,213	62	107,151	3,176	103,975	...	...	107,151	...
Do. Indus Bridge	51,377	19,341	70,718	42	70,676	22,725	47,951	...	...	70,676	...
Lyallpur-Khanewal	25,681	99,048	124,729	7	124,722	...	124,722	...	...	124,722	...
Mari-Attock	258,721	—12,611	246,110	675	245,435	13,737	231,698	...	...	245,435	...
Frontier Railway Reserve Material	...	81	81	...	81	...	81	...	...	81	...
Jullunder-Hoshiarpur	—138	...	—138	...	—138	...	—138	...	...	—138	...
Ludhiana-Ferozepore	577	...	577	...	577	...	577	...	...	577	...
	820,156	—241,308	578,848	924	577,924	258,966	318,958	...	...	577,924	...
VIII.—Madras: Guntakal-Mysore frontier	135	...	135	3	132	...	132	...	...	132	...
South Indian	19,787	—49,913	—30,126	...	—30,126	...	—30,126	...	...	—30,126	...
East Coast (including Bezwada Extension)	88,506	—27,450	61,056	1,155	59,901	...	59,901	...	...	59,901	...
Bezwada-Madras (Ennore Section)	1,554	...	1,554	...	1,554	...	1,554	...	...	1,554	...
Bezwada-Madras (Ennore-Bezwada Section)	749,856	—52,122	697,734	818	696,916	120,067	576,849	...	...	696,916	...
Godavari Bridge	132,151	4,567	136,718	226	136,492	...	136,492	...	...	136,492	...
	991,989	—124,918	867,071	2,202	864,869	120,067	744,802	...	...	864,869	...
IX.—Bombay: Dhond and Manmad	1,776	...	1,776	...	1,776	...	1,776	...	...	1,776	...
Shadipalli-Jodhpore frontier	799	...	799	...	799	...	799	...	...	799	...
	2,575	...	2,575	...	2,575	...	2,575	...	...	2,575	...
Total Imperial	5,025,999	—409,368	4,616,631	3,942	4,612,689	809,010	3,803,679	...	...	3,632,005	980,684

SCHEDULE F—*concluded.*

Statement of Capital Outlay for the year 1897-98—concluded.

Railways.	Final heads of Account.	Suspense Accounts.	Grand Total.	*Deduct*—Receipts on Capital Account.	Net Expenditure.	*Deduct*—Debits to the Indian books by credits to "Expenditure in England" for value of English stores received and other items charged off in England.	Net Indian Outlay.	Classification of Total Outlay. 34.—Construction of Protective Railways.	37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance).	48.—Capital Expenditure on State Railways not charged against Revenue.	Outlay met from debentures raised through Companies.
	Rx.	Rx.	Rx.	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.	Rx.
Provincial.											
I.—Assam . Jorhat	1,999	—1,297	702	...	702	...	702	...	702	...	...
I.—Assam . Cherra-Companygunj	20	...	20	485	—465	...	—465	...	—465	...	...
	2,019	—1,297	722	485	237	...	237	...	237	...	...
II.—Madras . Mayavaram-Mutupet	2,761	...	2,761	...	2,761	...	2,761	...	2,761	...	...
III.—Bombay . Hyderabad-Shadipalli	794	...	794	...	794	...	794	...	794	...	...
Total Provincial	5,574	—1,297	4,277	485	3,792	...	3,792	...	3,792	...	...
GRAND TOTAL	5,031,573	—410,665	4,620,908	4,427	4,616,481	809,010	3,807,471	...	3,792	3,632,005	980,684

SCHEDULE G.

Statement of Capital Outlay from commencement of operations to the end of the year 1897-98.

Railways.	Final heads of Account.	*Deduct*—Value of stores received from Guaranteed Companies on purchase of lines by the State.	Suspense Accounts.	Grand Total.	*Deduct*—Receipts on Capital Account.	Net Expenditure.	*Deduct*—Debits to the Indian books by credits to "Expenditure in England" for value of English stores received and other items charged off in England.	Net Indian outlay.	Classification of Total Outlay. 34.—Construction of Protective Railways.	37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance).	Other expenditure on construction charged against Revenue, including exchange prior to 1884-85.	48.—Capital expenditure on State Railways not charged against Revenue.	51.—Capital charges involved in redemption of liabilities.	Outlay met from debentures raised through Companies.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.	Rx.	£	Rx.
Imperial.														
I.—India . East Indian	18,293,670	848,751	1,181,280	18,626,199	154,809	18,471,390	12,032,765	6,438,625	...	...	16,759	3,723,108	12,043,440	2,688,083
I.—India . Rajputana-Malwa System	12,905,079	...	427,979	13,333,058	27,605	13,305,453	2,834,895	10,470,558	1,224,504	...	550,625	11,530,324	...	...
I.—India . Godhra-Rutlam-Nagda	1,751,592	...	...	1,751,592	1,168	1,750,424	...	1,750,424	...	...	14,069	1,736,355	...	...
I.—India . Palanpur-Deesa	41,827	...	...	41,827	(a) 18,500	23,327	...	23,327	...	...	196	23,131	...	...
I.—India . Bhopal	237,124	...	...	237,124	411	236,713	...	236,713	...	131,057	...	105,656	...	...
I.—India . Secretary of State	...	...	23,482	23,482	...	23,482	23,482	...	...	...	...	23,482	...	...
I.—India . State Railway Stores	2,596	...	12,509	15,105	252	14,853	3,461,403	—3,446,550	...	...	762	14,091	...	...
	33,231,888	848,751	1,645,250	34,028,387	202,745	33,825,642	18,352,545	15,473,097	1,224,504	131,057	582,411	17,156,147	12,043,440	2,688,083
II.—Central Provinces . Wardha Coal	503,687	...	...	503,687	4,054	499,633	94,784	404,849	...	...	85,903	413,730	...	...
II.—Central Provinces . Warora Colliery	141,574	...	44,270	185,844	181	185,663	97,166	88,497	...	...	...	185,663	...	...
II.—Central Provinces . Umaria Colliery	108,251	...	10,885	119,136	10	119,126	28,446	90,680	...	...	...	119,126	...	...
II.—Central Provinces . Nagpur-Chhattisgarh Depreciation Account	65,704	...	...	65,704	1	65,703	...	65,703	...	...	...	65,703	...	...
II.—Central Provinces . Bilaspur-Etawah	7,515	...	...	7,515	1	7,514	...	7,514	18,088	...	...	—10,574	...	...
	826,731	...	55,155	881,886	4,247	877,639	220,396	657,243	18,088	...	85,903	773,648	...	...
III.—Burma . Burma	7,713,620	...	...	7,713,620	21,830	(b) 7,691,790	1,714,437	5,977,353	...	...	(b) 199,637	7,492,153	...	...
IV.—Assam . Assam-Bengal, Part I	331,651	...	1	331,652	...	331,652	...	331,652	...	...	...	331,652	...	...
IV.—Assam . Do., Part II	2,578,922	...	234,604	2,813,526	...	2,813,526	...	2,813,526	...	...	...	2,813,526	...	...
	2,910,573	...	234,605	3,145,178	...	3,145,178	...	3,145,178	...	...	...	3,145,178	...	...
Carried over	44,682,812	848,751	1,935,010	45,769,071	228,822	45,540,249	20,287,378	25,252,871	1,242,592	131,057	867,951	28,567,126	12,043,440	2,688,083

(a) Contribution by Palanpur Durbar.
(b) Excludes Rx. 5,048 re-transferred to 41—Imperial.

SCHEDULE G—*concluded.*

Statement of Capital Outlay from commencement of operations to the end of the year 1897-98—concluded.

Railways.	Final heads of Account.	*Deduct*—Value of stores received from Guaranteed Companies on purchase of lines by the State.	Suspense Accounts.	Grand Total.	*Deduct*—Receipts on Capital Account.	Net Expenditure.	*Deduct*—Debits to the Indian books by credits to "Expenditure in England" for value of English stores received and other items charged off in England.	Net Indian Outlay.	Classification of Total Outlay. 34.—Construction of Protective Railways.	37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance).	Other expenditure on construction charged against Revenue, including exchange prior to 1884-85.	48.—Capital expenditure on State Railways not charged against Revenue.	51.—Capital charges involved in redemption of liabilities.	Outlay met from debentures raised through Companies.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.	Rx.	£	Rx.
Brought forward	44,682,812	848,751	1,935,010	45,769,071	228,822	45,540,249	20,287,378	25,252,871	1,242,592	131,057	867,951	28,567,126	12,043,440	2,688,083
Imperial—*continued.*														
V.—Bengal. Rungpur-Dhubri (Teesta-Bridge)	10,847	...	...	10,847	...	10,847	...	10,847	...	...	...	10,847	...	...
V.—Bengal. Cooch Behar-Santrabari	8,022	...	...	8,022	...	(*b*) 8,022	...	8,022	...	...	300	7,722	...	...
V.—Bengal. Rajbari-Faridpur	56,859	...	...	56,869	...	56,869	...	56,869	...	...	...	56,869	...	...
V.—Bengal. Eastern Bengal	9,466,561	72,788	322,637	9,716,410	51,968	9,664,442	4,137,666	5,526,776	242,995	97,251	214,455	7,539,957	1,569,784	...
V.—Bengal. Tirhoot	2,604,949	...	(*a*) 16,447	2,621,396	9,129	2,612,267	479,386	2,132,881	186,061	...	139,074	2,287,132	...	...
V.—Bengal. Tirhoot Extensions	373,217	...	231,498	604,715	279	604,436	...	604,436	...	...	3,356	601,080	...	...
V.—Bengal. Ranaghat-Bhagwangola	30,271	...	...	30,271	27	30,244	...	30,244	...	...	6,601	23,643	...	...
	12,550,736	72,788	570,582	13,048,530	61,403	12,987,127	4,617,052	8,370,075	429,056	97,251	363,786	10,527,250	1,569,784	...
VI.—North-Western Provinces and Oudh. Oudh and Rohilkhand	12,011,690	330,205	220,684	11,902,169	17,675	11,884,494	11,134,932	749,562	...	...	4,689	1,543,756	10,336,049	...
VI.—North-Western Provinces and Oudh. Rae Bareli-Benares	758,655	...	3,970	762,625	143	762,482	129,461	633,021	...	...	5,284	757,198	...	...
VI.—North-Western Provinces and Oudh. Agra-Delhi Chord	6,195	...	...	6,195	2	(*c*) 6,193	...	6,193	...	...	3,164	3,029	...	...
VI.—North-Western Provinces and Oudh. Lucknow-Bareilly	513,094	...	...	513,094	980	512,114	16,942	495,172	...	358,346	7,960	145,808	...	...
	13,289,634	330,205	224,654	13,184,083	18,800	13,165,283	11,281,335	1,883,948	...	358,346	21,097	2,449,791	10,336,049	...
VII.—Punjab. Jullunder-Hoshiarpur	1,551	...	...	1,551	...	1,551	...	1,551	...	...	...	1,551	...	...
VII.—Punjab. Ludhiana-Ferozepore	2,831	...	...	2 831	...	2,831	...	2,831	...	...	...	2,831	...	...
VII.—Punjab. North-Western	39,120,258	483,665	760,722	39 397.315	255,788	39,141,527	13,977,225	25.164,302	...	4,779,792	864,875	28,585,239	4,911,621	...
VII.—Punjab. Kotri-Rohri	1,208,670	...	756	1,209,426	668	1,208,758	273,090	935,668	...	...	227	1,208,531	...	...
VII.—Punjab. Do. Indus Bridge	127,476	...	42,133	169,609	121	169,488	36,068	133,420	...	...	...	169,488	...	...
VII.—Punjab. Mari-Attock	1,278,124	...	100,800	1,378,924	1,547	1,377,377	76,877	1,300,500	...	...	37,909	1,339,468	...	...
VII.—Punjab. Lyallpur-Khanewal	31,704	...	99,064	130,768	7	130,761	...	130,761	...	...	...	130,761	...	...
VII.—Punjab. Petroleum Operations, Baluchistan	11,920	...	...	11,920	1	11,919	7,992	3,927	...	...	...	11,919	...	...
VII.—Punjab. Frontier Railway Reserve Material	3,344	...	435,773	439,117	2	439,115	368,624	70,491	...	333,048	...	106,067	...	...
VII.—Punjab. Peshawar Railway Reserve Material	...	...	36,776	36,776	...	36,776	...	36,776	...	...	...	36,776	...	...
	41,785,878	483,665	1,476,024	42,778,23	258,134	42,520,103	14,730,876	27,780,227	...	5,112,840	903,011	31,592,631	4,911,621	...
VIII.—Madras. Godavari Bridge	149,073	...	4,931	154,004	226	153,778	...	153,778	...	...	...	153,778	...	...
VIII.—Madras. Guntakal-Mysore frontier	590,270	...	...	590,270	8	590,262	...	590,262	13,383	...	...	576,879	...	...
VIII.—Madras. Bellary-Kistna	1,659,842	...	...	1,659,842	2,001	1,657,841	151,443	1,506,398	863,488	...	...	794,353	...	...
VIII.—Madras. South Indian	7,494,768	341,485	224,803	7,378,086	51,158	7,326,928	5,364,149	1,962,779	444,604	...	...	2,189,767	4,692,557	...
VIII.—Madras. East Coast (including Bezwada Extension)	5,694,818	...	145,735	5,840,553	7,040	5,833,513	104,335	5,729,178	3,531,987	201,225	28,580	2,071,721	...	...
VIII.—Madras. Bezwada-Madras (Ennore Madras Section)	59,759	...	...	59,759	...	59,759	6,026	53,733	...	...	...	59,759	...	...
VIII.—Madras. Ditto (Ennore-Bezwada Section)	1,377,314	...	270,473	1,647,787	976	1,646,811	350,141	1,296,670	...	...	12,933	1,633,878	...	...
VIII.—Madras. Vizagapatam-Raipur	24,505	...	...	24,505	1	24,504	...	24,504	16,054	8,450	...	...	...	...
	17,050,349	341,485	645,942	17,354,806	61,410	17,293,396	5,976,094	11,317,302	4,869,516	209,675	41,513	7,480,135	4,692,557	...
X.—Bombay. Dhond and Manmad	1,141,096	...	1,207	1,142,303	1,572	1,140,731	442,871	697,860	...	...	73,796	1,066,935	...	...
X.—Bombay. Shadipalli-Jodhpore frontier	2,676	...	...	2,676	...	(*d*) 2,676	...	2,676	...	...	1,877	799	...	...
X.—Bombay. Southern Mahratta (depreciation on works)	61,476	...	13,262	74,738	22,031	52,707	...	52,707	9,767	...	42,940	...	...	...
	1,205,248	...	14,469	1,219,717	23,603	1,196,114	442,871	753,243	9,767	...	118,613	1,067,734	...	...
Total Imperial	130,564,657	2,076,894	4,866,681	133,354,444	652,172	132,702,272	57,344,606	75,357,666	6,550,931	5,909,169	2,315,971	81,684,667	33,553,451	2,688,083
Provincial.														
I.—Assam. Jorhat	87,402	...	3,176	90,578	313	90,265	...	90,265	...	90,265	...	...	...	...
I.—Assam. Cherra-Companygunj	78,824	...	...	78,824	1,912	76,912	...	76,912	...	76,912	...	...	...	...
	166,226	...	3,176	169,402	2,225	167,177	...	167,177	...	167,177	...	...	...	...
II.—Madras. Mayavaram-Mutupet	249,705	...	...	249,705	...	249,705	...	249,705	...	249,705	...	...	...	...
III.—Bombay. Hyderabad-Shadipalli	183,787	...	...	183,787	7	183,780	...	183,780	...	183,780	...	...	...	...
Total Provincial	599,718	...	3,176	602,894	2,232	600,662	...	600,662	...	600,662	...	...	...	...
GRAND TOTAL	131,164,375	2,076,894	4,869,857	133,957,338	654,404	133,302,934	57,344,606	75,958,328	6,550,931	6,509,831	2,315,971 *+42,823	81,684,667 *—42,823	33,553,451	2,688,083

(*a*) Suspense accounts up to end of 1897-98 . . . . . Rx. 61,660
Less—Value of stores in hands of Bengal and North-Western Railway Company on 1st July 1890 . . 45.213
16,447

(*b*) Includes Rx. 300 transferred from 41—Imperial.
(*c*) " " 3,164 " " "
(*d*) " " 1,877 " " "
* Adjustment on account of expenditure on lines transferred to Companies.

SCHEDULE H.

Statement showing expenditure on lines not opened for traffic on 31st March 1898, on stores in reserve, and on abandoned projects, etc. (vide *para. 2*).

	Expenditure on 31st March 1898.
Lines under Construction—	Rx.
Rae Bareli-Benares	762,482
Agra-Delhi Chord	6,193
Tirhoot Extensions	604,436
Cooch Behar-Santrabari	8,022
Rajbari-Faridpur	56,869
Rungpur-Dhubri (Teesta Bridge)	10,847
Kotri-Rohri	1,208,758
Do. Indus Bridge	169,488
Mari-Attock	1,377,377
Lyallpur-Khanewal	130,761
Ludhiana-Ferozepore	2,831
Jullunder-Hoshiarpur	1,551
Bezwada-Madras (Ennore-Bezwada Section)	1,646,811
Godavari Bridge	153,778
Shadipalli-jodhpore frontier	2,676
Bengal Nagpur Extensions	3,501,595
Indian Midland—Saugor-Katni Section	939,695
Brahmaputra-Sultanpur	88,734
South Behar	368,124
Mymensingh-Jamalpur	62,979
Hurdwar-Dehra	36,526
Ahmedabad-Parantij	180,108
Tapti Valley	313,611
Stores in Reserve—	
Peshawar Railway Reserve Material	36,776
Frontier Railway Reserve Material	439,115
At Ports and in transit	38,335
Projects in abeyance—	
Bilaspur-Etawah	7,514
Ranaghat-Bhagwangola	30,244
Vizagapatam-Raipur	24,504
Other items—	
Petroleum Operations, Baluchistan	11,919
Nagpur-Chhattisgarh Depreciation Account	65,703
Southern Mahratta (Depreciation on works)	52,707
TOTAL	12,341,069

SCHEDULE I.

Statements showing the Financial Results to the State of lines in the hands of Companies other than the old Guaranteed Companies.

BENGAL CENTRAL RAILWAY.

YEAR.	INTEREST PAID IN ENGLAND. Sterling payments.	*Deduct*—Repayments by Company to the Secretary of State in England.	Net charge to State.	Rate of exchange.	Equivalent in Indian currency expressed in Rx. (*a*)	Net Traffic receipts accruing to Government (*b*).	Charge to the State (*a*—*b*).
	£	£	£	s. d.	Rx.	Rx.	Rx.
1881-82	4,301	2,290	2,011	1 7·895	2,426	...	2,426
1882-83	13,320	3,680	9,640	1 7·522	11,851	...	11,851
1883-84	24,003	2,645	21,358	1 7·536	26,238	...	26,238
1884-85	29,675	202	29,473	1 7·308	36,635	...	36,635
1885-86	24,802	...	24,802	1 6·2541241	32,609	—585	33,194
1886-87	31,448	...	31,448	1 5·44103006	43,275	—8,776	52,051
1887-88	32,542	...	32,542	1 4·89891317	46,216	7,926	38,290
1888-89	35,625	...	35,625	1 4·3790907	52,201	21,242	30,959
1889-90	34,709	35	* 34,674	1 4·56598718	50,234	27,343	22,891
1890-91	33,750	...	33,750	1 6·08930408	44,778	24,784	19,994
1891-92	33,750	...	33,750	1 4·73333812	48,407	19,110	29,297
1892-93	33,750	...	33,750	1 2·98477785	54,055	24,198	29,857
1893-94	33,750	...	33,750	1 2·54664222	55,683	22,996	32,687
1894-95	33,750	...	33,750	1 1·10054948	61,830	25,944	35,886
1895-96	33,750	...	33,750	1 1·63814874	59,392	32,451	26,941
1896-97	33,750	...	33,750	1 2·45057491	56,053	24,287	31,766
1897-98	33,750	...	33,750	1 3·35391005	52,756	37,050	15,706
TOTAL	500,425	8,852	491,573	...	734,639	257,970	476,669

* The Finance and Revenue Accounts of the Government of India show the net charge only, and do not exhibit any amount under repayments.

BENGAL NAGPUR RAILWAY.

YEAR.	INTEREST. Amount charged in India.	AMOUNT PAID IN ENGLAND. Sterling payments.	Rate of exchange.	Equivalent in Indian currency expressed in Rx.	Total interest, England and India, expressed in Rx. (*a*).	Net Traffic receipts accruing to Government (*b*).	Charge to the State (*a*—*b*).
	Rx.	£	s. d.	Rx.	Rx.	Rx.	Rx.
1887-88	...	82,563	1 4·89891317	117,257	117,257	50,716	66,541
1888-89	19,415	161,293	1 4·3790907	236,340	255,755	36,459	219,296
1889-90	19,415	190,091	1 4·56598718	275,394	294,809	70,981	223,828
1890-91	19,415	228,570	1 6·08930408	303,256	322,671	84,510	238,161
1891-92	19,415	249,250	1 4·73333812	357,489	376,904	334,280	42,624
1892-93	19,415	252,500	1 2·98477785	404,410	423,825	292,257	131,568
1893-94	19,415	259,624	1 2·54664222	428,344	447,759	351,185	96,574
1894-95	19,415	260,950	1 1·10054948	478,056	497,471	344,359	153,112
1895-96	19,415	254,700	1 1·63814874	448,213	467,943	328,394	139,549
1896-97	19,730	260,950	1 2·45057491	433,395	470,264	260,378	209,886
1897-98	36,869	271,974	1 3·35391005	425,128	498,795	298,228	200,567
TOTAL	266,171	2,474,465	...	3,907,282	4,173,453	2,451,747	1,721,706

INDIAN MIDLAND RAILWAY.

YEAR.							
1885-86	...	22,263	1 6·2541241	29,271	29,271	...	29,271
1886-87	...	110,323	1 5·44103006	151,811	151,811	1,035	150,776
1887-88	...	118,252	1 4·89891317	167,943	167,943	10,465	157,478
1888-89	...	170,293	1 4·3790907	249,528	249,528	38,642	210,886
1889-90	2,050†	218,654	1 4·56598718	316,775	318,825	80,644	238,181
1890-91	...	242,661	1 6·08930408	321,951	321,951	77,761	244,190
1891-92	...	249,268	1 4·73333812	357,514	357,514	168,457	189,057
1892-93	...	253,441	1 2·98477785	405,918	405,918	152,268	253,650
1893-94	...	255,721	1 2·54664222	421,906	421,906	146,712	275,194
1894-95	...	253,221	1 1·10054948	463,897	463,897	227,244	236,653
1895-96	182	251,970	1 1·63814874	443,409	443,591	169,625	273,966
1896-97	4,309	253,149	1 2·45059491	420,438	424,747	195,776	228,971
1897-98	14,947	251,743	1 3·35391005	393,504	408,451	256,070	152,381
TOTAL	21,488	2,650,959	...	4,143,865	4,165,353	1,524,699	2,640,654

† Interest on overdrawn capital.

SCHEDULE I—*continued.*

SOUTHERN MAHRATTA RAILWAY.

YEAR.	INTEREST. On outlay by Government on the Bellary-Kistna Railway.	Paid in India.	AMOUNT PAID IN ENGLAND. Sterling payments.	Rate of exchange.	Equivalent in Indian currency expressed in Rx.	Total interest, England and India, expressed in Rx. (*a*).	Net Traffic receipts accruing to Government (*b*).	Charge to the State (*a*—*b*).
	Rx.	Rx.	£	*s.* *d.*	Rx.	Rx.	Rx.	Rx.
1882-83	42	32,950	...	...	...	32,992	...	32,992
1883-84	1,916	85,396	...	...	...	87,312	—95	87,407
1884-85	11,255	118,170	...	...	...	129,425	61	129,364
1885-86	26,931	289	148,821	1 6·2541241	195,665	222,885	21,516	201,369
1886-87	42,218	347	153,860	1 5·44103006	211,722	254,287	56,721	197,566
1887-88	57,758	378	187,579	1 4·89891317	266,401	324,537	*101,948	222,589
1888-89	66,189	288	219,271	1 4·3790907	321,293	387,770	100,842	286,928
1889-90	66,206	...	231,660	1 4·56598718	335,617	401,823	76,604	325,219
1890-91	66,259	...	239,122	1 6·08930408	317,255	383,514	120,421	263,093
1891-92	66,300	...	229,410	1 4·73333812	329,034	395,334	126,307	269,027
1892-93	66,305	...	220,704	1 2·98477785	353,485	419,790	139,407	280,383
1893-94	66,310	...	222,399	1 2·54664222	366,928	433,238	148,496	284,742
1894-95	66,310	...	223,010	1 1·10054948	408,550	474,860	160,910	313,950
1895-96	66,312	...	221,735	1 1·63814874	390,203	456,515	219,592	236,923
1896-97	66,314	...	221,735	1 2·45057491	368,265	434,579	210,987	223,592
1897-98	66,314	...	222,899	1 3·35391005	348,418	414,732	179,601	235,131
TOTAL	802,939	237,818	2,742,205	...	4,212,836	5,253,593	1,663,318	3,590,275

NOTE.—The interest on the capital expended by Government prior to handing the line over to the Company, amounting to Rx. 26,412, is not included in the above statement.

*Net receipts after deducting the net loss (Rx. 2,338) on the working of the Bellary-Kistna Railway from July to December 1887.

MYSORE RAILWAY.

YEAR.	INTEREST PAID IN ENGLAND. Sterling payments.	Rate of exchange.	Equivalent in Indian currency expressed in Rx. (*a*).	Net Traffic receipts accruing to Government (*b*).	Amounts recovered from the Mysore Durbar (*c*). (A)	Charge to the the State [*a*—(*b*+*c*)]. (B)
	£	*s.* *d.*	Rx.	Rx.	Rx.	Rx.
1886-87	48,000	1 5·44103006	66,051	17,257	1,584	47,216
1887-88	48,000	1 4·89891317	68,170	9,055	24,764	34,351
1888-89	48,000	1 4·3790907	70,334	11,270	42,768	10,296
1889-90	48,000	1 4·56598718	69,540	10,557	49,012	9,971
1890-91	48,000	1 6·08930408	63,684	26,322	30,505	6,857
1891-92	48,000	1 4·73333812	68,845	31,424	31,567	5,854
1892-93	48,000	1 2·98477785	76,878	52,413	17,883	6,582
1893-94	48,000	1 2·54664222	79,194	36,680	34,054	8,460
1894-95	48,000	1 1·10054948	87,935	37,253	41,694	8,988
1895-96	48,000	1 1·63814874	84,469	51,336	25,252	7,881
1896-97	48,000	1 2·45057491	79,720	49,220	24,052	6,448
1897-98	48,000	1 3·35391005	75,030	56,634	12,990	5,406
TOTAL	576,000	...	889,850	389,421	336,125	164,304

(A) The figures in this column represent the difference between the net receipts and the interest on the actual Capital expenditure, which is recovered from the Mysore Durbar.

(B) The figures in this column represent the interest on the unexpended balance of the paid up Capital, which is retained in the hands of the State.

SCHEDULE I—*concluded.*

LUCKNOW-BAREILLY RAILWAY.

YEAR.	INTEREST. On outlay incurred by Government prior to transfer to Company.	On Company's Capital.	On advances by Government.	Total (*a*).	Net Traffic Receipts accruing to Government (*b*).	Charge to the State (*a*—*b*).
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
1890-91*	5,279†	‡	‡	5,279	2,928	2,351
1891-92	20,438	3,928	3,511	27,877	23,205	4,672
1892-93	20,485	7,529	3,164	31,178	26,755	4,423
1893-94	20,485	7,695	4,699	32,879	28,740	4,139
1894-95	20,485	8,768	6,257	35,510	38,528	—3,018
1895-96	20,485	8,475	6,051	35,011	27,719	7,292
1896-97	20,485	7,930	7,218	35,633	26,876	8,757
1897-98	20,485	7,751	7,950	36,186	36,404	—218
	148,627	52,076	38,850	239,553	211,155	28,398

* From 1st January to 31st March 1891.
† One-fourth of interest charged for the year.
‡ Interest charged to Capital during construction.

ASSAM-BENGAL RAILWAY.

YEAR.	INTEREST. On outlay from "48" and charged to Part I.	On outlay from "48" and charged to Part II.	AMOUNT PAID IN ENGLAND. Sterling payments.	Rate of Exchange.	Equivalent in Indian currency expressed in Rx.	Total England and India expressed in Rx. (*a*)	Net Traffic Receipts accruing to Government. (*b*).	Charge to the State (*a*—*b*).
	Rx.	Rx.	£	*s.* *d.*	Rx.	Rx.	Rx.	Rx.
1891-92	957	...	...	...	...	957	...	957
1892-93	1,242	...	26,955	1 2·98477785	41,730	42,972	...	42,972
1893-94	1,909	...	47,089	1 2·54664222	77,690	79,599	...	79,599
1894-95	5,756	14,596	49,473	1 1·10054948	90,634	110,986	...	110,986
1895-96	9,512	35,602	58,773	1 1·63814874	103,427	148,541	9,850	138,691
1896-97	11,582	64,022	67,242	1 2·45057491	111,678	187,282	—1,078	188,360
1897-98	12,834	99,288	71,250	1 3·35391005	111,372	223,494	16,790	206,704
	43,792	213,508	319,882	...	536,531	793,831	25,562	768,269

BURMA RAILWAYS.

YEAR.	INTEREST. On outlay incurred by Government prior to transfer to Company.	AMOUNT PAID IN ENGLAND. Sterling payments.	Rate of Exchange.	Equivalent in Indian currency expressed in Rx.	Total England and India expressed in Rx. (*a*).	Net Traffic Receipts accruing to Government (*b*).	Charge to the State. (*a*—*b*).
	Rx.	£	*s.* *d.*	Rx.	Rx.	Rx.	Rx.
1896-97 (from 1st September 1896)	181,590	19,085	1 2·45057491	31,697	213,287	237,454	—24,167
1897-98	311,186	50,297	1 3·35391005	78,620	*389,806	349,496	40,310
	492,776	69,382	...	110,317	603,093	586,950	16,143

Schedule J.

Statement showing the Charge upon the general Tax-payer in respect of the Construction of Railways in India from 1858-59 to 1897-98.

	To end of 1896-97.	1897-98.	To end of 1897-98.
REVENUE.			
	Rx.	*Rx.*	*Rx.*
State Railways—Gross Traffic Receipts .	217,023,495	19,044,525	236,068,020
Guaranteed Companies—Net Traffic Receipts .	116,053,241	2,201,392	118,254,633
Subsidised Companies—Repayment of Advances of Interest	336,932	14,969	351,901
TOTAL REVENUE .	333,413,668	21,260,886	354,674,554
CHARGES AGAINST REVENUE.			
Railway Revenue Account.			
State Railways—Working Expenses . .	108,195,025	9,201,202	117,396,227
" " Interest at 4 %* on Capital Outlay not charged to Revenue and on debentures discharged	40,834,035	3,374,572	44,208,607
" " Interest on debt incurred in, or created for, the purchase of Railways . .	17,365,401	1,517,860	18,883,261
" " Annuities in purchase of Railways	37,691,789	2,676,715	40,368,504
" " Interest chargeable against Companies on Advances .	2,343,382	429,873	2,773,255
" " Interest on Capital deposited by Companies . . .	11,455,954	1,243,288	12,699,242
Guaranteed Companies—Surplus Profits, etc. .	12,444,147	110,302	12,554,449
" " Land and Supervision	3,917,845	15,911	3,933,756
" " Interest . . .	144,836,442	3,377,084	148,213,526
Subsidised Companies—Land and Subsidy .	597,335	113,760	711,095
" " Advances of Interest .	107,000	...	107,000
Miscellaneous Railway Expenditure . .	1,290,030	16,229	1,306,259
Total Railway Revenue Account . .	381,078,385	22,076,796	403,155,181
Outlay on Construction charged against Revenue.			
Construction of Protective Railways . .	6,550,931	...	6,550,931
Construction of Railways	6,506,039	3,792	6,509,831
Other Outlay charged to Construction, including Exchange prior to 1884-85 . . .	2,358,794	...	2,358,794
TOTAL CHARGES AGAINST REVENUE .	396,494,149	22,080,588	418,574,737
Loss, excluding indirect charges . .	63,080,481	819,702	63,900,183
Indirect charges	1,861,547	37,525	1,899,072
Loss, including indirect charges . .	64,942,028	857,227	65,799,255

* Three and half per cent. on Capital outlay on the East Indian Railway from 1st July 1895, and 4½ per cent. on the loan of one crore from Maharaja Holkar for the Holkar Railway.

G. I. C. P. O.—No. 122 A. G. P. W. D.—14-6-99.—00.