GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Telegraph.

To

No. 80 T.

Dated March 10, 1884.

Received 19

Review of Administration Report of the Indian Telegraph Department for the year 1882-83.

No. 423, P. W. D. Press—11-3-84—200.

OF INDIA.

DEPARTMENT.

VORKS.

raph.

---

rch 10, 1884.

elegraph Department for the year

g cc the Director General of Telegraphs
eral ration Report of the Indian Telegraph

iew no change was made in the

ficistem of dividing telegrams into
ry" and "Deferred" was in
of had been in force during the
he beneficial results, which were
ces a Asse nselves. The total number of
n. he number sent in the previous
and es, which really offer the best
sed by nearly 15 per cent.
mer "Deferred" messages, coupled
ges (56·06 per cent.) are classed
messages treated during the year, in
is, was slightly less than the value
the figures being Rs. 19,96,448 and

of 7·10 per cent. in the number of
uent, mainly, on the operations in
e the value of this class of traffic
12,79,160 in 1882-83, so that the

		Rs.
...	...	32,75,608
...	...	32,11,000

by the Telegraph Department
s compared with Rs. 38,54,212 in
ing—

		Rs.
...	...	33,39,442
...	...	32,35,644

		Rs.
...	...	8,17,797
...	...	6,18,568

n the total capital of Rs. 2,94,68,019
he year by the Telegraph Depart-
itary purposes.

6. The average speed of trai
slightly, owing probably to the inc

7. The increase in the milea
the year under review than in the
mental offices increased from 292
departmental agency, 9 being in the

8. It is satisfactory to notice th
increased by more than 7 per cent., a
11 per cent., the cost of the signa
Office and a proportion of the Office of
by Rs. 13,069, or by ½ per cent. The
decreased from Rs. 8,164 in 1881-82 to

9. The cost of "Line maintenan
rupees per mile of line to 14·3 rup
extensive repairs are now necessary o

10. Some statistical tables refer
report under review, but no mention
body of the report. The Governm
may be made to the progress
the hands of Government and of
be thought desirable or interesting
extent of the lines, and the gen
have licenses from Government.

11. There has been a slight
There is a steady decrease in the in
is a satisfactory indication of the ef

ORDER.—Ordered, that a copy
Madras, Bombay, Bengal, North-Western Provin
Oudh, Punjab, Central Provinces, British Burma,
Hyderabad, Central India, Rajputana and Biluchista
and to the Government of Ceylon
Also to the Foreign Departm
Mysore and Coorg.

Also that a copy of this Resoluti
of Telegraphs for information and gu

Also that a copy of this Resolut
A, B and F be forwarded to the
India for information, and be publish

To, The Secretary to the Govt. of I
P. W. Dep

B No. 785 Way/Mar

Recorded.

Cl. 21-3-84

21-3-84

THE I RTMENT

GOV

PUBLIC WO

C

Fort

Administration Report o

Read—

Letter No. 569 T., dated 24th J
together with its enclos
Department for the ye

RESOLUTION.—During the
rates for inland telegrams.

2. This was the first year
the three classes of "Urge
operation for the whole period.
concluding 3 months of the pre
then apparent, have continued
telegrams increased by 11½ p
year; and the number of inlan
test of the popularity of the ne

3. In consequence of the en
with the fact that the majority of
as "Deferred," the total value of
spite of the increased number of
of those treated in the previou
Rs. 20,15,331, respectively.

4. There was, however, an in
foreign telegrams treated in India,
Egypt, which was sufficient to
from Rs. 11,95,669 in 1881-82
gross value of all paid messages

In 1882-83 ...
In 1881-82 ...
In ... ...

5. The total receipts fr
during the year amounted to
the previous year, the working

1882-83 ...
1881-82 ...

so that the net revenue was—

1882-83 ..
1881-82

The former figures gi
which had been exp
ment on work

6. The average speed of tra
sligh

7. The incre

ssages on trunk lines decreased
umber of messages.

vices was slightly less during
e. The number of depart-
ese, 56 were worked by non-
Masters.

ugh the number of Signal Offices
umber of messages by more than
ablishment, including the Check
ion and Accounts, only increased
establishment for each office has
34 in 1882-83.

eased during the year from 13·6
is due to the fact that more
ines.

ne lines are attached to the
elephone operations in the
desires that, in future, reference
y of telephone exchanges in
giving such information as may
the number of subscribers, the
ration of the Companies which

the percentage of complaints.
n the departmental lines, which
ne department.

solution and of the Report be
rded to the Secretary of State,
the Local Governments and
nistrations noted on the margin,
missioner in Sind.

ommunication to the Resident at

warded to the Director General

of the Report and Appendices
Department of the Government of
he *Gazette of India*.

No.

Colonel, R. E.,

Secretary to the Govt. of India.

ADMINISTRATION REPORT

OF

THE INDIAN TELEGRAPH DEPARTMENT

FOR

1882-83.

THERE was considerable activity in the operations of the Department during the year 1882-83. The number of paid messages transmitted was 1,799,179 being 185,804 (equal to 11½ per cent.) more than the previous year; 722 miles of line and 2,978 miles of wire were added to the system, raising the totals to 21,324 and 61,314 miles respectively, and 22 new Departmental and 96 new Railway Telegraph Offices and Training Classes were opened during the year. Eight hundred and ninety Railway Telegraph Offices, inclusive of 13 Training Classes, were supervised and technically managed by the Department, and 1,646 miles of wire, not the property of Government, were maintained.

2. The receipts from all sources amounted to Rs. 41,57,239, and the expenditure to Rs. 54,48,054, shewing a net expenditure of Rs. 12,90,815. Excluding the "Capital" expenditure which amounted to Rs. 21,08,612, there was a net revenue of Rs. 8,17,797.

REVENUE AND EXPENDITURE.

3. The total net capital expenditure of the Department during the year, shown in Diagram B, amounted to Rs. 21,08,612, and the capital account stands at the close of the year 1882-83 at Rs. 2,94,68,019.

4. The following is an Abstract Revenue Account for 1882-83, with corresponding figures for 1881-82 :—

EXPENDITURE.	1881-82.	1882-83.	RECEIPTS.	1881-82.	1882-83.
	Rs.	Rs.		Rs.	Rs.
Repairs of Lines	1,82,110	2,27,592	Message Revenue earned	32,11,001	32,75,608
Direction	1,66,082	1,56,281	Receipts from State Railways for Interest, Maintenance of Lines and Offices.	4,21,177	6,05,413
Accounts	39,351	39,988			
Superintendence	6,83,778	6,99,283	Receipts from Guaranteed Railways.	97,714	97,224
Line Maintenance	1,50,880	1,91,303			
Check Office	45,667	49,375	Claims against Guarantors	55,202	99,011
Signalling	17,39,681	18,23,708	Sale of Books, Gazettes, &c.	16,171	17,248
Minor Undertakings	14,680	13,638	Miscellaneous	9,210	18,961
Non-Departmental Offices	1,81,776	1,07,693	News free and other *pro formâ* Message Revenue.	43,737	43,774
Telegraph Stamps	9,432	10,221			
Other Items	22,207	20,360			
TOTAL	32,35,644	33,39,442			
NET PROFIT	6,18,568	8,17,797	TOTAL	38,54,212	41,57,239

5. A clear idea of the progress which has been made will be obtained from the following table and from the diagrams A., B. and C. annexed 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.	1881-82.	1882-83.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Total expenditure per message	3·69	3·69	3·44	3·15	3·11	2·48	2·30	2·24	1·93	1·93	2·00	1·86
Total receipts per message	2·55	2·67	2·69	2·66	2·62	2·48	2·44	2·68	2·77	2·73	2·39	2·32
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	153·72	152·32
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	183·10	189·62
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	54·31	52·74
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	64·70	65·67
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	90·84	98·78
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	41·07	43·88
Number of messages per office (*paid* and *pro-formâ.*)	3,310	3,396	3,341	3,752	4,095	4,774	5,711	5,520	5,690	6,530	5,530	5,780
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	84·37	82·42
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	187·18	185·54
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	2·85	2·40
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	1·27	1·16
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	9·42	8·67
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	3·52	3·51

TRAFFIC.

6. A return of the number and value of Inland and Foreign Messages under the sub-heads of 'State' and 'Private' will be found in Appendix B., the percentage being as follows:—

Class.	Inland.		Foreign.		Total.	
	No.	Value.	No.	Value.	No.	Value.
State	14·12	18·62	0·30	1·45	14·42	20·07
Private	66·10	42·33	19·48	37·60	85·58	79·93
Total	80·22	60·95	19·78	39·05	100·00	100·00

The following summary gives the actual increase and decrease, as compared with the corresponding figures for the previous year:—

Class of Messages.	Actual. Increase. Inland. No.	Inland. Amount. Rs.	Inland. Amount. A.	Foreign. No.	Foreign. Amount. Rs.	Foreign. Amount. A.	Net. No.	Net. Amount. Rs.	Net. Amount. A.	Decrease. Inland. No.	Inland. Amount. Rs.	Inland. Amount. A.	Foreign. No.	Foreign. Amount. Rs.	Foreign. Amount. A.	Net. No.	Net. Amount. Rs.	Net. Amount. A.
State	7,895	...	...	1,203	7,254	4	9,098	...	...	...	88,661	5	...	...	...	...	81,407	1
Private	1,54,300	69,778	7	22,406	76,236	2	1,76,706	1,46,014	9	...	...	...	...	...	...	...	...	...
Net	1,62,195	...	...	23,609	83,490	6	1,85,804	64,607	8	...	18,882	14	...	...	...	...	...	...

These figures are reproduced below in the form of percentages of the respective increases and decreases:—

Class of Messages.	Percentage. Increase. Inland. No.	Inland. Amount.	Foreign. No.	Foreign. Amount.	Net. No.	Net. Amount.	Decrease. Inland. No.	Inland. Amount.	Foreign. No.	Foreign. Amount.	Net. No.	Net. Amount.
State	3·21	...	28·18	18·02	3 63	...	...	12·69	...	...	...	11·02
Private	14·90	5·30	6·82	6·59	12·96	5·90	...	...	...	...	...	...
Net	12·66	...	7·10	6·98	11·51	2·01	...	0·93	...	...	...	...

7. The total number and value of Paid messages, as compared with the previous year, was as follows:—

Year.	State. No.	State. Value.	Private. No.	Private. Value.	Total. No.	Total. Value.
		Rs. As.		Rs. As.		Rs As.
1881-82	250,106	7,38,716 12	13,63,269	24,72,284 0	16,13,375	32,11,000 12
1882-83	259,204	6,57,309 11	15,39,975	26,18,298 9	17,99,179	32,75,608 4

Showing a very satisfactory increase as regards Private messages, while State message traffic exhibits a numerical increase, but decreased value.

Inland Traffic.

8. The following analytical return of Inland traffic shows the actual and proportionate number and value of Urgent, Ordinary, Deferred and Local messages for the whole year under review. The return includes messages (excluding press messages) tendered at offices of this department only:—

Year.	Class.	Urgent. No.	Urgent. Value.	Ordinary. No.	Ordinary. Value.	Deferred. No.	Deferred. Value.	Local. No.	Local. Value.	Total. No.	Total. Value.	Average cost per message.
			Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
1882-83	State	78,620	3,75,481	27,430	30,926	138,546	1,97,345	2,494	1,625	247,090	6,05,377	2·450
	Private	70,759	1,89,452	672,298	8,46,976	353,954	2,55,201	6,677	2,209	1,103,688	12,93,928	1·172
	Total	149,379	5,64,933	699,728	8,77,902	492,500	4,52,636	9,171	3,834	1,350,778	18,99,305	1·406
Percentage of Traffic	State	31·80	62·02	11·10	5·10	56·06	32·58	1·04	0·30	100·00	100·00	...
	Private	6·40	14·64	60·90	65·44	32·06	19·72	0·64	0·20	100·00	100·00	...
	Total	11·06	29·74	51·80	46·22	36·45	23·82	0·69	0·22	100·00	100·00	...

Comparing these numbers with those for the three months of the previous year during which the new tariff was in force, the following results are shown:—

State.

	1881-82.	1882-83.
Local	0·65	1·04
Deferred	62·70	56·06
Ordinary	7·12	11·10
Urgent	29·53	31·80

Private.

	1881-82.	1882-83.
Local	0·43	0·64
Deferred	22·03	32·06
Ordinary	72 64	60·90
Urgent	4·90	6·40

No change in the rates for Inland Telegrams was made during the year 1882-83.

9. The growth of Inland Traffic since the year 1872-73 is shown in the following Statement:—

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	1,91,213	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	...	...	3·61	1,358,477	27,06,804	5·69	...	2·32	...
1881-82 .	245,836	6,98,480	...	21·62	...	46·16	1,035,137	13,16,851	0·23	...	...	5·39	1,280,973	20,15,331	...	4·86	...	25·07
1882-83 .	253,731	6,09,818	3·21	...	...	12·69	1,189,437	13,86,630	14·90	...	5·30	...	1,443,168	19,96,448	12·66	...	...	0·93

The abnormal *numerical* increase in Inland private messages, unaccompanied as it is by an equal rise in *value*, must be attributed to the cheapened rates for "deferred" messages: to the same cause is attributable the decreased value, notwithstanding increased number of State messages.

Foreign Tariff, &c.

10. No change was made in the rates for telegrams to Europe during the year: the following were the principal events of importance in connection with international communication:—

April 1882.—Cable laid between Emden and Valentia by the German Union Telegraph Company.

May 1882.—Tariff to North America by the Anglo-American and Direct United States Telegraph Companies, raised from Frcs. 1·25 to Frcs. 2·50 per word. This had effect from 22nd May 1882.

July 1882.—Egyptian land lines interrupted between Suez and Alexandria from 11th July 1882.

August 1882.—Eastern Telegraph Company laid a cable from Alexandria to Port Said on 12th August 1882. Tariff to Port Said *viâ* Teheran-Malta-Alexandria increased by 4 annas per word in addition to rate to Egypt. French-American Telegraph Company equalised their tariff with those of the Anglo-American and Direct United States Telegraph Companies, with effect from 25th August 1882.

September 1882.—Suez route to Europe *viâ* Port Said reported right on 28th September 1882.

October 1882.—Cable laid between Malta and Tripoli on 30th October 1882.

November 1882.—Tariff between India and North America by the American Telegraph and Cable Company withdrawn from 1st November 1882. Rates only applicable between Great Britain and North America.

December 1882.—Communication with Central America and alternative route to South America opened by the cables of the Central and South American Telegraph Company *viâ* Galveston.

Foreign Traffic.

11. The number and value of combined State and Private message traffic continue to increase: the percentage of increase, as compared with previous years, is as follows:—

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
1881-82 . .	12·14	1·62
1882-83 . .	7·10	6·98

12. Appendix C shows the percentage of number of messages between India and places to the westward, by each route, since 1871-72. The comparative results, for the last three years, have been as follows:—

	1880-81.	1881-82.	1882-83.
Viâ Suez . . .	74·44	66·91	50·79
,, Teheran . . .	23·52	31·62	47·20
,, Turkey . . .	2·04	1·47	2·01

The Suez route was interrupted in July and August 1881, and in July, August and September 1882.

13. The following return of Foreign traffic corresponds with that given in paragraph 9 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	1,00,338	5,74,675	15·75	...	6·24	...	1,01,643	5,85,728	15·65	...	6·09	...
1875-76 .	1,875	17,076	43·67	...	54·48	...	1,09,247	6,21,876	8·87	...	8·21	...	1,11,122	6,38,952	9·32	...	9·09	...
1876-77 .	1,914	28,867	2·08	...	69·06	...	1,33,771	6,55,074	22·44	...	5·34	...	1,35,685	6,83,941	22·10	...	7·05	...
1877-78 .	2,259	35,827	18·02	...	24·11	...	1,84,801	8,33,778	38·14	...	27·28	...	1,87,060	8,69,605	37·86	...	27·14	...
1878-79 .	3,307	43,563	21·60	...	46·39	...	1,94,563	8,37,345	0·42	...	5·28	...	1,97,870	8,80,913	5·78	...	1·03	...
1879-80 .	3,272	40,232	..	1·05	13·00	...	2,31,287	9,79,809	18·87	...	17·01	...	2,34,559	10,29,041	18·56	...	16·82	...
1880-81 .	4,334	59,807	34·42	...	22·65	...	2,93,419	11,22,629	29·45	...	17·20	...	2,97,753	11,82,436	29·52	...	17·47	...
1881-82 .	4,270	40,237	...	0·95	...	32·53	3,28,132	11,56,432	12·33	...	3·44	...	3,32,402	11,95,669	12·14	...	1·62	...
1882-83 .	5,473	47,491	28·18	...	18·02	...	3,50,538	12,31,669	6·82	...	6·59	...	3,56,011	12,79,160	7·10	...	6·98	...

The large increase in the number and value of Foreign State messages is due to the despatch of troops from India to Egypt. Foreign private traffic shews also a steady increase in number and value.

14. 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.

15. Appendix D is a classified abstract of Signal Offices, according to the amount of traffic originating at each, for the past ten years.

16. Appendix E shews the number of Signal Offices in each Division open at the end of 1882-83. The following were opened and closed during the year.

Opened.	Date.	Closed.	Date.
Dinagepore	24th April.	False Point (Jumboo)	25th April.
Rampore Bauleah	Ditto.	(Hukitollah called False Point)	
Serajgunge	Ditto.	Pir Chowkey	27th Ditto.
Chupra	4th May.	Ruksoul	10th July.
Hutwah	6th Ditto.	Perambur (Madras)	15th Ditto.
Revelgunge	Ditto.	Ranikhet Cantonment	10th November.
St. Thomé (Madras)	15th Ditto.	Bettiah	16th February.
Saidapet (Madras)	Ditto.	Motihari	Ditto.
Chetput (Madras)	22nd Ditto.	Segowlie	Ditto.
Prince's Dock (Bombay)	29th Ditto.		
Dinewoonquin (Moulmein)	12th June.		
Moopoon (Moulmein)	24th Ditto.		
Danauri	23rd Ditto.		
False Point Lighthouse	10th July.		
Jubbulpore City	17th August.		
Kiamari (Kurrachee)	19th Ditto.		
Cantonment (Kurrachee)	22nd Ditto.		
Mazagon (Bombay)	16th September.		
Ludhiana	9th Ditto.		
Ballygunge (Calcutta)	19th October.		
Rupar	27th November.		
Cantonment (Bellary)	20th December.		
Cossipore (Calcutta)	8th January.		
Hoshiarpur	10th Ditto.		
Vythery	5th February.		
Gopalpore	11th Ditto.		
Wellington	2nd March.		
Raipur	5th Ditto.		
Solon	12th Ditto.		
Sehore	21st Ditto.		

Number of permanent offices open on 31st March 1882		292
DEDUCT—Number of offices closed during 1882-83	8	
ADD—Number of offices opened during 1882-83	30	22
Number of permanent offices open on 31st March 1883		314

17. The following Departmental Signal Offices were worked by non-Departmental Agency at the close of the year 1882-83:—

Worked by Post Masters (9 offices).

False Point.
Hazaribagh.
Dinagepore.
Pegu.
Rampore Bauleah.
Rutnagherry.
Rajapore.
Chiplun.
Serajgunge.

Worked by Clerks in Deputy Commissioners' or Magistrates' Offices (7 offices).

Seonee.
Pachmarhi.
Nasik.
Thatone.
Dhulia.
Bolaram.
Ngathineyoung.

Worked by Lighthouse-keeper (1 office).

False Point Lighthouse.

Worked by Military Signallers (39 offices).

Bellary Cantonment.
Mach.
Gulistan.
Kushdil.
Kach.
Sharigh.
Gundikunduff.
Fort William (Calcutta.)
Dum-Dum.
Dinapore.
Allahabad Fort.
" Cantonment.
Gwalior.
Fort St. George, Madras.
Saugor.
Kamptee.
Almora.
Ranikhet.
Naini Tal Cantonment.
Solon.
Moradabad.
Dilkusha.
Sitapur.
Fyzabad.
Kurrachee Cantonment.
Ahmedabad Camp.
Chakrata.
Kirkee.
Attock.
Bukloh.
Dagshai.
Dalhousie.
Dhurmsala.
Jutogh.
Jullundur.
Jumrood.
Mecan Meer.
Nowshera.
Subathu.

Abstract.

Worked by Post Masters	9
" " Clerks	7
" " Lighthouse-keeper	1
" " Soldiers	39
Total worked by non-Departmental Agency	56
Worked by Departmental Agency	258
TOTAL	314

18. At the following stations the postal duties were, at the close of the year, being performed by the Telegraph Masters:—

Myanoung.
Kelat.
Silghat (Kaliabar.)
Meesa.
Doom-Dooma.
Dunsiri Mukh.

Complaints.

19. 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. The figures for the preceding year are, for facility of comparison, given in antique type.

20. As regards the complaints in respect of messages lost, delayed or erroneously transmitted on the lines of this Department, 600 in number, 411 were admitted and 189 rejected. The gross number of complaints, including those rejected as groundless, was 0·32 per thousand messages as against 0·28 during the previous year. The increase is due in a great measure to the very difficult Code words used in commercial messages. It is found that of the errors made in Foreign messages 89 per cent. are in Code words.

21. Every encouragement is given to senders to submit complaints, and it by no means follows that an increase in the proportion of complaints indicates a falling off in the efficiency of the service: it has been remarked that native senders, as they acquire greater familiarity with the telegraphic rules and procedure, and with the readiness of the Department to give redress, become year by year less indifferent to loss, delay or mutilation of their telegrams.

22. Complaints regarding messages which were promptly and correctly transmitted over the lines of this Department, but which were lost, delayed or mutilated on the lines of other administrations were 489 in number, of which 290 were admitted and the remainder were either found groundless or had not at the close of the year been completely investigated. The gross number of complaints, including those rejected, averaged 8·9 per thousand messages against 7·3 in the preceding year.

January 1883.—Between Naini Tal and Ranikhet, lasting 134 hours. Line broken in twelve places; caused through heavy fall of snow.

January 1883.—Between Kasauli and Simla, lasting 140 hours. Lines damaged by an unprecedented fall of snow.

January 1883.—Between Mussooree and Chakrata, lasting 160 hours. Line damaged by heavy fall of snow.

February 1883.—Between Mussooree and Chakrata, lasting 348 hours. Line damaged by unprecedented fall of snow.

March 1883.—Between Balasore and Cuttack, lasting 102 hours. Byturnee river span broken by violent storm; 5 standards broken and several blown over; lines much damaged.

Signalling Establishment.

30. There were 1,059 Departmental Telegraph Masters and Signallers, and 174 soldiers employed in signal offices at the close of the year: in addition to these, there were 7 clerks in civil offices, 9 Post Masters and 1 Lighthouse-keeper employed in Telegraph duties. The number of soldiers trained in telegraphy during the year was 90, while 96 more were under training at the close of the year.

Pensioned	1
Struck off strength of Department	5
Dismissed	8
Resigned	6
Deaths	7
Total	27

The casualties among the Departmental signalling staff during the year have been 27 in number (against 39 during the previous year) due to the causes marginally noted.

EXTENSIONS OF LINES AND WIRES AND LINE MAINTENANCE.

31. Appendix I is a classified list of all telegraph lines in India and Burmah on the 31st March 1883. The following are the total mileages of line, wire and cable contrasted with those existing on the same date in 1882 :—

	Line miles.	Wire miles.	Cable miles.
1881-82	20,602	58,219	117·5
1882-83	21,324	61,184	130

32. In addition to the above, the Department maintained 416 miles of line and 1,646 miles of wire, the property of Railway Companies, particulars of which are given in Appendix J.

33. The following are the principal works which were carried out in each division during the year 1882-83 :—

Arakan Division.

34. The substitution of Prussian porcelain for iron-hooded insulators on No. 10 wire between Tounghoop and Akyab was completed, and the usual annual repairs, which included the replacing of 303 decayed posts by new ones, were carried out.

Assam Division.

35. The erection of a wire for the use of the Assam Railway and Trading Company on existing departmental supports from Dibrugarh to Doom Dooma, 46 miles, was completed; the doubling of the wire from Julpigori to Dhubri was commenced, and the construction of a new line along the north bank of the Brahmapootra from Dhubri to Goalpara (viâ Jogigopa) was in progress, the cable, 3,049 yards in length, to connect the latter with the main line at Goalpara was successfully laid across the river at Jogigopa. Short telephone lines were erected at Shillong, Gauhati and Sibsagar to connect at the first-mentioned station, the Residency, Secretariat and the Personal Assistant's offices, and at the two latter the Deputy Commissioner's bungalow, with their respective kutcheries. Private lines were also erected in the station of Dibrugarh connecting the several offices of the Assam Railway and Trading Company locally.

The route for a line to connect Tura in the Garo Hills has been inspected by the Chief Superintendent, and an estimate prepared for its construction.

Bellary Division.

36. The line from Bangalore to Tumkur, 41 miles, was reconstructed with 4 wires along the route proposed for the extension of the Mysore State Railway, and a short line of 12·5 miles with 1 wire was constructed from Nova Goa to Cola, to be joined on to the line under construction by the West of India Portuguese Railway Company. The re-construction of the line from Bellary to Hospett along the Southern Mahratta Railway was in progress.

Bengal Division.

37. The work of doubling the carrying capacity of the line, by replacing single by coupled posts between Sealdah and Raneegunge, 119·5 miles, which was in progress at the close of the last official year, was completed, and the portion leading into the Raneegunge Office, 2·84 miles, only remained incomplete. The reconstruction with coupled posts of the section Allahabad to Naini, 5 miles, was completed, and that of the section Naini to Moghalsarai, 91 miles, with coupled rail posts and coupled B. C. D. and C. D. posts was commenced and finished for 50 miles. The suspension of an extra wire from Calcutta to Barrackpore, 17·25 miles, which had been commenced during the previous official year, was completed, and an additional wire erected from Biddabatty to Raneegunge, 105·75 miles; the latter was connected with the spare wire through Burhee to Moghalsarai, and a new wire, which had been completed in 1881-82, from Moghalsarai to Allahabad. New single-wire lines for the use of the Bengal Central Railway from Dum-Dum to Goberdanga, 32 miles, and from Ranaghat to Bongong, 20 miles, were erected, and the extension of the latter along the Railway from Bongong to Khoolna was in progress. A second wire was subsequently added to the sections Dum-Dum to Goberdanga and Ranaghat to Bongong. The line from Sealdah to Sonarpur along the Calcutta and South-Eastern State Railway was reconstructed, and the construction of the section Mugrah to Diamond Harbour, 12·8 miles, along the railway extension, was finished, completing the line from Sealdah to Diamond Harbour along the railway, on which an extra wire was subsequently suspended and the old line, 25 miles, along the road dismantled. A single-wire line for 4 miles was erected for the Baidyanath-Deoghur Railway between Baidyanath on the East Indian Railway and Deoghur. A new line for 25 miles, with 3 wires along the Tirhoot State Railway, from Dulsingserai to Samaria Ghat, was constructed, and the old line, 17·75 miles, from Dulsingserai to the Ganges bank, dismantled. A new single-wire line for 3·9 miles for the Tirhoot State Railway was constructed from Samaria Ghat to the new steamer ghat, and an additional wire for 1·75 miles was erected from Dulsingserai to the new diversion at Basaria. The line from Jamalpore to Sahebgunge, 81 miles, was reconstructed, and the East Indian Railway wires were transferred to the Departmental supports, and the Railway line on this section dismantled. From Khana to Sahebgunge, 144 miles, every second post was cross-stayed and the suspension of an extra wire on the line Agra to Ghaziabad, a distance of 130·5 miles, was very near completion at the close of the year. The Muttra-Hathras State Railway telegraph was connected by wire with the East Indian Railway at Muttra. Much has been done during the year to improve the insulation of the East Indian Railway wires; a large number of broken and defective insulators throughout the lines have been replaced by O. P. P. or Siemen's No. 38 insulators, and the train signal wire for 23 miles between Madhupur and Giridih has been re-insulated. The re-insulation of the entire East Indian Railway wires has been commenced, and that of the section Howrah to Khana Junction was nearly complete at the close of the official year. The line Segowlie to Ruksoul was dismantled, together with the branches which were led into the Segowlie, Bettiah, and Motihari Offices, and the cutting out of ingot joints on the East Indian Railway lines between Allahabad and Cawnpore was carried out. A system of telephones was put up for the Comptroller General at Calcutta, connecting No. 1, Harrington Street, with 55, Park Street, and 166, Dhurrumtollah, and the latter again with No. 1, Dalhousie Square, and the Treasury Buildings.

Several alterations and additions to the telephone lines in Calcutta were made, which resulted in an increase of 13·5 in line and 52·9 in wire mileage.

Bombay Division.

38. The line from Manmad to Bhusaval Junction, 114 miles, with 6 wires, was transferred from the Bombay to the Nagpur Division during the year. A third wire, 59 miles, was suspended on existing supports of the section Hotgi to Beejapur for the use of the Southern Mahratta Railway, and the extension of the line to Gadag along the railway alignment was in progress at the close of the official year. In connection with the latter work, a span was erected across the Kristna river. The supports on the Departmental main line between Dadur and Callian, 28 miles, were doubled, and the Bombay, Baroda and Central India Railway main wire from Dadur to Surat was re-insulated. A single-wire line for 20 miles along the Gaekwar of Baroda's Railway was constructed from Miyagam to Dabhoi for the use of that railway. Alterations were effected in the Ahmedabad town lines and the 900-lb. wire in those lines was removed, and a lighter wire substituted. An additional wire was put up for the Nizam's State Railway for 2·4 miles on existing supports between Hossein Saugor Junction and Secunderabad. The town lines at Sholapore were re-constructed, and a wire erected between the Sholapore Office and the office of the Executive Engineer, Southern Mahratta Railway. Wires were led into the stations recently built at Lunidhar, Dhoraji and Jolia. A telephone line was put up connecting the Central Office at Bombay with the local office at Mazagon, and other additions were made in the Bombay town lines, as well as to the telephone lines for the local mercantile firms. A telephone exchange was opened in the Bombay Town Hall, by which 11 local military offices were connected with each other, and a separate telephone line, connecting the Commissary General's Office with the Prince's Dock, was put up. The Commander-in-Chief's residence at Poona was connected by telephone with the Offices of the Quarter Master General and the Adjutant General. Telephones were substituted for the A. B. C. instruments used by the Port Trust, in the Light-house and the Sailor's Home, and the latter institution was placed in telephone communication with the Port Trust Secretary's Office in Elphinstone Circle. The Lighthouse and the Meteorological Observatory at Colaba were connected with the Central Office and worked by telephone.

British Burmah Division.

39. The construction of the line from Rangoon to Tonghoo along the Sittang Valley State Railway, which was completed up to Pegu last year, was in progress, and the section, Rangoon to Pegu, 47 miles, was brought into circuit, and the old road line from Hlaw-ga Railway Junction to Pegu dismantled. The construction of the line from Tavoy to the Siamese Frontier, which was undertaken during the year, was nearly completed by the 31st March 1883. Two new local lines were erected in Moulmein to connect the Central Office with the offices at Moopoon and Dinewoonquin. One A. B. C. instrument and two telephone lines were put up for the local mercantile firms in Rangoon and two in Moulmein, and three electric bell circuits completed in Rangoon for the Municipality. Two new cables were laid across the Rangoon river to replace the old ones which failed, and the cable across the Bassein creek, which was under-run and found corroded in several places, was repaired and relaid.

Dacca Division.

40. The erection of a third wire from Barrackpore to Chittagong, was completed during the year, and in connection with it a new cable was laid across the Meghna. The section of the line, Comilla to Chittagong, was cross-stayed, and the No. 10 line re-insulated. The reconstruction of the Barrackpore-Poradaha line with coupled standards was commenced and 48 miles completed by the end of the year. In connection with it an extra wire was erected from Barrackpore to Alamdanga, 79 miles, and an additional cable laid between Sara and Damukdia, to afford improved communication with Assam, to which Division it will ultimately be extended. A temporary bamboo line between Dacca and Mymensingh, for the Dacca-Mymensingh State Railway, was commenced, of which 42 miles were completed at the close of the year. The 18 miles of bamboo line between Parbatipur and Dinagepore were taken

down on the completion of a 2-wire permanent line on B. C. posts along the Railway, and the reconstruction of the line between Nattore and Rampore Bauleah on iron-wood posts was commenced. A new local line, 1·5 miles, was erected for Departmental use between Darjeeling and Jellapahar, and two private telephone lines were erected, one for 1·5 miles at Naraingunge and the other 10·5 miles between Dacca and Naraingunge. At all Railway crossings between Poradaha and Silligori, the thicker wire was replaced by No. 6 I. G. wire.

Ganjam Division.

41. A second wire on the telephone circuit was put up on the 9 miles of supports between the Lighthouse and the Postal Telephone Office at False Point, placing the Lighthouse in communication with the False Point as well as the Cuttack Office, and the line was extended from the old to the new Post Office at Hukitollah (False Point.) An earth-wire was erected for the telephone circuit, from Cuttack to Simlibund Junction, whence the line branches off to False Point. The No. 7 wire on sections, Berhampore to Chicacole, 97 miles, and Chicacole to Bimlipatam, 45 miles, was re-insulated, and a new line for 6 miles with 4 wires was erected from a point near Berhampore to Gopalpore. The Subarnarekha river crossing was reconstructed and the span wires across the Cortillier river on the section, Madras to Nellore, were shifted to the supports erected on the bridge. In addition to the ordinary maintenance repairs carried out during the year, 120 miles of line of the section, Guntoor to Madras, which sustained heavy damages caused by the floods in the Pennar river on the 30th November 1882, were repaired and put in order.

Indore Division.

42. The erection of a second wire from Morar to Indore and that of a third wire from Khandwa to Ajmere for the Railway, which were in progress at the close of the last official year, were completed. Simultaneously with the latter work the adding, and latterly the cross-staying of posts between Rutlam and Neemuch were carried out. A telegraph line was put up for the Rajputana-Malwa State Railway, from the Mhow Railway Station to the District Traffic Superintendent's Office, and telephone lines were erected for the Political Agent in Central India and the Rajah of Dewas. Besides minor alterations at the Nusseerabad Railway Station, the wire spans across the Berach river, on the Neemuch-Nusseerabad section, were carried on the bridge.

Madras Division.

43. A telephone exchange was established in Madras for the Madras Government, by which, the Government Houses at Madras and Guindy and six other public offices in the locality intercommunicate through the office of the Chief Secretary in the Fort. A single wire line for 1·7 miles was erected between Coonoor and Wellington, and another, in telephone circuit, for 8·7 miles from Coonoor to Kotagiri. Two additional wires were put up on the existing posts from the South Indian Railway Station, Villupuram, to the east bank of the Gingee river, 16·5 miles, and a new line erected from the latter to Pondicherry to complete the loop. The Government and Railway Telegraph Offices at Trichinopoly, Tanjore and Madura were connected by wire, and the old loop line from Cuddalore to Pondicherry dismantled.

Malabar Coast Division.

44. A new line from Calicut to Devalla, 62 miles, with 1 wire, and another from Tirur Railway Station, 28 miles from Calicut, to Malliapooram, 17·5 miles, with 1 wire, were constructed during the year; and an extra wire placed on existing supports from Calicut to Tirur Railway Station. A second wire was erected from Palamcotta to Tinnevelly, and the span on the Pane Mangalore improved. The cutting out of ingot joints on sections, Tellicherry to Palamcotta, and Mysore to Mangalore, was completed, and the whole of these lines, together with the section, Palamcotta to Tinnevelly, re-insulated.

Nagpur Division.

45. The line from Bhusaval to Manmad, 114 miles, was transferred from the Bombay to the Nagpur Division. The extension of the line from Dongargurh along the Nagpur and Chatisgarh State Railway, which was erected up to Musra, 8 miles, by the 31st March 1882, was completed to Raj Nandgaon, a distance of 11·5 miles by 10th April 1882 and a line was constructed along the alignment of the future Railway from Raj Nandgaon to Raipur, 42·5 miles, on B. C. supports with 6″ brackets and backs, O. P. P. insulators and one wire. An extra wire was erected from Itarsi to Hoshungabad, 11 miles, for Departmental use, and a 3-wire line, 46 miles in length, constructed from Hoshungabad to Bhopal, 2 wires for the use of the Bhopal State Railway and one for Departmental use. A single wire line, 23·5 miles, was erected from Bhopal to Sehore, and a loop line, to connect the Telegraph Office at the former, was erected from the main lines at Bhopal. The Kotwali at Jubbulpore was connected by wire with the Jubbulpore Office, and an extra wire erected from Jubbulpore to Pipariya, 111 miles, and joined on to the wire to Itarsi, thus giving a separate wire for the section Jubbulpore to Hoshungabad. On the sections, Kanhan Bridge to Seoni and Seoni to Jubbulpore, 5 feet Z tops with B caps were fitted on all $\frac{3}{4}$ standards which had no wood tops, and the brackets lowered to prevent contact.

A return wire was erected on the telephone lines in Nagpur, as the earths did not answer well; and the line from Koka Junction to Koka Quarry dismantled. The maintenance repairs carried out in the Divisions during the year included the replacement of 4,250 whole-hooded insulators by O. P. P. insulators and 19 decayed standards by sound ones. The span over the Wanna river on the Wardha Coal State Railway was broken by a heavy flood, and the wires transferred to the Railway Bridge.

Oudh and Rohilkhand Division.

46. A new line was constructed from Farukhabad to Kaimgunge, 19 miles, with 2 wires, for the Cawnpore and Farukhabad Provincial State Railway extension, from Farukhabad to Hathras Road. Another line for 12 miles with one wire was erected from Nanou to Aligarh, for the Irrigation Department. Two new telephone lines were erected, one at Naini Tal for the Public Works Department Secretariat, half a mile in length, and the other at Benares for the Oudh and Rohilkhand Railway, for which 1·1 mile line was erected and ·58 mile of an old disused cable across the Ganges brought into use. The telephone line at Cawnpore for the Cawnpore and Farukhabad State Railway, was doubled and increased by ·2 miles of line and 4·12 miles of wire.

Punjab Division.

47. The reconstruction of the line from Tarnaul to Peshawar along the Punjab Northern State Railway was completed up to Peshawar Cantonment in January 1883, but owing to the unfinished state of the Railway bridge over the Indus at Attock, the line between the bridge and the station of Khairabad was not permanently constructed. A line from Murree to Kuldana, 2 miles with 1 wire, was constructed which completed the Gully Military lines and placed the Gully Military offices in communication with Murree. Alterations were made in the Rawalpindi Station lines and the telephone lines in Rawalpindi and Lahore. The line from Lala Musa to Bhera was extended, 11 miles further, along the Railway to Kheora; 976 cross feet were fitted to the posts between Lahore and Jhelum, and a double line to work electric bells, was put up across the Jhelum Railway bridge, which has proved of great use to the proper working of the bridge traffic. A single wire line for 33 miles, was erected between Raiwind and Gundasingwalla Serai, a place on the bank of the Sutlej, opposite Ferozepore. A telephone line for His Highness the Rajah of Chamba was put up between Chamba and Dalhousie, and a 4th wire was erected on existing supports between Amritsar and Ludhiana, 85 miles, so as to give 4 wires throughout from Umballa to Lahore to meet the increased traffic on the line caused by the late war in Egypt. A line on iron rails, 12 to the mile, 35 miles long, from Doraha

to Rupar along the Sirhind Canal, was erected for the use of His Excellency the Viceroy during the opening by him of the canal; in connection with which an additional wire was suspended on departmental supports from Doraha to Ludhiana to work to Rupar. For the convenience of the Sind, Punjab and Delhi Railway a second wire was added between Doraha Railway Station and Rupar and a telephone line, 3 miles in length, was constructed from Doraha to Manpur for the canal authorities. A wire was put up on the Rawalpindi-Tarnaul posts to connect the Rawalpindi Railway Station with the Traffic Superintendent's Office, and the 5th wire between Golra station and the old Tarnaul station was dismantled. A new single-wire line was constructed on wooden posts from Jullundur to Hoshiarpur, 25 miles. The line from Amritsar to Batala was reconstructed with 4 wires along the Amritsar-Pathankote Railway, and extended to Pathankote during the year. The reconstruction of the line from Umballa to Simla was commenced and was nearly completed by the end of the official year; a fourth wire was added and the number of posts on the section, Umballa to Kalka, increased from 17·6 to 24 per mile, and a double line of posts erected from Kalka to Simla, each set carrying two wires. The Guggur span was made perfect by substituting for an ordinary wire a fourth steel wire similar to the other 3 wires in use. A branch line with 1 wire was erected on wooden posts from Kasauli to Solon, 10 miles in length, and a 5th wire added to the section, Meerut to Ghaziabad.

Rajputana Division.

48. A permanent line of 88 miles with 2 wires, was erected from Rewari to Hissar for the Rewari-Ferozepore State Railway, and the temporary line constructed last year from Rewari to Dadri 34·5 miles, as also that from Dadri to Hissar, 55 miles, which was put up during the current official year, were dismantled. A temporary uninsulated one-wire line was constructed from Hissar to Ferozepore, 155·25 miles. A 3rd wire was erected on existing posts from Ajmere to Nusseerabad, 14·25 miles, and the line from Ajmere Railway Station to the new Junction, Rajputana-Malwa Railway, 5 miles, was reconstructed. A short temporary uninsulated line of 3 miles with 1 wire was erected for the use of the Rewari-Ferozepore State Railway from Dadri to Kapuri Quarry, and a return wire, 2·6 miles, suspended throughout the Rajputana-Malwa Railway Telephone system in Ajmere.

Sind Division.

49. The suspension of an extra wire on existing posts between Sukkur and Kotri, 227 miles, was completed shortly after the close of the official year, by which means Quetta is placed in direct communication with Deesa and Bombay. Two new local lines were erected at Kurrachee to join the central office with the Kiamari and cantonment branch offices. A temporary loop, 16 miles in length, with two wires, was erected between Dadur and Rindli, and the line, Nari Bank to Pir Chowkey, reconstructed. The $\frac{3}{4}$ standards between Bareji and Umerkote were cross-stayed, and the insulation of the section from Kurrachee to Hyderabad improved. The Government and Railway offices at Sibi were connected by wire, as also the general Railway offices with the Sukkur Bunder Station.

Beluchistan Sub-Division.

50. The semi-permanent line up the Hurnai route, which had been completed by the 31st March 1882, to Sharigh, was extended to Kach, a distance of 36 miles, which completes the alternate route from Quetta to Sibi. The section Sibi to Rindli was reconstructed along the Railway, and 7 miles of the line between Koondlani and South Kirta had to be shifted in consequence of the construction of the new military road up the Bolan Pass. The lines throughout this sub-division were thoroughly repaired during the year.

STATE, GUARANTEED, AND SUBSIDIZED RAILWAY TELEGRAPHS.

51. A return shewing the number of Telegraph offices and the extent of line and wire maintained for State, Guaranteed, and Subsidized Railways, to-

gether with the capital expended by this Department on behalf of each Railway, is included in Appendix J of this report.

STORES AND WORKSHOPS.

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

	Rs.
Purchase of Stores in India	1,83,772
London Stores, including freight and landing charges	7,79,887
Workshop and Press	2,61,664
Store-keeping	95,655
Superintendence	28,870
Stationery received from the Superintendent, Government	
Stationery, and value of printing done by the Superintendent, Government Printing, without charge	34,171
TOTAL	13,77,769

53. The value of the outturn from workshops was Rs. 4,77,343 and from Press Rs. 37,532 against Rs. 3,69,800 and Rs. 35,976 of the previous year.

CALCUTTA,
The 21st December 1883.

APPENDIX A.

Summary of Financial Results of the Indian Telegraph Department for the year 1882-83.

				To end of previous year.	1882-83.	To end of 1882-83.
INDIAN TELEGRAPH.						
CAPITAL ACCOUNT.						
				Miles.	Miles.	Miles.
MILEAGE	Line	Departmental		12,895·13	82·13	12,813
		Railway		7,735·43	650·57	8,386
		Guaranteed		419·04	121·96	541
			TOTAL	21,049·6	690·4	21,740
	Wire	Departmental		39,194·01	1,609·99	40,804
		Railway		19,551·83	1,551·17	21,103
		Guaranteed		706·02	216·98	923
			TOTAL	59,451·86	3,378·14	62,830
	Cable	Departmental		111·02	9·98	121
		Railway		4·88	·12	5
		Guaranteed		1·6	2·4	4
			TOTAL	117·5	12·5	130
				Rs.	Rs.	Rs.
OUTLAY	Lines	Departmental		1,76,66,894	4,13,665	1,80,80,559
		Railway		28,98,104	9,95,214	38,93,318
		Guaranteed		3,65,572	1,99,870	5,65,442
			TOTAL	2,09,30,570	16,08,749	2,25,39,319
	Buildings	Signal Offices		31,40,112	2,14,366	33,54,478
		Quarters for Officers		12,240	...	12,240
		Cable Houses and Tanks		27,969	42	28,011
		Store Houses		1,72,149	44,535	2,16,684
		Workshop and Press Buildings		1,57,880	5,262	1,63,142
			TOTAL	35,10,350	2,64,205	37,74,555
	Tools and Plant	First Fitting of Offices		8,11,727	1,85,416	9,97,143
		Other Tools and Plant		1,28,257	10,169	1,38,426
			TOTAL	9,39,984	1,95,585	11,35,569
	Stores			18,77,407	46,903	18,30,504
	Suspense Heads			55,633	9,618	65,251
	Charge for Exchange paid in England			1,40,531	77,358	2,17,889
			TOTAL PRESENT CAPITAL	2,74,54,475	21,08,612	2,95,63,087
	Temporary Telegraphs for Military purposes			95,068	...	95,068
			TOTAL CAPITAL EXPENDITURE	2,73,59,407	21,08,612	2,94,68,019

Summary of Financial Results of the Indian Telegraph Department for the year 1882-83—continued.

		To end of previous year.	1882-83.	To end of 1882-83.
Revenue Account.				
Number of	Divisions	No. 17	No. ...	No. 17
	Signal Offices	319	5	324
	Messages — Private	1,19,18,138	15,39,975	1,34,58,113
	Messages — State	17,96,382	2,59,204	20,55,586
	Messages — Free	1,28,728	895	1,29,623
	Total	1,38,43,248	18,00,074	1,56,43,322
		Rs.	Rs.	Rs.
Revenue — On Messages	Private	3,18,81,907	26,18,298	3,45,00,205
	State	83,43,133	6,57,310	90,00,443
	Free	19,14,588	43,774	19,58,362
	Total	4,21,39,628	33,19,382	4,54,59,010
Railway Telegraphs		26,08,717	7,02,637	33,11,354
Guaranteed		2,72,427	99,011	3,71,438
Miscellaneous		5,93,756	36,209	6,29,965
	Total	4,56,14,528	41.57,239	4,97,71,767
Working Expenses		5,41,08,521	33,39,442	5,74,47,963
Net Charge (Difference between Revenue and Working Expenses)		84,93,993	8,17,797	76,76,196
Charge for Interest on Capital		1,96,28,508	11,40,351	2,07,68,859
Working Expenses plus Charge for Interest		7,37,37,029	44,79,793	7,82,16,822
Net Charge plus Interest on Capital		2,81,22,501	3,22,554	2,84,45,055
Per mile of line — Revenue		2,167·	191·22	2,289·41
Per mile of line — Net Charge		403·52	37·63	353·09
Per mile of line — Net Charge plus Interest		1,336·01	14·83	1,308·42
Percentage on Capital Outlay — Revenue		166·68	14·1	168·9
Percentage on Capital Outlay — Net Charge		31·04	2·77	26·04
Percentage on Capital Outlay — Net Charge plus Interest		102·76	1·09	96·52
Value of unused Balance of Stores at end of year		18,77,407	46,903	18,30,504
Total Expenditure on Capital and Revenue		8,14,67,928	54,48,054	8,69,15,982
Deficit on Total Expenditure		3,58,53,400	12,90,815	3,71,44,215

APPENDIX TO SUMMARY OF FINANCIAL RESULTS.

Review of Telegraph Accounts for the last five years.

Revenue Receipts.

Year.	Message Revenue. Paid Messages.	Message Revenue. Free Messages.	Message Revenue. Total.	Claims from State Railways.	Claims from Guaranteed Railways.	Claims from Guarantors.	Saleable Books, Forms and Maps.	Telegraph Gazette. Calcutta.	Telegraph Gazette. Rangoon.	Telegraph Gazette. Moulmein.	Miscellaneous.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
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
1881-82	32,11,001	43,737	32,54,738	4,21,177	97,714	55,202	2,432	10,883	1,956	900	9,210	38,54,212
1882-83	32,75,608	43,774	33,19,382	6,05,413	97,224	99,011	3,081	11,196	2,071	900	18,961	41,57,239

Revenue Charges.

Year.	Line Maintenance. Repairs. By Telegraph Department.	Line Maintenance. Repairs. By Public Works Department.	Line Maintenance. Establishment.	Line Maintenance. Share of Direction Accounts and Superintendence.	Line Maintenance. Profit and Loss.	Line Maintenance. Total.	Signalling. Repairs. By Telegraph Department.	Signalling. Repairs. By Public Works Department.	Signalling. Check Office.	Signalling. Signal Offices. Departmental.	Signalling. Signal Offices. Non-Departmental.	Signalling. Share of Direction Accounts and Superintendence.	Signalling. Saleable Books, Forms and Maps.	Signalling. Telegraph Gazette. Calcutta.	Signalling. Telegraph Gazette. Rangoon.	Signalling. Telegraph Gazette. Moulmein.	Signalling. Telegraph Stamps.	Signalling. Profit and Loss.	Signalling. Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
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
1881-82	1,82,148	2,575	1,63,698	4,44,605	225	7,93,251	1,716	32,336	45,667	17,11,954	1,81,776	4,44,606	10,426	2,262	1,715	277	9,432	226	24,42,393
1882-83	2,27,592	...	1,91,303	4,57,694	262	8,76,851	3,298	38,100	49,375	17,82,310	1,07,693	4,57,694	5,191	6,544	1,593	310	10,221	262	24,62,591

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. Inland.	Number of Messages. Foreign.	Number of Messages. Total.	Value of Messages. Inland.	Value of Messages. Foreign.	Value of Messages. Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
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	265	11,15,642	1,92,710	13,08,352	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	12,73,884	2,28,859	15,02,743	26,47,970	10,10,755	36,58,725
1880-81	2,59,68,267	45,01,637	31,71,470	13,30,167	11,28,611	2,01,556	20,346·17	56,087·66	310	13,46,358	2,96,419	16,42,777	26,92,610	11,78,569	38,71,179
1881-82	2,73,59,407	38,54,212	32,35,644	6,18,568	12,02,146	5,83,578	21,049·6	59,569·36	319	12,80,973	3,32,402	16,13,375	20,15,331	11,95,670	32,11,001
1882-83	2,94,68,019	41,57,239	33,39,442	8,17,797	at 4 per cent. 11,40,351	3,22,554	21,740·	62,960·	324	14,43,168	3,56,011	17,99,179	19,96,448	12,79,160	32,75,608

APPENDIX B.

Return of the Number and Value of Inland and Foreign Messages "Sent" and of Foreign Messages "Received" and "Transit" during the year 1882-83, showing also the Increase and Decrease under each head on the figures for the previous year.

DIVISIONS.	NUMBER OF PAID MESSAGES AND INDIAN SHARE OF COLLECTIONS IN 1882-83.																NUMBER OF PAID MESSAGES AND INDIAN SHARE OF COLLECTIONS IN 1881-82.											
	INLAND.				FOREIGN.				TOTAL.				GRAND TOTAL.				INLAND.				FOREIGN.				TOTAL.				GRAND TOTAL.	
	State.		Private.		State.		Private.		State.		Private.						State.		Private.		State.		Private.		State.		Private.			
	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.			No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	
		Rs. A.		Rs. A.		Rs. A.		Rs. A.		Rs. A.		Rs. A.		Rs. A.				Rs. A.		Rs. A.		Rs. A.		Rs. A.		Rs. A.		Rs. A.		Rs. A.	
Arakan	2,397	2,525 14	20,687	24,737 9	...	... ...	1,285	4,228 1	2,397	2,525 14	21,972	28,965 10	24,369	31,491 8			1,974	3,151 14	16,801	23,041 12	1	3 0	1,185	3,655 5	1,975	3,154 14	17,986	26,697 1	19,961	29,851 15
Assam	14,715	22,184 2	38,169	42,849 2	1	5 14	269	1,008 10	14,716	22,190 0	38,438	43,857 12	53,154	66,047 12			15,629	35,451 2	28,190	37,469 0	10	50 7	226	659 13	15,639	35,501 9	28,416	38,128 13	44,055	73,630 6
Bellary	4,407	5,382 1	23,650	25,488 12	...	... ...	306	562 14	4,407	5,382 1	23,956	26,051 10	28,363	31,433 11			5,109	8,809 6	22,268	27,460 14	1	17 8	387	737 13	5,110	8,817 14	22,655	28,198 11	27,765	37,016 9
Bengal	36,330	1,05,019 1	233,701	2,90,782 0	427	4,350 11	43,710	1,39,118 13	36,757	1,09,369 12	277,411	4,29,900 13	314,168	5,39,270 9			33,347	92,299 11	207,833	2,72,470 0	405	5,623 6	42,760	1,38,814 3	33,752	97,923 1	250,593	4,11,284 3	284,345	5,09,207 4
Bombay	32,816	95,788 8	238,408	2,89,009 4	1,736	13,919 1	108,234	3,79,746 11	34,552	1,09,707 9	346,642	6,68,755 15	381,194	7,78,463 8			29,894	93,665 10	216,809	2,68,469 9	989	8,668 8	118,557	4,39,164 6	30,883	1,02,334 2	335,366	7,07,633 15	366,249	8,09,968 1
B. Burma	13,771	22,823 12	105,759	1,23,697 15	16	96 14	15,159	45,467 4	13,787	22,920 10	120,918	1,69,165 3	134,705	1,92,085 13			10,503	22,040 2	79,712	1,07,074 10	22	224 11	13,304	42,229 9	10,525	22,264 13	93,016	1,49,304 3	103,541	1,71,569 0
Dacca	4,998	8,893 15	24,761	30,347 9	2	8 2	139	369 1	5,000	8,902 1	24,900	30,716 10	29,900	39,618 11			4,535	6,881 2	19,858	24,111 11	4	33 3	110	298 4	4,539	6,914 5	19,968	24,409 15	24,507	31,324 4
Ganjam	7,099	7,519 14	78,500	81,814 14	...	... ...	1,539	3,133 14	7,099	7,519 14	80,039	84,948 12	87,138	92,468 10			5,997	6,667 10	65,867	84,840 12	3	9 0	1,588	3,816 14	6,000	6,676 10	67,455	88,657 10	73,455	95,334 4
Indore	8,046	17,836 8	40,227	45,406 3	3	22 13	81	243 8	8,049	17,859 5	40,308	45,649 11	48,357	63,509 0			6,007	15,672 7	38,114	41,890 8	1	6 8	87	278 6	6,008	15,678 15	38,201	42,168 14	44,209	57,847 13
Madras	17,946	44,628 1	105,630	1,20,677 12	1,449	4,782 9	105,330	3,41,751 9	19,395	49,410 10	210,360	4,62,429 5	229,755	5,11,839 15			8,943	17,904 15	71,310	90,556 3	1,435	3,549 14	101,077	3,25,007 13	10,378	21,454 13	172,387	4,15,564 0	182,765	4,37,018 13
Malabar	5,201	5,962 13	50,881	54,915 7	7	35 12	4,506	10,940 6	5,208	5,998 9	55,087	65,855 13	60,295	71,854 6			4,691	9,303 5	48,311	63,129 8	52	441 12	4,499	12,273 6	4,743	9,745 1	52,810	75,402 14	57,553	85,147 15
Nagpur	8,642	13,058 0	25,417	26,316 2	...	... ...	92	220 3	8,642	13,058 0	25,509	26,536 5	34,151	39,594 5			6,329	10,690 3	22,283	23,599 1	...	... ...	85	277 8	6,329	10,690 3	22,368	23,876 9	28,697	34,566 12
Oudh & Rohilkand	11,450	25,416 4	44,524	50,057 11	7	78 9	500	1,480 9	11,457	25,494 13	45,024	51,538 4	56,481	77,033 1			10,469	20,936 4	40,654	45,686 3	3	17 9	447	1,419 13	10,472	20,953 13	41,101	47,106 0	51,573	68,059 13
Punjab	57,872	1,73,006 11	96,332	1,12,730 13	802	11,031 9	1,156	4,844 7	58,674	1,84,038 4	97,488	1,17,575 4	156,162	3,01,613 8			57,549	1,78,772 0	92,674	1,20,095 6	634	11,495 6	1,080	3,848 1	58,183	1,90,267 6	93,754	1,23,943 7	151,937	3,14,210 13
Rajputana	4,523	6,404 3	12,484	14,033 2	...	... ...	26	63 3	4,523	6,404 3	12,510	14,096 5	17,033	20,500 8			5,424	12,098 11	13,949	16,794 14	6	78 3	37	125 5	5,430	12,176 14	13,986	16,920 3	19,416	29,097 1
Sind	23,518	53,368 11	51,207	53,765 11	1,023	13,159 7	68,206	2,98,489 10	24,541	66,528 2	119,413	3,52,255 5	143,954	4,18,783 7			39,436	1,64,144 5	50,504	70,161 8	704	10,018 2	42,703	1,82,826 2	40,140	1,74,162 7	93,207	2,52,987 10	133,347	4,27,150 1
TOTAL	253,731	6,09,818 6	1,189,437	13,86,629 14	5,473	47,491 5	350,538	12,31,668 11	259,204	6,57,309 11	1,539,975	26,18,298 9	1,799,179	32,75,608 4			245,836	6,98,479 11	10,35,137	13,16,851 7	4,270	40,237 1	328,132	11,55,432 9	250,106	7,38,716 12	1,363,269	24,72,284 0	1,613,375	32,11,000 12

This Return includes 305 messages on the service of French and Portuguese Governments and of His Highness the Khan of Khelat, the value of which, *viz.*, Rs. 955-8, has not been credited to Revenue.

TOTAL PAID MESSAGES.		No.	Value.
			Rs. A.
Inland	Departmental	1,285,937	18,46,463 0
	Railway	157,231	1,49,935 4
Foreign	Departmental	355,435	12,78,283 1
	Railway	576	876 15
	TOTAL	1,799,179	32,75,608 4

TOTAL PAID MESSAGES.		No.	Value.
			Rs. A.
Inland	Departmental	1,095,064	18,25,050 8
	Railway	185,909	1,90,280 10
Foreign	Departmental	332,007	11,94,969 8
	Railway	395	700 2
	TOTAL	1,613,375	32,11,000 12

20

Return of the Number and Value of Inland and Foreign Messages "Sent" and of Foreign Messages "Received" and "Transit" during the year 1882-83, showing also the Increase and Decrease under each head on the figures for the previous year.

DIVISIONS.	INCREASE.														DECREASE.													
	INLAND.				FOREIGN.				TOTAL.				GRAND TOTAL.		INLAND.				FOREIGN.				TOTAL.				GRAND TOTAL.	
	State.		Private.		State.		Private.		State.		Private.				State.		Private.		State.		Private.		State.		Private.			
	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.
		Rs. A.		Rs. A.		Rs. A.		Rs. A.		Rs. A.		Rs. A.		Rs. A.		Rs. A.		Rs. A.		Rs. A.		Rs. A.		Rs. A.		Rs. A.		Rs. A.
Arakan	423	... ...	3,886	1,695 13	...	... ...	100	572 12	423	... ...	3,988	2,268 9	4,409	2,268 9	...	626 0	...	... ...	1	3 0	...	... ...	1	629 0	...	... ...	1	629 0
Assam	...	... ...	9,979	5,380 2	...	... ...	43	348 13	...	... ...	10,022	5,728 15	10,022	5,728 15	914	13,267 0	...	... ...	9	44 9	...	... ...	923	13,311 9	...	... ...	923	13,311 9
Bellary	...	... ...	1,382	... ...	...	... ...	...	... ...	...	... ...	1,382	... ...	1,382	... ...	702	3,418 5	...	1,972 2	1	17 8	81	174 15	703	3,435 13	81	2,147 1	784	5,582 14
Bengal	2,983	12,719 6	25,868	18,812 0	22	... ...	950	304 10	3,005	12,719 6	26,818	18,616 10	29,823	31,336 0	...	... ...	...	... ...	...	1,272 11	...	... ...	...	1,272 11	...	... ...	...	1,272 11
Bombay	2,922	2,122 14	21,599	20,539 11	747	5,250 9	...	... ...	3,669	7,373 7	21,599	20,539 11	25,268	27,913 2	...	... ...	...	... ...	...	... ...	...	10,323 59,417 11	...	... ...	10,323	59,417 11	10,323	59,417 11
B. Burma	3,268	783 10	26,047	16,623 5	...	... ...	1,855	3,237 11	3,268	783 10	27,902	19,861 0	31,170	20,644 10	...	... ...	...	... ...	...	... ...	6	127 13	...	... ...	6	127 13	6	127 13
Dacca	463	2,012 13	4,903	6,235 14	...	... ...	29	70 13	463	2,012 13	4,932	6,306 11	5,395	8,319 8	...	... ...	...	... ...	...	... ...	2	25 1	...	... ...	2	25 1	2	25 1
Ganjam	1,102	852 4	12,633	... ...	...	... ...	...	... ...	1,102	852 4	12,633	... ...	13,735	852 4	...	... ...	...	... ...	3	9 0	49	683 0	3	9 0	49	3,708 14	52	3,717 14
Indore	2,039	2,164 1	2,113	3,515 11	2	16 5	...	... ...	2,041	2,180 6	2,113	3,515 11	4,154	5,696 1	...	... ...	...	... ...	...	3,025 14	...	... ...	...	... ...	6	34 14	6	34 14
Madras	9,003	26,723 2	33,720	30,121 9	14	1,232 11	4,253	16,743 12	9,017	27,955 13	37,973	46,865 5	46,990	74,821 2	...	... ...	...	... ...	...	... ...	...	... ...	...	... ...	...	... ...	...	... ...
Malabar	510	... ...	2,270	... ...	...	... ...	7	... ...	510	... ...	2,277	... ...	2,787	... ...	...	3,340 8	...	8,214 1	45	406 0	...	1,333 0	45	3,746 8	...	9,547 1	45	13,293 9
Nagpur	2,313	2,367 13	3,134	2,717 1	...	... ...	7	... ...	2,313	2,367 13	3,141	2,717 1	5,454	5,084 14	...	... ...	...	... ...	...	... ...	...	57 5	...	... ...	...	57 5	...	57 5
Oudh and Rohilkand	981	4,480 0	3,870	4,371 8	4	61 0	53	60 12	985	4,541 0	3,923	4,432 4	4,908	8,972 4	...	... ...	...	... ...	...	... ...	...	... ...	...	... ...	...	... ...	...	... ...
Punjab	323	... ...	3,658	... ...	168	... ...	76	996 6	491	... ...	3,734	996 6	4,225	996 6	...	5,765 5	...	7,364 9	...	463 13	...	... ...	...	6,229 2	...	7,364 9	...	13,593 11
Rajputana	...	... ...	...	... ...	...	... ...	...	... ...	...	... ...	...	... ...	...	... ...	901	5,694 8	1,465	2,761 12	6	78 3	11	62 2	907	5,772 11	1,476	2,823 14	2,383	8,596 9
Sind	...	... ..	703	... ...	319	3,141 5	25,503	1,15,663 8	319	3,141 5	26,206	1,15,663 8	26,525	1,18,804 13	15,918	1,10,775 10	...	16,395 13	...	... ...	...	... ...	15,918	1,10,775 10	...	16,395 13	15,918	1,27,171 7
TOTAL	26,330	54,225 15	155,765	1,09,512 10	1,276	9,701 14	32,876	1,37,999 1	27,606	63,927 13	188,641	2,47,511 11	216,247	3,11,439 8	18,435	1,42,887 4	1,465	39,734 3	73	2,447 10	10,470	61,762 15	18,508	1,45,334 14	11,935	1,01,497 2	30,443	2,46,832 0
NET INCREASE AND DECREASE ON THE PREVIOUS YEAR.	7,895	... ...	154,300	69,778 7	1,203	7,254 4	22,406	76,276 2	9,098	... ...	176,706	1,46,014 9	185,804	64,607 8	...	88,661 5	...	... ...	...	... ...	...	... ...	...	81,487 1	...	... ...	...	... ...

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

21

APPENDIX F.

Synopsis of Complaints in which this Department is concerned for the year 1882-83.

Nature of Complaints.	Number of Complaints received.				Number disposed of.											Number of Paid Messages.			Percentage of Messages which formed the subject of Complaints.			
					Admitted.				Rejected.													
									Being groundless.			Not investigated for want of documents.			Total rejected.							
	Inland.	Railway.	Foreign.	Total received.	Inland.	Railway.	Foreign.	Total admitted.	Inland.	Railway.	Foreign.	Inland.	Railway.	Foreign.		Inland.	Railway.	Foreign.	Inland.	Railway.	Foreign.	Total.
Non-delivery	193	24	49	266	80	15	30	125	102	9	18	11	...	1	141	...	...	...	·015	·013	·014	·014
	155	25	38	218	69	14	14	97	81	11	24	5	...	...	121	...	...	...	·014	·013	·011	·013
Delay	133	20	9	162	109	18	6	133	22	3	3	1	...	...	29	12,85,937	*1,92,373	3,56,011	·010	·010	·002	·009
	40	10	13	63	27	7	11	45	13	3	2	...	...	...	18	10,95,064	1,85,909	3,32,402	·003	·005	·004	·004
Error	116	8	37	161	101	8	34	145	10	...	3	3	...	...	16	...	...	...	·009	·004	·010	·008
	104	18	34	156	94	18	32	144	10	...	2	...	...	...	12	...	...	...	·010	·010	·010	·010
Miscellaneous	4	...	7	11	3	...	5	8	1	...	2	...	...	...	3	...	...	...	·000	·000	·002	·001
	2	1	6	9	2	1	5	8	...	...	1	...	...	...	1	...	...	...	·000	·001	·002	·001
Total	446	52	102	600	295	41	75	411	135	12	26	15	...	1	189	...	...	...	·034	·027	·028	·032
	301	54	91	446	192	40	62	294	104	14	29	5	...	...	152	...	...	...	·027	·029	·027	·028

Increase of Traffic . { Departmental . . . . 17·43 per cent. / Railway . . . . 3·47 „ / Foreign . . . . 7·10 „ / Net . . . . 13·69 „

Increase in the number of admitted complaints. { Departmental . . . 53·64 per cent. / Railway . . . . 2·5 „ / Foreign . . . . 20·93 „ / Net . . . . 39·79 „

Note.—The figures in Antique are those for the last year.

* Includes 35,142 in-coming Railway Messages for January, February and March 1883, which is excluded from the printed Return of Collections for 1882-83.

Synopsis of Complaints in which other Telegraph Administrations are concerned for the year 1882-83.

Nature of Complaints.	Number of Complaints received.			Transferred to other Telegraph Administrations.								Not transferred to other Telegraph Administrations.				Number of Paid Messages.			Percentage of Messages which formed the subject of Complaints.		
				Disposed of.								Not being supported by prescribed documents.		Transfer forbidden by Convention.							
				Admitted.			Rejected.				Transferred, not yet disposed of.										
							Being groundless.		On technical grounds.												
	Railway.	Foreign.	Total received.	Railway.	Foreign.	Total admitted.	Railway.	Foreign.	Railway	Foreign.	Total rejected.	Railway.	Foreign.	Railway.	Foreign.	Railway.	Foreign.	Railway.	Foreign.	Total.	Railway.	Foreign.	Total.
Non-delivery	76	149	225	48	81	129	27	35	2	2	66	...	10	...	8	...	12	...	...	...	·039	·042	·042
	57	89	146	36	40	76	21	24	...	1	46	...	13	...	6	...	5	...	...	...	·031	·027	·028
Delay	38	32	70	30	17	47	8	8	...	...	16	...	2	...	...	...	5	...	...	...	·020	·009	·013
	35	36	71	28	22	50	7	6	...	...	13	...	*1	...	1	...	6	...	...	...	·019	·011	·014
Error	29	90	119	27	31	58	2	2	...	1	5	...	...	...	5	...	51	1,92,373	3,56,011	5,48,384	·015	·025	·021
	23	74	97	23	26	49	...	2	...	...	2	...	6	...	...	...	40	1,85,909	3,32,402	5,18,311	·012	·022	·019
Miscellaneous	3	45	48	2	33	35	1	10	...	...	11	...	2	...	...	...	...	...	...	...	·001	·012	·008
	3	35	38	3	28	31	...	2	...	...	2	...	4	...	1	...	...	...	...	...	·002	·011	·007
Total for the Year	146	316	462	107	162	269	38	55	2	3	98	...	14	...	13	...	68	...	...	...	·075	·088	·084
	118	234	352	90	116	206	28	34	...	1	63	...	24	...	8	...	51	...	...	...	·064	·071	·068
Balance from last year	...	27	27	...	21	21	...	3	...	...	3	...	3	...	...	...	...	...	...	...	...	...	...
	1	28	29	1	21	22	...	4	...	...	4	...	3	...	...	...	...	...	...	...	...	...	...
Total	146	343	489	107	183	290	38	58	2	3	101	...	17	...	13	...	68	...	...	...	·075	·096	·089
	119	262	381	91	137	228	28	38	...	1	67	...	27	...	8	...	51	...	...	...	·064	·079	·073

Note.—The figures in Antique are those for the last year.

Increase in the number of admitted complaints . { Railway 18·88 per cent. / Foreign 30·65 „ / Net 30·58 „

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.	As.		Rs.	As.		Rs.	As.
1873-74	811	885	10	40,397	38,284	13	41,208	39,170	7
1874-75	6,001	7,693	$7\frac{3}{8}$	48,279	48,843	$11\frac{1}{16}$	54,280	56,537	$2\frac{5}{16}$
1875-76	12,852	14,120	$6\frac{11}{16}$	56,766	57,181	$11\frac{3}{8}$	69,618	71,302	$2\frac{1}{4}$
1876-77	21,049	30,582	$7\frac{1}{8}$	75,260	77,205	$8\frac{3}{4}$	96,309	1,07,788	$0\frac{1}{4}$
1877-78	28,985	32,339	$14\frac{3}{8}$	96,225	93,372	15	125,210	1,25,712	$13\frac{1}{4}$
1878-79	37,783	43,322	$5\frac{1}{16}$	94,453	95,952	0	132,236	1,39,274	$5\frac{1}{16}$
1879-80	40,994	56,188	$5\frac{1}{8}$	99,213	1,40,554	9	140,207	1,96,742	$14\frac{1}{8}$
1880-81	72,135	77,528	$15\frac{3}{4}$	98,510	1,31,898	$9\frac{1}{8}$	170,645	2,09,427	$8\frac{1}{16}$
1881-82	107,664	1,10,934	$9\frac{1}{4}$	78,640	83,005	$4\frac{5}{8}$	186,304	1,93,939	$14\frac{1}{16}$
1882-83	102,808	78,803	$8\frac{11}{16}$	54,999	48,935	$0\frac{7}{16}$	*157,807	1,27,738	$9\frac{9}{16}$

* This does not include 37,563 out-going and 35,026 in-coming Inland Messages for the period January to March 1883, as their value was not exchanged with the Railway Telegraphs under the licensed system. The number and value of the Departmental Messages transferred to the Railways have been dealt with in the accounts as purely Departmental.

N. B.—"Value" represents *payments to* and *receipts from* the Railways on account of messages exchanged with them, and not the actual cost of the messages.

APPENDIX H.

Statement of Press Messages for the year 1882-83.

Month.	Number.	Value at Press rate.	
		Rs.	As.
April 1882	693	2,296	14
May „	921	3,099	4
June „	914	2,802	2
July „	1,366	4,890	5
August „	1,234	4,171	14
September „	1,215	4,469	9
October „	785	2,990	15
November „	851	3,344	14
December „	673	2,460	0
January 1883	720	2,471	9
February „	689	3,003	7
March „	771	4,552	4
Total	10,832	40,553	1

N. B.—In this Statement is included 587 Foreign Press Messages valued at Rs. 1,758.

APPENDIX I.

Classified List of Lines of Telegraph in India and British Burmah, as they stood on 31st March 1883.

No.	Sections of Lines.	Divisions.	Number of Miles of Line.			Number of Miles of Wire.		Cable.	Insulated.	Uninsulated.
			Along Road.	Along Rail.	Total.	No.	Miles.			
	MAIN LINES.									
1	Calcutta to Allahabad	Bengal	282	814	1,096	1 Wire for * miles 2 Wires „ 294 „ 4 „ „ 348 „ 5 „ „ 3 „ 6 „ „ 222 „ 7 „ „ 98 „ 8 „ „ 1 „ 9 „ „ 45 „ 10 „ „ 60 „ 11 „ „ 5 „ 13 „ „ 2 „ 14 „ „ 2 „ 15 „ „ * „ 16 „ „ 15 „ 17 „ „ * „ 19 „ „ 1 „ 1,096 miles.	5,400	1	5,399	...
2	Allahabad to Bombay	Bengal, Nagpur, and Bombay.	12	822	834	2 Wires for 109 miles 3 „ „ 40 „ 4 „ „ 188 „ 6 „ „ 242 „ 7 „ „ 227 „ 11 „ „ * „ 12 „ „ 28 „ 834 miles.	4,471	...	4,471	...
3	Allahabad to Agra	Bengal	1	278	279	4 Wires for 264 miles 10 „ „ 12 „ 14 „ „ 2 „ 15 „ „ 1 „ 279 miles.	1,222	...	1,222	...
4	Agra to Kurrachee	Rajputana & Sind	351	555	906	4 Wires for 339 miles 5 „ „ 450 „ 6 „ „ 114 „ 9 „ „ 3 „ 906 miles.	4,327	...	4,327	...
5	Bombay to (Palanpur) Kurrachee	Bombay and Rajputana.	5	393	398	1 Wire for * miles 2 Wires „ * „ 3 „ „ 1 „ 4 „ „ 1 „ 5 „ „ 80 „ 6 „ „ 301 „ 7 „ „ 1 „ 8 „ „ * „ 10 „ „ 4 „ 11 „ „ 2 „ 18 „ „ 1 „ 20 „ „ 4 „ 23 „ „ 2 „ 1† „ 398 miles.	2,423	...	2,423	...
6	Bombay to Madras	Bombay and Madras	15	777	792	2 Wires for 355 miles 3 „ „ 197 „ 4 „ „ 150 „ 5 „ „ 1 „ 6 „ „ 79 „ 7 „ „ 6 „ 8 „ „ 2 „ 9 „ „ 1 „ 12 „ „ 1 „ 15 „ „ * „ 792 miles.	2,459	...	2,459	...
7	Madras to (Raneegunge) Calcutta	Ganjam	1,069	...	1,069	2 Wires for 507 miles 3 „ „ 539 „ 4 „ „ 15 „ 5 „ „ 7 „ 6 „ „ 1 „ 7 „ „ * „ 1,069 miles.	2,728	6	2,728	...
8	Agra (Tundla) to Lahore	Bengal and Punjab	6	447	453	4 Wires for 227 miles 5 „ „ 172 „ 6 „ „ 50 „ 7 „ „ 1 „ 9 „ „ 1 „ 11 „ „ 1 „ 12 „ „ 1 „ 453 miles.	2,112	...	2,110	...

* Under half a mile.

† Difference owing to fractions under half a mile of line being omitted and fractions over half a mile taken as one mile.

Classified List of Lines of Telegraph in India and British Burmah, &c.—continued.

No.	Sections of Lines.	Divisions.	Number of Miles of Line.			Number of Miles of Wire.		Cable.	Insulated.	Uninsulate d.
			Along Road.	Along Rail.	Total.	No.	Miles.			
	MAIN LINES—*concluded.*									
9	Calcutta (Barrackpore) to Amherst	Dacca, Arakan, and British Burmah.	906	344	1,250	1 Wire for 161 miles 2 Wires „ 535 „ 3 „ „ 303 „ 4 „ „ 1 „ 5 „ „ 188 „ 6 „ „ 61 „ 8 „ „ 1 „ 1,250 miles.	3,422	34	3,422	...
10	Madras to Ceylon	Madras	143	346	489	1 Wire for 40 miles 2 Wires „ 132 „ 3 „ „ 5 „ 4 „ „ 311 „ 5 „ „ 1 „ 489 miles.	1,531	36	1,531	...
	SECONDARY LINES.									
11	Lahore to Peshawar	Punjab	4	273	277	3 Wires for * miles 4 „ „ 1 „ 5 „ „ 56 „ 6 „ „ 147 „ 7 „ „ 62 „ 8 „ „ 1 „ 10 „ „ 8 „ 11 „ „ 1 „ 12 „ „ 1 „ 277 miles.	1,729	...	1,729	...
12	Lahore to (Hyderabad) Kurrachee	Punjab and Sind	12	714	726	1 Wire for 1 mile 2 Wires „ 1 „ 4 „ „ 702 miles. 5 „ „ 5 „ 6 „ „ 1 „ 7 „ „ 16 „ 8 „ „ * „ 726 miles.	2,953	2	2,953	...
13	Hyderabad (Sind) (Jacobabad) to (Tarnaul) Rawalpindi.	Sind and Punjab	555	69	624	1 Wire for 509 miles 2 Wires „ 45 „ 4 „ „ 70 „ 5 „ „ * „ 624 miles.	879	...	405	474
14	Poona to Arkonam (*by road*)	Bombay, Bellary, and Madras.	686	82	768	2 Wires for 563 miles 3 „ „ 155 „ 4 „ „ 44 „ 5 „ „ 4 „ 6 „ „ 2 „ 10 „ „ * „ 768 miles.	1,798	...	1,798	...
15	Sahebgunge (Tickreegunge) to Cachar (Silchar)	Dacca and Assam	572	...	572	1 Wire for 550 miles 2 Wires „ 21 „ 3 „ „ 1 „ 572 miles.	583	12	583	...
16	Bangalore to (Madura Junction) Ceylon	Madras and Malabar Coast.	470	251	721	1 Wire for 482 miles 2 Wires „ 24 „ 3 „ „ 30 „ 4 „ „ 167 „ 5 „ „ 18 „ 721 miles.	1,385	...	1,382	...
17	Jubbulpore to Bhusaval *viâ* Nagpur	Nagpur	392	24	416	2 Wires for 342 miles 3 „ „ 61 „ 4 „ „ 12 „ 6 „ „ 1 „ 16 „ „ * „ 416 miles.	926	...	926	...
18	Agra to Khandwa	Rajputana and Indore.	303	159	462	2 Wires for 300 miles 3 „ „ 1 „ 4 „ „ 74 „ 5 „ „ 1 „ 6 „ „ 84 „ 7 „ „ 1 „ 9 „ „ 1 „ 462 miles.	1,425	...	1,425	...

* Under half a mile.

No.	Sections of Lines.	Divisions.	Number of Miles of Line.			Number of Miles of Wire.		Cable.	Insulated.	Uninsulated.
			Along Road.	Along Rail.	Total.	No.	Miles.			
	SECONDARY LINES—*continued.*									
19	Aligarh to Moghalsarai *through* Fyzabad and Benares.	Oudh and Rohilkhand.	12	451	463	2 Wires for 10 miles 3 „ „ 398 „ 4 „ „ 48 „ 5 „ „ 6 „ 6 „ „ 1 „ 463 miles.	1,444	...	1,444	...
20	Indore to Ajmere *through* Neemuch	Indore	4	305	309	2 Wires for 1 mile 3 „ „ 3 miles. 4 „ „ 279 „ 5 „ „ 26 „ 309 miles.	1,257	...	1,257	...
21	Belgaum to Cola *through* Goa	Bellary	111	...	111	1	110	1	110	...
22	Bellary (Auspree Junction) to Hyderabad	Madras	179	...	179	1	179	...	128	51
23	Wadi to Hyderabad	Bombay	2	117	119	3 Wires for 114 miles 4 „ „ 2 „ 5 „ „ 1 „ Station connection line 2 „ 119 miles.	356	...	356	...
24	Dharwar (Hubli) to Kumta	Bellary	119	...	119	1 Wire for 103 miles 2 Wires „ 16 „ 119 miles.	135	...	135	...
25	Calcutta (Sealdah Junction) to Saugor Island	Bengal	88	...	88	1 Wire for 85 miles 2 Wires „ 3 „ 88 miles.	90	1	7	83
26	Prome (Poungdeh) to Diamond Island	British Burmah	259	...	259	1 Wire for 239 miles 2 Wires „ 20 „ 259 miles.	267	12	201	66
27	Moulmein (Quanlah Junction) to Tavoy	Ditto	160	...	160	1	160	...	160	...
28	Ahmedabad (Sabarmati Junction) to Bhavnagar with Loop to Dholera.	Bombay	40	180	220	2 Wires for 40 miles 3 „ „ 73 „ 4 „ „ 106 „ 5 „ „ 1 „ 6 „ „ 1 „ 7 „ „ * „ —1† 220 miles.	735	...	735	...
29	Rewari to Ferozepore *through* Dadri and Kapuri	Rajputana	...	245	245	1 Wire for 157 miles 2 Wires „ 88 „ 245 miles.	338	...	181	157
30	Umballa to Simla	Punjab	97	...	97	1 Wire for 6 miles 2 Wires „ 55 „ 4 „ „ 36 „ 97 miles.	264	...	264	...
31	Meerut to Chakrata	Ditto	111	...	111	1 Wire for 110 miles 2 Wires „ 1 „ 3 „ „ * „ 111 miles.	114	...	114	...
32	Ruk Railway Station to Pir Chowkey Railway Terminal *through* Sibi and Dadur.	Sind	4	150	154	1 Wire for 3 miles 2 Wires „ 16 „ 4 „ „ 96 „ 5 „ „ 38 „ 6 „ „ 1 „ 154 miles.	616	...	616	...
33	Sibi (Rindli Junction) to Quetta	Beluchistan Sub-Division.	77	...	77	1 Wire for 55 miles 2 Wires „ 22 „ 77 miles.	99	...	99	...
34	Quetta to Sibi (*by Hurnai route*)	Ditto	130	7	137	1 Wire for 130 miles 2 Wires „ 7 „ 137 miles.	144	...	14	130
35	Quetta (Darwaza Junction) to Kelat	Ditto	69	...	69	1	69	...	69	...

* Under half a mile. † Difference owing to fractions under half a mile of line being omitted and fractions over half a mile taken as one mile.

No.	Sections of Lines.	Divisons.	Number of Miles of Line.			Number of Miles of Wire.		Cable.	Insulated.	Uninsulated.
			Along Road.	Along Rail.	Total.	No.	Miles.			
	SECONDARY LINES—*concluded.*									
36	Quetta to Kushdil-Khan	Beluchistan Sub-Division.	75	...	75	1	75	...	...	75
37	Nagpur (Wardha Junction) to Warora	Nagpur	...	45	45	2	90	...	90	...
38	Gauhati (Belgaria Junction) to Sudya, *through* Dibrugarh.	Assam	303	44	347	1 Wire for 275 miles 2 Wires „ 69 „ 3 „ „ 2 „ 4 „ „ 1 „ 347 miles.	423	...	423	...
39	Poradaha to Darjeeling	Dacca	29	221	250	2 Wires for 35 miles 3 „ „ 23 „ 4 „ „ 192 „ 250 miles.	889	16	889	...
40	Lucknow to Sitapur	Oudh and Rohilkhand.	54	...	54	1	54	...	7	47
	TERTIARY LINES.									
41	Manmad to Dhulia	Bombay	56	...	56	1 Wire for 32 miles 2 Wires „ 22 „ 3 „ „ 2 „ 56 miles.	82	...	56	25
42	Cawnpore to Kaimgunge	Oudh and Rohilkhand.	...	105	105	2 Wires for 104 miles 3 „ „ 1 „ 105 miles.	212	...	212	...
43	Cawnpore (East Indian Railway Junction) to Lucknow.	Ditto	...	44	44	3 Wires for 41 miles 4 „ „ 2 „ 6 „ „ * „ 8 „ „ 1 „ 44 miles.	139	...	139	...
44	Hathras Junction to Muttra	Bengal	1	29	30	1 Wire for 1 mile 2 Wires „ 29 miles. 30 miles.	59	...	59	...
45	Achnera (Rajputana State Railway) to Muttra	Rajputana	...	22	22	2	45	...	45	...
46	Bankipore (Mokameh Junction) to Bettiah	Bengal	4	146	150	1 Wire for 4 miles 2 Wires „ 80 „ 3 „ „ 66 „ 150 miles.	360	2	360	...
47	Mozufferpore to Hutwa	Ditto	118	...	118	1 Wire for 116 miles 2 Wires „ 2 „ 118 miles.	121	...	121	...
48	Bankipore Tripod to Gya	Ditto	1	57	58	2	119	...	119	...
49	Sambhar Junction (Phulera) to (Kuchawan Road) Nawa.	Rajputana	...	19	19	1 Wire for 15 miles 2 Wires „ 4 „ 19 miles.	23	...	23	...
50	Ajmere (Abu Hill Junction) to Mount Abu	Ditto	10	...	10	3	30	...	30	...
51	Narel to Matheran	Bombay	5	...	5	2	11	...	11	...
52	Poona (Kirkee) to Ganeshkhind	Ditto	1	...	1	2	3	...	3	...
53	Dhond to Manmad	Ditto	...	146	146	3 Wires for 95 miles 4 „ „ 51 „ 146 miles.	490	...	490	...
54	Bezvada to Masulipatam	Ganjam	44	...	44	2	87	...	87	...
55	Bimilipatam (Mothavalsa Junction) to Vizianagram.	Ditto	11	...	11	1	11	...	11	...
56	Mercara to Mangalore	Malabar Coast	79	...	79	1	79	...	79	...
57	Ghaziabad to Bandikui	Punjab and Rajputana.	...	146	146	3 Wires for 135 miles 4 „ „ 11 „ 146 miles.	449	...	449	...
58	Umballa (Rajpura) to Patiala	Punjab	17	...	17	1	17	...	17	...
59	Ludhiana to Ferozepore	Ditto	78	...	78	1	78	...	...	78
60	Amritsar to Bukloh	Ditto	42	66	108	1 Wire for 40 miles 2 Wires „ 4 „ 4 „ „ 64 „ 108 miles.	304	...	304	...

Classified List of Lines of Telegraph in India and British Burmah, &c.—continued.

No.	Sections of Lines.	Divisions.	Number of Miles of Line.			Number of Miles of Wire.		Cable.	Insulated.	Uninsulated.
			Along Road.	Along Rail.	Total.	No.	Miles.			
	TERTIARY LINES—*continued.*									
61	Prome to Lainggha	British Burmah	50	...	50	1 Wire for 35 miles 2 Wires „ 15 „ 50 miles.	66	...	66	...
62	Thayethamine (Junction Moulmein Line) to Tonghoo.	Ditto	103	...	103	1 Wire for 85 miles 2 Wires „ 18 „ 103 miles.	121	...	121	...
63	Lahore to Suketghur *through* Sialkot	Punjab	36	...	36	1	36	...	...	36
64	Lala Musa to Bheea and Kheoba	Ditto	...	73	73	2 Wires for 73 miles 4 „ „ * „ 73 miles.	148	...	145	3
65	Rangoon to Elephant Point	British Burmah	31	...	31	2	59†	1†	59	...
66	Satara to Mahabaleshvar	Bombay	30	...	30	1	30	...	30	...
67	Viramgam to Khara Ghoba	Ditto	...	22	22	1	22	...	22	...
68	Anand to Godhra	Ditto	...	49	49	1 Wire for 47 miles 2 Wires „ 2 „ 49 miles.	51	...	51	...
69	Rawalpindi to Murree	Punjab	38	...	38	1	38	...	38	...
70	Rawalpindi to Abbottabad	Ditto	43	...	43	1	43	...	43	...
71	Nowshera to Hoti Mardan	Ditto	16	...	16	1	16	...	1	15
72	Peshawar to Jamrud	Ditto	10	...	10	1	10	...	10	...
73	Jullundur to Hoshiarpur	Ditto	25	...	25	1	25	...	25	...
74	Ferozepore Junction (Raiwind) to Gundasingwalla Serai.	Ditto	...	23	23	1	23	...	23	...
75	Dobaha Bridge to Rupar	Ditto	35	...	35	2 Wires for 34 miles 3 „ „ 1 „ 35 miles.	71	...	71	...
76	Jubbulpore (Kabeli Junction) to Saugor	Nagpur	70	...	70	1	70	...	70	...
77	Pipariya Junction to Pachmarhi	Ditto	27	...	27	1	27	...	27	...
78	Gwalior to Morar	Indore	4	...	4	1 Wire for 2 miles 6 Wires „ 2 „ 4 miles.	14	...	14	...
79	Indore to Oojein	Ditto	2	12	14	1 Wire for 2 miles 2 Wires „ 12 „ 14 miles.	26	...	24	2
80	Chandausi Junction to Almora	Oudh and Rohilkhand.	98	27	125	1 Wire for 95 miles 2 Wires „ 3 „ 3 „ „ 26 „ 5 „ „ 1 „ 125 miles.	184	...	92	92
81	Hyderabad to Secunderabad	Bombay	1	2	3	...	7	...	7	...
82	Mysore to Ootacamaund and Mettupalaiyam	Madras	94	...	94	1 Wire for 74 miles 2 Wires „ 20 „ 94 miles.	115	...	96	19
83	Coonoor to Wellington	Ditto	2	...	2	1	2	...	...	2
84	Calcutta (Kidderpore Budge-Budge Road Junction) to Diamond-Harbour.	Bengal	25	...	25	1	25	...	...	25
85	Calcutta to Canning	Ditto	...	28	28	2	56	...	56	...
86	Sealdah to Goberdanga	Ditto	...	32	32	1	36	...	36	...
87	Ranaghat to Bongong	Ditto	...	20	20	1	20	...	20	...
88	Sonarpur to Diamond-Harbour	Ditto	...	29	29	2	57	...	57	...
89	Wadhwan to Rajkot	Bombay	67	1	68	1 Wire for 67 miles 4 Wires „ 1 „ 68 miles.	71	...	71	...
90	Wadhwan (Dhola Junction) to Junagad *through* Timbi.	Ditto	34	87	121	1 Wire for 34 miles 2 Wires „ 85 „ 3 „ „ 2 „ 4 „ „ * „ 5 „ „ * „ 121 miles.	214	...	214	...
91	Miyagam to Dabhoi	Ditto	...	20	20	1	20	...	20	...
92	Amritsar (Pathankote) to Dhurmsala	Punjab	48	...	48	1	48	...	48	...
93	Kalka to Kasauli *by alternate line*	Ditto	4	...	4	1	4	...	4	...
94	Kasauli to Dagshai	Ditto	9	...	9	1	9	...	9	...
95	Kasauli to Solon	Ditto	10	...	10	1	10	...	10	...

* Under half a mile.

† Exclusive of 1 mile of wire and 1 mile of cable included under Private A. B. C. Instrument Lines in Rangoon.

Classified List of Lines of Telegraph in India and British Burmah, &c.—continued.

No.	Sections of Lines.	Divisions.	Number of Miles of Line.			Number of Miles of Wire.		Cable.	Insulated.	Uninsulated.
			Along Road.	Along Rail.	Total.	No.	Miles.			
	TERTIARY LINES—*concluded.*									
96	Roorkee to Hardwar	Punjab	19	...	19	1	19	...	... 40	19
97	Dera Ismail Khan to Tank	Sind	40	...	40	1	40	...	8	...
98	Garhi-Harsaru to Farukhnagar	Rajputana	...	7	7	...	8	...	6	...
99	Lainggha to Thyetmyo	British Burmah	7	...	7	1	6	1	14	...
100	Peshawar to Cherat	Punjab	14	...	14	1	14	...	...	... 27
101	Nalhati to Azimganj	Bengal	...	27	27	1	27	...	95	...
102	Samastipur to Peepra Ghat	Ditto	...	47	47	2	95	...	44	...
103	Chingleput Junction to Railway Telegraph Office, Conjeeveram.	Madras	...	21	21	2	44	...	66	...
104	South Indian Railway Station Villupuram to the east bank of River Gingee.	Ditto	...	17	17	4	66	...	16	...
105	East Bank Gingee River to Pondicherry Office.	Ditto	1	...	1	2	16*	...	94	...
106	Tanjore to Negapatam	Ditto	...	47	47	2	94	...	...	... 59
107	Dehree to Arrah	Bengal	59	...	59	1	59	...	84	...
108	Parbatipur to Kurigram *through* Kaunia	Dacca	...	51	51	1 Wire for 17 miles ... 2 Wires „ 34 „ 51 miles.	84	...	84	...
109	Golaghat to Kohima (Naga Hills)	Assam	97	...	97	1	97	...	97	...
110	Kanhan Bridge Junction to Tumsar	Nagpur	...	42	42	2 Wires for 39 miles ... 3 „ „ 3 „ 42 miles.	86	...	86	...
111	Dowhali Junction to Raipur	Ditto	43	95	138	1 Wire for 43 miles ... 2 Wires „ 95 „ 138 miles.	233	...	233	...
112	Itarsi to Sehore	Ditto	24	57	81	1 Wire for 23 miles ... 2 Wires „ 1 „ 3 „ „ 57 „ 81 miles.	197	...	197	...
113	Tellicherry to Cannanore	Malabar Coast	12	...	12	1	12	...	12	...
114	Dildarnagar to Tari Ghat	Bengal	...	12	12	1	12	...	12	...
115	Baidyanath to Deoghur	Ditto	...	4	4	1	4	...	4	...
116	Nawadah Junction to the Ganges Bank *through* Dulsingsarai old Station.	Ditto	...	17	17	1 Wire for 9 miles 2 Wires „ 8 „ 17 miles.	25	...	...	25
117	Negapatam to Karikal	Madras	11	...	11	1	11	...	11	...
118	Calicut Junction to Devalla *through* Vythery	Malabar Coast	62	...	62	1	63	...	63	...
119	Tirur to Malliapooram	Ditto	17	...	17	1	17	...	17	... 21
120	Lucknow (Barabanki) to Bahramghat	Oudh and Rohilkhand.	...	21	21	1	21	...	...	63
121	Sultanpur to Serajgunge	Dacca	63	...	63	1	63	...	...	25
122	Nattore to Rampore Bauleah	Ditto	25	...	25	1	25	...	...	38
123	Bellary Barracks to Hospett	Bellary	...	38	38	1	38	...	...	
124	Hotgi Junction to Beejapur Office	Bombay	...	59	59	3	177	...	177	... 21
125	Barsi Road Junction to Barsi Office	Ditto	21	...	21	1	21	...	...	
126	Mhow Office to Dhar Office	Indore	33	...	33	1	33	...	33	... 19
127	Tipakadu to Devalla	Madras	19	...	19	1	19	...	...	
128	Haji Shah Junction to Attock Government Office.	Punjab	...	11	11	2	22	...	22	...
	LOCAL LINES.									
129	Bombay to Malabar Point	Bombay	2	...	2	1	2	...	2	...
130	Bombay to Churney Road Station	Ditto	...	...	...	4 miles of wire carried on the supports of Section Bombay to Dadur *viâ* B.B. & C.I.Ry.	6	...	6	...
131	Secretariat to Byculla—*Spare*	Ditto	...	...	†	...	1	...	1	...
132	Bombay to Byculla	Ditto	1	...	1	1	4	...	4	...
133	Church Gate Street Railway Station to Colaba Railway Station.	Ditto	...	1	1	...	5	...	5	...
134	Nasik Road to Deolali Office	Ditto	5	...	5	1	6	...	6	...
135	Ahmednagar Station to Fort Office	Bellary	3	...	3	2	6	...	†	...
136	Bellary to Railway Telegraph Office	Ditto	...	...	†	1	†	...	†	...
137	Bellary Junction to Bellary Cantonment Office.	Ditto	...	...	†	2	3	...	3	...
138	Egmore Station to Junction with Government Wires.	Madras	...	1	1	...	5‡	...	5	...
139	Madras Office to Perambur Office—*Spare*	Ditto	...	...	...	...	2	...	2	...
140	Madras Office to Rayapuram Office (*viâ* Storeyard Loop).	Ditto	1	...	1	...	1	...	1	...
141	Madras Office to Madras Railway Station	Ditto	...	...	...	1	2	...	2	...
142	Madras Office to South Indian Railway Station	Ditto	...	...	...	1	1	...	1	...
143	Oossoor Junction to Oossoor Office	Ditto	...	...	...	2	2	...	2	...
144	Mount Road Office to Teynampett Office	Ditto	2	...	2	†	1	...	1	...
145	Madras Office to Fort St. George Office	Ditto	...	...	...	1	3	...	3	...
146	Madras Office to Triplicane Office	Ditto	Wire carried on Adyar line supports.			1	7	...	7	...
147	Madras Office to Adyar Office (*viâ* St. Thome Loop and Office).	Ditto	7	...	7	7	5	...	5	...
148	Madras Office to Mount Road Office (Vepery Loop and Office).	Ditto	2	...	2	2	2	...	...	2
149	Lucknow Telegraph Office to Lucknow Cantonment.	Oudh and Rohilkhand.	2	...	2	1	2	...	2	...
150	Cawnpore Office to Provincial Light Railway Office.	Ditto	...	...	...	1	†	...	†	...

* 2 Wires for 7 miles each carried on railway supports.

† Under half a mile.

‡ Wire carried on the supports of sections, Madras Office to diversion Nellore lines and to Arkonam.

Classified List of Lines of Telegraph in India and British Burmah, &c.—continued.

No.	Sections of Lines.	Divisions.	Number of Miles of Line.			Number of Miles of Wire.				
			Along Road.	Along Rail.	Total.	No.	Miles.	Cable.	Insulated.	Uninsulated.
	LOCAL LINES—*continued.*									
151	Benares River Office to Benares East Indian Railway Office.	Oudh and Rohilkand	3	...	3	1	2	1	2	...
152	Secunderabad Junction to Secretariat at Bolaram.	Bombay	2	5	7	3	20	...	20	...
153	Meerut to Railway Station	Punjab	Wire carried on Railway Posts			...	*			
154	Umballa to Railway Station	Ditto	Ditto	Ditto		..	*	...	*	...
155	Lahore Railway Junction to Lahore Railway Office.	Ditto	...	...	*	...	1	...	*	...
156	Doraha Bridge to Railway Station	Ditto	Wire carried on Railway Posts			...	*		1	...
157	Ludhiana Junction to Railway Station	Ditto	Ditto	Ditto		...	*	...	*	...
158	Peshawar Junction to Peshwar Cantonment	Ditto	...	...	*	...	*	...	*	...
159	Traffic Superintendent's Junction, Rawalpindi, to Traffic Superintendent's Office.	Ditto	...	...	*	...	*	...	*	...
160	Workshop Junction, Rawalpindi, to Workshop Office.	Ditto	...	...	*	...	*	...	*	...
161	Allahabad to Kuttra	Bengal	...	...	*	...	*	...	*	...
162	Allahabad to City	Ditto	2	...	2	...	3	...	*	...
163	Allahabad to East Indian Railway Station	Ditto	1	...	1	...	2	...	3	...
164	Allahabad Office to Cantonment	Ditto	...	...	*	...	1	...	2	...
165	Allahabad Office to Fort	Bombay	1	...	1	1	2	...	3	...
166	Bombay Office to Bori Bandar	Ditto	1	...	1	1	*	...	*	...
167	Sabarmati Bridge to Ahmedabad Camp	Ditto	...	...	*	...	4	...	1	...
168	Bombay to Cotton-green and Colaba Office	Ditto	1	...	1	...	1	...	4	...
169	Moomeadevi to Byculla	Ditto	1	...	1	1	1	...	1	...
170	Moombadevi to Mandvie	Ditto	1	...	1	...	2	...	1	...
171	Mandvie to Prince's Dock	Ditto	...	...	*	1	1	...	2	...
172	Bombay to Mandvie	Ditto	2	...	2	...	1	...	1	...
173	Bombay to Government House, Parel	Ditto	1	...	1	2	1	...	1	...
174	Delhi to East Indian Railway Office	Ditto	...	...	*	...	1	...	2	...
175	Delhi (East Indian Railway Junction) to Rajputana State Railway Station.	Punjab	2	...	2	2	1	...	1	...
176	Amritsar to Railway Station	Ditto	1	...	2	...	1	...	1	...
177	Darjeeling-Himalayan Railway Station to Darjeeling Government Office.	Ditto	...	...	*	1	5	...	1	...
178	Samaria Ghat to Steamer Ghat	Dacca	...	1	1	...	1	...	5	...
179	Barh to Barh Ghat	Bengal	...	...	*	...	*	...	*	...
180	Revelgunge Junction to Revelgunge	Ditto	...	...	*	...	1	...	1	...
181	Bankipore Office to Jhowgunge (Patna City)	Ditto	4	...	4	1	*	...	*	...
182	Dinapore Railway Junction to Dinapore Cantonment.	Ditto	...	3	3	1	4	...		
183	Mokameh to Mokameh Railway Station	Ditto	6	...	6	3	9	...		4
184	The Kirk to Sealdah	Ditto	1	...	1	1	6	...	9	...
185	Sealdah Junction to Ballygunge Office	Ditto	3	...	3	1	9†	...	6	...
186	Sealdah Junction to E. B. and C. & S. E. S. Railway Stations.	Ditto	...	...	*		3	...	9	...
			2	...	2	...	*	...	3	...
			3	...	3	...	6	...	*	...
			1	...	1	...	3	...	6	...
						...	3	...	3	...
									3	...

187	Calcutta Office to Burrabazar, Ruthtollah and Cossipore.	Ditto	3	...	3	...	9	...	9	...
188	Store Yard Junction to Garden Reach and Alipore.	Ditto	4	...	4	...	4	...	4	...
189	Calcutta Office to Park Street and Fort William	Ditto	2	...	2	...	4	...	4	...
190	East Indian Railway Agent's Office, Calcutta, to East Indian Railway Office, Howrah.	Ditto	1	...	1	...	3	...	3	...
191	Hooghly Bridge Junction to Howrah	Ditto	...	... *	*	...	1	...	1	...
192	[illegible]ern Bengal Railway Junction to Chitpore [illegible]ay Station.	Ditto	...	2	2	1	2	...	2	...
193	Wellington Street Junction to Dum-Dum	Ditto	6	...	6	1	6	...	6	...
194	Spare Lines and Wires in Calcutta	Ditto	7	...	7	...	47	...	47	...
195	Agra Fort to Agra City	Rajputana	1	...	1	1	1	...	1	...
196	Agra Government Office to A. S. Office	Indore	...	...	*	1	*	...	*	...
197	Indore Railway Station to City Branch	Ditto	1	...	1	1	1	...	*	... 1
198	Mhow Railway Office to District Traffic Superintendent's Office.	Nagpur	...	...	*	...	3	...	3	...
199	Kamptee to Railway Junction	Ditto	1	...	1	*	*	...	*	...
200	Bhusaval Office Junction to Railway Station	Indore	...	...	*	1	1	...	1	...
201	Bhusaval Sub-Division Junction to Khandwa Office.	Nagpur	...	...	*	...	*	...	2	...
202	Khandwa Railway Station to Khandwa Office	Ditto	...	...	1	6	2	...	1	...
203	Jubbulpore Main to Jubbulpore City Office	Ditto	1	...	*	1	1	...	*	...
204	Nagpur Junction to Nagpur Railway Station	Dacca	...	...	1	3	2	...	2	...
205	Damukdia Junction to Ghat Office	Ditto	1	...	*	...	*	...	*	...
206	Sara Junction to Sara Ghat Flat Office	Ditto	...	...	*	3	*	...	*	...
207	Saidpur Junction to Traffic Office	Ditto	...	...	2	2	2	...	2	...
208	Darjeeling to Jellapahar	Assam	2	...	2	1	2	...	4	...
209	Dibrugarh Railway Station to Steamer Ghat	British Burmah	...	4	4	1	1	...	1	...
210	Rangoon (Spark's Street Junction) to Poozoondoung Branch Office.	Ditto	1	...	1	...	*	...	*	...
211	Rangoon (Kemmendine Office Junction) to Kemmendine Office.	Ditto	...	...	*	...	1	...	1	...
212	Rangoon (Lunatic Asylum Junction) to Cantonment Branch Office.	Ditto	1	...	1	1	1	...	1	...
213	Phayre Street Station (Spark's Street Junction) to Dunneedaw Railway Station.	Ditto	...	1	1	1	1	...	4	...
214	Moulmein to Dinewoonquin	Ditto	2	...	2	2	2	...	4	...
215	Moulmein to Moofoon	Oudh and Rohilkhand.	3	...	3	2	4	...	6	...
216	Bareilly Government Office to Fort		1	...	1	1	1	...	1	...
217	Kurrachee Office to S. P. and D. Railway Station.	Sind	1	...	*	1	*	...	*	...
218	Kurrachee Central Office to Kurrachee Cantonment Office.	Ditto	...	...	1	1	1	...	1	...
219	Kurrachee Central Office to Kiamari	Bombay	Wires carried chiefly on Railway Posts		*	1	1	...	1	...
220	Kirkee Junction to Kirkee Office	Madras	...	...	*	2	2	...	2	...
221	Tuticorin Junction Post to Tuticorin Railway Office.	Ditto	...	...	*	6	5	...	5	...
222	Powder Proof Range at St. Thomas' Mount	Ditto	1	...	1	...	6	...	6	...
223	Madras Office to South Indian Railway Junction and Junction Post 7/9 to St. Thomas' Mount with Chetput and Saidapet Loop and Office.	Ditto	...	...	...	...				
224	South Indian Railway Junction Madras to South Indian Railway, St. Thomas' Mount Junction Post 7/6.									

* Under half a mile.

† The wire for 8 miles carried on the Main Line supports.

Classified List of Lines of Telegraph in India and British Burmah, &c.—continued.

No.	Sections of Lines.	Divisions.	Number of Miles of Line.			Number of Miles of Wire.		Cable.	Insulated.	Uninsulated.
			Along Road.	Along Rail.	Total.	No.	Miles.			
	LOCAL LINES—*continued.*									
225	Rajghat to Narora	Oudh and Rohilkhand.	4	...	4	1	4	...	4	...
226	Narora to Nanou *through* Gopalpore	Ditto	89	...	89	1	4	...	4	...
227	Nanou to Aligarh	Ditto	12	...	12	1	89	...	89	...
228	Naini Tal Depôt to Naini Tal Cantonment Office.	Ditto	1	...	1	1	12	...	12	...
229	Ranikhet (Kumpore) to Chubatia	Ditto	1	...	1	1	1	...	...	1
230	Naini Tal Office to Naini Tal Cantonment	Ditto	2	...	2	1	2	...	...	1
231	P. N. S. Ry. Dist. Suppt.'s Branch to Dist. Traffic Suppt.'s Office at Jhelum.	Punjab	...	...	*	1	1	...	...	2
232	Railway District Traffic Manager's Line at Umballa.	Ditto	...	...	*	1	1	...	...	2
233	Delhi Police Lines	Ditto	6	...	6	1	1	...	1	...
234	Viceroy's Line Junction to Simla Office	Ditto	1	...	1	...	1	...	...	...
235	Murree to Burragully	Ditto	16	...	16	1	14	...	14	...
236	Koombri Junction (Kushmore) to Badani Office Terminal.	Sind	4	...	4	1	1	...	1	...
237	Sukkur Bunder to Manager's Office	Ditto	...	...	...	2	16	...	10	6
238	Ajmere Railway Station to District Traffic Superintendent's Office.	Rajputana	2	...	2	1	8	...	8	...
239	Orderly Rooms of the British Regiments, H.S. Force to Chudder Ghat and Bolaram Government Office.	Bombay	4	...	4	1	1	...	1	...
240	Branch Line to the Office of the Executive Engineer, 1st Division, Southern Mahratta Railway.	Ditto	...	...	*	...	2	...	...	2
241	Office of Examiner to the Office of Chief Engineer, Southern Mahratta Railway—*Spare.*	Ditto	...	...	*	...	15	...	15	...
242	Madras Office to Master Attendant's Office	Madras	...	...	*	...	*	...	*	...
243	Ditto to Observatory	Ditto	1	...	1	2	1	...	1	...
244	Ditto to Time Gun	Ditto	1	...	1	2	2	...	2	...
245	Lines worked by A. B. C. Instruments in Calcutta	Bengal	...	...	*	...	10	...	10	...
246	Ditto Special Apparatus in Rangoon	British Burmah	4	...	4	...	*	...	*	...
247	Ditto ditto Calcutta	Bengal	2	...	2	...	45	...	45	...
248	Ditto ditto Bombay	Bombay	1	...	1	...	3	...	3	...
			1	...	1	...	14	...	14	...
						...	4	...	4	...
			9,907	9,909	19,816	...	56,444	126	54,720	1,717
	LOCAL LINES (Private).									
249	Junction with Dibrugarh-Doom-Dooma Lines, to Chief Engineer's Office.	Assam	1	...	1	1	1	...	1	...
250	Lucknow Railway Office to O. and R. Railway Agent's Office, Huzrutgunge.	Oudh and Rohilkhand.	Wire carried on the supports of Departmental Local Lines.			1	2	...	2	...
251	Lines worked by A. B. C. Instruments in Calcutta	Bengal	...	...	...	...	4	...	4	...
252	Ditto ditto Rangoon	British Burmah	8	...	8	...	35	1	35	...
253	Ditto ditto Bassein	Ditto	6	...	6	1 Wire for 4 miles 2 Wires „ 2 „ 6 miles.	8	...	8	...
			15	...	15	...	50	1	50	...
	TELEPHONE LINES (Departmental).									
254	Dimapur to Nichuguard (Naga Hills)	Assam	9	...	9	1	9	...	9	...
255	Burhee to Hazaribagh	Bengal	23	...	23	1	23	...	...	23
256	Parbatipur to Dinagepore	Dacca	...	19	19	2	37	...	37	...
257	Cuttack (Simlibund) to False Point *through* Jumboo and Light House.	Ganjam	76	...	76	1 Wire for 62 miles 2 Wires „ 13 „ 1 † 76 miles.	88	...	88	...
258	Coonoor to Kotagiri	Madras	9	...	9	1	9	...	9	...
259	Kolhapur to Rutnagherry *through* Pali and Hathkumbi.	Bellary	71	...	71	1 Wire for 57 miles 2 Wires „ 6 „ 3 „ „ 8 „ 71 miles.	92	...	92	...
260	Rutnagherry (Pali Junction) to Rajapur	Ditto	27	...	27	1	27	...	27	...
261	Ditto (Hathkumbi Junction) to Chiplun.	Ditto	44	...	44	1	44	...	44	...
262	Bombay to Mazagon	Bombay	...	...	...	...	7	...	7	...
263	Earths of Branch Telephone Lines (not in Circuit).	Dacca	5	...	5	...	5	...	...	5
	TELEPHONE LINES (Public).									
264	Telephone Lines in Calcutta	Bengal	6	...	6	...	17	...	17	...
265	Mahabaleshvar Office to Government House, Bella Vista.	Bombay	2	...	2	1	2	...	2	...
266	Poona Council Hall to Ganeshkhind	Ditto	4	...	4	1	4	...	4	...
267	Telephone Lines in Rangoon	British Burmah	1	...	1	...	7	...	7	...
268	Warora Railway Station to Assistant Manager's Office.	Nagpur	1	...	1	1	1	...	1	...
269	Nagpur and Chatisgarh State Railway Manager's Office to Workshops.	Ditto	...	1	1	...	3	...	3	...
270	Gopalpore to Jeyra	Oudh and Rohilkhand.	6	...	6	1	6	...	6	...

* Under half a mile. † Difference owing to fractions under half a mile of line being omitted and fractions over half a mile taken as one mile.

Classified List of Lines of Telegraph in India and British Burmah, &c.—concluded.

No.	Sections of Lines.	Divisions.	Number of Miles of Line.			Number of Miles of Wire.		Cable.	Insulated.	Uninsulated.
			Along Road.	Along Rail.	Total.	No.	Miles.			
	TELEPHONE LINES (Public)—*concluded.*									
271	Cawnpore-Farukhabad Railway Station to Manager's Office.	Oudh and Rohilkhand.	3	...	3	2	7	...	7	...
272	Telephone Lines in Rawalpindi	Punjab	3	...	3	...	8	...	8	...
273	Traffic Superintendent's Office, Nagpur and Chatisgarh State Railway to Running Shed.	Nagpur	...	...	...	2	2	...	2	...
274	Telephone Lines in Lahore	Punjab	8	...	8	...	28	...	28	...
275	Military Telephone Lines at Simla	Ditto	3	...	3	...	4	...	4	...
276	Rajputana-Malwa State Railway Telephone Lines at Ajmere.	Rajputana	2	...	2	3	6	...	4	2
277	Commissioner's Line at Ajmere	Ditto	1	...	1	2	2	...	2	...
278	Military Telephone Line at Poona	Bombay	1	...	1	4	4	...	4	...
279	Telephone Lines in Bombay	Ditto	17	1	18	...	79	...	79	...
280	Madras Government Telephone Exchange System	Madras	6	...	6	...	30	...	30	...
281	Telephone Lines at Gauhati	Assam	...	...	*	2	1	...	1	...
282	Ditto in Shillong	Ditto	1	...	1	...	2	...	2	...
283	Agent Governor General's Office to 1st Assistant Agent Governor General's Bungalow.	Indore	...	...	*	1	*	...	*	...
284	Doraha Bridge to Manpur	Punjab	3	...	3	1	3	...	3	...
285	Foreign Department Telephone Lines at Simla	Ditto	...	...	*	2	*	...	*	...
286	Public Works Department Telephone Lines at Simla.	Ditto	...	...	*	...	*	...	*	...
287	Cypress Cottage to Glenlee	Oudh and Rohilkhand.	1	...	1	1	1	...	...	1
288	Adjutant, 18th B. C., to Quarter-Guard at Nowshera.	Punjab	2	...	2	1	2	...	2	...
	TELEPHONE LINES—(Private).									
289	Mohr Brothers' at Akyab	Arakan	2	...	2	1	2	...	2	...
290	Bulloch Brothers' at Akyab	Ditto	1	...	1	...	6	...	6	...
291	Pioneer Press to Manager's Office at Allahabad	Bengal	...	...	*	2	*	...	*	...
292	Telephone Lines in Calcutta and the Suburbs	Ditto	10	...	10	...	73	...	73	...
293	Ditto in Rangoon	British Burmah	13	...	13	...	73	...	73	...
294	Ditto in Moulmein	Ditto	14	...	14	...	25	2	25	...
295	Telephone Line at Lizziepur	Dacca	2	...	2	1	2	...	2	...
296	Alston and Co.'s Office at Tellicherry to their Coffee-Works at Pully Coon.	Malabar Coast	1	...	1	1	1	...	1	...
297	Telephone Lines in Lahore	Punjab	3	...	3	...	21	...	21	...
298	Right to Left Bank Ganges at Benares	Oudh and Rohilkhand.	2	...	2	1	1	1	1	...
299	Telephone Lines in Bombay	Bombay	1	...	1	...	30	...	30	...
300	Dacca to Naraingunge	Dacca	11	...	11	1	11	...	11	...
301	Telephone Line in Naraingunge	Ditto	2	...	2	1	2	...	2	...
302	Rajah's Telephone Line at Dewas	Indore	1	...	1	1	1	...	1	...
			398	21	419	...	808	3	777	31
			10,320	9,930	20,250	...	57,302	130	55,547	1,748
	Deduct—Miles of East Indian State 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.		...	...	...	...	1,394	...	1,394	...
	Do. —Miles of Sind, Punjab and Delhi Railway wires carried on posts in joint use with the Department and the Railway included in Line No. 12, but shown below under head Railway Property.		...	...	...	...	414	...	414	...
	Do. —Miles of South Indian Railway Line included in Line No. 10.		...	1	1	...	...	...	...	...
			...	1	1	...	1,808	...	1,808	...
			10,320	9,929	20,249	...	55,494	130	53,739	1,748
	Add—EAST INDIAN STATE RAILWAY LINES.									
303	Howrah to Luckee Serai (by Chord)	Bengal	...	259	259	...	1,196	...	1,196	...
304	Khana Junction to Sahebgunge (by Loop)	Ditto	On Departmental supports			3	431	...	431	...
305	Jamalpore to Dinapore	Ditto	...	109	109	4	442	...	442	...
306	Dinapore to Naini	Ditto	...	216	216	4	866	...	866	...
307	Naini to Allahabad	Ditto	...	4	4	8	34	...	34	...
308	Allahabad to Delhi	Ditto	...	390	390	...	1,572	...	1,572	...
309	Sahebgunge Railway Terminal to Luckee Serai	Ditto	On Departmental supports			...	275	...	275	...
310	Naini to Jubbulpore	Ditto	Ditto ditto			3	670	...	670	...
311	Moghal Sarai to Benares	Ditto	...	6	6	4	24	...	24	...
312	Branches and Spare Wires	Ditto	2	58	60	...	180	...	178	2
	Add—Miles of Departmental posts carrying Sind, Punjab and Delhi Railway wires between Amritsar and Lahore.	Punjab	...	31	31	...	...	...	...	...
	GRAND TOTAL		10,322	11,002	21,324	...	61,184	130	59,427	1,750
	Add—Lines the property of Railway, but maintained by this Department—									
	South Indian Railway				1	...	...			
	Sind, Punjab and Delhi Railway				415	...	1,646			
					416	...	1,646			
	GRAND TOTAL OF DEPARTMENTAL, RAILWAY AND NATIVE STATE LINES				21,740	...	62,830			

* Under half a mile.

N.B.—In this return fractions *under* half a mile of line and wire are omitted, and those *above* half a mile are taken as one mile.

APPENDIX J.

Return of Telegraph Offices and Miles of Line and Wire maintained by the Telegraph Department for State, Guaranteed and Subsidized Railways on 31st March 1883.

Name of Railway.	Capital expended on behalf of Railway by Telegraph Department up to 31st March 1883, not including Office Fittings.	No. of Offices maintained, including Training Classes.	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.			
	R a. p.				Guaranteed Railways.					
Bombay, Baroda and Central India Railway.	4,07,934 0 0	...	391	69	1,181	...	...	460	1,181	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	1,062 0 0	...	...	...	2	...	...	...	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.
Madras Railway	...	...	2	...	5	...	...	2	5	The Railway uses 5 miles of wire belonging to the Government Telegraph Department, and pays rent at Rs. 27 per mile of wire per annum.
Oudh and Rohilkhand Railway	3,43,177 0 0	74	524	24	1,079	...	...	548	1,079	The offices are supervised, but not fitted up by the Government Telegraph Department.
Sind, Punjab and Delhi Railway	...	79	208	54	23	415	1,646	677	1,669	Under an agreement between the Secretary of State and the Board of Directors of the Sind, Punjab and Delhi Railway, this Department took over *without payment* all the Company's plant on 1st July 1881. The line and offices of the Railway are maintained and supervised by this Department.
South Indian Railway	...	...	445	22	943	1	...	468	943	No agreement yet made and capital account not yet made up.
Total Guaranteed Railways	7,52,173 0 0	153	1,570	169	3,233	416	1,646	2,155	4,879	
					State Railways.					
Achnera-Muttra State Railway					22	45	...	...	22	45	
Amritsar-Pathankote State Railway	27,137 0 0	3	...	22	45	...	...	66	132	Capital cost made up in the year 1883-84.
Amraoti State Railway	...	...	64	2	132	...	...	5	5	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.
	...	...	5	...	5	...	...			
Bhavnagar-Gondal State Railway	1,89,223 0 0	30	102	90	427	...	...	192	427	
Bhopal State Railway	12,333 0 0	1	57	...	114	...	...	57	114	
Calcutta and South Eastern State Railway	...	12	...	56	113	...	...	56	113	
Cawnpore-Farukhabad Provincial Light Railway.	68,602 0 0	12	...	105	212	...	...	105	212	
Dhond and Manmad State Railway	1,42,504 0 0	...	51	95	439	...	...	146	439	Technical management of the offices was taken over by the Great Indian Peninsula Railway on 1st October 1881.
Dildarnagar-Ghazipore State Railway	8,715 0 0	1	...	12	12	...	...	12	12	
East Indian State Railway (Main Line)	4,207 0 0	183	256	1,044	5,020	...	...	1,300	5,020	The capital shown against Jubbulpore line is only the cost of the extra works required on Railway account, adding three extra wires, Naini to Jubbulpore, and cross staying Naini 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 Rs. 4,44,357-5-2. The main line is under partial reconstruction. All the offices are being refitted, but rent is paid on an assessment. Rent is also paid for instruments which are not included in the assessment. Rs. 4,207 shown against the main line are the cost of the line from East Indian Railway Station, Cawnpore, to new goods-shed of East Indian Railway at Collectorgunge, Cawnpore, and of 12·68 miles of wire taken over by the Railway from Sind, Punjab and Delhi Railway.
Ditto ditto (Jubbulpore Line)	1,14,751 0 0		223	...	670	...	...	223	670	
Indus Valley State Railway	3,68,090 0 0	55	510	1	1,029	...	...	511	1,029	
Kandahar State Railway	1,44,636 0 0	11	156	...	291	...	...	156	291	
Kaunia-Dhurla State Railway	13,013 0 0	2	...	17	17	...	...	17	17	
Khamgaon State Railway	...	...	7	...	7	...	...	7	7	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.
Muttra-Hathras State Railway	26,577 0 0	5	...	30	59	...	...	30	59	
Mysore State Railway	72,189 0 0	15	127	3	262	...	...	130	262	
Nagpur-Chatisgarh State Railway	1,38,379 0 0	22	12	137	303	...	...	149	303	
Nalhati State Railway	4,112 0 0	3	...	27	27	...	...	27	27	The line belongs to the Railway: The amount is the value of posts supplied by the Government Telegraph Department for reconstructing the line.
Nizam's State Railway	1,04,868 0 0	13	126	2	249	...	...	128	249	
Northern Bengal State Railway	1,76,755 0 0	33	214	36	493	...	...	250	493	
Patna and Gya State Railway	46,729 0 0	8	...	58	119	...	...	58	119	
Patri State Railway	...	...	...	22	22	...	...	22	22	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	2,40,786 0 0	58	340	84	1,160	...	...	424	1,160	
Rajputana-Malwa State Railway	9,81,762 0 0	149	533	152	2,053	...	...	695	2,053	
Ditto ditto (Malwa Line)			401	...	1,182	...	...	401	1,182	
Rangoon and Irrawaddy Valley State Railway.	1,02,802 0 0	22	161	2	327	...	...	163	327	
Rangoon and Sittang Valley State Railway	...	...	47	...	93	...	...	47	93	Capital cost not yet made up.
Rewari-Ferozepore State Railway	...	12	...	245	338	...	...	245	338	Capital cost not yet made up.
Sindia State Railway	53,783 0 0	9	75	...	157	...	...	75	157	
Sirhind Canal Railway	...	...	...	...	35*	...	...	...	35*	Capital cost not yet made up.
Tirhoot State Railway	52,976 0 0	32	74	143	416	...	...	217	416	
Wardha Coal State Railway	33,077 0 0	4	...	45	90	...	...	45	90	
Total State Railways	31,28,006 0 0	695†	3,541	2,440	15,918	...	...	5,981	15,918	
					Subsidized Railways.					
Assam Railway	...	11	44	4	50	...	...	48	50	Capital cost not yet made up.
Baidyanath-Deoghur Railway	...	1	...	4	4	...	...	4	4	Capital cost made up in the year 1883-84.
Bengal Central Railway	...	11	3	52	56	...	...	55	56	Capital cost not yet made up.
Darjeeling-Himalayan Railway	13,139 0 0	7	34	...	35	...	...	34	35	
Southern Mahratta Railway	...	12	71	38	166	...	...	109	166	Capital cost not yet made up.
Total Subsidized Railways	13,139 0 0	42	152	98	311	...	...	250	311	
GRAND TOTAL	38,93,318 0 0	890†	5,263	2,707	19,462	416	1,646	8,386	21,108	

Government of India Central Printing Office.—No. 24 D. G. T. D.—14-1-84.—300.

* Wire carried on supports supplied by the Irrigation Department, Punjab.

† Includes 13 training classes.

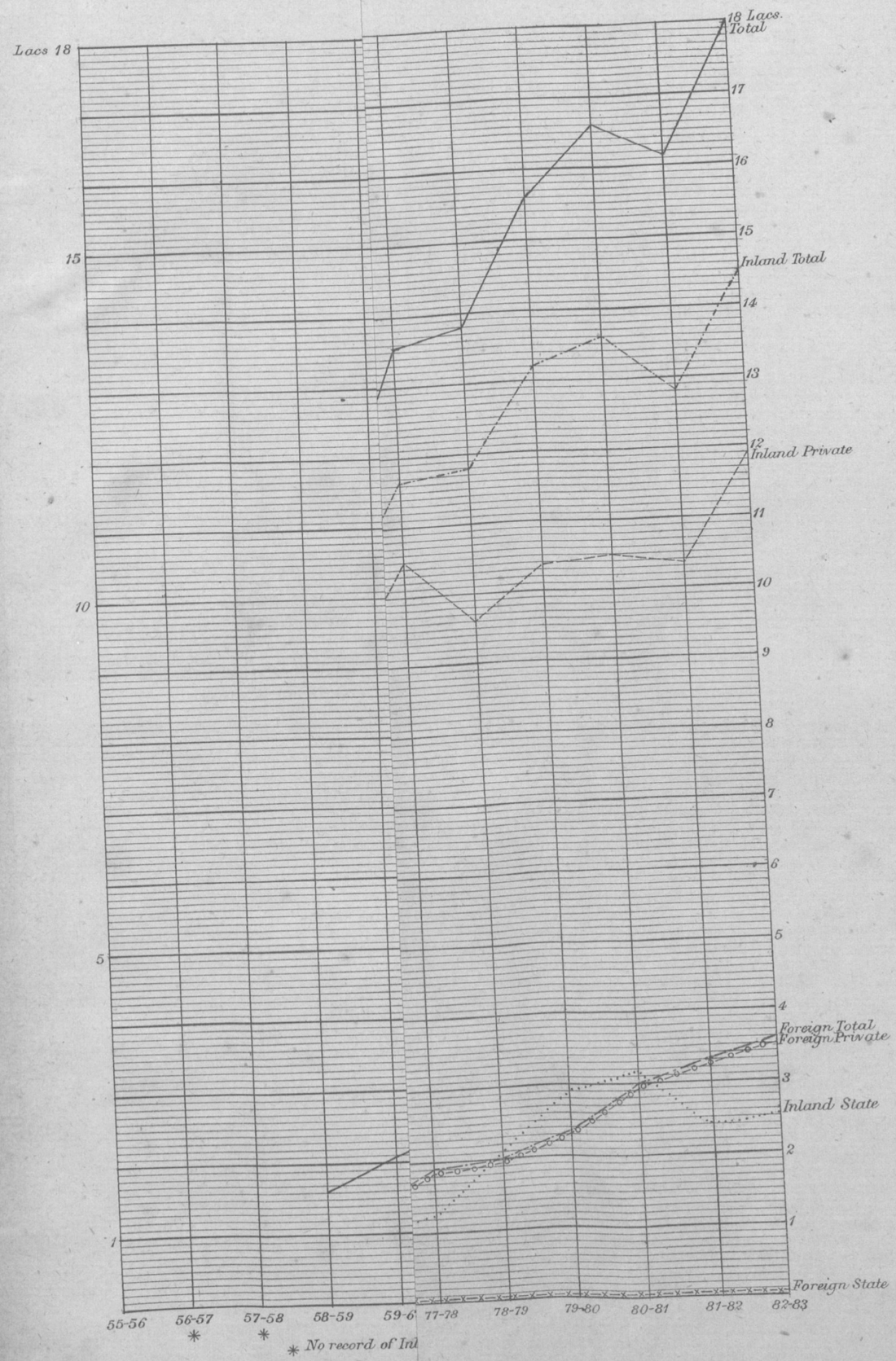
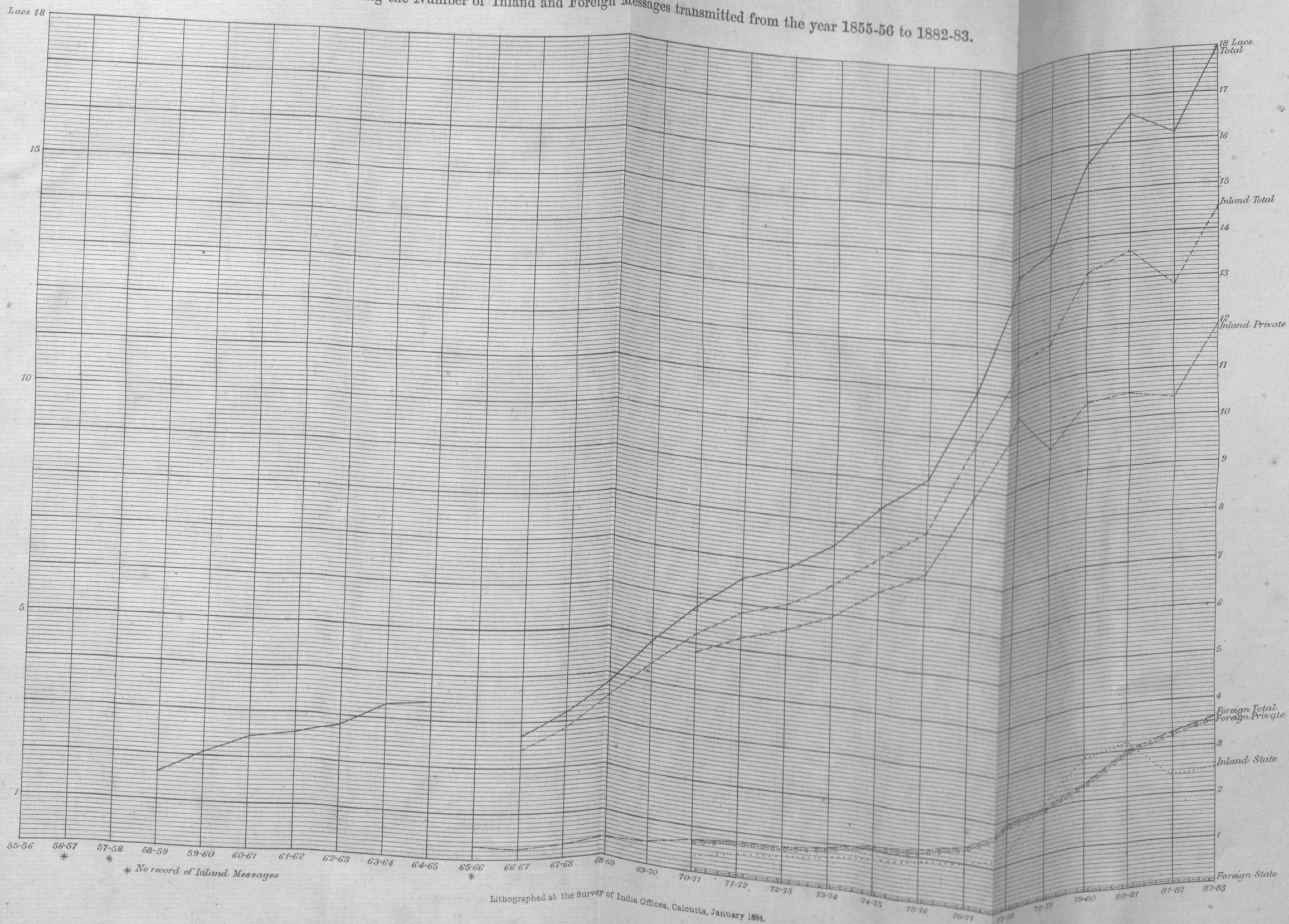
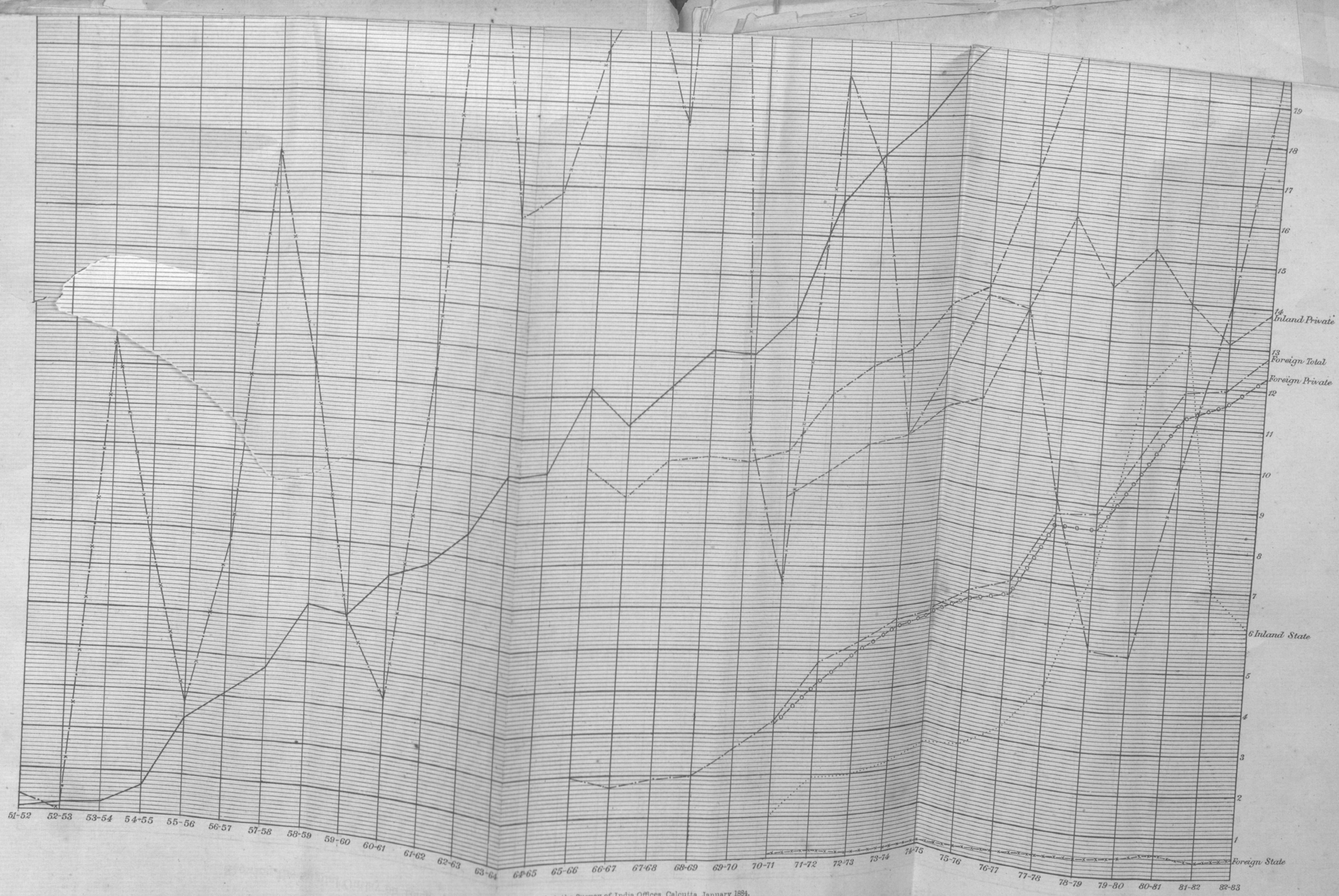

Lacs 18
15
10
5
1
18 Lacs.
Total
17
16
15
Inland Total
14
13
12
Inland Private
11
10
9
8
7
6
5
4
Foreign Total
Foreign Private
3
Inland State
2
1
Foreign State
55-56
56-57
57-58
58-59
59-6
77-78
78-79
79-80
80-81
81-82
82-83
* No record of Inl

DIAGRAM A.

Shewing the Number of Inland and Foreign Messages transmitted from the year 1855-56 to 1882-83.



Lithographed at the Survey of India Offices, Calcutta, January 1884.



Lithographed at the Survey of India Offices, Calcutta, January 1884.

DIAGRAM B.

Shewing the Capital Outlay on Telegraph lines and the Annual Collections on Inland and Foreign Messages from the year 1851-52 to 1882-83.

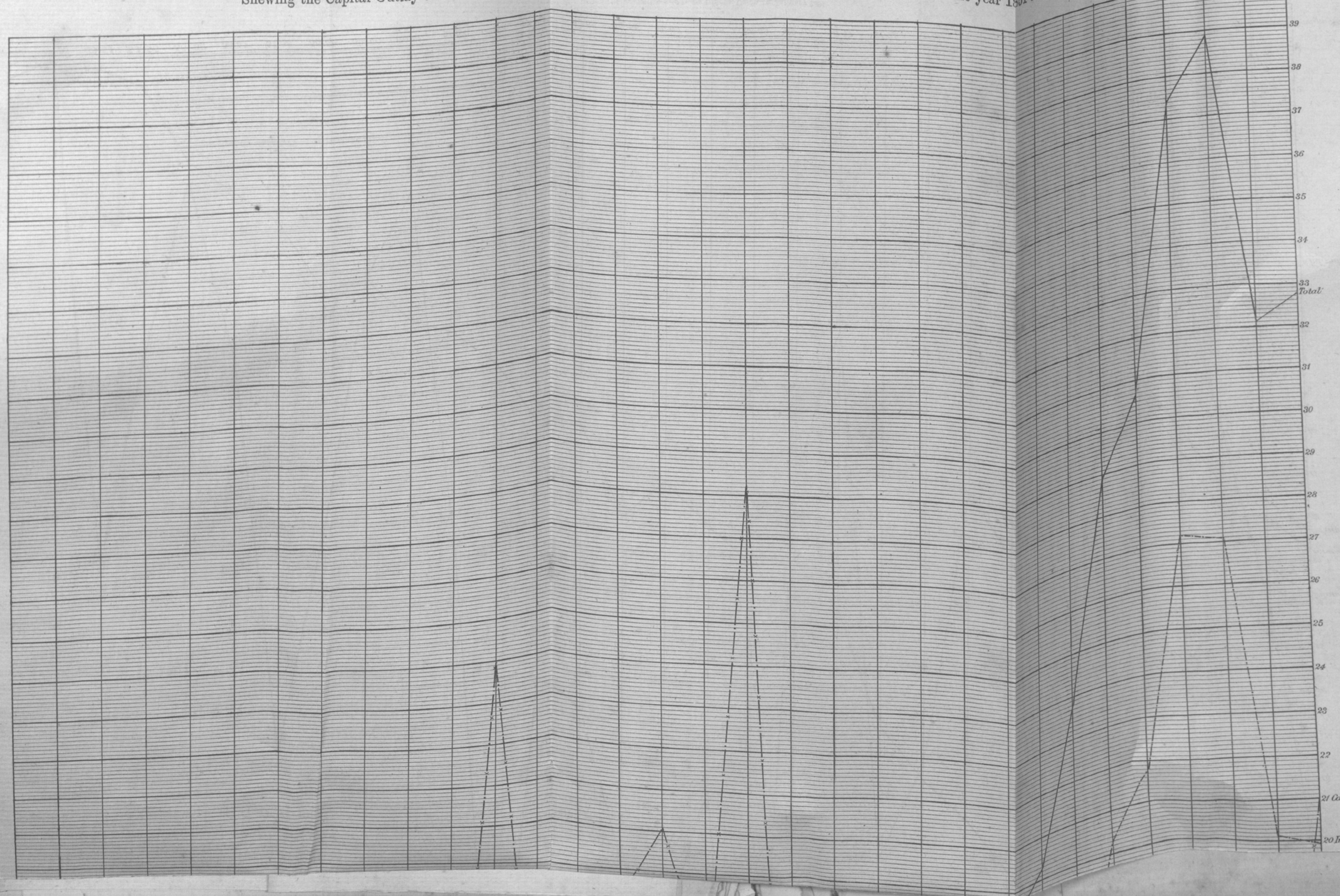
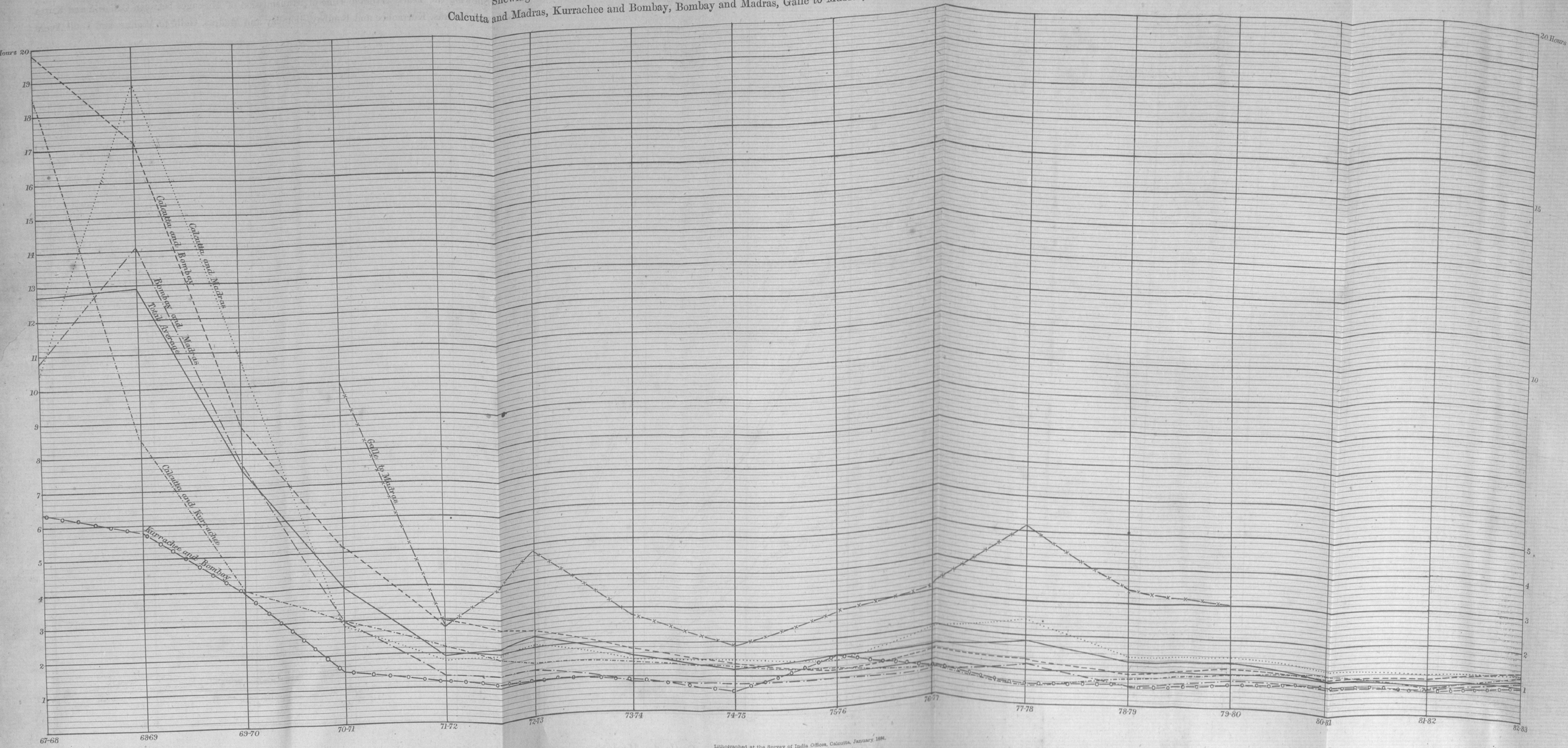


DIAGRAM C.

Shewing the Yearly Average Time of Transmission of Messages between Calcutta and Kurrachee, Calcutta and Bombay, Calcutta and Madras, Kurrachee and Bombay, Bombay and Madras, Galle to Madras, and Total Average from the year 1867-68 to 1882-83.



N.B.—Total Average includes Galle to Madras.

Lithographed at the Survey of India Offices, Calcutta, January 1884.

BUDGET-ESTIMATE OF EXPENDITURE ON THE HARBOUR WORKS IN MADRAS DURING 1881-82.

PART I—SECTION A.

—	Budget Estimate, 1881-82.	Original Budget Estimate, 1880-81.	Modified Budget Estimate, 1880-81.	Original Budget Estimate, 1879-80.	Modified Budget Estimate, 1879-80.	Outlay, 1878-79.	Outlay, 1877-78.
	RS.	RS.	RS.	RS.	RS.	RS.	RS.
Original Works	2,95,804	10,65,856	14,03,086	7,00,000	8,00,000	7,78,030	5,95,196
Repairs	..	..	..	..	..	..	..
Establishment	59,443	53,144	53,144	45,000	50,000	53,020	48,080
Tools and Plant	5,000	11,000	11,000	5,000	5,000	4,770	1,01,892
Suspense	18,000	70,000	70,000	1,00,000	1,85,000	96,000	1,09,581
Total ..	3,78,247	12,00,000	15,37,230	8,50,000	10,40,000	9,31,820	6,54,749

	RS.
Payments in India	3,70,247
Do. in England	8,000
	3,78,247

— December 1880.

(Signed) F. N. THOROWGOOD,
Superintendent, Madras Harbour Works.

GOVERNMENT OF MADRAS.

PART III.

DETAIL of the Budget-Estimate for Establishment for the Harbour Works in Madras for 1881-82.

NUMBER.		Particulars.	Salary of Office.	ESTIMATE FOR 1881-82.				
1880-81.	1881-82.			Per Mensem.	For 6 Months.	For 9 Months.	For 12 Months.	Total.
		DIRECTION.	RS.	RS.	RS.	RS.	RS.	RS.
		ENGINEER ESTABLISHMENT.						
1	1	Engineer in Chief	...	...	...	...	5,000	5,000
1	1	Total Direction ...	...	...	...	...	5,000	5,000
		CONSTRUCTION.						
		ENGINEER ESTABLISHMENT.						
1	1	Superintendent of Works	1,250	1,250	...	...	15,000	
1	1	Assistant Superintendent	700	700	...	...	8,400	
2	2	Total ...	...	...	...	...	23,400	23,400
		UPPER SUBORDINATE ESTABLISHMENT.						
1	1	Sub-Engineer	400	400	...	...	4,800	
...	1	Foreman of Works	400	400	...	...	4,800	
...	1	Mechanical Engineer	300	300	1,800	...	...	
1	1	Superintendent of Quarries ...	250	250	...	2,250	...	
1	1	Accountant	160	160	...	...	1,920	
3	5	Total ...	...	..	1,800	2,250	11,520	15,570
		PETTY ESTABLISHMENT.						
...	1	Storekeeper	220	220	...	...	2,640	
...	1	One Writer and one Lascar ...	37	37	...	...	444	
...	1	Godown-keeper	25	25	...	225	...	
...	3	Total ...	...	...	...	225	3,084	3,309
		OFFICE ESTABLISHMENT.						
		Superintendent of Works.						
1	1	Head Clerk	80	80	...	...	960	
4	4	Clerks from Rs. 35, 30, 25, and 20.	110	110	300	...	720	
1	1	Cashier	40	40	240	...	...	
1	1	Draughtsman	40	40	240	...	...	
...	1	Surveyor	20	20	120	...	...	
3	3	Peons on Rs. 7	21	21	...	...	252	
10	11	Total ...	...	...	900	...	1,932	2,832
		Assistant Superintendent.						
1	1	Clerk	35	35	...	...	420	
2	2	Draughtsmen from Rs. 40 to 20 ...	60	60	360	...	...	
1	1	Surveyor	50	50	...	...	600	
3	3	Peons on Rs. 7	21	21	...	...	252	
7	7	Total ...	...	...	360	...	1,272	1,632

Detail of the Budget-Estimate for Establishment for the Harbour Works in Madras for 1881-82—*cont.*

NUMBER.		Particulars.	Salary of Office.	ESTIMATE FOR 1881-82.				
1880-81.	1881-82.			Per Mensem.	For 6 Months.	For 9 Months.	For 12 Months.	Total.
		CONSTRUCTION—*cont.*	RS.	RS.	RS.	RS.	RS.	RS.
		OFFICE ESTABLISHMENT—*cont.*						
		Sub-Engineer's Establishment.						
		Clerks from Rs. 40 to 25	65	65	...	...	780	
2	2	Draughtsman	20	20	120	...	...	
1	1	Peons on Rs. 7	14	14	....	...	168	
2	2	Total ...	...	...	120	...	948	1,068
5	5							
		Superintendent of Quarries.						
1	1	Clerk	20	20	120	...	...	
2	2	Lascars on Rs. 6	12	12	72	...	...	
3	3	Total ...	...	...	192	...	...	192
		Presidency house-rent and Allowances to Sub-Engineer, &c. ...	...	...	...	...	2,040	
		Total ...	...	...	...	...	2,040	2,040
		Total Salaries	...	...	...	...	...	50,043
		Travelling Allowances ...	...	...	...	...	...	2,900
		Office Expenses and Contingencies	...	...	...	...	...	1,500
		Total ...	...	...	...	...	...	54,443

ABSTRACT of foregoing provision for Establishment.

	Salaries.	Travelling Allowances.	Contingencies.	TOTAL.	
				1881-82.	1880-81.
	RS.	RS.	RS.	RS.	RS.
Direction	5,000	...	...	5,000	...
Construction	50,043	2,900	1,500	54,443	...
Total ...	55,043	2,900	1,500	59,443	...

MADRAS,
December 1880.

(Signed) F. N. THOROWGOOD,
Superintendent, Madras Harbour Works.

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1880} Madras.

PUBLIC WORKS.

To

THE SECRETARY TO THE
GOVERNMENT OF INDIA.

Dated December, 28th

Issued

Recd. *Encl.*

G. O., 28th December 1880, *No.* 2,948-A W.

DECEMBER.

Nos. 94—96.

BUDGET Estimate of the Madras Harbour Works for 1881-82.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

28th December 1880, No. 2,948 W.

Buildings and Roads.
Civil Works.

Read the following paper :—

No. 94. From the Superintendent, Madras Harbour Works, dated 26th November 1880, No. 59 W.

No. 94-A. From the Superintendent, Madras Harbour Works, dated 6th December 1880, No. 64 W.

No. 94-B. From the Superintendent, Madras Harbour Works, dated 7th December 1880, No. 68 W.

No. 94-C. Office Note from the Examiner of Public Works Accounts, dated 13th December 1880, No. 884.

No. 94-D. Office Note from the Superintendent, Madras Harbour Works, dated 17th December 1880.

No. 95. ORDER THEREON, 28th December 1880, No. 2,948 W.

ORDERED that the Budget Estimate of the Madras Harbour Works for 1881-82 be forwarded to the Government of India.

(True Extract.)

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Examiner of Public Works Accounts.
„ Superintendent of Madras Harbour Works.

No. 96. (DOCKET No. 2,948-A W., dated 28th December 1880).

FORWARDED accordingly.

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

Exd. J. W. Fischer.
Spare Copies

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

28th December 1880, No. 2,948 W.

Buildings and Roads.
Civil Works.

Read the following paper :—

No. 94. From the Superintendent, Madras Harbour Works, dated 26th November 1880, No. 59 W.

No. 94-A. From the Superintendent, Madras Harbour Works, dated 6th December 1880, No. 64 W.

No. 94-B. From the Superintendent, Madras Harbour Works, dated 7th December 1880, No. 68 W.

No. 94-C. Office Note from the Examiner of Public Works Accounts, dated 13th December 1880, No. 884.

No. 94-D. Office Note from the Superintendent, Madras Harbour Works, dated 17th December 1880.

No. 95. ORDER THEREON, 28th December 1880, No. 2,948 W.

ORDERED that the Budget Estimate of the Madras Harbour Works for 1881-82 be forwarded to the Government of India.

(True Extract.)

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Examiner of Public Works Accounts.
" Superintendent of Madras Harbour Works.

No. 96. (DOCKET No. 2,948-A W., dated 28th December 1880).

FORWARDED accordingly.

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

Exd. J. W. Fischer.
Spare Copies

Budget Estimate of Expenditure on the Harbour Works in Madras during 1881-1882.
Part I Section A

	Budget Estimate 1881-82	Original Budget Estimate 1880-81	Modified Budget Estimate 1880-81	Original Budget Estimate 1879-80	Modified Budget Estimate 1879-80	Outlay 1878-79	Outlay 1877-78
Original Works	295804	1065856	1403086	700000	800000	778030	395196
Repairs	"	"	"	"	"	"	"
Establishment	59443	53144	53144	45000	50000	53020	48080
Tools and Plant	5000	11000	11000	5000	5000	4770	101892
Suspense	18000	70000	70000	100000	185000	96000	109581
Total	378247	1200000	1537230	850000	1040000	931820	654749

December 1880

D. J. Harrowood
Superintendent
Ha. Harbor Works.

Payments in India 370247
do in England 8000
378247

Government of Madras.

Part III

Detail of the Budget Estimate for Establishment for the Harbor Works in Madras for 1881. 1882.

Number 1880-81	Number 1881-82	Particulars	Salary of Office	Estimate 1881. 82 Per annum	For 6 months	For 9 months	For 12 months	Total
		Direction						
		Engineer Establishment						
1	1	Engineer in Chief	"	"	"	"	5000	5000
1	1	Total Direction	"	"	"	"	5000	5000
		Construction						
		Engineer Establishment						
1	1	Superintendent of Works	1250	1250	"	"	15000	
1	1	Assistant Superintendent	700	700	"	"	8400	
2	2	Total	"	"	"	"	23400	23400
		Upper Subordinate Est.						
1	1	Sub Engineer	400	400	"	"	4800	
	1	Foreman of Works	400	400	"	"	4800	
	1	Mechanical Engineer	300	300	1800	"	"	
1	1	Superintendent of Quarries	250	250	"	2250	"	
1	1	Accountant	160	160	"	"	1920	
3	5	Total	"	"	1800	2250	11520	15570
		Petty Establishment						
	1	Storekeeper	220	220	"	"	2640	
	1	one Writer and one Lascar	37	37	"	"	444	
	1	Godown Keeper	25	25	"	225	"	
"	3	Total	"	"	"	225	3084	3309
		Office Establishment						
		Superintendent of Works						
1	1	Head Clerk	80	80	"	"	960	
4	4	Clerks from 35, 30, 25 & 20	110	110	300	"	720	
1	1	Cashier	40	40	240	"	"	
1	1	Draughtsman	40	40	240	"	"	
	1	Surbeyor	20	20	120	"	"	
3	3	Peons on Rs 7	21	21	"	"	252	
10	11	Total	"	"	900	"	1932	2832

Detail of the Budget Estimate for Establishment for Harbor Works Madras for 1881. 1882.

Number 1880. 81	Number 1881. 82	Particulars	Salary of Office	Estimate for 1881. 82 Per annum	For 6 months	For 9 months	For 12 months	Total
		Construction (cont?)						
		Office Establishment (Cont?)						
		Assistant Superintendent	35	35	"	"	420	
1	1	Clerk	60	60	360	"	"	
2	2	Draughtsmen from 40 to 20	50	50	"	"	600	
1	1	Surbeyor	21	21	"	"	252	
3	3	Peons on Rs 7	"	"	360	"	1272	1632
7	7	Sub Engineers Establishment	65	65	"	"	780	
2	2	Clerks from 40 to 25	20	20	120	"	"	
1	1	Draughtsman	14	14	"	"	168	
2	2	Peons on Rs 7	"	"	120		948	1068
5	5	Superintendent of Quarries	20	20	120	"	"	
1	1	Clerk	12	12	72	"	"	
2	2	Lascars on Rs 6	"	"	192	"	"	192
3	3	Presidency house rent and Allowances to Sub Engineers					2040	
			"	"	"	"	2040	2040
		Total						50043
		Total Salaries						2900
		Travelling Allowances						1500
		Office Expenses contingencies						
		Total	"	"	"	"	"	54443

Abstract of foregoing provision for Establishment

	Salaries	Travelling Allowances	Contingencies	Total 1881. 82	Total 1880. 81
Direction	5000	"	"	5000	
Construction	50043	2900	1500	54443	
	50043	2900	1500	59443	

Madras
December 1880.

D. W. Glenrowood.
Superintendent
M. Harbor Works

Revised Budget
Estr

Budget Estimate of Expenditure on the Harbor Works in Madras during 1881-1882.

Part I. Section A.

	Budget Estimate 1881-1882	Budget Estimate 1880-81.	Budget Estimate 1879-80	Outlay 1878-79	Outlay 1877-78
Original Works	628737	1065856	700000	770030	395196
Repairs	"	"	"	"	"
Establishment	63740	53144	45000	53020	48080
Tools and Plant	5000	11000	5000	4770	101892
Suspense	18000	70000	100000	96000	109581
Total	715477	1200000	850000	931820	654749

F.W. Harrington
Superintendent
Madras Harbor Works

7,15,477
3,78,247
3,37,230

Government of Madras

Part III.

Detail of the Budget Estimate for Establishments for the Harbor Works in Madras for 1881-82.

Number 1880-81	Number 1881-82	Particulars	Salary of Office	Estimate 1881-82 Per Mensem	Per Annum	Total	Estimate 1881-82 Charges per Annum
		Direction					
		Engineer Establishment					
1	1	Engineer in Chief	"	"	5000	5000	
1	1	Total of Direction	"	"	5000	5000	
		Construction					
		Engineer Establishment					
1	1	Superintendent of Works	1250	1250			
1	1	Assistant Superintendent	700	700			
2	2	Total	"	1950	23400	23400	
		Upper Subordinate Estabt.					
1	1	Sub-Engineer	400	400			
	1	Foreman of Works	400	400			
	1	Mechanical Engineer	300	300			
1	1	Superintendent of Quarries	250	250			
1	1	Accountant	160	160			
3	5	Total	"	1510	18120	18120	
		Petty Establishment					
"	"	Storekeeper	"	"	2640		
"	"	One Writer and one Lascar	"	"	444		
"	"	Godown Keeper	"	"	300		
"	"		"	"	3384	3384	
		Office Establishment					
		Superintendent of Works.					
1	1	Head Clerk	"	80			
4	4	Clerks from 35, 30, 25, & 20	"	110			
1	1	Cashier	"	40			
1	1	Draughtsman	"	20			
	1	Surveyor	"	20			
3	3	Peons on Rs 7	"	21			
10	11		"	311	3732	3732	

Detail of the Budget Estimate for Establishments for the Harbor Works in Madras for 1881-82

Number 1880-81	Number 1881-82	Particulars	Salary of Office	Estimate 1881-82 Per Mensem	Per Annum	Total	Estimate 1881-82 Charges per Annum
		Construction - Contd.					
		Office Establishment - Contd.					
		Assistant Superintt.					
1	1	Clerks	"	35			
2	2	Draughtsmen from 40 to 20	"	60			
1	1	Surveyor	"	50			
3	3	Peons on Rs 7	"	21			
7	7		"	166	1992	1992	
		Sub. Engineers Estabt.					
2	2	Clerks from 40 to 25	"	65			
1	1	Draughtsman	"	20			
2	2	Peons on Rs 7	"	14			
5	5		"	99	1188	1188	
		Supt. of Quarries					
1	1	Clerks	"	20			
2	2	Lascars on Rs 6	"	12			
3	3	Total	"	32	384	7296	
		Presidency House Rent &c.					
		Allowances to Sub. Engineer &c.	"	"	2040	2040	
		Total Salaries	"	"	"	54240	
		Travelling Allowances	"	"	"	3000	
		Offices Expences & Contingencies	"	"	"	1500	
		Total	"	"	"	58740	

Abstract of foregoing provisions for Establishment

	Salaries	Travelling Allowances	Contingencies	Total 1881-82	Total 1880-81
Direction	5000	"	"	5000	
Construction	54240	3000	1500	58740	
	59240	3000	1500	63740	

26th November 1880.

H. Hargood
Superintendent
Madras Harbor Works.

P. W. 7532/80

No. 5911.

From

THE SUPERINTENDENT,
MADRAS HARBOUR WORKS,

To Colonel R. H. Sankey, C. B. R.E.
Secretary to Government, P.W. Dept
Buildings & Roads
Fort St George

MADRAS, 26th November 1880.

SIR,

I have the honor to forward the Budget Estimate of the Madras Harbour Works for 1881-82, called for in your Memorandum No. 2627 dated 24th November 1880.—

I have the honor to be
Sir,
Your most Obedt Servt
F. Narrowood.
Superintendent
M. H. Work

P. W. C. No. 7532.

Buildings & Roads

From

The Superintendent
Madras Harbour Wks

No. 591
Dated 26th November 1881
Rec'd 29/11

No. of Enclosures 1

Ro. No. 2705 dy 3d Dec/81

Budget-Estimate

Submits — for 1881-82.

I have the honor to be,
Sir,
Your most Obedt Servt

F. W. Narrowood. M. Inst. C.E.
Superintendent
Madras Harbour Works.

H.D.
Fwd E/H

13/12

P. W. C. № 7532.

Buildings & Roads

From

The Superintendent
Madras Harbour Works

№ 591V
Dated 26th November 1880
Rec'd 29/11

№ of Enclosures 1
Ch № 2705 of 3d Dec/80

Budget Estimate

Submits — for 1881-82.

No. 641V.

From

THE SUPERINTENDENT,
MADRAS HARBOUR WORKS,

To Colonel R. H. Sankey, C. B. R. E.
Secretary to Government P. W. Dept.
Buildings and Roads
Fort St. George

Madras, 6th December 1880.

Sir,

In reply to your Memorandum № 2705 of the 3d instant, I have the honor to submit the following explanation of the difference between the figures in your office Note (№ 519 of November 9th) and in the Budget Estimate for these works for 1881-82.

2. In replying to your office Note of November 9th, I had no information as to whether the supplemental grant of Rs. 3.37.230, for which I had asked would be allowed. I thought it probable that it would, however, and therefore considered the sum

available

available for the current year to be Rs 12,00,000
" (originally granted) plus Rs 3,37,230
asked for in my letter No. 49W of October
18th 1880, giving a total of Rs 15,37,230.
If this sum were expended in the current
year, the amount required for the year 1881-82
would be only Rs 3,78,247 as quoted in
my reply to your office Note; but if
the supplemental grant of Rs 3,37,230
were not allowed, the Budget Estimate
for 1881-82 would be increased by that
amount.

3. After receiving your office Note, and
before receiving your Memorandum No. 2627
of November 24th calling for the Budget Estimate
for 1881-82, I had learnt that the supplemental
sum of Rs 3,37,230 was not granted, but that
14 lakhs had been granted instead. At
the same time I had received a letter from
the Examiner Public Works Accounts in which
I was instructed to confine the expenditure
on the works for the current year to 12 lakhs,
as the question of when the moorings would
be brought to account was uncertain.

4. Consequently in the Budget Estimate
I have passed the sum of Rs 3,37,230 on to
the expenditure in 1881-82 instead of in the
current year.

5. With the information just received
in GO No. 2765W of December 1st in which
the supplemental sum of Rs 3,37,230 is
sanctioned for this current year, I must
ask permission to alter the Budget
Estimate to the figures shewn in the
reply to your office note of November 9th.

× in the Press

J.

I have the honor to be,
Sir,
Your most Obedt Servt

D. Herrowsmith M. Inst. C.E.
Superintendent
Madras Harbour Works.

H.A.
Ex d E/H

Very urgent

Buildings & Roads!

P.W.-C. No 7734

From

The Superintendent
Madras Harbour Works.

No 64 W.
Dated 6th December 1880.
Rec'd 7th —

2948 W 494 W

Submits explanation of the difference between figures in the statement of 9th Nov 1880 and the Budget Estimate 1881-82

14/12

Budget Estimate of Expenditure on the Harbor Works in Madras during 1881-1882.

Part I Section A

	Budget Estimate 1881-82	Budget Estimate 1880-81	Budget Estimate 1879-80	Outlay 1878-79	Outlay 1877-78
Original Works	291.507	14,03086	700,000	778030	395.196
Repairs	"	"	"	"	"
Establishment	63740	53114	45000	53020	48080
Tools and Plant	5000	11000	5000	4770	101892
Suspense	18000	70000	100,000	96000	109581
Total.	378247	1537230	850000	931820	654749

7th December 1880.

F. W. Harrowood.
Superintendent
Madras Harbor Works

Payments in India ——— 370.247
—do— in England ——— 8.000
378.247

Government of Madras

Part III.

Detail of the Budget Estimate for Establishments for the Harbor Works in Madras for 1881-1882.

Number 1880-81	Number 1881-82	Particulars	Salary of Office	Estimate 1881-82 Per mensem	Per Annum	Total	Estimate 1881-82 Charges per Annum
		Direction					
		Engineer Establishment					
1	1	Engineer in Chief	"	"	5000	5000	
1	1	Total Direction	"	"	5000	5000	
		Construction					
		Engineer Establishment					
1	1	Superintendent of Works	1250	1250			
1	1	Assistant Superintendent	700	700			
2	2	Total		1950	23400	23400	
		Upper Subordinate Estab.t					
1	1	Sub. Engineer	400	400			
	1	Foreman of Works	400	400			
	1	Mechanical Engineer	300	300			
1	1	Superintendent of Quarries	250	250			
1	1	Accountant	160	160			
		Total	"	1510	18120	18120	
		Petty Establishment					
"	"	Storekeeper	"	"	2640		
"	"	One Writer and one Lascar	"	"	444		
"	"	Godown keeper	"	"	300		
"	"	Total	"	"	3384	3384	
		Office Establishment					
		Superintendent of Works					
1	1	Head Clerk	"	80			
4	4	Clerks from 35. 30. 25. & 20	"	110			
1	1	Cashier	"	40			
1	1	Draughtsman	"	40			
	1	Surveyor	"	20			
3	3	Peons on Rs 7	"	21			
10	11		"	311	3732	3732	

Detail of the Budget Estimate for Establishments for the Harbor Works in Madras for 1881-1882.

Number 1880-81	Number 1881-82	Particulars	Salary of Office	Estimate 1881-82 Per mensem	Per Annum	Total	Estimate 1881-82 Charges per Annum
		Construction (Cont.d)					
		Office Establishment (Cont.d)					
		Assistant Superintendent					
1	1	Clerk	"	35			
2	2	Draughtsmen from 40 to 20	"	60			
1	1	Surveyor	"	50			
3	3	Peons on Rs 7	"	21			
7	7		"	166	1992	1992	
		Sub. Engineers Estab.t					
2	2	Clerks from 40 to 25	"	65			
1	1	Draughtsman	"	20			
2	2	Peons on Rs 7	"	14			
5	5		"	99	1188	1188	
		Supt.t of Quarries					
1	1	Clerk	"	20			
2	2	Lascars on Rs 6	"	12			
3	3		"	32	384	7296	
		Presidency house-rent and allowances to Sub Engineer &c.	"	"	2040	2040	
		Total Salaries	"	"	"	54240	
		Travelling Allowances	"	"	"	3000	
		Office Expenses & Contingencies	"	"	"	1500	
		Total	"	"	"	58740	

Abstract of foregoing provision for Establishment

	Salaries	Travelling allowances	Contingencies	Total 1881-82	Total 1880-81
Direction	5000	"	"	5000	
Construction	54240	3000	1500	58740	
	59240	3000	1500	63740	

Madras
7th December 1880.

W. Thurnbull
Superintendent
Madras H. Works.

P.W. 7771/80

From

No. 68 W

THE SUPERINTENDENT,
MADRAS HARBOUR WORKS,

To The Secretary to Government
Public Works Department
Buildings and Roads

MADRAS, 7th December 1880

SIR,

In continuation of this office letter No. 64 W dated 6th December 1880, I have the honor to forward a revised copy of the Budjet Estimate for 1881-1882.

I have the honor to be,
Sir,
Your most Obdt. Servt.

J.W. Horrocks. M. Inst. C.E.
Superintendent
M. H. Works

D.W.S
Est & C.K

D. 15/12

P.W.C. No 2771 &

Buildings & Roads

From The Superintendent
Madras Harbour Works

No 68 W
Dated 7th December 1880
Rec'd 8"

No of Enclosure 1

Memo 1705 T 26.11.80
GO. 2502 Ry 29.10.80
" AW. "
" 2765 W. 1.12.80
" 3347 W. 14.12.79

Budget Estimate

Subsists revised — for 1881-82

Ch 22/12 R 27/12

D.T.W.

No alteration need be made in the figures of the Estimate for charges on account of the Order No. 2823 W. of Dec. 7. regarding the revetment to the North. The work will be carried on simultaneously with the construction of the Harbour.

Most of the work will probably be done in 1881-82, after the North Pier Base is finished & some rubble is available. The Budget Estimates for Original Works are supposed to be sufficient to cover the cost of the revetment because the full sum put aside for "Contingencies" is supposed to be spent.

[illegible] 12.80.

W. This Amount for the Works

D 14/12

Ir

I think we may accept the Budget estimate - The expenditure in the Cement yeen is limited by the quantity

D 20/12

D. W

Very good dispose of accordingly

21/12/80

FROM THE ORIGINAL OR BUDGET ESTIMATES,
AND FOR THIS PURPOSE IT APPEARS DESIR-
ABLE TO PROVIDE TWO COLUMNS FOR THE
ESTIMATES OF EACH YEAR.

DM
13/12.
OFFG. C.

LC/11/13/a

8f/13/12

No. 611 N. 82

Suptt. M. H. Works.

Please modify the Harbour Budget Estimate for 1881-82 as pointed out by the Examiner P.W. Accounts.

2. The charge for establishment is open to revision.

3. The sum of Rs 3,15,000 which it is presumed is all that is required to complete, would at the ordinary rate of progress be expended in about three months, but the establishment is calculated for the whole year.

D 15/12

L.D.W.

The amount allowed for establishment was placed high with an object. It will be necessary to keep on the Establt. after the works are finished so as to close up books & records.

2 The rate of expenditure per measure will not be so high as formerly because payments for cement in England will have ceased.

3. I have reduced the Establishment as much as seems advisable ~~in these circumstances~~.

JWJ
S. Works

17.12.80

Revised arrangement of Budget Estimate herewith.

JWJ.

17.12.80

No. 592 R. 9/0861 7/12/80 Encl:

GOVT. OF MADRAS. } 1880. { P. W. DEPT.

SECRETARY.

Chepauk, 9th December 1880.

OFFICE NOTE.

To C.

The Budget Estimate of the Madras Harbour works for 1881/82 is herewith sent for check and early return.

S

No. 884 Encl: 2 13/12/80 Dy. W.

TO W.

THE ORIGINAL ESTIMATE OF THE MADRAS HARBOR WORKS FOR 1879-80 WAS RS. 8,50,000 AS SHEWN BY YOU. THIS AMOUNT WAS INCREASED BY RS. 1,90,000 IN G.O. NO. 219 W. OF 29TH. JANUARY 1880. THE ORIGINAL ESTIMATE FOR 1880-81 WAS RS. 12,00,000, AND THE MODIFIED ESTIMATE RS. 15,37,230.

2. SINCE THE ORIGINAL ESTIMATES HAVE BEEN MODIFIED, IT IS DESIRABLE, WITH A VIEW TO AVOIDING CONFUSION, THAT THE MODIFIED ESTIMATES SHOULD BE SHEWN DISTINCTLY

Dy. 15/12/80

PRO