GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

P. W. C. No. 302

From

The Examiner, P. W. Accounts,

Madras,

To

The Secretary to Government,

P. W. Department,

Dated 10th
Received 12 } May 1882.

No: 1277 Wrap 20-5-82.

No. 22 A/V

Mr. T. J. Russel-

Reporting the appointment of _____

above 25 years of age, with reference to Rule 2 A, Section 52, Civil Pension Code, and to the Government of India's Resolution No. 423, dated 20th January 1871.

With order
2nd. in Receipt Regr.

Ch

15.5.82

Receipt Regr

No 1277 W. 20-5-82.

The appointment of Mr. T. J. Russel as an overseer 3rd grade is confirmed. His claim to pension will be regulated by the established rule.

Ch

12.5.82

Attt

13-5-82

E. C.

D.L. 20/5/82 = 0/7

S.E.I. Circle

Exam Pwa & Rly

20/5-

Ord. 20-5-

Orby 12/5 Re 19/5 Lr 24/5

Cir: 15-5-82 R 17.5.82

25-5-

17.5.82 R 19.5.82 Lr 24/5

Orby 15/5 - Re 22/5

No. 22 A/V

From

THE EXAMINER, PUBLIC WORKS ACCOUNTS,

MADRAS,

To

THE SECRETARY TO GOVERNMENT,

PUBLIC WORKS DEPARTMENT,

CHEPAK, 10th May 1882.

SIR,

In accordance with Section ~~52~~ 102 rules of the Civil Pension Code, I have the honor to report that Wm. T. T. Russel whose age on the date of his appointment, i.e. 10th Novr 1881 exceeded 25 years, has been appointed to the Public Service in the Vizagapatam Division as an overseer 3rd Grade and to remind you of the resolution by the Government of India, No. 423 of 20th January 1871, quoted as a foot-note to Section ~~60~~ 111 of the Civil Pension Code.

Date of birth 19th Novr 1846.

I have the honor to be,

Sir,

Your most obedient Servant,

J. C. Gardiner

Examiner, P. W. Accounts.

D/1015

Ch 9/5/82

Nos. 186-202 T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Telegraph.

Simla, April 29, 1882.

Administration Report of the Indian Telegraph Department for the year 1880-81.

Read—

Letter No. 601 T., dated the 10th January 1882, from the Director General of Telegraphs, together with its enclosure, the Administration Report of the Indian Telegraph Department for the year 1880-81.

RESOLUTION.—The result of operations for the five years from 1876-77 to 1880-81 shows that, in the year under review, the surplus of revenue receipts over the charges has for the first time more than covered the interest on the capital, calculated at the rate of 4½ per cent.

2. The surplus, after deducting interest, is Rs. 2,01,556, which is highly satisfactory, even allowing for the reduction of the total capital expenditure, which has been effected under the orders of Government for the recasting of the Capital Account of the Department. Under these orders the Capital Account has been reduced from Rs. 3,41,02,791, at which it stood in 1879-80, to Rs. 2,54,95,420 at the close of the year under review, the cost of abandoned lines having been struck out of the account.

3. The Ceylon Government resumed charge of its telegraph system from the 1st July 1880.

4. Some lines in Biluchistan and Afghanistan were abandoned during the year, and owing to this, and the transfer of the Ceylon Telegraphs, the line mileage has been reduced from 20,468 to 19,679; but the erection of additional wires on existing posts, &c., has increased the wire mileage from 51,945 to 54,433.

5. The value of stores puchased in India bears as yet a very small proportion (only about 15 per cent.) to those purchased in London. The quality of stores required for the Department is not such as can, as a rule, be procured in India.

6. Certain alterations in the Inland Tariff came into operation on the 1st April 1880, generally resulting in a reduction of charges. Notwithstanding this, however, the total number and value of paid messages exceeded those of the previous year.

7. The changes in the Foreign Tariff tended rather to an increase in the rates, but the percentages, both of number and value, were considerably greater than those of the previous year.

8. The average speed of transmission of messages over the main lines is, on the whole, satisfactory, as is also the fact that fewer interruptions to traffic occurred than in the previous years.

9. The report under review is noticeable as containing a reference to telephones, which have already been established in Simla, and were also used during the siege of Kandahar in August 1880.

10. The reorganisation of the Telegraph Department was sanctioned in the year under review, but was allowed to have retrospective effect from the 1st April 1880.

11. In future reports, one system of orthography should be adopted, and also one system of nomenclature for the different lines. At present in some cases, the same names are differently spelt, and the same lines are differently named.

12. Private lines should in future be kept distinct from local lines, and the telephone lines separate from both.

13. Diagram B should also in future reports, show the capital cost of telegraph lines, as well as the total collections.

14. The Government of India records with much satisfaction, its appreciation of the able manner in which the Department has been administered during the year, and of the results of the year's operations.

ORDER.—Ordered, that copies of this Resolution and of the Report, be forwarded to the Secretary of State, and to the Local Governments and Administrations noted in the margin, and to the Government of Ceylon and the Commissioner in Sind.

Madras, Bombay, Bengal, North-Western Provinces and Oudh, Punjab, Central Provinces, British Burma, Assam, Hyderabad, Central India, and Rajputana.

Also, to the Foreign Department for communication to the Resident at Mysore and Coorg.

Also, that a copy of this Resolution be forwarded to the Director General of Telegraphs for information and guidance.

Also, that a copy of this Resolution, and of the Report and Appendices A., B. and F., be forwarded to the Home Department of the Government of India for information, and be published in the *Gazette of India*.

I have the honor to be,

SIR,

Your most obedient Servant,

W. Lewis Colonel, R.E.,
Secretary to the Government of India.

To- The Secretary to the Govt of Madras,
P. W. Deptt

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Telegraph.

To

Nos. 186-202 T.

Dated Simla, April 29, 1882.

Received

Orders on the Administration Report of the Indian Telegraph Department for the year 1880-81.

Govt. Central Branch Press, Simla.—No. 14 P. W. D.—4-5-22.—150.

ADMINISTRATION REPORT

OF

THE INDIAN TELEGRAPH DEPARTMENT

FOR

1880-81.

Govt. Central Press.—No. 21 D. G. T. D.—27-12-81.—300.

ADMINISTRATION REPORT

OF

THE INDIAN TELEGRAPH DEPARTMENT

FOR

1880-81.

THE operations of the Department for the year 1880-81 continue to be satisfactory, and, by a most singular coincidence, show precisely the same total result as that of last year, *viz.*, a surplus of earnings over working expenses of Rs. 13,19,363,* the total working expenses being Rs. 32,00,967 and the earnings Rs. 45,20,330. In reality the results are more satisfactory than those of last year, inasmuch as the same net profit has been arrived at, though the value of free copies of Government and Press messages, credited to Revenue in previous years, has been omitted from the accounts of the present year.

2. The number of paid telegrams increased from 1,562,511 in 1879-80 to 1,656,230, of which latter 1,358,477 were inland and 297,753 foreign.

3. The miles of lines decreased from 20,468 to 19,679, and the miles of wires increased from 51,945 to 54,433. In addition 1,655 miles of wire, not the property of Government, were maintained by the Department for the service of Railway Companies, as against 1,761 during the previous year. The decrease in the miles of lines is owing to the re-transfer to the Ceylon Government of the lines in Ceylon, and also to the dismantling of the lines in Afghanistan. The increase in the mileage of wire is due to the erection of additional wires on the existing supports. The decrease in the mileage of wire, not the property of Government but maintained by this Department, is also due to the re-transfer to the Ceylon Government of the Ceylon Railway lines.

4. The number of Departmental Offices decreased from 276 to 254, and at the close of the year 680 Railway Telegraph Offices were technically supervised by the Department as against 633 during the previous year.

5. Notwithstanding the increase of traffic, the speed of transmission has been well maintained, and on the main routes, Calcutta to Bombay and Calcutta to Madras, has slightly increased. Details will be found at paragraph 27.

* After providing for a loss of Rs. 10,804 sustained in working the Ceylon system of Telegraphs for three months, 1st April to 30th June 1880.

6. A clear idea of the progress that has been made year by year will be readily obtained from the following table and from diagrams A, B, C, attached to this Report:—

Heads of Financial Results.	1871-72.	1872-73.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.	1880-81.
Total expenditure per message	3·69	3·69	3·44	3·15	3·11	2·48	2·30	2·24	1·93	1·93
Total receipts per message	2·55	2·67	2·69	2·66	2·62	2·48	2·44	2·68	2·77	2·73
Total expenditure per mile of line (including rented lines)	154·53	162·12	161·54	160·00	154·08	145·02	147·08	151·10	143·15	157·32
Total receipts per mile of line (including rented lines)	107·62	117·09	126·39	134·90	130·19	145·00	155·61	180·87	205·57	222·17
Total expenditure per mile of wire (including rented wires)	81·74	81·58	79·03	78·58	72·87	63·27	58·76	60·32	56·34	57·07
Total receipts per mile of wire (including rented wires)	56·94	58·92	61·84	66·26	61·58	63·26	62·17	72·20	80·90	82·37
Number of messages per mile of line (excluding rented lines)	43·04	44·27	47·56	52·12	55·40	65·26	77·47	76·66	86·80	97·64
Number of messages per mile of wire (excluding rented wires)	23·44	23·67	25·08	27·39	28·87	32·77	39·45	38·16	42·97	44·47
Number of messages per office (*paid* and *proformâ*)	3,310	3,396	3,341	3,752	4,095	4,774	5,711	5,520	5,690	6,530
Message Revenue *only* per mile of *wire* (excluding rented wires)	58·67	63·14	65·40	68·29	71·33	75·68	89·60	90·40	107·29	107·94
Message Revenue *only* per mile of *line* (excluding rented lines)	107·77	118·08	124·20	129·91	136·91	150·71	170·30	181·61	216·64	237·00
Average cost to sender per message — Inland — State	3·78	3·33	3·26	3·33	3·07	3·24	3·86	3·55	4·09	4·13
Average cost to sender per message — Inland — Private	1·77	1·82	1·72	1·63	1·58	1·56	1·51	1·49	1·48	1·35
Average cost to sender per message — Foreign (Indian share) — State	13·30	10·07	9·35	8·47	9·10	15·08	15·86	13·17	15·04	13·80
Average cost to sender per message — Foreign (Indian share) — Private	5·75	6·56	6·24	5·73	5·69	4·90	4·51	4·30	4·24	3·82

REVENUE AND EXPENDITURE.

7. The total net capital expenditure of the Department during the year amounted to Rs. 9,88,543. Under orders of Government the capital account has been reduced by deducting the cost of abandoned lines, &c., and now stands at the close of the year 1880-81 at Rs. 2,54,99,765.

8. The following is a brief statement of receipts and expenditure on revenue account of the whole Department, including India and Ceylon, for the year 1880-81:—

			Rs.
Expenditure in India and Ceylon	...	...	32,00,967
	India.	Ceylon.*	Total.
Revenue.	Rs.	Rs.	Rs.
Paid Messages	38,71,179	18,061	38,89,240
State Railways	4,08,336	450	4,08,786
Guaranteed Railways	95,096	...	95,096
Claims from Guarantors, &c.	45,090	...	45,090
Minor undertakings	16,973	160	17,133
Miscellaneous	18,465	22	18,487
Total	44,55,139	18,693	44,73,832
Add *Proformâ* Message Revenue	46,498	...	46,498
	45,01,637	18,693	45,20,330
Net profit of year as per para. 1	...	...	13,19,363

* For three months, 1st April to 30th June 1880.

9. The following is an abstract revenue account for India only for 1880-81, with corresponding figures for 1879-80:—

Expenditure.	1879-80.	1880-81.	Receipts.	1879-80.	1880-81.
	Rs.	Rs.		Rs.	Rs.
Repairs to Lines	1,61,385	2,46,756			
Direction	1,53,834	1,79,148	Message Revenue earned	36,58,725	38,71,179
Accounts	45,836	48,208	Receipts from State Railways for interest, maintenance of lines and offices, &c.	3,14,053	4,08,336
Superintendence	6,24,549	6,31,314			
Line Maintenance	1,21,526	1,37,985			
Check Office	41,998	44,679	Receipts from Guaranteed Railways	99,061	95,096
Signalling	16,29,544	16,90,818			
Minor Undertakings	14,804	12,032			
Railway Offices	93,503	1,51,056	Claims from Guarantors	35,401	45,090
Telegraph Stamps	8,570	6,665			
Other Items	14,443	22,809	Sales of Books, Gazettes, &c.	15,434	16,973
Total Expenditure	29,09,992	31,71,470	Miscellaneous	14,799	18,465
Net Profit	13,41,454	13,30,167	News-free and other *proformâ* Message Revenue	1,13,973	46,498
Grand Total	42,51,446	45,01,637	Total Receipts	42,51,446	45,01,637

From the foregoing statement it will be seen that the revenue expenditure this year is more than that of last year by Rs. 2,61,478. This increase is attributable to expenditure for repairs of lines and maintenance of Railway Offices being more than in the previous year, also to share of establishment, less charged to works, annual increments to signallers, &c., and return of establishment lent for Afghan War. The increase of message revenue over that of last year, excluding Ceylon, is Rs. 2,12,454. This is due to the natural growth of traffic. Receipts from Railways show an increase of Rs. 90,318. This is due to the management of additional Railways having been taken over by this Department. The *proformâ* message revenue shows a decrease of Rs. 67,475, due principally to the value of free copies of Government and Press messages having been excluded from the revenue for 1880-81.

10. Summaries of the financial results obtained in working the telegraphs in India and Ceylon for the year 1880-81 are shown in Appendix A, together with the results of the operations for the last five years.

TRAFFIC.

11. A return of the number and value of inland and foreign messages under the sub-heads "State" and "Private" will be found in Appendix B, the percentage (including Ceylon) being as follows:—

Class.	Inland.		Foreign.		Total.	
	No.	Value.	No.	Value.	No.	Value.
State	19·00	33·36	0·26	1·55	19·26	34·91
Private	63·02	36·22	17·72	28·87	80·74	65·09
Total	82·02	69·58	17·98	30·42	100·00	100·00

showing the following absolute and proportionate increase over the result of the previous year (excluding Ceylon):—

Class of Messages.	Actual. Increase. Inland. No.	Inland. Amount.	Foreign. No.	Foreign. Amount.	Total. No.	Total. Amount.	Actual. Decrease. Inland. No.	Inland. Amount.	Foreign. No.	Foreign. Amount.	Total. No.	Total. Amount.	Percentage of Increase. Inland. No.	Inland. Amount.	Foreign. No.	Foreign. Amount.	Total. No.	Total. Amount.	Percentage of Decrease. Inland. No.	Inland. Amount.	Foreign. No.	Foreign. Amount.	Total. No.	Total. Amount.
		Rs.		Rs.		Rs.		Rs.																
State	24,957	1,13,552	1,104	11,017	26,061	1,24,569	...	...	...	...	...	...	8·64	9·59	31·42	22·65	8·92	10·10	...	...	...	...	...	...
Private	47,517	...	66,456	1,64,007	113,973	1,11,326	...	52,681	...	...	...	...	4·82	...	29·45	17·20	9·41	4·64	...	3·64	...	...	...	...
Total	72,474	1,13,552	67,560	1,75,024	140,034	2,35,895	...	52,681	...	...	...	...	5·69	2·32	29·52	17·47	9·31	6·49	...	3·64	...	...	...	...

12. The total number and value of paid messages, as compared with the previous year, were as follows:—

Year.	State.		Private.		Total.	
	No.	Value.	No.	Value.	No.	Value.
		Rs.		Rs.		Rs.
1879-80 (excluding Ceylon 12 months)	291,898	12,32,609	1,210,845	23,97,647	1,502,743	36,30,256
1880-81 (excluding Ceylon 3 months)	317,959	13,57,179	1,324,818	25,08,972	1,642,777	38,66,151

Inland Tariff.

13. The following principal changes in inland rules and rates came into operation on the 1st April 1880:—

I.—Abolition of the extra rate between India and British Burma.

II.—Abolition of the extra charge for messages sent at night and on Sundays and certain holidays.

III.—Extension of the maximum length of a message from 200 to 500 words.

IV.—Abolition of the double charge for cipher and alteration of the division in groups of figures from 5 to 3.

V.—Abolition of the charge for non-delivery report of reply-paid messages.

VI.—Second and third class offices open on Sunday mornings from 7 to 9 A.M., instead of 7 to 8 A.M.

VII.—Letter cipher inadmissible.

VIII.—Press messages charged at one rupee per 24 words during day, and one rupee for 36 words during night.

Inland Traffic.

14. The growth of the inland traffic, State and Private, since the introduction of the present tariff will be seen at a glance from the following figures:—

Year.	State.						Private.						Total paid messages.					
	Number.	Value.	Percentage of *number*, compared with previous year.		Percentage of *value*, compared with previous year.		Number.	Value.	Percentage of *number*, compared with previous year.		Percentage of *value*, compared with previous year.		Number.	Value.	Percentage of *number*, compared with previous year.		Percentage of *value*, compared with previous year.	
			Increase.	Decrease.	Increase.	Decrease.			Increase.	Decrease.	Increase.	Decrease.			Increase.	Decrease.	Increase.	Decrease.
		Rs.						Rs.						Rs.				
1872-73 .	57,448	1,01,213	9·39	...	...	3·47	548,846	9,96,150	4·93	...	7·96	...	606,294	11,87,363	5·35	...	5·94	...
1873-74 .	65,339	2,13,093	13·73	...	11·44	...	592,243	10,18,210	7·90	...	2·21	...	657,582	12,31,303	8·45	...	3·70	...
1874-75 .	77,226	2,57,315	18·19	...	20·75	...	658,522	10,73,835	11·19	...	5·46	...	735,748	13,31,150	11·89	...	8·10	...
1875-76 .	89,111	2,73,183	15·38	...	6·16	...	707,136	11,17,213	7·38	...	4·03	...	796,247	13,90,396	8·23	...	4·46	...
1876-77 .	99,003	3,21,472	11·10	...	17·68	...	874,348	13,61,173	23·64	...	21·84	...	973,351	16,82,645	22·25	...	21·02	...
1877-78 .	123,834	4,48,206	25·08	...	39·42	...	1,046,120	15,85,891	19·64	...	16·51	...	1,169,954	20,34,097	20·20	...	20·89	...
1878-79 .	209,544	7,44,177	69·21	...	66·03	...	964,307	14,34,297	...	7·82	...	9·55	1,173,851	21,78,474	0·33	...	7·10	...
1879-80 .	290,622	11,86,635	38·69	...	59·45	...	1,037,330	15,32,853	7·57	...	6·87	...	1,327,952	27,19,488	13·13	...	24·84	...
1880-81 .	314,370	12,98,222	8·64*	...	9·59*	...	1,044,107	14,08,582	4·82*	...	...	3·64*	1,358,477	27,06,804	5·69*	...	2·32*	...

* Excluding Ceylon, three months.

Foreign Tariff.

15. The following principal changes in foreign rules, under the London International Telegraph Convention, came into operation on the 1st of April 1880:—

I.—Proper names in any language, and words not belonging to the eight recognised languages, are inadmissible in Code Messages.

II.—Abolition of the compulsory collation charge for cipher and alteration of the divisor in groups of figures from 5 to 3.

The rules affecting Codes were enforced from 1st July 1880.

Foreign Traffic.

16. There has been an increase in foreign traffic, State and Private. The percentage of increase compared with previous years is shown in the following figures:—

Year.	Percentage of increase, compared with previous years.	
	No.	Value.
1873-74 . .	12·72	7·33
1874-75 . .	15·75	6·24
1875-76 . .	8·87	8·21
1876-77 . .	22·44	5·34
1877-78 . .	38·14	27·28
1878-79 . .	5 28	0·42
1879-80 . .	18·56	16·82
1880-81 . .	29·52*	17·47*

* Excluding Ceylon, three months.

17. Appendix C shows the percentage of number of messages between India and places to the westward, by each route, for the past 10 years. The comparative results of the period under review, and of the four previous years, are as follows:—

	1876-77.	1877-78.	1878-79.	1879-80.	1880-81.
Viâ Suez .	60·22	79·10	75·04	74·88	74·44
„ Teheran .	37·57	17·72	23·07	22·64	23·52
„ Turkey .	2·21	3·18	1·89	2·48	2·04

Details of the number and value of messages to, from, and through India by each route will be found in Appendix B.

18. The following return of foreign traffic corresponds with that given in paragraph 14 for inland traffic:—

Year.	State.						Private.						Total.					
	Number.	Indian share of charge.	Percentage of *number*, compared with previous year.		Percentage of *value*, compared with previous year.		Number.	Indian share of charge.	Percentage of *number*, compared with previous year		Percentage of *value*, compared with previous year.		Number.	Indian share of charge.	Percentage of *number*, compared with previous year.		Percentage of *value*, compared with previous year.	
			Increase.	Decrease.	Increase.	Decrease.			Increase	Decrease.	Increase.	Decrease.			Increase.	Decrease.	Increase.	Decrease.
		Rs.						Rs.						Rs.				
1872-73 .	1,211	12,196	...	32·46	...	48·80	76,883	5,03,919	...	0·9	16·64	...	78,094	5,16,115	...	1·65	13·22	...
1873-74 .	1,203	11,251	...	0·66	...	7·75	86,683	5,40,877	12·72	...	7·33	...	87,886	5,52,128	12·54	...	6·97	...
1874-75 .	1,305	11,053	8·47	...	...	1·75	100,338	5,74,675	15·75	...	6·24	...	101,643	5,85,728	15·65	...	6·09	...
1875-76 .	1,875	17,076	43·67	...	54·48	...	109,247	6,21,876	8·87	...	8·21	...	111,122	6,38,952	9·32	..	9·09	...
1876-77 .	1,914	28,867	2·08	...	69·06	...	133,771	6,55,074	22·44	...	5·34	...	135,685	6,83,941	22·10	...	7·05	...
1877-78 .	2,259	35,827	18·02	...	24·11	...	184,801	8,33,778	38·14	...	27·28	...	187,060	8,69,605	37·86	...	27·14	...
1878-79 .	3,307	43,568	21·60	...	46·39	...	194,563	8,37,345	0·42	...	5·28	...	197,870	8,80,913	5·78	..	1·30	...
1879-80 .	3,272	49,232	..	1·05	13·00	...	231,287	9,79,809	18·87	...	17·01	...	234,559	10,29,041	18·56	...	16·82	...
1880-81 .	4,334	59,807	34·42*	...	22·65*	...	293,419	11,22,629	29·45*	...	17·20*	...	297,753	11,82,436	29·52*	...	17·47*	...

* Excluding Ceylon, three months.

19. Diagrams A and B give the number and value, respectively, of inland and foreign paid messages from year to year, as far back as the record is available.

Principal extensions in foreign lines and alterations in tariffs.

20. *April 1880.*—Anglo-American Company laid a new cable from Valentia to Newfoundland. A cable was laid between Hong-Kong and Manilla, and communication was opened with places in the Phillipine Islands. The word rate was adopted by New Zealand.

1st May 1880.—The French Atlantic Cable Company reduced their tariff from 3 Frs. 75 cts. to 2 Frs. 50 cts. per word.

1st June 1880.—The direct United States Cable Company reduced their tariff from 3 Frs. 75 cts. to 2 Frs. 50 cts. per word.

1st July 1880.—The direct United States Cable Company reduced their tariff from 2 Frs. 50 cts. to 1 Fr. 90 cts. per word.

1st October 1880.—The direct United States Cable Company increased their tariff from 1 Fr. 90 cts. to 2 Fr. 50 cts. per word.

12th November 1880.—The Anglo-American Company's cable between Brest and St. Pierre was interrupted, and in consequence the tariff *viâ* Valentia was increased from Frs. 0·60 to 2 Frs. 50 cts. per word.

March 1881.—A cable was laid on the Coast of Mexico from Matamoras to Tampico and Vera-Cruz.

31st March 1881.—The tariff to North America by all routes was made uniform, *viz.*, 2 Frs. 50 cts. per word.

Signal Offices.

21. Appendix D is a classified abstract of signal offices, according to the amount of traffic originating at each for the past eight years.

22. Appendix E shows the number of offices in each division open at the end of the year 1880-81. The following were opened and closed during the year:—

Opened.	Date.	Closed.	Date.
Kohima	30th April.	Nichuguard	28th April.
Oossoor	1st May.	Hurriajan	20th May.
Ngathineyoung	21st June.	Barikab	14th ditto.
Dhurmsala	7th ditto.	Pherrima	15th June.
Kirkee	29th July.	Mirzapore	19th ditto.
Tank	15th ditto.	Cawnpore City	17th ditto.
Gulistan Karez	4th August.	Anuradhapura	Ceylon offices re-transferred to Colonial Government from 1st July 1880.
Kach	28th September.	Badulla	
Karikal	4th October.	Batticaloa	
Pir Chowkey	14th ditto.	Colombo	
No. 4, Park Street (Calcutta)	30th December.	Galle	
Kochali	24th January.	Gampola	
No. 37, Khengra Puttee, Burra Bazar (Calcutta)	7th ditto.	Jaffna	
No. 10, Upper Circular Road (Calcutta)	8th ditto.	Kalutara	
Ahmednuggur	10th ditto.	Kandy	
Sholapore	22nd ditto.	Manaar	
Mount Road (Madras)	1st ditto.	Matalle	
Bukloh	22nd ditto.	Nawalapitya	
Moombadavie (Bombay)	15th February.	Newera Ellya	
Colaba (Bombay)	17th ditto.	Trincomallee	
Dewas	20th ditto.	Bhagalpur	27th July.
Alipore (Calcutta)	31st March.	Limbdi	25th ditto.
Garden Reach (Calcutta)	12th ditto.	Kurseong	15th ditto.
Howrah (Calcutta)	23rd ditto.	Basawal	30th August.
Malabar Hill (Bombay)	2nd ditto.	Butkak	10th ditto.
Mandvie (Bombay)	15th ditto.	Cabul	10th ditto.
Fort William (Calcutta)	3rd ditto.	Gundamuk	21st ditto.
Hangu	4th ditto.	Jagdallak	13th ditto.
Ahmedabad Camp	26th ditto.	Jellalabad	26th ditto.
		Pezwan Kotal	14th ditto.
		Lachipur	28th ditto.
		Latabund	11th ditto.
		Rozabad	23rd ditto.
		Seh Baba	10th ditto.
		Balla Hissar	10th ditto.
		Peiwar Kotal	11th September.
		Dhakka	3rd ditto.
		Pali	19th ditto.
		Budeshkheyl	18th October.
		Koorum Fort	15th ditto.
		Manduri	20th ditto.
		Bhorpatar	30th November.
		Hassan Abdul	21st ditto.
		Muttra	26th December.
		Dhoraji	19th ditto.
		Gondal	1st January.
		Shahabad	22nd ditto.
		Fatehgarh	3rd February.
		Thull	25th ditto.
		Lundi Kotal	18th March.
		Ali Musjid	19th ditto.

Number of offices open on 31st March 1880		276
Deduct—Number of offices closed and transferred during 1880-81	51	
Add—Number of offices opened during 1880-81	29	22
Number of offices open on 31st March 1881		254

Complaints.

23. In Appendix F will be found particulars of all the complaints received from the public during the year, those in which this Department was concerned being separated from those chargeable to Railway or foreign Telegraph lines. For facility of comparison the figures of the previous year are given underneath in antique type.

24. The number of complaints received from the public in which this Department is concerned, compared with those received in the previous year, shows a decrease of 6 per cent. against an increase of traffic of about 6* per cent., a result which may be considered satisfactory. There is a slight increase in the Railway and foreign message complaints, but the total numbers are small.

25. The complaints of non-delivery in which this Department is concerned show a satisfactory result, as the number is less by 19 per cent. than that of the preceding year, against an increase of 5 per cent. in the total number of undelivered messages. The number of complaints rejected, being groundless and for want of documents, &c., is greater than the number of those admitted. The number of complaints under the head Miscellaneous is also less than that of last year.

26. The number of admitted complaints in which other administrations are concerned is about 51 per cent. in excess of last year, against an increase of traffic in Railway and foreign telegrams of about 23 per cent. This increase of complaints is chiefly due to the inexperience of the signalling staff on the State Railway lines.

Speed of Transmission.

27. The average time occupied in the transmission of messages over the long main routes during the year under review and the four previous years was as follows:—

	1876-77.		1877-78.		1878-79.		1879-80.		1880-81.	
	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.
Calcutta to Kurrachee	0	47	0	41	0	55	1	10	1	22
Kurrachee to Calcutta	0	44	0	26	0	29	0	45	0	59
Calcutta to Bombay	1	13	1	14	0	57	1	13	1	6
Bombay to Calcutta	1	13	1	15	0	59	1	4	1	1
Calcutta to Madras	1	51	2	28	1	22	1	27	1	14
Madras to Calcutta	1	56	2	20	1	25	1	27	1	15
Bombay to Madras	0	46	1	16	0	33	0	40	0	45
Madras to Bombay	0	48	1	8	0	38	0	48	0	49
Bombay to Kurrachee	0	47	0	43	0	41	0	43	0	53
Kurrachee to Bombay	0	47	0	28	0	31	0	37	0	48
Galle to Madras	3	8	5	6	3	27	2	59	10†	23†
Rangoon to Calcutta	11	49	7	41	2	32	3	15	2	9

* The increase of traffic, exclusive of Ceylon, is 9·3 per cent.
† Average of first three months only. Faumben cable interrupted 34 days.

The speed of transmission for the last 14 years is shown in Diagram C.

News-free Messages.

28. Reports of the state of the weather, of the arrivals of mail steamers, &c., show a decrease both in number and value, owing chiefly to the withdrawal of a large number of meteorological reports from the free list.

	No.	Value. Rs.
1879-80	7,396	61,328
1880-81	2,417	43,558
Decrease	4,979	17,770

Traffic with Railway Telegraphs.

29. Appendix G shows the number and value of messages exchanged with State and Guaranteed Railways during the past eight years. A comparison of the figures of the period under report with those of the preceding three years shews the following result:—

Particulars.	1877-78.			1878-79.			1879-80.			1880-81.		
	No.	Value.		No.	Value.		No.	Value.		No.	Value.	
		Rs.	A.		Rs.	A.		Rs.	A.		Rs.	A.
Traffic exchanged with State Railways	28,985	32,339	14½	37,783	43,322	5 1/12	40,994	56,188	5½	72,135	77,528	15 3/4
Traffic exchanged with Guaranteed Railways	96,225	93,372	15	94,453	95,952	0	99,213	1,40,554	9	98,510	1,31,898	9 1/4
Total Traffic exchanged with Railways	125,210	1,25,712	13½	132,236	1,39,274	5 1/12	140,207	1,96,742	14½	170,645	2,09,427	8 1/12

Press Messages.

30. The number and value of Press messages sent at reduced rates during the year by Reuter's Telegraph Company, and by other associations or individuals, are given in Appendix H. As compared with last year, the number is more by 848, but the value is less by Rs. 4,725. This result is due to the introduction from April last of the deferred rate for Press messages.

Undelivered Messages.

31. The number of undelivered messages during 1880-81 was 5,250, as against 4,992 of the previous year. The causes of non-delivery were as follows:—

	No.
1. Not found, address insufficient	1,282
2. Not found at address given	1,678
3. Address changed in transmission	71
4. Left station, new address not known	347
5. Left India	195
6. Left for original station	1,099
7. Refused	120
8. Returned by Dead Letter Office	194
9. Addressee, or the address given, unknown	125
10. Other reasons	139
Total	5,250

There is an absolute increase of 258 undelivered messages or 5·16 per cent. over the figures of the preceding year. Of this increase, however, the net increase under items 2, 4, 5, 6, 7 and 8, which are beyond departmental control, is 174 or 3·48 per cent.; while under items 1, 3, 9 and 10, which alone can be influenced by the action of the Department, the increase is only 84 or 1·68 per cent., against an increase of traffic of 9·31 per cent.

Interruptions on Departmental Lines.

32. The following figures show that there has been a decrease in both the number and duration of interruptions, as compared with those of previous

years. The statement includes interruptions due to extraordinary causes, details of which are given further on:—

	1877-78.	1878-79.	1879-80.	1880-81.
Total number of interruptions	386	350	310	300
Aggregate duration, hours	5,790	4,910	3,900	3,200
Average duration, hours	15	14	12·6	10·7
Interruptions for every 100 miles of line	0·92	0·80	0·59	0·54

33. The interruptions during the year due to extraordinary causes, and included in the above figures, were as follows:—

July 1880.—Between Ngathineyoung and Bassein, lasting 139 hours. Country flooded, line broken in several places and submerged. Great flood in the Irrawaddy River. The whole country below the embankment under water to a considerable depth for a mile on either side of the river.

July 1880.—Between Amritsar and Dharmsala, lasting 150 hours. Top of standard in Chukky River, 73 miles from Amritsar, broken, and about 200 yards of wire carried away by the current.

September 1880.—Between Naini Tâl and Ranikhet, lasting 328 hours. Line greatly damaged by landslips at and near Naini Tâl.

September 1880.—Between Moradabad and Naini Tâl, lasting 200 hours. The masts at the Kossee and Ramgunga Rivers were washed down by very heavy floods.

September 1880.—Between Chandausie and Bareilly and Chandausie and Aligarh, lasting 180 hours. Five posts were washed down between the 2nd and 16th mile from Chandausie during heavy floods. About 8 miles of posts and wires were also washed down by heavy floods between the Bijhoi and Babrala Railway Stations.

October 1880.—Between Naini Tâl and Ranikhet, lasting 206 hours. Continuation of previous months' interruptions caused by heavy rain and landslips at Naini Tâl.

November 1880.—Between Bangalore and Bellary, lasting 136 hours. Both wires caught in branches of a tree which was floating down the river during heavy floods near Jogunhally Tank, 87 miles from Bangalore: two posts washed down and a portion of the line imbedded in the river, and also carried away.

Signalling Establishment.

34. There were 942 departmental and 181 Military Telegraph Masters and Signallers on the strength of the establishment on the 31st March 1881, as compared with 903 and 205, respectively, on the 31st March 1880. Of the Military Telegraph Masters and Signallers, 128 were employed in departmental offices, and 53 in purely military offices.

35. In addition, 172 Military Signallers were trained during the year and obtained certificates of proficiency, and 75 were under training when the year closed.

Deaths	12
Dismissals	3
Resignations	7
Services dispensed with	2
Struck off strength of establishment	1
	25

36. The casualties among departmental Telegraph Masters and Signallers have been 25, as per margin, against 31 during the previous year, a percentage of 2·65 against 3·43 of last year.

Electrical.

37. In the report for 1879-80 it was stated that on the 1st of August 1879 the services of the Electrician, Mr. C. L. Schwendler, were temporarily placed at the disposal of the East Indian Railway Company for work in connection with the electric light, and that Mr. W. P. Johnston had been appointed to officiate as Electrician. Mr. Johnston continued in that appointment up to the 8th of June 1880, when he was relieved by the return to duty of Mr. Schwendler, who retained the office for the remainder of the year.

EXTENSIONS OF LINES AND WIRES AND LINE MAINTENANCE.

38. Appendix I is a classified list of all Telegraph lines in India and Burma on the 31st March 1881. The following are the total mileages of line, wire, and cable contrasted with those existing on the same date in 1880:—

	Line. Miles.	Wire. Miles.	Cable. Miles.
1879-80	20,468	51,834	111
1880-81	19,679	54,318	115

39. In addition to the above, the Department maintained 667 miles of line and 1,655 miles of wire, the property of Railway Companies, particulars of which are given in Appendix J.

40. The principal works executed in each Division are as follows:—

Arracan Division.

41. A private line of 3·7 miles in length was constructed for Messrs. Mohr Brothers at Akyab: a new cable laid across the Mayu River in place of the old India-rubber cable laid in 1870, which failed, and the India-rubber cable of 1870 across the Kureedey River repaired. The replacing of the iron-hooded insulators on sections Chittagong to Roo and Roo to Tounghoop by old pattern Prussian porcelain insulators was in progress: 282 new iron-wood posts and 4 new masts were erected in place of others that had become unserviceable, and the usual heavy jungle-clearing and repairs were carried out.

Assam Division.

42. The line from Piphima in the Naga Hills was extended to Kohima, 14·5 miles, and the whole line from Golaghat to Kohima thoroughly repaired, insulated and strengthened: the loops, Dergaon to Golaghat, and Bokakhat to Dhunsiri Mukh, made permanent, and between Bokakhat and Kohima, 25 miles of line was re-constructed and brought on to the new road owing to the old road becoming impracticable for travelling in consequence of broken bridges and growth of jungle. Improvements in the alignment of posts have also been effected generally during maintenance repairs, and a new building erected for the office at Dhubri.

Bellary Division.

43. The construction of a new line from Kolhapur to Ratnagiri, with branches thence to Chiplun northward and Rajapur southward, 154 miles in length, was commenced, and 102 miles erected by the end of the year: a third wire added to section Sattara to Kolhapur, to be in connection with the new lines, and the re-construction of the line Bangalore to Mysore, along the Mysore State Railway, was in progress.

Bengal Division.

44. Experimental local offices were opened during the year at Park Street, Burra Bazar, Sealdah, Fort William, Garden Reach, Alipore and Howrah, and in connection therewith several short lines or additional wires were erected in Calcutta and in the suburbs. A new line of two wires, 29 miles in length, along the Muttra-Hattras State Railway, from Muttra Railway Station to Hattras, East Indian Railway, and another of 12 miles with one wire from Dildarnugger to Tari Ghat, along the Dildarnugger-Ghazipur State Railway, were constructed. At Raneegunge the line through the station was dismantled, and a new line supporting both Departmental and Railway wires erected for about 3 miles. Between Kanoo Junction and Raneegunge an extra wire was put up in connection with the spare Departmental wire on the East Indian Railway Chord, and one of the East Indian Railway wires between Jamalpore and Kanoo Junction dismantled, preparatory to dismantling the whole of the East Indian Railway Telegraph loop line, the Departmental loop section, Luckeeserai to Kanoo Junction, having been made over to the East Indian Railway. The re-insulation of all wires used by the Department below Raneegunge and Sahibgunge was completed.

Bombay Division.

45. A new line with two wires, 89 miles in length, was constructed from Dhola Junction to Dhorajee along the Bhavnagar-Gondal State Railway for the use of that Railway. Consequent on the construction of this line and the line from Wudwan to Bhavnagar reported last year, the lines Limree to Wudwan, 17·2 miles, Dhundooka to Bhavnagar, 59 miles, Rajkote to Gondal, 24·6 miles, and Jaithpore to Dhorajee, 12 miles, were dismantled. A third or block wire for 145·5 miles was erected on existing posts for the use of the Dhond-Manmad State Railway. An additional wire was also erected on sections—

Poona to Callian	85·65 miles.
Callian to Bhusavul	343 ,,
Poona to Ahmednugger	98 ,,
And two wires from Callian to Dadur	28 ,,

and No. 5 line, Dadur to Deolalee, re-insulated.

British Burma Division.

46. A second wire for 40 miles, from the Moulmein end, was added to the Moulmein-Amherst line and thence to Tavoy, the construction of the new line was in progress, 69 miles having been completed to the end of the year. The re-construction of the line, Prome to Tounghoop, and the insulation of that from Bassein to Myogwin, completed, and five new private wires in Rangoon and two in Bassein were erected.

Dacca Division.

47. A fourth wire was erected from Barrackpore to Damookdia, and two new cables, one to replace a cable laid on 1st March 1879, which had become defective, were laid across the Ganges between Sara and Damookdia.

Ganjam Division.

48. The suspension of the second wire between Bezvada and Masulipatam, which was in progress at the close of the last official year, was completed, and the local wires of the sections Raneegunge to Midnapore and Rajahmundry to Bezvada re-insulated.

Indore Division.

49. A new three-wire line, 136 miles in length, was constructed along the Holkar and Sindia-Neemuch State Railway from Neemuch to Nusseerabad, one wire for Departmental and two for State Railway use, and an additional wire erected from the Morar Office to the Morar Railway Station, distance 2·062 miles.

Madras Division.

50. A line of two wires for the South Indian Railway was constructed from Chingleput to Conjeeverum, 21·75 miles, and a short line of 1·32 miles for a Branch Office at Madras in the Mount Road was also erected.

The 59 miles of wire erected in 1877-78 for famine purposes on the Madras Railway supports, between Salem and Erode and Coimbatore and Mettapollium, were dismantled.

Malabar Coast Division.

51. No new works of any importance were carried out in this division, but extensive repairs to the line from Tellicherry to Mercara, involving the substitution of No. 24 I. W. G. for No. 50 and the replacement of wooden tops by iron ones, were in progress.

Nagpore Division.

52. The line from Nagpur, for the use of the Railway along the Nagpur and Chhattisghur State Railway, was extended during the year for 75·5 miles to Dongerghur, and the line Itarsi to Hoshungabad along the Bhopal State Railway, 11 miles, completed. A temporary line for 7½ miles was erected as a branch of the Nagpur-Chhattisghur State Railway line to Koka quarry. An extra wire erected between Khandwa and Bhosawul to form a portion of a through wire, Bombay to Indore, and another wire added to the section between

Piparia and Itarsi in extension of the wire which places Jubbulpore in communication with Saugor and Pachmarhi. On No. 4 circuit, Bhusavul to Nagpur and Nagpur to Jubbulpore *viâ* Seoni, and also on the No. 2 circuit, Bhusavul to Khandwa, all whole hood and half hood insulators were removed, and the line Akola to Akote dismantled.

Oudh and Rohilkhund Division.

53. Owing to heavy rain in the hills, the Rivers Ramgunga at Moradabad and the Kosi, 22 miles from it on the road to Naini Tâl, were overflooded, which caused considerable damages to the spans across those rivers and to certain portions of the lines near the crossings, all of which were substantially repaired.

Punjab Division.

54. In consequence of the lines north of Lahore not being considered strong enough to stand the strain of the extra wires that had from time to time been erected both for Departmental use and that of the Punjab Northern State Railway, the line from Lahore to Rawulpindee was thoroughly re-constructed with 22 posts to the mile along the Railway, carrying, in addition to the Departmental wires, 3 Railway wires from Lahore to Jhelum and 2 wires from Jhelum to Rawulpindee. The line from Tournoul to Koshialghur and the Rawulpindee Station lines were also re-constructed, and a new line following the temporary Railway alignments from Rawulpindee Station to Tournoul Station carrying 2 Railway wires only was erected. A single-wire line was erected on wooden posts between Sealkote and Suketghur to connect the Maharajah of Cashmere's Office at Jummo with Sealkote, and the Salt line from Lalla-Musa to Miani extended to the river to the Pind Dadur Ghat for the use of the Railway; an extra wire suspended between Gazeeabad and Lahore and a third Departmental wire erected from Lahore to Rawulpindee. Telephone lines were put up at Simla to connect the Commander-in-Chief's house with the offices of the Quartermaster General, the Adjutant General and the Military Department. The Government House at Simla was connected by wire with the Telegraph Office and the Military Department, and temporary lines were erected for the Viceroy in connection with the Durbar held at Lahore in November 1880, which were subsequently dismantled. The military lines, Lundi Kotal to Jamrood, dismantled and the offices at Lundi Kotal and Ali Musjid closed. On the Koorum side all the lines up to Hungoo were dismantled and offices (excepting Hungoo) closed.

Rajputana Division.

55. Two new wires for Departmental use were erected on existing posts along the western Rajputana State Railway between Pahlunpore and Beawur, and the road line from Deesa to Beawur dismantled. A two-wire line from Achneyra to Muttra, in extension of the Muttra-Hattras State Railway, was constructed, and the line from Mount Aboo Road to Mount Aboo completed. The erection of a third wire for the use of the Railway from Saburmati to Ajmere was in progress, and a second wire added to the line between Agra and Morar.

Sind Division.

56. A line of 40 miles in length, with one wire, was constructed from Dera Ismail Khan to Tank, and an extra wire suspended between Sukkur and Ruk. A temporary line, 18·5 miles, along Railway was also erected from Sibi to Pirchowky. Arrangements for the construction of a temporary line from Tank to Kirgi, as well as other temporary lines required in connection with the Mahsud-Waziri expedition, were in progress.

Beluchistan Sub-Division.

57. The line from Sibi to Nari Gorge, 7 miles, with 2 wires, was reconstructed as a permanent line, and thence on to Hurnai, 47 miles, with one wire, as a semi-permanent field line. It was extended to North Chuppar by the 16th June 1880, and a field line for military purposes was constructed by the 3rd July from Quetta to North Chuppar, thus completing the circle through Sibi and Quetta *viâ* the Bolan and Hurnai Passes.

58. On receipt, however, on the 28th July, of the news of the disaster at Maiwund, all work on the Kandahar State Railway had to be stopped and the troops removed from the Hurnai route, which resulted in the entire line, Kach to Nari Gorge, being destroyed by the tribes. The semi-permanent line along the Railway was subsequently repaired and finished as far as Khelat-i-killah, and a Railway Office opened there on the 28th December 1880. On the 14th January 1881 the re-construction was finished to Kochali, and one office opened for military purposes at Kochali and another in connection with the Railway Office at Khelat-i-killah, and the line between Khelat-i-killah and Nari Gorge duplicated. The road line from Jacobabad to Sibi was dismantled.

STATE AND GUARANTEED RAILWAY TELEGRAPHS.

59. Appendix J is a return showing the number of Telegraph Offices and extent of line and wire maintained for State and Guaranteed Railways, together with the capital expended by this Department on behalf of each Railway.

STORES AND WORKSHOPS.

60. The following are the principal items of expenditure under this head during the year:—

	Rs.
Purchase of stores in India	79,542
London stores, including freight and landing charges	5,42,282
Workshop and Press	1,61,074
Store-keeping	80,859
Superintendence	32,513
Work done by steamer *Patrick Stewart* of the Indo-European Department	274
Stationery received from the Superintendent, Government Stationery, and value of printing done by the Superintendent, Government Printing, without charge	24,113
TOTAL	9,20,657

61. The value of the outturn from Workshops was Rs. 3,01,276, and from the Press Rs. 40,921, against Rs. 3,01,445 and Rs. 51,958 of the previous year.

CEYLON.

62. The Telegraph lines and offices in Ceylon were re-transferred to the Ceylon Government on the 1st of July 1880, and from that date they ceased to be under the administration of this Department.

63. The summary of financial results, with its special attached appendix given in Appendix A, shows the results of the operations for the past five years.

64. The total capital outlay to the end of the year under review amounts to Rs. 68,630, which is payable by the Ceylon Government.

65. The deficit in the revenue account for the three months embraced in this Report, 1st April to 30th June 1880, is Rs. 10,804.

66. The total loss, excluding interest on capital outlay for working the lines since the 1st of January 1869, when they were taken over by this Department, amounts to Rs. 2,54,963, out of which Rs. 54,609 are payable by the Ceylon Government, being the loss sustained from the 1st April 1878 to the 30th June 1880.

CALCUTTA;
30th November 1881.

R. MURRAY, *Colonel,*
Director General.

APPENDICES.

APPENDIX A.

Summary of Financial Results of the Indian Telegraph Department for the Year 1880-81.

INDIAN TELEGRAPH.	To end of previous year.	1880-81.	To end of 1880-81.
Capital Account.			
Mileage — Line — Departmental	Miles. 13,156·13	Miles. **812·92**	Miles. 12,343·21
Mileage — Line — Railway	6,704,69	716·70	7,421·39
Mileage — Line — Guaranteed	659·11	**77·54**	581·57
Mileage — Line — Total	20,519·93	**173·76**	20,346·17
Mileage — Wire — Departmental	35,281·62	1,540·47	36,772·09
Mileage — Wire — Railway	16,733·35	1,666·86	18,400·21
Mileage — Wire — Guaranteed	840·71	**39·84**	800·87
Mileage — Wire — Total	52,805·68	3,167·49	55,973·17
Mileage — Cable — Departmental	107·93	1·68	109·61
Mileage — Cable — Railway	·58	4·30	4·88
Mileage — Cable — Guaranteed	...	...	...
Mileage — Cable — Total	108·51	5·98	114·49
Outlay — Lines — Departmental	Rs. 1,58,39,816	Rs. 4,61,400	Rs. 1,63,01,216
Outlay — Lines — Railway	25,69,149	1,62,391	27,31,540
Outlay — Lines — Guaranteed	3,37,181	18,785	3,55,966
Outlay — Lines — Total	1,87,46,146	6,42,576	1,93,88,722
Outlay — Buildings — Signal Offices	28,56,492	1,37,763	29,94,255
Outlay — Buildings — Quarters for Officers	10,763	1,477	12 240
Outlay — Buildings — Cable-houses and Tanks	27,969	...	27,969
Outlay — Buildings — Store-houses	4,61,089	**1,67,844**	2,93,245
Outlay — Buildings — Workshop and Press Buildings	1,38,577	...	1,38,577
Outlay — Buildings — Total	34,94,890	**28,604**	34,66,286
Outlay — Tools and Plant — First fitting of Railway Offices	1,45,714	4.422	1,50,136
Outlay — Tools and Plant — Other Tools and Plant	1,99,865	5,753	2,05,618
Outlay — Tools and Plant — Total	3,45,579	10,175	3,55,754
Outlay — Stores	18,81,362	2,49 665	21,31,027
Outlay — Suspense heads affecting Budget Grant	1,92,745	**1,06,902**	85,843
Outlay — Charge for exchange on payments in England	...	72,133	72,133
Total present Capital	2,46,60,722	8,39,043	2,54,99,765
Abandoned— Lines	...	...	...
Abandoned— Buildings	...	...	...
Abandoned— Stores	...	...	...
Total abandoned	...	...	...
Total Capital Expenditure	2,46,60,722	8,39,043	2,54,99,765

Revenue Account.	No.	No.	No.
Number of — Divisions	18	1	17
Number of — Signal Offices	303	19	322
Number of — Messages — Private	9,230,051	1,324,818	10,554,869
Number of — Messages — State	1,228,317	317,959	1,546,276
Number of — Messages — Free	125,021	2,417	127,438
Number of — Total	10,583,389	1,645,194	12,228,583
Revenue — On messages — Private	Rs. 2,68,95,715	Rs. 25,13,908	Rs. 2,94,09,623
Revenue — On messages — State	62,47,145	13,57,271	76,04,416
Revenue — On messages — Free	18,24,353	46,498	18,70,851
Revenue — Total	3,49,67,213	39,17,677	3,88,84,890
Revenue — Railway Telegraphs	15,86,394	5,03,432	20,89,826
Revenue — Guaranteed	1,72,135	45,090	2,17,225
Revenue — Miscellaneous	5,32,937	35,438	5,68,375
Revenue — Total	3,72,58,679	45,01,637	4,17,60,316
Working Expenses	4,79,69,533	31,71,470	5,11,41,003
Net Charge (difference between Revenue and Working Expenses)	1,07,10,854	**13,30,167**	93,80,687
Charge for Interest on Capital	1,72,79,098	11,28,611	1,84,07,709
Working Expenses, plus Charge for Interest	6,52,48,631	43,00,081	6,95,48,712
Net Charge, plus Interest on Capital	2,79,89,952	**2,01,556**	2,77,88,396
Per mile of Line — Revenue	1,815·73	221·25	2,052·49
Per mile of Line — Net Charge	521·97	**65·38**	461·05
Per mile of Line — Net Charge, plus Interest	1,364·03	**9·91**	1,365·78
Percentage on Capital Outlay — Revenue	151·08	17·65	163·77
Percentage on Capital Outlay — Net Charge	43·43	5·22	36·79
Percentage on Capital Outlay — Net Charge, plus Interest	113·49	·79	108·98
Value of unissued balance of stores at end of the year	18,81,362	2,49,665	21,31,027
Total Expenditure, Capital and Revenue	7,26,30,255	40,10,513	7,66,40,768
Deficit on Total Expenditure	3,53,71,576	**4,91,124**	3,48,80,452

APPENDIX TO SUMMARY OF FINANCIAL RESULTS.

Review of Telegraph Accounts for the last five years.

REVENUE RECEIPTS.

YEAR.	MESSAGE REVENUE.			Claims from State Railways.	Claims from Guaranteed Railways.	Claims from Guarantors.	Saleable Books, Forms and Maps.	TELEGRAPH GAZETTE.		Miscellaneous.	TOTAL.
	Paid Messages.	Free Messages.	TOTAL.					Calcutta.	Rangoon.		
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1876-77	22,74,064	1,57,793	24,31,857	54,296	1,37,544	21,270	2,736	10,866	2,681	17,328	26,78,578
1877-78	28,03,967	1,41,603	29,45,570	52,503	1,68,519	27,329	3,152	11,041	2,276	10,492	32,20,882
1878-79	29,63,569	1,16,967	30,80,536	1,71,071	2,55,386	33,694	3,499	11,073	2,278	39,478	35,97,015
1879-80	36,58,725	1,13,973	37,72,698	3,14,053	99,061	35,401	2,813	10,480	2,141	14,799	42,51,446
1880-81	38,71,179	46,498	39,17,677	4,08,336	95,096	45,090	3,598	10,936	2,439	18,465	45,01,637

REVENUE CHARGES.

YEAR.	LINE MAINTENANCE.						SIGNALLING.											
	REPAIRS.		Establishment.	Share of Direction, Accounts and Superintendence.	Profit and Loss.	TOTAL.	REPAIRS.		Check Office.	SIGNAL OFFICES.		Direction, Accounts and Superintendence.	Saleable Books, Forms and Maps.	TELEGRAPH GAZETTE.		Telegraph Stamps.	Profit and Loss.	TOTAL.
	By Telegraph Department.	By Public Works Department.					By Telegraph Department.	By Public Works Department.		Departmental.	Railway.			Calcutta.	Rangoon.			
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1876-77	1,80,901	2,602	1,41,520	3,92,305	1,591	7,18,919	1,520	31,530	33,701	14,64,397	1.518	3,92,306	2,635	4,782	3,818	2,238	1,219	19,39,664
1877-78	2,80,248	597	1,51,771	4,62,237	875	8,95,728	3,550	31,131	36,300	15,21,995	40,257	4,62,240	5,381	4,313	762	5,299	2,274	21,13,502
1878-79	2,77,414	660	1,47,174	4,26,054	197	8,51,499	1,890	51,398	37,994	15,17,693	65,168	4,26,055	5,554	4,114	1,679	7,563	...	21,19,108
1879-80	1,61,385	694	1,30,975	4,12,109	90	7,05,253	1,190	30,990	41,998	16,37,324	57,623	4,12,110	8,987	4,139	1,678	8,570	130	22,04,739
1880-81	2,46,784	1,595	1,48,464	4,29,335	...	8,26,178	2,700	39,962	44,679	16,58,165	1,50,910	4,29,335	6,219	4,056	1,757	6,665	844	23,45,292

Result of Operations for five years.

YEAR.	Capital Expenditure to end of year.	Revenue Receipts.	Revenue Charges.	Profit without interest.	Interest on Capital at 4½ per cent.	Loss with Interest.	Miles of Line.	Miles of Wire.	Number of Signal Offices.	NUMBER OF MESSAGES.			VALUE OF MESSAGES.		
										Inland.	Foreign.	TOTAL.	Inland.	Foreign.	TOTAL.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Miles.	Miles.	No.	No.	No.	No.	Rs.	Rs.	Rs.
1876-77	3,21,12,147	26,78,578	26,58,582	19,995	11,42,039	11,22,044	17,231·52	39,112·29	222	920,677	131,342	1,052,019	16,24,683	6,49,381	22,74,064
1877-78	3,30,13,602	32,20,882	30,09,230	2,11,652	12,18,923	10,07,271	17,600·23	42,115·96	226	1,109,050	182,509	1,291,559	19,59,099	8,44,868	28,03,967
1878-79	3,35,61,872	35,97,015	29,70,607	6,26,408	12,44,785	6,18,377	17,971·13	43,890·63	235	1,115,642	192,710	1,308,352	21,10,182	8,53,387	29,63,569
1879-80	3,41,02,791	42,51,446	29,09,992	13,41,454	15,22,454	1,81,000	20,519·93	52,914·19	303	1,273,884	228,859	1,502,743	26,47,970	10,10,755	36,58,725
1880-81	2,54,99,765	45,01,637	31,71,470	13,30,167	11,28,611	2,01,556	20,346·17	56,087·66	322	1,346,358	296,419	1,642,777	26,92,610	11,78,569	38,71,179

CEYLON TELEGRAPH.

Summary of Financial Results of the Ceylon Telegraph for the year 1880-81.

CEYLON TELEGRAPH.

CAPITAL ACCOUNT.

			To end of previous year.	1880-81.	To end of 1880-81.
			Miles.		Miles.
MILEAGE	Lines	Departmental	615·38	...	615·38
		Railway	...	...	...
		Guaranteed	...	...	...
		TOTAL	615·38	...	615·38
	Wire	Departmental	682·89	...	682·89
		Railway	...	...	...
		Guaranteed	...	...	...
		TOTAL	682·89	...	682·89
	Cable	Departmental	2·62	...	2·62
		Railway	...	...	...
		Guaranteed	...	...	...
		TOTAL	2·62	...	2·62
			Rs.	Rs.	Rs.
OUTLAY	Lines	Departmental	66,644	1,766	68,410
		Railway	...	...	...
		Guaranteed	...	...	...
		TOTAL	66,644	1,766	68,410
	Buildings	Signal Offices	...	...	...
		Quarters for Officers	...	...	...
		Cable-houses and Tanks	...	...	...
		Store-houses	...	...	...
		TOTAL	...	...	...
	First fitting of Railway Offices		...	...	...
	Other Tools and Plant		220	...	220
		TOTAL	220	...	220
	Stores		...	...	...
	Suspense heads affecting Budget Grant		...	...	...
	Total present Capital		66,864	1,766	68,630
	Abandoned	Lines	...	...	...
		Buildings	...	...	...
		Stores	...	...	...
		TOTAL ABANDONED	...	...	...
		TOTAL CAPITAL EXPENDITURE	66,864	1,766	68,630

Summary of Financial Results of the Ceylon Telegraph for the year 1880-81—continued.

		To end of previous year.	1880-81.	To end of 1880-81.	
		No.	No.	No.	
Revenue Account.					
Number of	Divisions	1	...	1	
	Signal Offices	14	...	14	
	Messages — Private	487,727	12,708	500,435	
	Messages — State	13,118	745	13,863	
	Messages — Free	...	...	...	
	Total	500,845	13,453	514,298	
		Rs.	Rs.	Rs.	
Revenue	On messages — Private	8,56,748	17,302	8,74,050	
	On messages — State	27,139	759	27,898	
	On messages — Free	...	...	...	
	On messages — Total	8,83,887	18,061	9,01,948	
	Railway Telegraphs	5,400	450	5,850	
	Guaranteed	4,014	...	4,014	
	Miscellaneous	8,181	182	8,363	
	Total	9,01,482	18,693	9,20,175	
	Working Expenses	11,45,641	29,497	11,75,138	
	Net Charge (difference between Revenue and Working Expenses)	2,44,159	10,804	2,54,963	
	Charge for Interest on Capital	15,619	3,034	18,653	
	Working Expenses, plus Charge for Interest	11,61,260	32,531	11,93,791	
	Net Charge, plus Interest on Capital	2,59,778	13,838	2,73,616	
	Per Mile — Revenue	1,464·92	30·37	1,495·29	
	Per Mile — Net Charge	396·76	17·55	414·31	
	Per Mile — Net Charge, plus Interest	422·14	22·48	444·62	
	Percentage on Capital Outlay — Revenue	1,348·23	27·24	1,340·08	
	Percentage on Capital Outlay — Net Charge	365·16	15·74	371·50	
	Percentage on Capital Outlay — Net Charge, plus Interest	388·51	20·16	398·68	
	Value of unissued balance of stores at end of the year	...	...	...	No unissued balance.
	Total Expenditure, Capital and Revenue	12,12,505	31,263	12,43,768	
	Deficit on Total Expenditure	3,11,023	12,570	3,23,593	

APPENDIX TO SUMMARY OF FINANCIAL RESULTS OF THE CEYLON TELEGRAPH.

Review of the Ceylon Telegraph Accounts for the last five years.

REVENUE RECEIPTS.

Year.	Message Revenue. Paid Messages.	Claims from Railways.	Claims from Guarantors.	Telegraph Bulletin.	Miscellaneous.	Total.	Remarks.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1876-77	92,522	900	...	465	413	93,474	
1877-78	99,735	900	...	455	280	1,01,370	
1878-79	95,817	900	1,822	482	387	99,408	
1879-80	89,805	900	2,192	495	71	93,463	
1880-81	18,061	450	...	160	22	18,693	For three months only, as the management of the Ceylon Telegraph was given up from 1st July 1880.

REVENUE CHARGES.

Year.	Line Maintenance. Repairs by Telegraph Department.	Line Maintenance Establishment.	Direction, Accounts and Superintendence.	Profit and Loss.		Line Maintenance. Total.	Signalling. Repairs by Telegraph Department.	Signal Office Establishment.	Direction, Accounts and Superintendence.	Profit and Loss.	Signalling. Total.	Remarks.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1876-77	13,545	10,101	19,241	...	...	42,887	4	51,736	19,243	...	70,983	
1877-78	20,604	11,399	18,768	...	...	50,771	...	61,353	18,770	...	80,123	
1878-79	12,754	10,809	18,853	...	...	42,416	...	56,300	18,854	...	75,154	
1879-80	11,920	11,448	17,113	...	...	40,481	...	57,742	17,113	218	75,073	
1880-81	911	3,824	2,498	...	...	7,233	...	19,765	2,499	...	22,264	For 3 months only (see remarks on Revenue Receipts).

Result of Operations for five years.

Year.	Capital Expenditure to end of year.	Revenue Receipts.	Revenue Charges.	Profit or Loss without interest (Loss in Antique type.)	Interest on Capital at 4½ per cent.	Profit and Loss with Interest. (Loss in Antique type).	Miles of Line.	Miles of Wire.	Number of Signal Offices.	Number of Messages. Inland.	Number of Messages. Foreign.	Number of Messages. Total.	Value of Messages. Inland.	Value of Messages. Foreign.	Value of Messages. Total.	Remarks.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Miles.	Miles.	No.	No.	No.	No.	Rs.	Rs.	Rs.	
1876-77	71,237	93,474	1,13,870	20,396	3,024	23,420	608·15	667·80	12	52,674	4,343	57,017	62,596	29,926	92,522	
1877-78	67,578	1,01,370	1,30,894	29,524	3,142	32,666	609·35	679·80	13	60,904	4,551	65,455	74,999	24,736	99,735	
1878-79	67,709	99,408	1,17,570	18,162	3,040	21,202	617·85	688·02	15	58,209	5,160	63,369	68,292	27,525	95,817	
1879-80	66,864	93,463	1,15,554	22,091	3,028	25,119	615·38	685·51	14	54,068	5,700	59,768	71,518	18,287	89,805	
1880-81	68,630	18,693	29,497	10,804	3,034	13,838	615·38	685·51	14	12,119	1,334	13,453	14,194	3,867	18,061	For 3 months only (see remarks on Revenue Receipts.)

APPENDIX B.

RETURN of the Number and Value of Inland and Foreign Messages "Sent" and of Foreign Messages "Received" and "Transit" during the year 1880-81, showing also the Increase and Decrease under each head on the figures for the previous year.

NUMBER OF PAID MESSAGES AND INDIAN SHARE OF COLLECTIONS IN 1880-81.

DIVISIONS	Inland. State. No.	Inland. State. Value. Rs.	A.	Inland. Private. No.	Inland. Private. Value. Rs.	A.	Foreign. State. No.	Foreign. State. Value. Rs.	A.	Foreign. Private. No.	Foreign. Private. Value. Rs.	A.	Total. State. No.	Total. State. Value. Rs.	A.	Total. Private. No.	Total. Private. Value. Rs.	A.	Grand Total. No.	Grand Total. Value. Rs.	A.
Arakan	2,086	4,032	12	15,682	24,063	2	...	...	...	1,002	3,142	1	2,086	4,032	12	16,684	27,205	3	18,770	31,237	15
Assam	13,988	42,712	4	23,949	33,650	2	...	...	...	141	415	10	13,988	42,712	4	24,090	34,065	12	38,078	76,778	0
Bellary	5,255	11,052	8	23,255	28,858	4	2	12	15	371	939	9	5,257	11,065	7	23,626	29,797	13	28,883	40,863	4
Bengal	31,625	1,21,267	10	186,743	2,02,970	12	462	8,537	8	39,629	1,43,807	11	32,087	129,795	2	2,26,372	4,06,778	7	258,459	5,36,573	9
Bombay	36,253	1,37,941	4	2,11,002	2,67,210	13	1,021	9,401	6	110,468	4,75,147	5	37,374	147,342	10	3,30,470	7,42,358	2	367,744	8,80,700	12
B. Burma	8,806	23,774	12	75,757	1,12,846	2	16	94	14	13,359	47,026	10	8,822	23,869	10	89,116	1,59,872	12	97,938	1,83,742	6
Dacca	4,130	6,315	4	15,527	18,935	1	1	2	9	66	289	10	4,131	6,317	13	15,593	19,224	11	19,724	25,542	8
Ganjam	6,090	8,591	14	61,063	84,682	5	...	...	...	1,403	2,978	13	6,090	8,591	14	62,466	87,661	2	68,556	96,253	0
Indore	5,494	14,834	3	59,351	64,621	14	...	...	...	60	162	0	5,494	14,834	3	59,411	64,783	14	64,905	79,618	1
Madras	7,633	18,099	4	63,926	89,003	3	939	2,187	10	84,744	2,86,049	11	8,572	20,286	14	148,670	3,75,052	14	157,242	3,95,339	12
Malabar	5,298	12,440	0	47,109	68,000	15	44	217	12	4,378	12,477	6	5,342	12,657	12	51,487	80,478	5	56,829	93,136	1
Nagpur	6,096	11,382	3	24,978	25,727	1	...	...	...	67	186	14	6,096	11,382	3	25,045	25,913	15	31,141	37,296	2
Oudh and Rohilkand	11,272	24,826	6	37,405	43,794	0	...	...	...	321	984	13	11,272	24,826	6	37,726	44,778	13	48,998	69,605	3
Punjab	107,781	5,04,056	13	109,393	1,55,798	3	929	24,420	2	1,361	7,929	3	108,710	5,28,476	15	110,754	1,63,727	6	219,464	6,92,204	5
Rajputana	4,203	10,328	4	14,912	7,179	7	...	...	...	28	118	14	4,203	10,328	4	14,940	17,298	5	19,143	27,626	9
Sindh	57,638	3,45,877	11	62,658	94,641	5	897	14,781	0	25,710	1,35,333	12	58,535	360,658	11	88,368	12,29,075	1	146,903	5,90,633	12
Total India	313,648	12,97,533	0	1,032,710	13,91,982	9	4,311	59,645	12	292,108	11,16,989	14	317,959	13,57,178	12	1,324,818	25,08,972	7	1,642,777	38,66,151	3
Ceylon* 3 months only in 1880-81.	722	689	8	11,397	16,599	4	23	161	5	1,311	5,638	14	745	850	13	12,708	22,238	2	13,453	23,088	15
Total India & Ceylon	314,370	12,98,222	8	1,044,107	14,08,581	13	4,334	59,807	1	293,419	11,22,628	12	318,704	13,58,029	9	1,337,526	25,31,210	9	1,656,230	38,89,240	2

NUMBER OF PAID MESSAGES AND INDIAN SHARE OF COLLECTIONS IN 1879-80.

Inland. State. No.	Inland. State. Value. Rs.	A.	Inland. Private. No.	Inland. Private. Value. Rs.	A.	Foreign. State. No.	Foreign. State. Value. Rs.	A.	Foreign. Private. No.	Foreign. Private. Value. Rs.	A.	Total. State. No.	Total. State. Value. Rs.	A.	Total. Private. No.	Total. Private. Value. Rs.	A.	Grand Total. No.	Grand Total. Value. Rs.	A.
917	2,206	12	8,903	17,778	0	...	...	...	433	1,520	9	917	2,206	12	9,336	19,298	9	10,253	21,505	5
8,433	23,082	8	21,251	30,703	13	...	...	...	147	455	11	8,433	23,082	8	21,398	31,159	8	29,831	54,242	0
4,733	10,272	7	24,405	31,757	5	3	82	12	249	712	6	4,736	10,355	3	24,654	32,469	11	29,390	42,824	14
28,805	1,13,034	7	171,276	2,70,508	13	450	9,254	15	30,086	1,29,636	14	29,255	1,22,289	6	201,362	4,00,206	11	230,617	5,22,495	1
29,763	1,08,637	7	204,884	2,76,628	13	817	6,355	7	101,957	4,11,017	10	30,585	1,14,992	14	306,841	6,87,646	7	337,426	8,02,639	5
9,206	28,563	11	68,537	1,35,140	7	109	584	5	13,711	40,863	12	9,315	29,148	0	82,248	1,65,804	3	91,563	1,94,952	3
6,153	12,406	13	19,593	26,817	11	2	19	13	139	691	9	6,155	12,426	10	19,781	27,509	4	25,936	39,935	14
5,235	13,968	0	61,995	88,088	10	...	...	...	808	1,995	2	5,235	13,968	0	62,803	90,081	12	68,038	1,04,049	12
5,061	13,449	9	49,276	59,035	15	3	49	4	99	317	7	5,064	13,498	13	49,375	59,353	6	54,439	72,852	3
7,344	19,237	1	71,726	1,08,060	12	56	426	3	53,568	2,39,158	13	7,400	19,663	4	125,294	3,47,219	9	132,694	3,66,882	3
4,877	15,407	0	48,026	68,206	12	46	268	7	1,457	4,711	6	4,923	15,675	7	49,483	72,918	2	54,406	88,593	9
5,575	11,110	12	22,565	24,398	1	...	...	...	86	226	14	5,575	11,110	12	22,651	24,624	15	28,226	35,735	11
9,741	21,454	5	32,393	40,383	10	2	24	3	225	709	12	9,743	21,478	8	32,618	41,093	6	42,361	62,571	14
102,306	5,25,391	14	1,01,639	1,60,685	7	965	19,644	15	1,589	11,251	14	103,271	5,45,036	13	103,228	1,71,937	5	206,499	7,16,974	2
3,928	10,154	3	15,359	17,952	8	17	215	1	49	137	7	3,945	10,369	4	15,408	18,089	15	19,353	28,459	3
56,609	2,55,604	2	63,366	98,459	8	737	11,703	3	20,999	1,09,775	6	57,346	2,67,307	5	84,365	2,08,234	14	141,711	4,75,542	3
288,691	11,83,980	15	985,193	14,44,664	1	3,207	48,628	8	225,652	9,52,982	8	2,91,898	12,32,609	7	12,10,845	23,97,646	9	1,502,743	36,30,256	0

NOTE.—This Return includes 566 messages on the service of French and Portuguese Governments and of His Highness the Khan of Khelat, the value of which, *viz.*, Rs. 2,939-7, has not been credited to Revenue.

* From the 1st of July 1880 Ceylon ceased to form a part of the Indian Telegraph Administration.

Total Paid Messages.		No.	Value. Rs.	A.
Inland	Departmental	1,187,832	25,34,424	9
	Railway	170,645	1,72,379	12
Foreign	Departmental	297,468	11,81,893	9
	Railway	285	542	4
	Total	1,656,230	38,89,240	2

Total Paid Messages.		No.	Value. Rs.	A.
Inland	Departmental	1,127,914	24,74,631	15
	Railway	145,970	1,54,013	1
Foreign	Departmental	228,687	10,01,196	9
	Railway	172	414	7
	Total	1,502,743	36,30,256	...

RETURN of the number and value of Inland and Foreign Messages "Sent" and of Foreign Messages "Received" and in "Transit" during the year 1880-81, showing also the Increase and Decrease under each head on the figures for the previous year.

INCREASE.

DIVISIONS	Inland. State. No.	Inland. State. Value. Rs.	A.	Inland. Private. No.	Inland. Private. Value. Rs.	A.	Foreign. State. No.	Foreign. State. Value. Rs.	A.	Foreign. Private. No.	Foreign. Private. Value. Rs.	A.	Total. State. No.	Total. State. Value. Rs.	A.	Total. Private. No.	Total. Private. Value. Rs.	A.	Grand Total. No.	Grand Total. Value. Rs.	A.
Arakan	1,169	1,826	0	6,779	6,285	2	...	...	...	569	1,621	8	1,169	1,826	0	7,348	7,906	10	8,517	9,732	10
Assam	5,555	19,629	12	2,698	2,946	5	...	...	...	...	...	...	5,555	19,629	12	2,698	2,946	5	8,253	22,576	1
Bellary	522	780	1	...	...	...	...	...	...	122	227	3	522	780	1	122	227	3	644	1,007	4
Bengal	2,820	8,233	3	15,467	...	...	12	...	...	9,543	14,170	13	2,832	8,233	3	25,010	14,170	13	27,842	22,404	0
Bombay	6,485	29,303	13	6,118	...	...	204	3,045	15	17,511	64,129	11	6,689	32,349	12	23,629	64,129	11	30,318	96,479	7
B. Burma	...	...	...	7,220	...	...	...	...	...	...	6,362	14	...	...	...	7,220	6,362	14	7,220	6,362	14
Dacca	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ganjam	855	...	...	...	...	...	....	...	...	595	983	11	855	...	...	595	983	11	1,450	983	11
Indore	433	1,384	10	10,075	5,585	15	...	...	...	...	...	...	433	1,384	10	10,075	5,585	15	10,508	6,970	9
Madras	289	...	...	...	...	...	883	1,761	7	31,176	46,890	14	1,172	1,761	7	31,176	46,890	14	32,348	48,652	5
Malabar	421	...	...	...	...	...	...	...	...	2,921	7,766	0	421	...	...	2,921	7,766	0	3,342	7,766	0
Nagpur	521	271	7	2,413	1,329	0	...	...	...	...	...	...	521	271	7	2,413	1,329	0	2,934	1,600	7
Oudh and Rohilkand	1,531	3,372	1	5,012	3,410	6	...	...	...	96	275	1	1,531	3,372	1	5,108	3,685	7	6,639	7,057	8
Punjab	5,475	...	...	7,754	...	...	...	4,775	3	...	...	...	5,475	4,775	3	7,754	...	...	13,229	4,775	3
Rajputana	275	174	1	...	...	...	...	...	...	...	...	...	275	174	1	...	...	...	275	174	1
Sindh	1,029	90,273	9	...	...	...	160	3,077	13	4,711	25,558	6	1,189	93,351	6	4,711	25,558	6	5,900	1,18,909	12
Total	27,380	1,55,248	9	63,536	19,556	12	1,259	12,660	6	67,244	1,67,986	1	28,639	1,67,908	15	130,780	1,87,542	13	159,419	3,55,451	12
Net Increase and Decrease on the figures of the previous year.	24,957	1,13,552	1	47,517	...	...	1,104	11,017	4	66,456	1,64,007	6	26,061	1,24,569	5	113,973	1,11,325	14	140,034	2,35,895	3

DECREASE.

Inland. State. No.	Inland. State. Value. Rs.	A.	Inland. Private. No.	Inland. Private. Value. Rs.	A.	Foreign. State. No.	Foreign. State. Value. Rs.	A.	Foreign. Private. No.	Foreign. Private. Value. Rs.	A.	Total. State. No.	Total. State. Value. Rs.	A.	Total. Private. No.	Total. Private. Value. Rs.	A.	Grand Total. No.	Grand Total. Value. Rs.	A.
...	...	...	...	...	...	...	...	...	6	40	1	...	...	...	6	40	1	6	40	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	1,150	2,899	1	1	69	13	...	...	...	1	69	13	1,150	2,899	1	1,151	2,968	14
...	...	...	...	7,598	1	...	727	7	...	...	...	...	727	7	...	7,598	1	...	8,325	8
...	...	...	...	9,418	0	...	...	...	...	...	...	...	...	...	...	9,418	0	...	9,418	0
...	...	...	...	12,294	5	93	489	7	352	...	...	493	5,278	6	352	12,294	5	845	17,572	11
400	4,788	15	...	12,294	5	93	489	7	352	...	...	493	5,278	6	352	12,294	5	845	17,572	11
2,023	6,091	9	4,065	7,882	10	1	17	4	123	401	15	2,024	6,108	13	4,188	8,284	9	6,212	14,393	6
...	...	...	...	...	...	...	...	...	...	...	...	...	5,376	2	932	3,404	5	932	8,780	7
...	5,376	2	932	3,404	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	3	49	4	39	155	7	3	49	4	39	155	7	42	204	11
...	...	...	...	...	...	...	...	...	...	...	...	...	1,137	13	7,800	19,057	9	7,800	20,195	6
...	1,137	13	7,800	19,057	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	2	50	11	...	...	...	2	3,017	11	917	205	13	919	3,223	8
2	3,017	11	917	205	13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	19	40	0	...	...	...	19	40	0	19	40	0
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	2	24	3	...	...	...	2	24	3	...	...	...	2	24	3
...	...	...	...	...	...	36	...	...	228	3,322	11	36	21,335	1	228	8,209	15	264	29,545	0
...	21,335	1	...	4,887	4	36	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	447	773	1	17	215	1	21	18	9	17	215	1	468	791	10	485	1,006	11
...	...	...	708	3,818	3	...	...	...	...	...	...	...	...	...	708	3,818	3	708	3,818	3
2,423	41,696	8	16,019	72,238	4	155	1,643	2	788	3,978	11	2,578	43,339	10	16,807	76,216	15	19,385	1,19,556	9
...	...	...	...	52,681	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

NOTE.—This Return does not include collections other than those belonging to the Government of India.

Abstract of Foreign Traffic for the year 1880-81.

CLASS OF MESSAGES.	ROUTE. West. Via Teheran. No.	Via Teheran. Indian Value. Rs.	A.	Via Turkey. No.	Via Turkey. Indian Value. Rs.	A	Persian Gulf. No.	Persian Gulf. Indian Value. Rs.	A	Via Suez. No.	Via Suez. Indian Value. Rs.	A.	East. Via Amoy. No.	Via Amoy. Indian Value. Rs.	A.	Via Madras. No.	Via Madras. Indian Value. Rs.	A.	Via Rangoon. No.	Via Rangoon. Indian Value. Rs.	A.	Native Burma. No.	Native Burma. Indian Value. Rs.	A.	Via Paumben. No.	Via Paumben. Indian Value. Rs.	A	TOTAL. No.	TOTAL. Indian Value. Rs.	A.
INDIAN.																														
Sent . .	18,731	1,03,117	5	1,138	5,126	8	678	4,116	1	55,794	2,03,253	14	72	240	14	8,657	26,420	8	1,375	4,632	0	2,444	3,128	12	14,943	32,883	0	1,03,832	3,82,918	14
Received* . .	14,122	1,00,703	4	1,645	6,259	14	829	2,900	15	48,986	2,00,335	5	47	106	5	8,721	27,810	15	1,772	5,814	2	864	1,388	10	18,280	27,454	8	95,266	3,79,433	14
TOTAL .	32,853	2,03,880	9	2,783	11,386	6	1,507	7,017	0	104,780	4,10,189	3	119	347	3	17,378	54,231	7	3,147	10,446	2	3,308	4,517	6	33,223	60,337	8	1,99,098	7,62,352	12
TRANSIT.																														
From East to West—																												43,501	1,90,664	2
Received. *Vid* Madras	1,131	4,501	2	110	536	1	184	477	6	42,076	1,85,149	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,798	7,754	12
Received. *Vid* Rangoon	50	196	8	4	7	2	8	19	2	1,736	7,532	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	13	0
Received. *Vid* Laingha	...	...	...	1	2	13	...	...	...	3	10	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3,935	13,598	14
Received. *Vid* Paumben	391	1,703	12	12	56	15	5	42	10	3,637	11,785	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
From West to East—																												43,850	1,88,444	10
Sent. *Vid* Madras	5,528	22,107	11	662	2,751	4	98	341	4	37,523	1,63,109	1	39	135	6	...	...	...	...	...	...	...	...	...	...	...	...	1,771	7,363	12
Sent. *Vid* Rangoon	399	1,567	12	37	151	8	4	8	4	1,331	5,636	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	40	13
Sent. *Vid* Laingha	...	...	...	2	9	11	...	...	...	8	31	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,982	8,839	5
Sent. *Vid* Paumben*	745	2,580	8	74	204	4	3	11	12	2,160	6,042	13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
From West to West—																												27	280	8
Vid Bombay and Karachi.	1	3	12	7	205	2	19	71	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	36	180	0
Vid Karachi and Bombay.	3	15	15	9	40	5	24	123	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
East to East—																												21	106	11
Vid Rangoon* .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	14	13	20	91	14	275	1,100	3
Vid Madras* .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	275	1,100	3	1	9	
Vid Laingha .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	9	9	...	...	...	...	...	...	...	...	...	444	1,686	
Vid Paumben .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	418	1,613	13	26	73	1	...	...	...	...	...	...			
TOTAL .	8,248	32,677	0	918	3,965	1	345	1,095	12	88,364	3,79,306	9	39	135	6	419	1,623	6	26	73	1	1	14	13	295	1,192	1	98,655	4,20,083	
GRAND TOTAL ...																												297,753	11,82,435	

* 3,277 Messages deducted from "Indian Received" and shown under "Transit Value"—Rs. 1,031-6.

Abstract of Foreign Traffic with India by the Indo-European and Red Sea Routes for the year 1880-81.

ROUTE.		Number of Messages by each Route (exclusive of Transit.) To India.	From India.	Total.	Percentage of Number. To India.	From India.	Total.
Indo-European	*Vid* Teheran	14,122	18,731	32,853	21·53	24·54	23·15
Indo-European	*Vid* Turkey	1,645	1,138	2,783	2·51	1·49	1·96
Indo-European	Persian Gulf *vid* Karachi	829	678	1,507	1·26	0·89	1·06
Red Sea	*Vid* Suez	48,986	55,794	1,04,780	74·70	73·08	73·83
TOTAL .		65,582	76,341	1,41,923	100·00	100·00	100·00

APPENDIX C.

Abstract showing Percentage of Number of Messages between India and places to the westward by each route.

Year.	Via Suez. Homeward.	Via Suez. Outward.	Via Suez. Total.	Via Teheran. Homeward.	Via Teheran. Outward.	Via Teheran. Total.	Via Turkey. Homeward.	Via Turkey. Outward.	Via Turkey. Total.	Total. Homeward.	Total. Outward.	Total. Total.
1871-72 . . .	24·52	28·29	52·81	13·40	15·71	29·11	12·75	5·33	18·08	50·67	49·33	100·00
1872-73 . . .	32·82	32·23	65·05	15·85	14·35	30·20	2·73	2·02	4·75	51·40	48·60	100·00
1873-74 . . .	28·70	24·44	53·14	21·65	22·48	44·13	1·63	1·10	2·73	51·98	48·02	100·00
1874-75 . . .	26·43	24·09	50·52	24·82	23·09	47·91	0·87	0·70	1·57	52·12	47·88	100·00
1875-76 . . .	22·17	21·03	43·20	28 60	24·51	53·11	1·60	2·09	3·69	52·37	47·63	100·00
1876-77 . . .	29·90	30·32	60·22	21·43	16·14	37·57	1·04	1·17	2·21	52·37	47·63	100·00
1877-78 . . .	40·10	39·00	79·10	9·56	8·16	17·72	2·13	1·05	3·18	51·79	48·21	100·00
1878-79 . . .	39·40	35·64	75·04	13·17	9·90	23·07	1·12	0·77	1·89	53·69	46·31	100·00
1879-80 . . .	39·00	35·88	74·88	12·84	9·80	22·64	1·20	1·28	2·48	53·04	46·96	100·00
1880-81 . . .	39·74	34·70	74·44	13·36	10·16	23·52	0·82	1·22	2·04	53·92	46·08	100·00

APPENDIX D.

Number of sent Messages per annum.	Number of Offices (including Offices opened and closed during the year). 1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.	1880-81.
Above 1,00,000	1	2	2	2	2	2	3	2
,, 75,000 and under 1,00,000 . .	1	...	...	...	1	...	...	...
,, 50,000 ,, 75,000 . .	...	...	...	1	...	1	1	2
,, 25,000 ,, 50,000 . .	2	2	3	2	4	2	3	2
,, 20,000 ,, 25,000 . .	1	1	...	2	...	2	2	2
,, 15,000 ,, 20,000 . .	1	1	2	...	3	2	3	6
,, 10,000 ,, 15,000 . .	1	2	2	7	10	9	12	12
,, 5,000 ,, 10,000 . .	18	23	25	27	29	38	33	36
,, 1,000 ,, 5.000 . .	93	102	109	127	132	123	136	125
,, 500 ,, 1,000 . .	44	41	47	39	42	39	45	61
,, 100 ,, 500 . .	34	51	39	34	28	44	37	48
,, ,, 100 . .	4	15	13	10	11	18	42	28
TOTAL .	200	240	242	251	262	280	317	324

APPENDIX E.

Number of Offices open on 31st March 1881.

Divisions.	Class. 1st.	2nd.	3rd.	Total.
Arakan	2	3	2	7
Assam	...	5	12	17
Bellary	...	2	11	13
Beluchistan	1	1	8	10
Bengal	2	14	13	29
Bombay	4	13	13	30
British Burmah	3	5	7	15
Dacca	1	2	4	7
Ganjam	2	4	9	15
Indore	...	7	7	14
Madras	4	2	1	7
Malabar Coast	..	10	4	14
Nagpore	3	2	6	11
Oudh and Rohilcund	...	7	5	12
Punjab	7	6	22	35
Rajputana	1	2	3	6
Sind	2	4	6	12
TOTAL .	32	89	133	254

APPENDIX F.

Synopsis of Complaints in which this Department is concerned for the year 1880-81.

Nature of Complaints.	Number of Complaints received.				Admitted.			Rejected			Transferred to other Telegraph Administrations.			Number of Complaints received.			Disposed of.						Percentage of Messages which formed the subject of Complaints.		
	Inland.	Railway.	Foreign.	Total received.	Inland.	Railway.	Foreign.	Being groundless.		Total rejected.	Not being supported by prescribed documents.		Transferred to other Administrations.	Inland.	Railway.	Foreign.	Admitted.			Rejected		Transferred to other Administrations.	Inland.	Railway.	Foreign.
								Inland.	Foreign.		Railway.	Foreign.					Inland.	Railway.	Foreign.	Being groundless.		Not being supported by prescribed documents.			
																				Railway.	Foreign.	Railway.			
Non-delivery . . {	140	57	84	281	64	23	12	26	17	43	7	6	13	99	92	166	76	44	32	39	26	47	1	77	68	42	7
	180	32	29	250	87	22	16	8	8	16	1	1	2	125	57	102	43	24	19	25	17	29	...	49	4	4	3
Delay . . . . {	56	10	7	73	46	7	3	1	...	1	...	...	...	25	23	25	30	15	15	7	...	3	...	2	2	...	...
	50	11	10	71	38	9	4	2	1	3	1	1	2	16	9	25	16	5	11	3	1	1	...	4	3	2	1
Error . . . . {	121	10	25	156	105	11	33	2	2	4	2	1	3	57	62	55	18	8	10	1	1	2	...	4	1	...	...
	103	4	21	133	98	4	18	1	1	2	1	...	1	11	23	26	21	14	7	2	1	1	...	1	1	1	...
Miscellaneous . . {	15	3	3	21	10	1	2	...	...	...	...	...	...	13	3	20	1	1	4	...	...	...	...	1	1	...	...
	322	69	71	432	219	41	54	27	19	46	8	7	15	195	185	328	70	84	84	47	29	47	1	77	79	53	11
Total . . {	362	50	63	475	233	38	44	11	8	19	2	5	7	83	125	208	42	60	102	29	20	30	...	49	53	32	14
Balance from last year {	6	24	5	35	4	2	1	1	...	1	...	...	...	2	10	12	2	7	9	...	1	3	...	2	4	2	1
	89	149	238	476	43	49	79	12	4	16	1	1	2	135	205	340	72	91	163	47	31	50	1	79	57	34	15

Percentages of increase or decrease in number of admitted complaints :—

Increase of Traffic { Departmental . .54 per cent. / Railway . 16·27 " / Foreign . 26·94 " / Net . . 6·99 "

Decrease { Departmental . 6·66 per cent. / Railway . 7·89 " / Foreign . 22·72 " / Net decrease . 0·31 "

The figures in antique are those for the last year.

Increase in number of admitted Complaints { Railway . 60·66 per cent. / Foreign . 30·00 " / Net . 30·98 "

The figures in antique are those for the last year.

APPENDIX G.

Statement showing the Number and Value of Messages exchanged with Railway Telegraphs.

Year.	State.		Guaranteed.		Total.	
	No.	Value.	No.	Value.	No.	Value.
		Rs. A.		Rs. A.		Rs. A.
1873-74	811	885 10	40,397	30,284 13	41,208	39,169 7
1874-75	6,001	7,693 7½	48,279	48,843 11½	54,280	56,537 2½
1875-76	12,852	14,120 11½	56,766	57,181 11½	69,618	71,302 2¼
1876-77	21,049	30,582 7½	75,260	77,205 8¾	96,309	1,07,788 0¼
1877-78	28,985	32,339 14½	96,225	93,372 15	1,25,210	1,25,712 13½
1878-79	37,783	43,822 5½	94,453	95,952 0	1,32,236	1,39,274 5½
1879-80	40,994	56,188 5¾	99,213	1,40,554 9	1,40,207	1,96,742 14½
1880-81	72,135	77,528 15¾	98,510	1,31,989 9½	1,70,645	2,09,427 8½

APPENDIX H.

Statement of Press Messages for the official year 1880-81.

Month.	No.	Value at Press rate.
		Rs. A.
April 1880	677	4,549 12
May „	759	4,137 0
June „	779	4,349 12
July „	850	4,423 8
August „	949	5 537 4
September „	802	4,831 0
October „	514	2,254 4
November „	581	3,455 4
December „	584	2,816 4
January 1881	486	2,791 8
February „	520	2,911 4
March „	697	4,716 8
Total .	8,198	46.773 4

APPENDIX I.

Classified List of Lines of Telegraph in India and British Burma, as they stood on 31st March 1881.

No.	Sections of Lines.	Divisions.	No. of miles of Line.			No. of miles of Wire.		Cable.	Insulated.	Uninsulated.
			Along road.	Along rail.	Total.	No.	Miles.			
	MAIN LINES.									
1	Calcutta to Allahabad	Bengal	281·937	812·065	1,094·002	1 Wire for 3·909 miles 2 Wires „ 514·704 „ 3 „ „ 2·7 „ 4 „ „ 123·663 „ 6 „ „ 306·914 „ 7 „ „ 51·413 „ 8 „ „ 60·609 „ 9 „ „ 1·659 „ 10 „ „ 7·081 „ 11 „ „ 1·629 „ 12 „ „ 3·611 „ 13 „ „ 11·25 „ 14 „ „ 2·048 „ 16 „ „ 2·572 „ 18 „ „ ·24 „ 1,094·002 miles.	4,589·271	...	4,589·271	...
2	Allahabad to Bombay	Bengal, Nagpore, and Bombay.	13·011	821·36	834·371	2 Wires for 110·41 miles 3 „ „ 150·53 „ 4 „ „ 74·55 „ 5 „ „ 1·92 „ 6 „ „ 241·209 „ 7 „ „ 226·8 „ 9 „ „ ·052 „ 10 „ „ ·43 „ 11 „ „ ·25 „ 12 „ „ 28·22 „ 834·371 miles.	4,361·26	...	4,361·3	...
3	Allahabad to Agra	Bengal	1·42	277·575	278·995	4 Wires for 263·378 miles 5 „ „ ·075 „ 8 „ „ ·072 „ 9 „ „ 12·61 „ 13 „ „ 1·44 „ 14 „ „ 1·42 „ 278·995 miles.	1,206·34	...	1,206·34	...
4	Agra to Kurrachee	Rajputana & Sind	350·41	555·05	905·46	1 Wire for ·25 miles 4 Wires „ 339·15 „ 5 „ „ 452·31 „ 6 „ „ 111·01 „ 7 „ „ 1·24 „ 9 „ „ 1·5 „ 905·46 miles.	4,306·64	...	4,306·64	...
5	Bombay to (Pahlunpore) Kurrachee	Bombay and Rajputana.	4·722	387·876	392·598	1 Wire for ·241 mile 2 Wires „ ·054 „ 3 „ „ 1· „ 4 „ „ 1·354 miles 5 „ „ 79·75 „ 6 „ „ 301·455 „ 7 „ „ ·798 „ 10 „ „ 1·4 „ 12 „ „ ·069 „ 18 „ „ ·811 „ 19 „ „ ·233 „ 20 „ „ 3·263 „ 21 „ „ 2·170 „ 392·598 miles.	2,366·516	...	2,366·516	...
6	Bombay to Madras	Bombay and Madras	14·598	776·402	791·00	2 Wires for 354·25 miles 3 „ „ 254·5 „ 4 „ „ 92·75 „ 6 „ „ 82·01 „ 7 „ „ 3·78 „ 8 „ „ 2·09 „ 9 „ „ ·57 „ 12 „ „ 1·05 „ 791·00 miles.	2,396·47	...	2,396·35	...
7	Madras to (Raneegunge) Calcutta	Ganjam	1,054·204	...	1,054·204	2 Wires for 1,030·794 miles 3 „ „ 12·67 „ 4 „ „ 10·473 „ 5 „ „ ·267 „ 1,054·204 miles.	2,136·825	6·	2,136·825	...
8	Agra (Toondla) to Lahore	Bengal and Punjab	7·437	446·55	453·987	3 Wires for 83·85 miles 4 „ „ 252·95 „ 5 „ „ 111·74 „ 7 „ „ 1·247 „ 8 „ „ ·93 „ 10 „ „ 1· „ 13 „ „ 2·27 „ 453·987 miles.	1,877·729	...	1,877·729	...

Classified List of Lines of Telegraph in India and British Burma—continued.

No.	Sections of Lines.	Divisions.	No. of miles of Line.			No. of miles of Wire.		Cable.	Insulated.	Uninsulated.
			Along road.	Along rail.	Total.	No.	Miles.			
	MAIN LINES—*continued.*									
9	Calcutta (Barrackpore) to Amherst	Dacca, Arakan, and British Burma.	942·1875	297·839	1,240·0265	1 Wire for 240·29 miles 2 Wires „ 746·2825 „ 4 „ „ 91·515 „ 5 „ „ 113·779 „ 6 „ „ 41·17 „ 7 „ „ 2·36 „ 9 „ „ 1·35 „ 10 „ „ ·57 „ 11 „ „ 2·28 „ 12 „ „ ·43 „ 1,240·0265 miles.	2,951·74	27·695	2,847·737	104.
10	Madras to Ceylon	Madras	152·22	312·5	464·72	1 Wire for 41· miles 2 Wires „ 108·22 „ 3 „ „ 154·5 „ 4 „ „ 154·5 „ 5 „ „ 4· „ 7 „ „ ·5 „ 8 „ „ 1·3 „ 9 „ „ ·7 „ 464·72 miles.	1,374·94*	36·2	1,374·93	...
	SECONDARY LINES.									
11	Lahore to Peshawar	Punjab	95·491	186·186	281·677	3 Wires for 56· miles 4 „ „ 35·25 „ 5 „ „ 1·75 „ 6 „ „ 112·106 „ 7 „ „ 61·652 „ 8 „ „ 2·919 „ 9 „ „ ·75 „ 10 „ „ 11·25 „ 281·677 miles.	1,564·552	...	1,564·552	...
12	Lahore to (Hyderabad) Kurrachee	Punjab and Sind	15·879	708·213	724·092	2 Wires for 205·631 miles 3 „ „ 4·192 „ 4 „ „ 496·25 „ 5 „ „ ·75 „ 6 „ „ 1·219 „ 7 „ „ 15·75 „ 8 „ „ ·3 „ 724·092 miles.	2,532·552†	3	2,529·052	...
13	Hyderabad (Sind), (Jacobabad) to (Tournoul) Rawalpindi.	Sind and Punjab	566·75	48·	614·75	1 Wire for 507·25 miles 2 Wires „ 59·5 „ 4 „ „ 48· „ 614·75 miles.	818·25	...	343·75	474·5
14	Poona to Arconum (by road)	Bombay and Bellary.	724·053	37·937	761·99	2 Wires for 600·115 miles 3 „ „ 154·697 „ 4 „ „ 3·284 „ 5 „ „ 3·7 „ 8 „ „ ·194 „ 761·99 miles.	1,697·509	...	1,694·624	...
15	Sahibgunge (Tickreegunge) to Cachar (Silchar).	Dacca and Assam	569·129	...	569·129	1 Wire for 546·309 miles 2 Wires „ 22·32 „ 3 „ „ ·5 „ 569·129 miles.	581·505	10·944	581·145	...
16	Bangalore to (Madura Junction) Ceylon	Bellary and Malabar Coast.	516·8912	200·07	716·9612	1 Wire for 504·4187 miles 2 Wires „ 34·4625 „ 3 „ „ 100·48 „ 4 „ „ 77·6 „ 716·9612 miles.	1,185·1837	...	1,179·5527	...
17	Jubbulpore to Bhosawul *viâ* Nagpur	Nagpur	149·87	266·55	416·42	2 Wires for 341·87 miles 3 „ „ 61·5 „ 4 „ „ 9·25 „ 5 „ „ 3· „ 6 „ „ ·8 „ 416·42 miles.	925·04	...	925·04	...
18	Agra to Khandwa	Rajputana and Indore.	301·44	157·5	458·94	1 Wire for 297·781 miles 2 Wires „ ·734 „ 3 „ „ 1·125 „ 4 „ „ 157·5 „ 6 „ „ 1· „ 7 „ „ ·8 „ 458·94 miles.	943·724	...	942·135	...
19	Allyghur to Mogulserai through Fyzabad and Benares.	Oudh and Rohilkhund.	12·987	450·69	463·677	2 Wires for 8·741 miles 3 „ „ 399·666 „ 4 „ „ 47·63 „ 5 „ „ 5·69 „ 6 „ „ 1·46 „ 7 „ „ ·49 „ 463·677 miles.	1,447·64	...	1,447·64	...

* Includes 31 miles of wire carried on Railway posts.

† Includes 3 miles of leading in wires and earth lines.

No.	Sections of Lines.	Divisions.	No. of miles of Line.			No. of miles of Wire.		Cable.	Insulated.	Uninsulated.
			Along road.	Along rail.	Total.	No.	Miles.			
	SECONDARY LINES—*continued.*									
20	Indore to Ajmere	Indore and Rajputana.	3·54	304·5	308·04	1 Wire for 1·4 miles 2 „ „ 15·04 „ 3 „ „ 266·7 „ 4 „ „ 24·9 „ 308·04 miles.	931·08	...	931·08	...
21	Belgaum to Goa	Bellary	98·884	...	98·884	2	98·515	·466	97·909	...
22	Bellary (Auspree Junction) to Hyderabad	Bellary	178·586	...	178·586	1 Wire for 178·558 miles 2 Wires „ ·028 „ 178·586 miles.	178·614	...	126·225	51·54
23	Waddi to Hyderabad	Bombay	1·6	115·	116·6	3 Wires for 112·4 miles 4 „ „ 1· „ 5 „ „ 1·8 „ 6 „ „ 1·4 „ 116·6 miles.	358·6	...	358·6	...
24	Dharwar (Hubli) to Coompta	Bellary	119·558	...	119·558	1 Wire for 103·558 miles 2 Wires „ 16· „ 119·558 miles.	135·558	...	135·094	...
25	Calcutta (Sealdah Junction) to Saugor Island	Bengal	89·217	...	89·217	1 Wire for 84·28 miles 2 Wires „ ·62 „ 3 „ „ ·62 „ 8 „ „ 2·237 „ 9 „ „ 1·46 „ 89·217 miles.	117·336	1·08	34·136	83·2
26	Prome (Poungday) to Diamond Island	British Burma	262·82	...	262·82	1 Wire for 242·31 miles 2 Wires „ 20·51 „ 262·82 miles.	271·46	11·87	130·62	140·84
27	Ahmedabad to Bhavnagar	Bombay	39·594	185·743	225·337	2 Wires for 39·594 miles 3 „ „ 73·257 „ 4 „ „ 105·272 „ 5 „ „ 1·813 „ 6 „ „ 1·241 „ 7 „ „ ·06 „ 9 „ „ 3·6 „ 10 „ „ ·5 „ 225·337 miles.	774·378	...	774·378	...
28	Umballa to Simla	Punjab	71·5	...	71·5	2 Wires for 9· miles 3 „ „ 62·5 „ 71·5 miles.	205·5	...	205·5	...
29	Meerut to Chakrata	Punjab	111·95	...	111·95	1 Wire for 111· miles 2 Wires „ ·55 „ 3 „ „ ·4 „ 111·95 miles.	113·3	...	113·3	...
30	Ruk Railway Station to Pir Chowky Railway Terminal through Sibi and Dadur.	Sind	11·7	150·25	161·95	1 Wire for 12·2 miles 2 Wires „ 14·5 „ 4 „ „ 98· „ 5 „ „ 36·25 „ 6 „ „ 1· „ 161·95 miles.	620·45	...	603·95	16·5
31	Sibi to Quetta	Sind and Beluchistan.	98·12	·12	98·24	1 Wire for 57·75 miles 2 Wires „ 40·49 „ 98·24 miles.	140·73*	...	134·73	6·
32	Quetta (Darwaza Junction) to Kelat	Beluchistan Sub-Division.	69·48	...	69·48	1	69·48	...	69·48	...
33	Quetta to Kandahar	Ditto	136·	...	136·	1	136·	...	15·	121·
34	Nagpur (Wardah Junction) to Warora	Nagpur	...	44·8	44·8	2	89·6	...	89·6	...
35	Gauhati (Belgaria Junction) to Debrooghur	Assam	282·	...	282.	1 Wire for 255· miles 2 Wires „ 27· „ 282· miles.	309·	...	309·	...
36	Perodah to Darjeeling	Dacca	8·02	241·6	249·62	1 Wire for ·04 miles 2 Wires „ 34·41 „ 3 „ „ 29·31 „ 4 „ „ 185·86 „ 249·62 miles.	887·9	12·33	887·9	...

* Includes 2 miles of wire carried on posts of the Sind Division.

No.	Sections of Lines.	Divisions.	No. of miles of Line.			No. of miles of Wire.		Cable.	Insulated.	Uninsulated.
			Along road.	Along rail.	Total.	No.	Miles.			
	SECONDARY LINES—*concluded.*									
37	Lucknow to Sitapur	Oudh & Rohilkhund	53·27	...	53·27	1	53·27	...	6·	47·27
	TERTIARY LINES.									
38	Manmad to Dhulia	Bombay	56·5	...	56·5	1 Wire for 32·5 miles 2 Wires „ 22·5 „ 3 „ „ 1·5 „ 56·5 miles.	82·	...	58·9	23·1
39	Cawnpur to Furruckabad	Oudh & Rohilkhund	...	86·	86·	2 Wires for 85·916 miles 3 „ „ ·084 „ 86· miles.	172·084	...	172·084	...
40	Cawnpur (East Indian Railway Junction) to Lucknow.	Ditto	·084	43·773	43·857	3 Wires for 40·92 miles 4 „ „ 1·527 „ 6 „ „ ·999 „ 8 „ „ ·411 „ 43·857 miles	138·15	...	138·15	...
41	Agra to Hattras Junction through Muttra	Bengal	33·371	29·	62·371	1 Wire for 33·371 miles 2 Wires „ 28·727 „ 3 „ „ ·273 „ 62·371 miles	91·653	...	60·079	31·574
42	Achnera (Rajputana State Railway) to Muttra	Rajputana	...	22·5	22·5	2	45·	...	45·	...
43	Bankipur (Mokameh Junction) to Bettiah	Bengal	105·35	75·	180·35	1 Wire for 105·35 miles 2 Wires „ 23· „ 3 „ „ 46· „ 4 „ „ 6· „ 180·35 miles.	311·35	2·	281·35	30·
44	Bankipur Tripod to Gya	Ditto	...	57·586	57·586	2 Wires for 56·972 miles 4 „ „ ·519 „ 5 „ „ ·095 „ 57·586 miles.	116·634	...	116·634	...
45	Ajmere (Abu Road Junction) to Mount Abu	Rajputana	10·12	...	10·12	3	30 36	...	30·36	...
46	Narel to Matheran	Bombay.	5·25	...	5·25	2	10·5	...	10·5	...
47	Poona (Kirkee) to Gunneshkhind	Ditto	1·25	...	1·25	2	2·5	...	2·5	...
48	Dhond to Manmad	Ditto	...	145·5	145·5	3 Wires for 94·5 miles 4 „ „ 51· „ 145·5 miles.	487·5	...	487·5	...
49	Bezwarrah to Masulipatam	Ganjam	43·6	...	43·6	2	87·2	...	87·2	...
50	Cuttack (Simlibund) to False Point	Ditto	56·66	...	56·66	1	56·66	...	56·66	...
51	Bimlipatam (Mothavalsa Junction) to Vizianagram	Ditto	10·75	...	10·75	1	10·75	...	10·75	...
52	Mercara to Mangalore	Malabar Coast	78·95	...	78·95	1	78·95	...	78·726	...
53	Ghaziabad to Bandikui	Punjab and Rajputana.	·25	145·25	145·5	2 Wires for 134·5 miles 4 „ „ 11· „ 145·5 miles.	313·	...	313·	...
54	Umballa to Patiala	Punjab	17·	...	17·	1	17·	...	17·	...
55	Umballa to Ferozepore	Ditto	77·6	...	77·6	1	77·6	...	...	77·6
56	Umritsur to Bukloh	Ditto	108·	...	108·	1	108·	...	108·	...
57	Kaldana to Baragalli	Ditto	13·5	...	13·5	1	13·5	...	7·75	5·75
58	Prome to Lainga	British Burma	49·86	...	49·86	1 Wire for 34·8 miles 2 Wires „ 15·06 „ 49·86 miles.	64·92	...	30·12	34·8
59	Thayethamine (Junction Moulmein Line) to Tounghoo	Ditto	102·53	...	102·53	1 Wire for 84·62 miles 2 Wires „ 17·91 „ 102·53 miles.	120·44	...	120·44	...
60	Lahore to Suketghur through Sealkote	Punjab	36·	...	36·	1	36·	...	...	36·
61	Lala Musa to Miani	Ditto	...	52·	52·	1	52·	...	52·	...
62	Rangoon to Elephant Point	British Burma	31·005	...	31·005	2	61·02	·99	61·02	...
63	Sattara to Mahableshwar	Bombay	30·	...	30·	1	30·	...	30·	...
64	Veramgaum to Kharraghorra	Ditto	...	21·5	21·5	1	21·5	...	21·5	...
65	Anund to Pali	Ditto	...	32·25	32·25	1	32·25	...	32·25	...
66	Rawalpindi to Murree	Punjab	38·	...	38·	1	38·	...	38·	...
67	Rawalpindi to Abbottabad	Ditto	44·	...	44·	1	44·	...	44·	...
68	Nowshera to Hotimordun	Ditto	15·	...	15·	1	15·	...	...	15·
69	Peshawar to Jamrood	Ditto	9·	...	9·	1	9·	...	...	9·
70	Quetta to Kach	Beluchistan Sub-Division.	28·	...	28·	1	28·	...	...	28·
71	Sibi to Kochali	Ditto	29·	7·	36·	1 Wire for 29· miles 2 „ „ 7· „ 36· miles.	43·	...	14·	29·
72	Jubbulpore (Kureli Junction) to Saugor	Nagpur	70·	...	70·	1	70·	...	69·79	...
73	Piparian Junction to Pachmarhi	Ditto	28·5	...	28·5	1	28·5	...	28·5	...

No.	Sections of Lines.	Divisions.	No. of miles of Line.			No. of miles of Wire.		Cable.	Insulated.	Uninsulated.
			Along road.	Along rail.	Total.	No.	Miles.			
	TERTIARY LINES—*continued.*									
74	Gwalior to Morar	Indore	4·362	...	4·362	1 Wire for 2·3 miles 5 Wires „ 2·062 „ 4·362 miles	12·61	...	12·61	...
75	Indore to Oojein	Ditto	2·	12·	14·	1 Wire for 2· miles 2 Wires „ 12· „ 14· miles.	26·	...	24·	2·
76	Chundowsie Junction to Almorah	Oudh and Rohilkhund.	98·27	27·2	125·47	1 Wire for 95·27 miles 2 Wires „ 3· „ 3 „ „ 25·95 „ 4 „ „ 1·25 „ 125·47 miles.	184·12	...	91·85	92·27
77	Hyderabad to Secunderabad	Bombay	·7	1·7	2·4	4	9·6	...	9·6	...
78	Mysore to Ootacamund and Mettapolium	Malabar Coast	95·14	·13	95·27	1 Wire for 94·09 miles 2 Wires „ 1·18 „ 95·27 miles.	96·45	...	76·630	19·476
79	Calcutta (Kidderpore Budge Budge Road Junction) to Diamond-Harbour *viâ* Road.	Bengal	25·063	...	25·063	1	25·063	...	...	25·063
80	Calcutta to Canning	Ditto	·24	28·	28·24	2	56·48	...	56·48	...
81	Wadwan to Rajkote	Bombay	66·5	1·	67·5	1 Wire for 66·5 miles 4 Wires „ 1· „ 67·5 miles.	70·5	...	70·5	...
82	Wadwan (Dhola Junction) to Junagar through Timbi.	Ditto	33·75	88·423	122·173	1 Wire for 33·75 miles 2 Wires „ 85·52 „ 3 „ „ 2·587 „ 4 „ „ ·252 „ 5 „ „ ·064 „ 122·173 miles.	213·879	...	214·779	...
83	Umritsur to Dhurmsala	Punjab	48	...	48·	1	48·	...	48·	...
84	Kohat to Togh	Ditto	34·	...	34·	1	34·	...	...	34·
85	Kalka to Kasauli by alternate line	Ditto	9·	...	9·	1	9·	...	9·	...
86	Kasauli to Dagshai	Ditto	9·	...	9·	1	9·	...	9·	...
87	Simla to Naldera	Ditto	5·	...	5·	1	5·	...	...	5·
88	Roorkee to Hurdwar	Ditto	19·	...	19·	1	19·	...	...	19·
89	Dera Ismail Khan to Tank	Sind	40·25	...	40·25	1	40·25	...	40·25	...
90	Gari-Hurseroo to Furrucknuggur	Rajputana	...	7·5	7·5	1	7·5	...	7·5	...
91	Laingha to Thyetmyo	British Burma	6·95	...	6·95	1	5·62	1·33	...	5·62
92	Peshawar to Cherat	Punjab	14·	...	14·	1	14·	...	...	14·
93	Nulhati to Azimgunge	Bengal	...	27·25	27·25	1	27·25	...	·5	26·75
94	Burhee to Hazareebagh	Ditto	22·426	...	22·426	1	22·426	...	·013	22·413
95	Chingleput Junction to Railway Telegraph Office, Conjeeveram	Madras	...	21·4	21·4	2	42·8	...	42·8	...
96	South Indian Railway Station Villapoorum to the East Bank of River Gingee.	Ditto	...	16·5	16·5	2	33·	...	33·	...
97	Sheally to Negapatam	Ditto	39·	...	39·	1	39·	...	39·	...
98	Dehree to Arrah	Bengal	59·17	...	59·17	1	59·17	...	·188	58·982
99	Parbuttypore to Dinagepore	Dacca	18·	...	18·	1	18·	...	...	18·
100	Parbuttypore to Kawnia	Ditto	...	33·5	33·5	2	67·	...	67·	...
101	Golaghat to Kohima (Naga Hills)	Assam	97·	...	97·	1	97·	...	97·	...
102	Kanhan Bridge Junction to Tamsar	Nagpur	...	41·25	41·25	2 Wires for 38·75 miles 3 „ „ 2·5 „ 41·25 miles.	85·	...	85·	...
103	Itarsi to Hoshungabad	Ditto	...	11·	11·	2	22·	...	22·	...
104	Tellicherry to Cannanore	Malabar Coast	11·7	...	11·7	1	11·7	...	11·579	...
105	Dildarnuggur to Tari Ghat	Bengal	...	12·	12·	1	12·	...	12·	...
	LOCAL LINES.									
106	Lahore to Meean Meer	Punjab	1·356	...	1·356	... ...	1·356	...	·821	·535
107	Bombay to Malabar Point	Bombay	2·519	...	2·519	1	2·519	...	2·519	...
108	Bombay to Byculla	Ditto	·79	...	·79	1	·79	...	·79	...
109	Bombay to Lighthouse	Ditto	1·728	...	1·728	2 Wires for ·149 miles 3 „ „ 1·182 „ 4 „ „ ·397 „ 1·728 miles.	5·432	...	5·432	...
110	Bombay Observatory to Time Ball	Ditto	·87	...	·87	1	·87	...	·87	...
111	Church Gate Street Railway Station to Colaba Railway Station.	Ditto	...	1·25	1·25	6 Wires for 1·08 miles 7 „ „ ·17 „ 1·25 miles.	7·67	...	7·67	...
112	Nassick Road to Nassick Office	Ditto	4·5	...	4·5	1	4·5	...	4·5	...
113	Ahmednuggur Station to Fort Office	Ditto	2·75	...	2·75	2	5·5	...	5·5	...
114	Calcutta Lower Circular Road Junction to Bengal Secretariat.	Bengal	1·05	...	1·05	2	2·1	...	2·1	...

No.	Sections of Lines.	Divisions.	No. of miles of Line.			No. of miles of Wire.		Cable.	Insulated.	Uninsulated.
			Along road.	Along rail.	Total.	No.	Miles.			
	LOCAL LINES—*continued.*									
115	Park Street Junction, Lower Circular Road to 4 Middleton Row and Time Ball.	Bengal . . .	2 131	...	2·131	1 Wire for 1·235 miles . 3 Wires „ ·896 „ 2·131 miles.	3·923	...	3 923	...
116	Bellary to Railway Telegraph Office . . .	Bellary . . .	·025	...	·025	1	·025	...	·025	...
117	Bellary Telegraph Office to Barracks. . .	Ditto . . .	·068	...	·068	...	2·6	...	2·6	...
118	South Indian Railway Egmore Junction with Government wire.	Madras . . .	...	1·25	1·25	2	2·5	...	2·5	...
119	Madras Diversion Observatory Lines to Observatory.	Ditto . . .	1·01	...	1·01	1 Wire for ·1 mile . 3 Wires „ ·2 „ 4 „ „ ·71 „ 1·01 miles.	3·54	...	3·44	...
120	Madras, Sydapet to Guindy Government House .	Ditto . . .	1·2	...	1·2	1	1·2	...	1·2	...
121	Madras Office to Secretariat and Time Gun .	Ditto . . .	·6	...	·6	1 Wire for ·15 mile . 2 Wires „ ·45 „ ·6 mile.	1·05	...	1·05	...
122	Madras (Main Line Armenian Street Junction) to Master Attendant's Office.	Ditto . . .	·55	...	·55	2	1·1	...	1·1	...
123	Mount Road Junction to Mount Road Office .	Ditto . . .	1·32	...	1·32	1	1·32	...	1·32	...
124	Main Line to Karikal Office	Ditto . . .	·54	...	·54	2	1·08	...	1·08	...
125	Lucknow (Nowabgunge) to Byram Ghat . .	Oudh and Rohilkhund.	21·33	...	21·33	1	21·33	...	·14	21·19
126	Lucknow Railway Office to Railway Agent's Office.	Ditto . . .	·73	...	·73	2	1·46	...	1·46	...
127	Lucknow Telegraph Office to Lucknow Cantonment.	Ditto . . .	1·7	...	1·7	1	1·7	...	...	1·7
128	Rajghat to Narora	Ditto . . .	4·	...	4·	1	4·	...	4·	...
129	Narora to Gopalpore	Ditto . . .	57·5	...	57·5	1	57·5	...	...	·75
130	Naini Tal Hospital to Guard's Room . . .	Ditto . . .	·75	...	·75	1	·75	...	...	·2
131	Cawnpore Office to Provincial Light Railway Office.	Ditto . . .	·2	...	·2	1	·2	...	...	·2
132	Benares River Office to Rajghat, East Indian Railway Office.	Ditto . . .	2·47	...	2·47	1 Wire for 2·37 miles . 4 Wires „ ·1 „ 2·47 miles.	2·19	·58	2·19	...
133	Secunderabad Junction to Secretariat at Bolaram	Bombay . .	2·4	4·7	7·1	3 Wires for 5·5 miles . 4 „ „ 1·6 „ 7·1 miles.	22·9	...	22·9	...
134	Orderly-room Line from Junction near Secunderabad Office to Point of Junction with Line No. 133 (S. K. D. Junction to Secretariat at Bolaram).	Ditto . . .	3·	...	3·	1	3·	...	3·	...
135	Loop from Point of Junction with Line No. 133 to Orderly-room, 1-21st Regiment.	Ditto . . .	·22	...	·22	2	·44	...	·44	...
136	Loop from Point of Junction with Line No. 133 to Orderly-room, Royal Artillery.	Ditto . . .	·11	...	·11	2	·22	...	·22	...
137	Loop from Point of Junction with Line No. 133 to Orderly-Room, 12th Royal Lancers.	Ditto . . .	·6	...	·6	2	1·2	...	1·2	...
138	Meerut to Railway Station	Punjab . . .	·2	...	·2	1	·2	...	·2	...
139	Umballa to Railway Station	Ditto . . .	...	·4	·4	1	·4	...	·4	...
140	Allahabad to Kuttra	Bengal . . .	2·31	...	2·31	1 Wire for 1·35 miles . 2 Wires „ ·96 „ 2·31 miles.	3·27	...	3·27	...
141	Allahabad to City	Ditto . . .	·58	...	·58	...	1·54	...	1·54	...
142	Allahabad to East Indian Railway . . .	Ditto . . .	·27	...	·27	...	·32	...	·32	...
143	P. and O. Office, Bombay, to P. O. Dockyard, Mazagon.	Bombay. . .	1·209	...	1·209	1 Wire for ·3 mile . 2 Wires „ ·909 „ 1·209 miles.	2·118	...	2·118	...
144	B. I. S. N. Office to their Dockyard, Mazagon .	Ditto . . .	·085	...	·085	1	·085	...	·085	...
145	Colaba Lighthouse to Prince's Dock, Mazagon .	Ditto . . .	2·991	...	2·991	1 Wire for ·679 miles . 2 Wires „ ·313 „ 3 „ „ ·17 „ 4 „ „ 1·829 „ 2·991 miles.	9·131	...	9·131	...
146	Bombay Office to Boree Bunder	Ditto . . .	·814	...	·814	2 Wires for ·727 mile . 3 „ „ ·087 „ ·814 m	1·715	...	1·715	...
147	Saburmutter Bridge to Ahmedabad Camp . .	Ditto . . .	1·4	...	1·4	1 Wire for ·4 mile . 2 Wires „ 1· „ 1·4 miles.	2·4	...	2·4	...
148	Branch to Rajputana State Railway Manager's Office in Ahmedabad Camp.	Ditto . . .	·5	...	·5	1	·5	...	·5	...

No.	Sections of Lines.	Divisions.	No. of miles of Line.			No. of miles of Wire.		Cable.	Insulated.	Uninsulated.
			Along road.	Along rail.	Total.	No.	Miles.			
	LOCAL LINES—*continued.*									
149	Bombay to Colaba Office	Bombay	·133	...	·133	1	·133	...	·133	...
150	Prince's Dock to Port Trust Office	Ditto	·133	...	·133	1	·133	...	·133	...
151	Mombadavie to Byculla	Ditto	1·002	...	1·002	1	1·002	...	1·002	...
152	Bombay to Store-yard and Mandvie	Ditto	·91	...	·91	1	·91	...	·91	...
153	Bombay to Government House, Parell	Ditto	·118	·852	·97	1	·97	...	·97	...
154	Lahore Government Telegraph Office to Punjab Northern State Railway Office.	Punjab	·204	...	·204	4	·816	...	·816	...
155	Branch Lines from Main Police to Government and Police Offices.	Ditto	3·148	...	3·148	1 Wire for 2·788 miles 2 Wires „ ·36 „ 3·148 miles	3·508	...	3·508	...
156	Kaumpore (Ranikhet) to Chaubattia	Oudh and Rohilkhund.	·83	...	·83	1	·83	...	...	·83
157	Delhi to East Indian Railway Station	Punjab	·167	...	·167	1 Wire for ·125 mile 2 Wires „ ·042 „ ·167 mile.	·209	...	·209	...
158	Delhi to Rajpootana State Railway Station	Ditto	·698	...	·698	1 Wire for ·425 mile 2 Wires „ ·273 „ ·698 mile.	·971	...	·971	...
159	Sind, Punjab, and Delhi Railway to East Indian Railway, Gazeeabad Junction, Gazeeabad.	Ditto	·076	...	·076	1	·076	...	·076	...
160	Umritsar to Railway Station	Ditto	...	·7	·7	1	·7	...	·7	...
161	Sambhur Junction (Phalera) to Nawah	Rajpootana	...	19·25	19·25	1 Wire for 15· miles 2 Wires „ 4·25 „ 19·25 miles.	23·5	...	23·5	...
162	Ajmere Railway Station to District Traffic Superintendent's Office	Ditto	1·5	...	1·5	1	1·5	...	...	1·5
163	Soojut Road Station to Soojut Quarries	Ditto	7·	...	7·	1	7·	...	...	7·
164	Barrh to Newadi Ghat	Bengal	...	2·7	2·7	3	9·	...	9·	...
165	Bazidpore to Champta Ghat (Ganges Bank)	Ditto	...	9·	9·	1	9·	...	...	9·
166	Mokameh to Mokameh Railway Station	Ditto	·147	...	·147	... ...	·454	...	·454	...
167	Neemuch Junction to Neemuch Railway Station	Indore	...	·5	·5	4	2·	...	2·	...
168	Holkar State Railway Leading in Wires	Ditto	...	...	...	... ...	1·67	...	...	...
169	Scindia-Neemuch State Railway Leading in Wires.	Ditto	...	...	...	... ...	·81	...	...	...
170	Neemuch-Nusseerabad State Railway Leading in Wires.	Ditto	...	...	...	... ...	·05	...	...	...
171	Wellesley Street Junction to Talla Pumping Station.	Bengal	3·47	...	3·47	2 Wires for ·22 mile 3 „ „ 3·25 „ 3·47 miles.	10·19	...	10·19	...
172	Wellesley Street Junction to Municipal Office.	Ditto	1·08	...	1·08	1 Wire for ·65 mile 2 Wires „ ·43 „ 1·08 miles.	1·51	...	1·51	...
173	Telegraph Store-yard Junction to Alipore Office.	Ditto	1·388	...	1·388	... ...	5·332	...	5·332	...
174	Port Commissioners' Junction, Hoogly Bridge, to Chitpore Railway Station.	Ditto	2·52	...	2·52	1 Wire for 2·395 miles 2 „ „ ·125 „ 2·52 miles.	2·645	...	2·645	...
175	Chitpore Thana to Messrs. Cox's Ware House, Cossipore.	Ditto	2·3	...	2·3	... ...	4·26	...	4·26	...
176	Chitpore to Eastern Bengal Railway	Ditto	...	1·875	1·875	... ...	4·645	...	4·645	...
177	Old Tramway Line from Kirk to Palmer's Bridge, Intally.	Ditto	2·2	...	2·2	... ...	12·09	...	12·09	...
178	The Kirk to Howrah Railway Station	Ditto	1·986	...	1·986	... ...	11·557	...	10·547	...
179	Burn and Co.'s, Hastings Street, to Custom House Junction, Strand.	Ditto	·5	...	·5	1	·5	...	·5	...
180	East Indian Railway Junction, Howrah, to Burn & Co.'s Iron Works.	Ditto	2·1	...	2·1	...	3·95	...	3·95	...
181	Kidderpore Bridge to Garden Reach	Ditto	1·807	...	1·807	1 Wire for 1·239 miles 2 Wires „ ·568 „ 1·807 miles.	2·375	...	2·375	...
182	Calcutta to Fort William	Ditto	1·415	...	1·415	1 Wire for 1·29 miles 2 Wires „ ·125 „ 1·415 miles.	1·54	...	1·54	...
183	Agra Government Office to Futtehpore Sikri	Rajpootana	1·603	...	1·603	2	3·206	...	3·206	...
184	Indore Railway Station to City Branch	Indore	1·	...	1·	1	1·	...	...	1·
185	Kamptee to Railway Junction	Nagpur	1·25	...	1·25	2	2·5	...	2·5	...
186	Bhosawal Office Junction to Railway Station	Ditto	·284	...	·284	1	·284	...	·28	...

Classified List of Lines of Telegraph in India and British Burma—concluded.

No.	Sections of Lines.	Divisions.	No. of miles of Line.			No. of miles of Wire.		Cable.	Insulated.	Uninsulated.
			Along road.	Along rail.	Total.	No.	Miles.			
	LOCAL LINES—*concluded.*									
187	Koka Quarry Junction to Koka Quarry	Nagpur	...	7·5	7·5	1	7·5	...	·62	6·88
188	Nagpur Junction to Nagpur Railway Station	Ditto	·14	...	·14	3	·42	...	·42	...
189	Mohr Brother's Line, Akyab	Arakan	·95	...	·95	...	3·17	...	3·17	...
190	Damookdia Junction to Ghat Office	Dacca	·86	...	·86	3	2·58	...	2·58	...
191	Sara Junction to Ghat Office	Ditto	·09	...	·09	3	·27	...	·27	...
192	Saidpore Junction to Traffic Office	Ditto	·06	...	·06	2	·12	...	·12	...
193	Saidpore Traffic Office to Locomotive Office	Ditto	...	·04	·04	...	1·08	...	1·08	...
194	Rangoon Office to Phayre Street Railway Station.	B. Burma	·92	...	·92	3	2·76	...	2·76	...
195	Phayre Street Railway Station to Duneedaw Station.	Ditto	·62	...	·62	...	2·1	...	2·1	...
196	Leading in Lines at R. & I. V. S. Railway Station	Ditto	·666	...	·666	4	2·66	...	2·66	...
197	Private Rented Lines in Rangoon	Ditto	11·16	...	11·16	1 to 15	49·15	...	49·15	...
198	Public Rented Lines in Rangoon	Ditto	1·6	...	1·6	...	1·58	...	1·58	...
199	Private Office Wire Rented in Bassein	Ditto	5·59	...	5·59	...	7·96	...	7·96	...
200	Delhi Police Lines	Punjab	5·64	...	5·64	2 Wires for 4·78 miles 4 „ „ ·86 „ 5·64 miles.	13·	...	13·	...
201	Powder Proof Range to St. Thomas' Mount	Madras	·331	...	·331	6	2·	...	2·	...
202	Bareilly Government Office to Fort	Oudh and Kohilkhund.	·54	...	·54	1	·54	...	...	·54
203	Kurrachee Office to S. P. D. Railway, Kurrachee City Station.	Sind	·4	...	·4	1	·4	...	·4	...
204	Railway District Traffic Manager's Line, Umballa.	Punjab	1·06	...	1·06	1	1·06	...	1·06	...
205	Kirkee Junction to Kirkee Office	Bombay	·25	...	·25	1	·25	...	·25	...
206	Tuticorin Junction Post to Tuticorin Railway Office.	Madras	...	·25	·25	2	·5	...	·5	...
207	Departmental Telephone Lines, Simla	Punjab	1·17	...	1·17	1 Wire for ·66 mile 2 Wires „ ·51 „ 1·17 miles.	1·68	...	1·68	...
208	Military Telephone Lines, Simla	Ditto	3·34	...	3·34	1 Wire for 3·16 miles 2 Wires „ ·18 „ 3·34 miles.	3·52	...	3·52	...
209	Viceroy's Line, Simla	Ditto	1·03	...	1·03	1 Wire for 10·5 miles	1·03	...	1·03	...
210	Temporary Lines in Punjab Division	Ditto	20·1	...	20·1	2 Wires „ 8·9 „ 4 „ „ ·7 „ 20·1 miles.	31·1	...	...	31·1
			9,523·9887	8,880·855	18,404·8437		49,577·7967	114·485	47,768·7037	1,789·473
	Deduct—Miles of East Indian Railway wires carried on posts in joint use with the Department and the Railway included in lines Nos. 1 and 2, but shown below under head East Indian State Railway Lines.		...	·066	·066	... ...	266·174	...	266·174	...
	„ —Miles of South Indian Railway Line and wire included in line No. 10.		...	1·5	1·5	... ...	3·	...	3·	...
				1·566	1·566	... ...	269·174	...	269·174	...
			9,523·9887	8,879·289	18,403·2777	... ...	49,308·6227	114·485	47,499·5297	1,789·473
	EAST INDIAN STATE RAILWAY LINES.									
211	Howrah to Luckhee Serai (by Chord)	Bengal	...	259·402	259·402	... ...	1,207·778	...	1,207·778	...
212	Kanoo Junction to Sahibgunge (by Loop)	Ditto	...	143·75	143·75	... ...	432·59	...	432·59	...
213	Sahibgunge to Dinapore	Ditto	...	190·38	190·38	... ...	686·52	...	686·52	...
214	Dinapore to Nynee	Ditto	...	215·12	215·12	... ...	860·48	...	860·48	...
215	Nynee to Allahabad	Ditto	...	4·33	4·33	... ...	30·31	...	30·31	...
216	North Bank, Jumna, Allahabad to Delhi Line No. 2.	Ditto	...	389·888	389·888	... ...	1,574·877	...	1,574·877	...
217	Branches and Spare Wires	...	...	72·769	72·769	... ...	217·248	...	217·248	...
	GRAND TOTAL	...	9,523·9887	10,154·928	19,678·9167	... ...	54,318·4257	114·485	52,509·3327	1,789·473
	Add—Lines, the property of Railway but maintained by this Department—									
	South Indian Railway				1·5	... ...	3·			
	Sind, Punjab and Delhi Railway				665·75	... ...	1,651·75			
					667·25	... ...	1,654·75			
	GRAND TOTAL OF DEPARTMENTAL, RAILWAY AND NATIVE STATE LINES				20,346·1667	... ...	55,973·1757			

APPENDIX J.

Return of Telegraph Offices and Miles of Line and Wire maintained by the Telegraph Department for State and Guaranteed Railways on 31st March 1881.

Name of Railway.	Capital expended on behalf of Railway by Telegraph Department up to 31st March 1881, including Office fittings.	No. of Offices maintained.	Property of Telegraph Department			Railway Property.		Total mileage of posts maintained for Railways.	Total mileage of wire maintained for Railways.	Remarks.
			Miles of posts in joint use of Department and Railways.	Miles of posts only used by Railways.	Miles of wire in use by Railways.	Miles of posts maintained by Telegraph Department.	Miles of wire maintained by Telegraph Department.			
	Rs.				GUARANTEED RAILWAYS.					
Bombay, Baroda and Central India Railway.	(1) 4,07,934	...	390·13	33·299	1,133·671	...	...	423·429	1,133·671	(1) The capital cost is made up of the purchase money of the Bombay, Baroda and Central India Railway lines, the cost of taking over those lines, the cost of constructing the line Anand to Pali, and 15 per cent. for establishment and tools and plant on the latter two works. The Offices are not fitted nor supervised by the Government Telegraph Department.
Eastern Bengal Railway	(2) 1,063	...	...	...	1·875	...	...	...	1·875	(2) The capital cost is of the line from Chitpore to Eastern Bengal Railway Junction; Offices not fitted nor supervised by the Government Telegraph Department.
Oudh and Rohilkund Railway	3,43,177	74	523·809	23·8	1,080·89	...	...	547·609	1,080·89	The Offices are supervised but not fitted up by the Government Telegraph Department.
Sind, Punjab and Delhi Railway	...	79	...	...	...	665·75	1,651·75	665·75	1,651·75	The lines belong to the Company, but are maintained by the Government Telegraph Department. Offices fitted up by the Company but supervised by the Government Telegraph Department.
South Indian Railway	...	...	427·	39·4	933·6	1·5	3·	467·9	936·6	No agreement yet made and capital account not yet made up.
Total Guaranteed Railways	7,52,173	153	1,340·939	96·499	3,150·036	667·25	1,654·75	2,104·688	4,804·786	
					STATE RAILWAYS.					
Amraoti State Railway	...	...	5·35	...	5·35	...	...	5·35	5·35	The cost of the wire and of its erection was paid for in full by the State Railway. Line maintained by the Government Telegraph Department, but Office supervised by the Great Indian Peninsula Railway.
Calcutta and South-Eastern State Railway.	359	7	...	28·24	56·48	...	...	28·24	56·48	
Dhond and Manmad State Railway	1,36,710	18	51·	94·5	436·5	...	...	145·5	436·5	
Patna and Gya State Railway	49,970	8	...	57·586	117·767	...	...	57·586	117·767	
Holkar State Railway	53,648	14	82·5	...	166·67	...	...	82·5	166·67	
Indus Valley State Railway	3,94,322	52	508·25	1·75	1,025·5	...	...	510·	1,025·5	
Khamgaon State Railway	...	...	7·45	...	7·45	...	...	7·45	7·45	The cost of the wire and of its erection was paid for in full by the State Railway. Line maintained by the Government Telegraph Department, but Office supervised by the Great Indian Peninsula Railway.
Sindia-Neemuch State Railway	63,200	18	303·6	...	592·56	...	...	303·6	592·56	
Nizam's State Railway	1,10,194	13	126·1	...	246·6	...	...	126·1	246·6	
Nagpur and Chhattisgarh State Railway	43,040	9	12·04	41·25	119·58	...	...	53·29	119·58	Account of Office fitting not yet made up.
Northern Bengal State Railway	2,01,300	32	214·01	52·99	511·91	...	...	267·	511·91	
Nalhati State Railway	4,172	3	...	27·25	27·25	...	...	27·25	27·25	The lines belong to the Railway. The amount is the value of posts supplied by the Government Telegraph Department for reconstructing the line. It includes value of first fitting stores also.
Patri State Railway	...	...	...	21·5	21·5	...	...	21·5	21·5	The capital cost has been transferred to Public Works Department, Bombay, under orders of the Government of India, No. 72 A.T., dated 26th August 1879.
Punjab Northern State Railway	1,29,211	37	281·39	...	712·42	...	...	281·39	712·42	
Rajputana State Railway	5,33,032	98	546·7	170·75	1,928·53	...	...	717·45	1,928·53	
Rangoon and Irrawaddy Valley State Railway.	1,10,912	20	163·525	...	329·242	...	...	163·525	329·242	
Sindia State Railway	63,549	11	75·	...	153·	...	...	75·	153·	
Tirhoot State Railway	58,654	14	48·7	38·	177·	...	...	86·7	177·	
Wardah Coal State Railway	34,020	4	...	44·8	89·6	...	...	44·8	89·6	
Muttra-Hathras State Railway	28,459	5	...	51·5	103·273	...	...	51·5	103·273	
East Indian State Railway (Main Line).	...	164	255·218	1,275·639	5,009·803	...	...	1,530·857	5,009·803	The capital shown is only the cost of the extra works required on Railway account, adding three extra wires, Nynee to Jubbulpore and cross staying, Nynee to Jubbulpore, plus 15 per cent. for establishment. Inclusive of the share of the posts, the Railway pays interest for the Jubbulpore extension on ⅜ of 4,44,357-5-2. The main line is under partial reconstruction, and all the offices are being refitted, but rent is paid on an assessment.
Ditto ditto (Jubbulpore Line).	1,14,751		223·3	...	669·9	...	...	223·3	669·9	
Kandahar State Railway	...	...	150·75	17·5	302·5	...	...	168·25	302·5	Capital cost not yet made up.
Cawnpore-Furruckabad Provincial Light Railway.	...	...	...	86·	172·084	...	...	86·	172·084	
Dildarnagar-Ghazipore State Railway.	...	...	...	12·	12·	...	...	12·	12·	
Bhopal State Railway	...	...	...	11·	22·9	...	...	11·	22·9	
Bhavnagar-Gondal State Railway	...	...	103·227	91·826	427·279	...	...	195·053	427·279	
Mysore State Railway	...	...	...	...	119·7	...	...	...	119·7	
Darjeeling Steam Tramway	...	...	34·06	·45	35·96	...	...	34·51	35·96	
Total State Railways	21,29,503	527	3,192·17	2,124·531	13,600·308	...	...	5,316·701	13,600·308	
Grand Total	28,81,676	680	4,533·109	2,221·03	16,750·344	667·25	1,654·75	7,421·389	18,405·094	

DIAGRAM A.

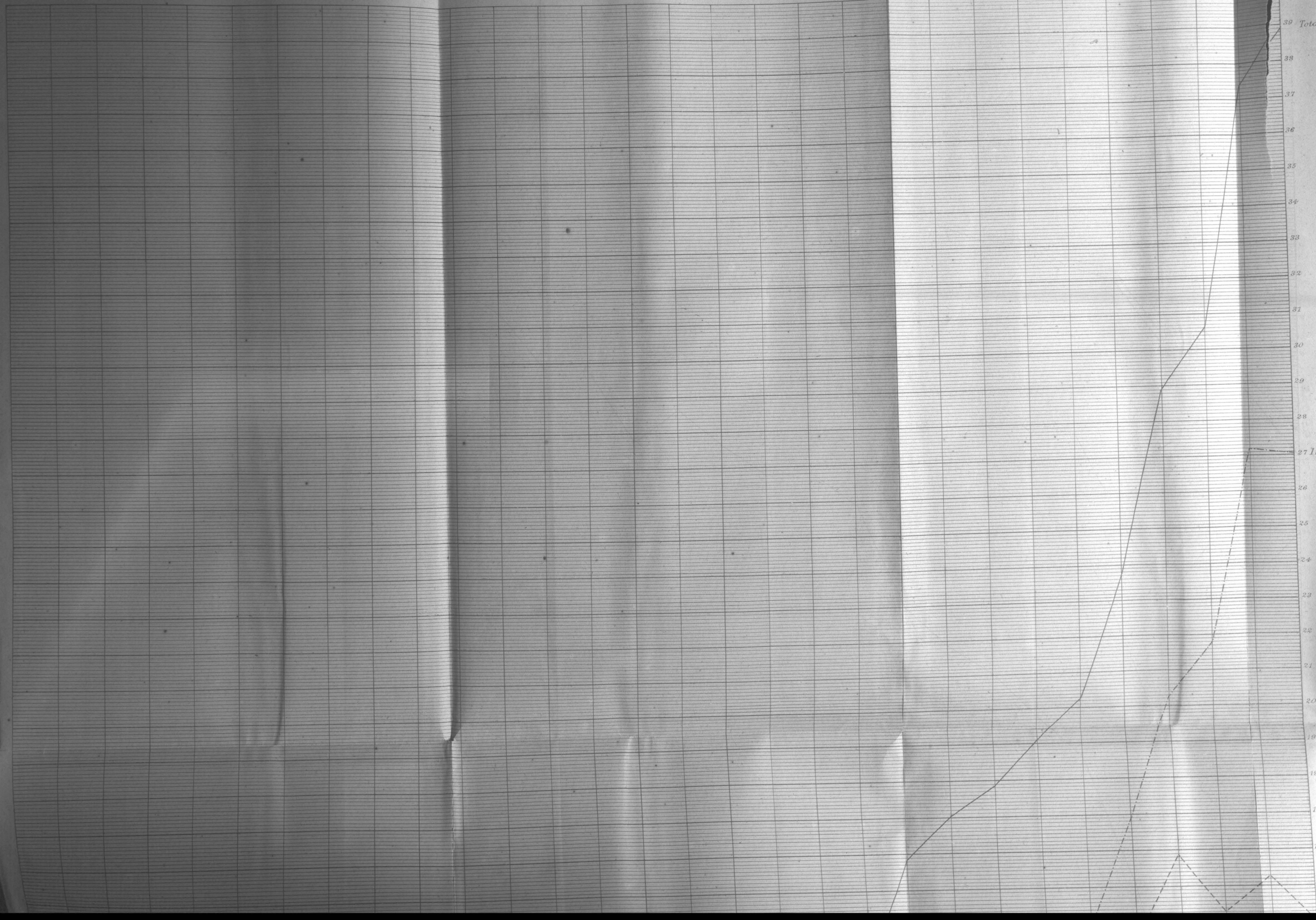
Shewing the Number of Inland and Foreign Messages transmitted from the year 1855-56 to 1880-81.

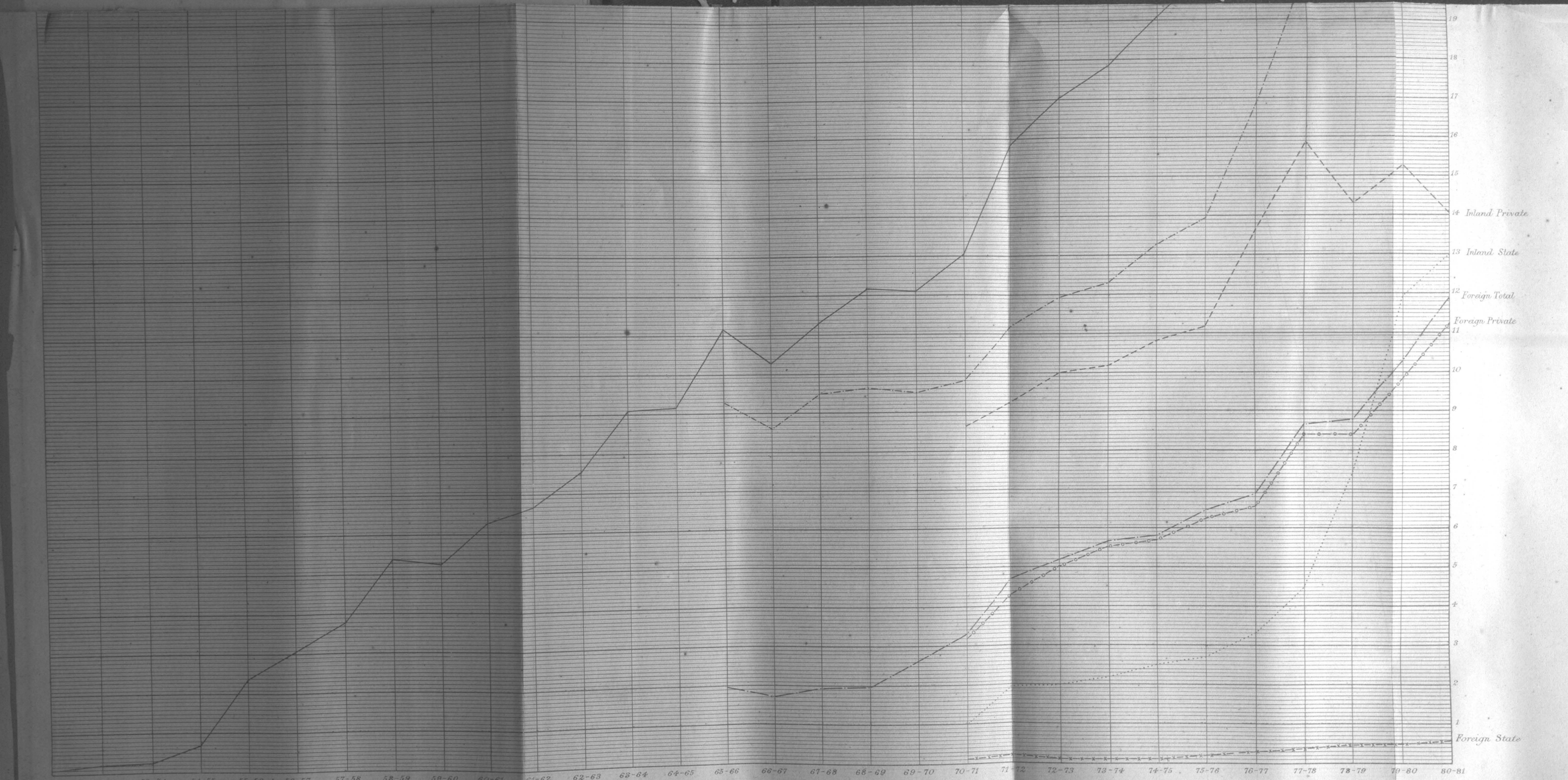


* No record of Inland Messages

DIAGRAM B.

Shewing the Annual Collections on Inland and Foreign Messages from the year 1851-52 to 1880-81.





Lithographed at the Surveyor General's Office, Calcutta, November 1881.

DIAGRAM A.

Shewing the Number of Inland and Foreign Messages transmitted from the year 1855-56 to 1880-81.



* No record of Inland Messages

Lithographed at the Surveyor General's Office, Calcutta, November 1