M.R.O. 1—30,000—16-10-23.

MADRAS RECORD OFFICE.

Government of Madras.

Judicial DEPARTMENT.

G.O. No. 949 Press ~~Mis.~~

267 - 268

Dated 28.6.1884 ~~19~~ .

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Not to be folded or roughly handled

Proceedings of the Madras Government, Judicial Department, 28*th June* 1864.

No. 267. Read the following letter from W. ROBINSON, Esq., Inspector General of Madras Police; to A. J. ARBUTHNOT, Esq., Chief Secretary to Government, Fort Saint George, dated Madras, 24th June 1864, No. 1286.

General Department.

I have the honor to forward, in original, the report* of Captain Hankin of a case of placing obstruction, a pot-sleeper, on the Railway line at the 201st mile on about the 18th instant, between 9-30 and 11 A. M.

* To be returned, dated 22nd June 1864.

2. Two boys are suspected. Wantonness could alone be their motive. They are being prosecuted for trespassing, as there is no evidence to support a grave charge.

3. The arrangement sanctioned by Government under date 6th instant, will be in operation from this day.

4. I will instruct Police officers to give rigorous effect to the law regarding trespassing on the line.

From Captain E. L. HANKIN, Acting Deputy Inspector General of Police, Western Range; to W. ROBINSON, Esq., Inspector General of Police, dated Salem, 22nd June 1864.

I have the honor to report a case of obstruction of the line near 201st mile stone, between the Shevaroy Hill, and Suramangalum stations.

2. The Police party directed to be employed in supervising the Railway watchers, as per Government Order, No. 369, dated 6th June 1864, had not been organized when the attempt (if it can be so called) to throw the train off the line was made; and the Police only heard of the circumstance two days after its occurrence, when a Police Inspector was deputed for inquiry.

3. It appears that the 10-30 morning train from Salem ran over an iron chair about 11 A.M., between the places mentioned in paragraph 1. A down train passed over the same spot about half past 9, and the line was then clear.

4. Two watchers assert that they inspected the line as late as 10 A. M. when all was correct, but implicit credence cannot be placed in their statements.

5. At any rate, the chair must have been placed on the line by some one or other, between half past 9, and 11 o'clock.

6. The Engine driver reported the obstruction to Line Maistry Venkatasawmy, who went back to the spot for inquiry.

7. That individual saw two boys in a field close by, and appears to have at once arrested *them* on suspicion; they were not, however, then handed over to the Police.

8. Evidence has been found to prove that these lads were *trespassing* on the line half an hour before the arrival of the last train, and it is quite possible that they were the parties who placed the chair on the line, but there is no evidence to prove it; they have been placed before the Magistrate on a charge of trespass.

9. If the act was committed by these lads, it must have been done in mere wantonness, for they had, as far as I can learn, no spite to gratify or any definite object in view.

10. The time of day in which the attempt was made favors the hypothesis of these boys' guilt; more knowing hands would probably have waited till dark before making their attempt.

11. It is observable that the omission to keep the line clear even in the *day*, shows considerable negligence on the part of the watchers.

12. In my opinion the rigorous prosecution of every instance of trespass will go far to stop [illegible]se attempts.

Proceedings of the Mad

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No. 265. *8th Jun*

Communicated to the C — *he Agent's atten-*
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Chief Secretary.

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Exd. J. Tulloch.

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Judicial Department

Proceedings of the Madras Government

Read the following letter from the Inspector General of Police

(Fine Entn 4th June 1864. No 1286)

Order thereon 8th June 1864. No 946

Communicated to the Consulting Engineer for Railways, who will draw the Govt's attention to Captain Hankin's remarks on the negligence of the line watchers in permitting an obstruction to be placed on the line in broad daylight.—

To The Consulting Engineer for Railways
The Financial Railway Dept.
for information.—

Edesp 11/6/64