M.R.O. 1—[illegible]—16-10-23.

MADRAS RECORD OFFICE.

Government of Madras.

Judicial DEPARTMENT.

G.O. No.	704	Press Mis.
101-102		
Dated	8— 8—	19=1886

Not to be folded or roughly handled

Proceedings of the Madras Government, Judicial Department,
8th May 1866.

No. 101. Read the following Proceedings of Government in the Public Works Department, dated 19th March 1866, No. 889.

Communicating, for information, the steps taken to prevent, as far as possible, a recurrence of the accidents which have lately occurred by obstructions being placed on the Railway line between Tripatore and Salem. (Vide Proceedings, Public Works Department, dated 19th March 1866, Nos. 395—399).

No. 102. ORDER THEREON, 8th May 1866, No. 704.

Communicated to the Inspector General of Police.

(Signed) A. J. ARBUTHNOT,
Chief Secretary.

To the Inspector General of Police.

Exd. J. Tulloch.

Read the following letters :—

No. 395. From the Acting Consulting Engineer for Railways, to the Secretary to Government, Department Public Works, dated Madras, 28th February 1866, No. 99.

1. With reference to G. O. of the 21st instant, No. 603, I have the honor to submit, for the information of Government, the papers enumerated in the margin, relating to the recent accident on the South-West Line, near Mullapooram.

Agent and Manager's letter, No. 125, dated 23rd February 1866, with two enclosures.
Do. No. 127, dated 24th February 1866.

2. Captain Weldon's full and clear report will place the Government in possession of every thing which has yet transpired regarding the accident, and with most of his remarks upon the subject I fully concur.

3. The success with which the perpetrators of this most gross outrage accomplished their work was doubtless due to neglect of duty on the part of the Line Watchman, and it is clear that the effective supervision of these men is the first measure to be taken with a view to the prevention of similar attempts. I trust that the arrangements proposed by the Agent and Chief Engineer will secure this supervision.

4. The Railway authorities differ from Captain Weldon, with regard to the effect which the employment of Constables, to patrol a portion of the Railway, produced upon the attempts to obstruct the line. The employment of these Constables was sanctioned by Government on the 6th June* 1864, and they were retained until July 1865, a period of thirteen months. Mr. Smart points out that during this time, five cases of obstructions occurred upon the portion of the line under their supervision, and argues that little or no good resulted from their entertainment. Looking to the number of cases of this nature which occurred in the early part of 1864, four attempts having been made within twenty-two days in the months of March and April, and to the result of a similar experiment† upon the line of the Great Southern Railway, I am by no means clear that Mr. Smart is correct in his inference; but from the issue of a conference which was held yesterday upon the subject, and which is elsewhere communicated to Government, it is evident that the increased expense is the principal ground upon which the Railway authorities object to the employment of the State Police.

* G. O. No. 369.

† Sanctioned by Government on the 12th August 1865, in G. O. No. 464.

5. With regard to the Permanent Way materials being left upon the Railway, I agree with Mr. Smart that "while renewals are being proceeded with, it is quite impossible to avoid having some materials scattered along the line." The instructions which have been issued will doubtless lead to greater care being taken of these materials, so as to prevent evil-disposed persons from getting access to them; but nothing save the strictest watch will avail to prevent large stones being placed, as obstructions, upon the rails.

6. The orders to which Mr. Elwin alludes were issued many years ago, I am by no means clear whether they could now be strictly enforced; and under the improved Police arrangements of late years, it seems hardly fair to place much responsibility on heads of villages. The Magistrate of Salem has been recently addressed on the subject; but I think that we should look chiefly to the Watching Establishment, and to the Police, to prevent offences of the nature complained of.

7. The Agent has been requested to let me know the result of the prosecution of the Line Watchman, referred to in paragraph 2 of his letter, No. 127, and it shall be duly reported to Government; anything further which may transpire regarding this accident shall also be at once communicated to Government.

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 23rd February 1866, No. 125.

1. Adverting to my communications* as noted in the margin, I have the honor to submit, for the information of Government, a copy of Captain Weldon's report, with reference to the accident near Mulliapooram, on the night of the 7th instant, together with copy of a communication from the Chief Engineer, commenting on that report.

* Nos. 85 and 86, 8th instant, and 93, 13th instant.

2. Government will observe, that attempts to obstruct our trains, did not cease altogether as stated in paragraph 6 of Captain Weldon's report, during the employment of the special Constables to patrol the line at night, and whose services were dispensed with upon the recommendation of Mr. Robinson, the Inspector General, and Captain Drever.

3. To double the number of Night Watchmen on the length between Tripatore and Salem, and to appoint an Inspector over them, to see that they perform their duties efficiently, will, I trust, meet the difficulty pointed out by Captain Weldon, from the fact that these men will then be able to pass over their allotted distances so frequently as to render next to impossible a repetition of the gross attempt of the 7th instant.

4. The attention of Engineers has been again called to the necessity of concentrating as much as possible, all Permanent Way materials used in the repair of the line, but it will be observed that the miscreants on the recent occasion did not content] themselves with using Railway chairs or sleepers, but placed on the metals a stone weighing some 50 or 60 lbs.

5. Any precautions which the Railway authorities may take, will not, in my opinion, do half the good which would result from the carrying out of the Orders of Government Nos. 188 of the 19th June 1856, and 25 of the 16th January 1857, printed at pages 45 and 53 of the Compendium of Railway Orders, which place the responsibility upon the heads of villages of preventing attempts to place obstructions upon any line of Railway.

6. The subject is a very important one, and will, I feel satisfied, receive every attention at the hands of His Excellency the Governor in Council.

From the Chief Engineer, to the Agent and Manager, dated Madras, 21st February 1866, No. 124.

1. I beg leave to make the following remarks on Captain Weldon's report regarding the accident near Mulliapooram on the 7th instant.

2. In June 1864, eleven Constables were employed, on the recommendation of the Inspector General of Police, to patrol the 2nd Division, South-West Line, and see that the Watchmen attended to their duties. These men were retained until July 1865, and during that period the return of obstructions on their beat was as follows :—

Memorandum of attempts made on the 2nd Division. Dates of Engineer's letter.

17th June 1864, 201st milo. Placing chairs, 14th June.
1st July ,, 144¼ do. 2 pot-sleepers placed, 24th June.
19th Dec. ,, 156th do. 4 chairs placed, 18th December.
17th Jan. 1865, 150th and 151st miles. Obstruction not stated.
15th Feb. ,, 123rd do. Chairs, 12th February.

3. You will observe that during the last five months no attempts to obstruct trains were made, and this is probably what Captain Weldon means when he says that the attempts ceased altogether while the Police were employed, but if this cessation was due to their presence it is somewhat remarkable that no renewal of these outrages took place until the 7th February or nearly seven months after the Police were removed. My own opinion is, that we derived no benefit from the presence of the Police, and I presume that the Police authorities themselves were of the same opinion as the removal of the Constables was, I believe, suggested by them.

4. I fear it would be a difficult matter to get any number of strangers to fill the post of Watchman. The men naturally prefer to be located near their own villages, and if strangers were employed, plots would be set on foot by interested persons to get rid of them.

5. I concur with Captain Weldon in thinking that it will be advisable to increase the number of Night Watchmen on the length from Tripatoor to Salem, where we are most liable to these attempts, I will therefore double the number and appoint an Inspector over them. As regards supervision, I have issued instructions for the Inspectors to travel by night trains at uncertain intervals at least four times in each month, in order to satisfy themselves that the men are at their posts. I called the attention of Engineers on a former occasion to the necessity of concentrating as much as possible Permanent Way materials at Watchmen's huts and other depôts, but I need hardly point out to you that while renewals are being proceeded with it is quite impossible to avoid having some materials scattered along the line. The subject shall, however, again be brought to the notice of the Engineers.

(True Copy.)

(Signed) R. B. ELWIN,
Agent and Manager.

From the Assistant Inspector General of Police, to the Agent and Manager of the Madras Railway Company, dated Madras, 19th February 1866.

I enclose Captain Weldon's report on the late Railway accident near Mulliapooram for your perusal, and shall feel obliged by your returning the same.

From the Superintendent of Police, to the Assistant Inspector General of Police, dated Madras, 16th February 1866.

Railway accident near Mulliapooram on night of 7th February 1866.

1. In accordance with instructions I proceeded to Mulliapooram on 9th instant.

I found Captain Storey, the District Superintendent of Police at Mulliapooram, making enquiry into the circumstances attending the accident on the night of 7th February.

2. I saw the Driver of the train (Gomez), and he states, "that the 7-15 A. M. train from Beypoor left Mulliapooram at 10 P. M. At about 178th mile, or between 177½ and 178th mile, he stopped the train in consequence of having run over something. Examined the engine and carriages. Communicated with the Guard, and sent on one of the Firemen (Daroogen) with a lamp to examine the line in front. *Daroogen* returned saying, he had gone about three telegraph posts' distance ahead and could see nothing unusual. On examining the line on the east side, found half a pot-sleeper broken in two about three trucks' length in rear of the train; part of the sleeper was between the train and part about a foot and a half outside.

Started the train again at a slow pace ; at about three telegraph posts west of 177¼ mile went over some other obstruction ; before the train could be stopped went over something else, and on the train being stopped and search made the Chief Guard *Shaik Mohedeen* and the third Fireman found another pot-sleeper damaged, lying between the rails two or three trucks' length in rear of the train ; returned to the engine and asked Assistant Fireman Clarke if he had looked in front for any more obstructions ; Clarke replied, that he had gone ahead and could see nothing. Put the train in motion again at a slow pace. About 200 yards west of the 177th mile went over something else, which threw the engine and three goods waggons off the line, damaging the engine, tender, and some of the waggons. Was himself, with the Fireman, thrown off the engine. Ordered the fire-box to be secured, and went to see after the train and passengers. Opened the doors of the carriages to let those who wished to get out ; sent off one of the Guards with a telegram to be despatched from Mulliapooram to Salem.

The train was protected behind by the three tail lights, he (Driver) with Guard went east to protect the train and place detonating signals on the line.

Finding no Watchman near, and not having seen one for some time, went east to the first Watchman's hut near 176½ mile. In this hut found a man asleep with a Company's badge, No. 127, on him. The Guard said this was the Watchman, and the man said his name was *Callen*. After taking every precaution to protect the train on the east side, returned with the Watchman Callen in custody. Went down the train again to the passengers, and found that no one was seriously hurt. Went west and placed detonating signals on the line, and tried to find a Watchman on this (west) side. Found no Watchman, nor was any light seen in that length. Returned to the train and remained with it till Driver Smith came with his engine and some coolies to render assistance, about half past 6 A. M. At about 7 or 8 A. M. Mr. Huyothe, Assistant Traffic Manager, and Mr. Read, the Locomotive Foreman, arrived, and a report was made to them.

On examining the ground in the morning at dawn found a large stone, weighing some 50 or 60 lbs., which had evidently been run over by the train."

3. From the enquiries I have made I consider the present case to be one of the worst that has yet occurred or been attempted. The obstructions commenced between the 177¼ and 178th mile, and were continued at intervals until the final disaster was caused by the train running into a number of pot-sleepers which, from an examination of the line and engine, I should say had been *keyed* on. All the obstructions appear to have been placed chiefly on one line of rail, the northern rail, so as to ensure as far as possible throwing the train off the line. The Guard states that he counted eight sleepers on *each* rail, but from the way they were scattered by the train there may be some doubt as to how they were placed. The number of sleepers used and the evident general motive to be presumed from the way in which the obstructions were placed would seem to point to some reason or motive for the crime other than ill-will to any particular Watchman, which is the usual cause of these attempts. It is said that some of the villagers of *Pillapurty* (which is close to where the said accident occurred) bear ill-will towards the Watchman Callen, but the obstructions commenced in the neighbouring beat to Callen's ; however, that may be accidental, as the night was very dark, and the perpetrators may not have been able to distinguish where Callen's beat commenced.

4. This Watchman's (Callen's) lamp was quite cold, and evidently had not been lighted for some time. The Driver states that on leaving Mulliapooram he only saw one Watchmen's light, and that near Mullapooram, and no more till he came to the length beyond Callen's to the eastward, so that advantage was taken either of a gross neglect of duty on the part of the Watchmn (2) in whose length the accident occurred, or those Watchmen are themselves implicated, though it is difficult to find any motive on their part for an active participation in the crime. However, they are clearly liable for breach of duty under the Railway Act.

5. I remained with Captain Storey, and every endeavour was made to obtain some clue to the perpetrators of the crime, but little satisfactory information was obtained ; the Police are still working at the case, and it is possible yet to detect the parties concerned.

Proceedings of the Madras Government, Public Works Department.
19*th March* 1866.

6. In all these cases detection is rarely possible, the means for effecting the obstruction are found, generally laid ready by the side of the line. Almost every working villager along the line understands how to fix chairs and sleepers ; a lonely spot and dark night is selected ; even if the Watchman is on his beat they know he has a mile and a half to go over. He is expected to walk the whole length of his beat just before a train is expected, so when he starts from one end ample opportunity is afforded to place stones or chairs or other obstructions on the line.

It is very rarely indeed that satisfactory evidence can be obtained. Either it is so positively direct as to cause suspicion of its truth, or so generally circumstantial as to be equally consistent with innocence as with guilt.

If the running of night trains is to be continued, the Company and public must look for safety to such measures being adopted as will make it very improbable, if not impossible, that any attempt can be made to obstruct the line without discovery by the Watchmen. *Detection* is, as a rule, hopeless. *Prevention* is quite possible, and much more satisfactory.

A short time ago it was found advisable to employ a certain number of Police Officers to patrol the line at night and supervise the Watchmen.

The employment of these men was attended with most beneficial results. Attempts to obstruct the line which had become seriously frequent ceased altogether, and the services of the Police were dispensed with.

At present the Night Watchmen are under no supervision, and neglect their duty accordingly.

There is a Watchman to every mile and a half, this may be sufficient in the day time, but the night beats should be shortened at least one half, and the men placed under very strict supervision.

I understand from the local Officers that great difficulty is experienced in procuring Night Watchmen. The pay is about 5—10 Rupees per mensem, I think it is very questionable policy to employ as Watchmen residents of the villages close to the line. These people are mixed up in all the family and village squabbles, and plot and counterplot is continually going on, I have been informed that the villagers both dread and dislike these Watchmen, and are continually apprehensive that charges will be brought against them either of having Railway property (iron, &c.) in their possession, or of trespass. Some of these charges may doubtless be well founded, but many, I fear, are not.

For all these cases of obstructing the line, or at all events in the majority of the cases, the means whereby the obstruction is effected are provided by the Company. It would be very desirable that some arrangement be made to avoid leaving iron chairs, sleepers, &c., lying unprotected by the side of the line ; repairs were being carried on close to the place where this accident occurred, and numbers of pot-sleepers were lying about. It might be possible to place such articles in charge of a Watchman.

The Watchman in whose length this accident occurred has been forwarded to the Magistrate for trial.

The train when it ran into the last group of sleepers was travelling at the rate of about 10 miles an hour, the maximum authorized speed for night trains being, I believe, 15 miles an hour.

The Driver says it was about 10-40 P. M. when his engine was thrown off the line, and that a good deal of time had been consumed in examining the line on the occasion of the two previous stoppages.

It is difficult of course to judge in cool blood what has been done in an emergency, but it certainly does occur to one's mind that having already passed twice over obstructions and no Watchmen being visible, a lower rate of speed or more extended examination of the line would have been advisable.

Any further steps taken from time to time will be reported by myself or Captain Storey, who is conducting the enquiry.

(True Copies.)

(Signed) R. B. ELWIN.
Agent and Manager.

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 24th February 1866, No. 127.

1. With reference to your communication of the 23rd instant, No. 119, intimating that the Government desire to be kept fully informed of all that may be discovered with respect to the recent accident near Mullapooram, I have the honor to state, that with my letter dated yesterday, No. 125, I submitted a copy of Captain Weldon's report thereon, as also the observations of Mr Smart, and at the same time informed you of the precautionary measures we intended taking with a view to ensure the safe working of trains by night.

2. In reply to paragraph 2 of your letter under reference, I beg to state, that the Line Watchman was found asleep in his hut, and that his neglect of duty, for which he is being prosecuted by the Police, enabled the miscreants to place obstructions upon the line. This man had a range of 1½ mile, and as the night was dark, I need hardly remark that had he been at his post, he could not have seen the whole of his beat at one view. Even by day, owing to curves, inclinations of gradients, &c., &c., a Watchman cannot supervise the whole of his range at a glance.

3. Night Watchmen are provided with hand lanterns, with which, on the nights, when there is no moon, they inspect the line, and show signals to passing trains, but these lanterns would not enable a Watchman to see more than 20 or 30 yards ahead of him.

4. Arrangements will be immediately made to double the staff of Night Watchmen, on the 2nd Division of the South-West Line, and I yesterday applied to you for authority to employ an Inspector to overlook these men.

5. You will have learnt by my communication of yesterday, that instructions have been issued to the District Engineers to concentrate, as much as possible, all Permanent Way materials, used in the repair of the line, and I have made known the wishes of Government in this respect to the Chief Engineer, who will, I am satisfied, give effect to them.

6. I trust that these additional precautions will prove effective.

No. 396. Endorsement of the Deputy Consulting Engineer for Railways, in charge, dated Madras, 3rd March 1866, No. 107.

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 2nd March 1866, No. 134.

I have the honor to submit copy of a letter, which reached me yesterday, from the Honorable D. Arbuthnott, Collector of Salem, and to state, that in accordance with his suggestion, I have requested him to offer a reward of Rupees 250 to be paid to any one who will give such information as will lead to the apprehension, and subsequent conviction of the offenders, who placed obstructions upon the Railway near Mulliapooram, on the night of the 7th ultimo.

From the Magistrate of Salem, to the Agent and Manager of the Madras Railway, dated Salem, 24th February 1866, No. 2.

1. With reference to your letter to the Consulting Engineer for Railways, dated 15th instant, No. 103, I have the honor to inform you that from enquiries made on the spot, I am of opinion,

that the offer of a reward of 200 or 300 Rupees for the conviction of the offenders would probably be attended with good results.

2. The village of Pilaparty, within the limits of which the crime was committed, belongs to the Mittah of Kuditoor, and I have called on the Mittahdar to give every assistance in his power towards the detection of the offenders.

3. There are four men in this village under strong suspicion, but the evidence against them is not as yet sufficiently strong to warrant their arrest, but I think if a reward was offered more evidence would soon be forthcoming.

(True Copy.)

(Signed) WALTER F. HOOPER,
For Agent and Manager.

I approve of the offer of a reward, as suggested by the Magistrate of Salem, and would recommend sanction being accorded to the disbursement of the sum of Rupees (250) two hundred and fifty, in the event of the information desired being obtained.

(Signed) H. N. D. PRENDERGAST, Major, V. C., R. E.,
Dy. Cons. Engr. for Railways, in charge.

No. 397. Endorsement of the Deputy Consulting Engineer for Railways, in charge, dated Madras, 6th March 1866, No. 110.

From the Agent and Manager of the Madras Railway Company, to the Deputy Consulting Engineer for Railways, in charge, dated Madras, 5th March 1866, No. 143.

I have the honor to quote as follows, for the information of Government, from a letter* which has reached me this afternoon, from the Chief Engineer :—

* No. 139, dated 5th March.

"I have reason to believe that another attempt to place an obstruction "upon the line occurred at the 147th mile, on the night of the 28th ultimo.

"A chair was found broken near one of the rails, and there was an "indentation upon the rail itself. The engine appears to have broken or passed "over the chair without attracting the attention of the Driver, as we have received "no complaints from the Locomotive Department.

"Orders have been given to stack chairs taken out of the line near each "Watchman's hut, and in the present instance the chair must have been taken from "one of these stacks.

"The Watchman of the length has been handed over to the Police."

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1. Submitted for the information of Government.

2. Major Stewart having stated in his letter of the 28th ultimo, No. 99, the arrangements made by the Railway authorities, to prevent, as far as possible, offences of the nature now reported, I have only to remark that if the Watchmen cannot restrain persons from taking chairs from the stacks near their huts, it seems necessary that some other arrangement should be made for securing the chairs.

Either there should be a small store-room near each Platelayer's hut, or large boxes, in which the chairs may be locked up, and which can be conveyed on trollies to the places where the chairs may be required.

(Signed) H. N. D. PRENDERGAST, Major, V. C., R. E.,
Dy. Cons. Engr. for Railways, in charge.

No. 398. Endorsement of the Deputy Consulting Engineer for Railways, in charge, dated Madras, 9th March 1866, No. 114.

From the Agent and Manager of the Madras Railway Company, to the Deputy Consulting Engineer for Railways, in charge, dated Madras, 8th March 1866, No. 154.

1. In compliance with the request contained in Major Stewart's letter of the 28th ultimo, No. 129, I have the honor to state,* that the Line Watchman, employed on the 177th mile, who was prosecuted for neglect of duty, has been sentenced to receive six months' rigorous imprisonment.

* Letter from Chief Engineer No. 138, 5th instant.

2. I also beg to inform you, that Goolam Jamin, the Telegraph Signaller on duty at Salem, on the night of the 7th ultimo, has been charged under Section XXVII. of Act XVIII. of 1854, for neglect of duty, and fined by the Sub-Magistrate Rupees 10.

3. It appears that a telegram from the Guard and Driver of the 7-15 A. M. train from Beypore, on the 7th ultimo, was dispatched, after the accident upon that date, to the Mulliapooram Station, at about 11-30 P. M.; but that it did not reach Salem until 4-30. A. M. the following day, when an engine was made ready, and the necessary assistance sent to the scene of accident. No doubt is entertained that the Signaller at Salem was asleep.

4. The Traffic Manager* reports as follows: "The punishment is altogether "inadequate in my opinion, and I shall "be obliged if you will bring the matter "to the notice of higher authority, as the Deputy Magistrate does not appear to "attach so much importance to the offence committed by Goolam Jamin, as it "deserves. The man has of course been discharged from the service."

* No. 110, 2nd March.

5. I am sure that I need not remind you how great was Goolam Jamin's offence, and what serious consequences might arise from misconduct of this nature. In the case under reference, a train conveying passengers was unnecessarily detained five hours upon the line, two miles east of Mulliapooram Station, without assistance being rendered, solely because the Telegraph Signaller at Salem grossly neglected his duty. Trusting that you will concur with me, that under such circumstances a fine of Rupees 10 was too slight a punishment.

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1. Submitted for the information of Government, with reference to paragraph 7 of Major Stewart's letter of the 28th February, No. 99.

Proceedings of the Madras Government, Public Works Department,
19*th March* 1866.

2. Paragraphs 2 to 5 have been communicated to the Magistrate of Salem, in view to his looking into the matter complained of by the Railway authorities.

(Signed) H. N. D. PRENDERGAST, Major, V. C., R. E.,
Dy. Cons. Engr. for Railways, in charge.

No. 399. ORDER THEREON, 19th March 1866, No. 889.

RAILWAY, No. 47.

1. In the second of the papers above recorded, the Deputy Consulting Engineer for Railways in charge submits for consideration a proposal by the Agent and Manager of the Madras Railway Company, to offer a reward of Rupees 250 to any one who will afford information that will lead to the apprehension and conviction of the parties who placed obstructions upon the Railway near Mulliapooram on the night of the 7th February 1866. The Government sanction the proposed reward, but they think it would be advisable to increase the offer to Rupees 500.

2. The Governor in Council regrets to observe from the Deputy Consulting Engineer's observations under date the 6th instant, No. 110, that another case of obstruction being placed upon the South-West Line occurred on the night of the 28th ultimo. His Excelleney is satisfied that offences of this kind will never be prevented by collecting and storing old materials in heaps near the Watchmen's huts, or under their charge, and the Consulting Engineer will accordingly move the Agent and Manager to take immediate measures for the removal of all such materials to the nearest station, and for placing them there under proper custody.

3. The Government hope that the reward which they have now authorized to be offered for the discovery of the perpetrators of the late attempt to upset the train at the 178th mile will lead to the apprehension of the guilty parties, and that, coupled with the precautionary measures now to be adopted, their conviction will put an end to further attempts of the kind.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.
" Editor's Table.
" Judicial Department.

/True Copy/
Charles A. Orr Colonel
Secretary to Government

Exd. S. T. Augustin.

Letter 15 May

Judicial 1866 Apl

Govt P. W. Dept
Rec 8.89.

9/19 Mar
9/1 Apl 1866

No 939.

Comms for information
the steps taken to prevent
as far as possible, a re-
-currence of the accidents
which have lately occurred
by obstructions being placed
on the Railway Lines by
Inspectors of Police.

Nil to apply Order

No 704 - 8th May 1866.
Communicated to
the Inspector General
of Police.

To Inspr: Genl. of Police Dec 10/5

167. 102.