

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Indl DEPARTMENT

G.O. No.	2330	Press
B.P. No.		Mis.
Dated	12.11. 1891	-196

Not to be folded or roughly handled

94 11/30/50

Circular #1750 of 12 December 1879.

Rules to be observed by night watchmen relative to passing of Patrol Staves.

A cl. bearing the names of the two Stas between which it has to travel, & for example Trichinopoly Junction and Kalapur will be handed over by the clerk in charge of the Trichinopoly Junction Station to the nightline watchman of the mile which the junction is situated. The clerk in charge noting in a book kept for the purpose the time which he delivers it. The staff then be passed over the line of watchman to watchman until handed to the clerk in charge Kalapur, who will note the time of its arrival in his book. It will have to be done every night, & for each clerk in charge. It should be in his book.

Each station
supplied with a book
watchman's Beat Bo
to record the time
batch of the staff

should be sent to the Engineer in charge of each Fort. A second being issued for use which is under examination.

/ True Extract

Ch. in this
- of the state

South Indian Railway

AGENTS' OFFICE

AGENTS' OFFICE,
MADRAS, 22nd Sept. 1891.

The AGENT

SOUTH INDIAN RAILWAY

The CONSULTING ENGINEER FOR RAILWAYS

MADRAS

52

On the night of the 19th - 20th instant, short before reaching Dundigul, the mail train running to the South had to pull up in consequence of two large granite stones (weighing 48 lbs. and 72 lbs. respectively) having been placed on the rails. Fortunately no accident resulted.

There have of late been several cases of the
having been obstructed, and I wish therefore to
that Police Guards be placed in those villages where
the obstructions have occurred, and that the cost of
guards, be borne by the villagers. The police are
utterly powerless to detect the offenders. If
find they have to pay for the cost of keeping
guard, some one may speak out, and the offender
may be traced.

The following is a list of the cases
lately been reported.

Date	Nature of the	Business	Profit

13. 6. 91	Granite stone	$\frac{209}{31}$	Lanjore
23. 6. 91	stones on line.	N $\frac{233}{12}$	Lanjore
28. 7. 91	Two stones	$\frac{233}{15}$	Madura
4. 8. 91	stone on line	$\frac{176}{11}$	Lanjore
13. 8. 91	Pat sleeper	N $\frac{244}{5}$	Lanjore
23. 8. 91	Grand rail	$\frac{132}{2}$	Lough Groot
20. Sept 91	Two stones.	$\frac{313}{8} \times \frac{233}{7}$	Madura.

Will you please let me know if Govern-
ment wishes a reward to be offered for the
arrest and punishment of the offender.
I have several times offered rewards for
services, but they have never been granted.

Chapman

vir

Yours most obedient servant,
Nathan F. Hooper
for Agent.

South Indian Railway

Letter from the Agent to the
Consulting Engineer for Railways,
Madras dated Trichinopoly
22nd September 1891 No 1505

On the night of the 19-20th instant
shortly before reaching Trinidad the
Marb train running to the south
to pull up in consequence of
granite stones (weighing 45
12 lbs respectively) having been
on the rails. Fortunately no
resulted.

There have of late been
cases of the same having been
and I wish therefore to suggest
Police Guards be placed in the
near which the obstructions have
occurred, and that the cost of these
guards be borne by the village, the
police officer being answerable for
the cost of the same to the village.

they have to pay for the cost of keeping up the Guard, some one may speak out and the offender may be traced.

The following is a list of the cases which have lately been reported.

Date	Figure of the offence	Station
17.4.71	Railhead line 6 217	North Arcot
25.5.71	Box of sleepers 237	Chennai
3.6.71	Granite stone 319	Chennai
3.6.71	Stone on line 333	Chennai
7.7.71	Two stones 339	Madurai
	Stone on line 176	Chennai
	Box of sleepers 244	Chennai
	Guard post 252	North Arcot
	Two stones 259	Madurai

Will you please let me know comment wishes a reward to be paid for the apprehension and arrest of the offenders. I have sometimes offered rewards for offences but they have never been

(True Copy)
I am,
Sir,
Yours faithfully

No. 1513

South Indian Railway,

AGENTS OFFICE,

Chennai 24 September 1891

From

The AGENT,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

In continuation of my No 1505 of the 22nd inst. I forward for information the following copy of a report which I have this morning received from the Acting Motive-Superintendent.

Having heard from the driver of No 29 of the 20th Instant, that he had met with stones on the rails at 300/8, I accompanied the driver in a motor-carriage on arrival of No 29 mixed. They were thick and irregular triangles whose sides measured about 14" to 16". Together with the Permanent Way Inspector, I proceeded by No 29 and stopped and walked along the track. About that spot a mark between the rails which bears out what the driver told me. We walked on and near the 300/8 we came upon distinct marks which began at the first joint north of the one stone had been placed at the rail joint on the rail, and one about a yard further south on the other rail, to judge by the marks on the rails. Looking

REGISTERED
12 1066

side of the flooring of the culvert whence apparently
the newness of the earth some of the flooring had been
removed. I have no doubt this was the place whence
the two stones were got that were placed on the rails.
The culvert is on a gradient of 1/200 and had the mail
derailed here, there would have been a terrible disaster
as the line is on a highest bank at this spot.

I have the honor to be

Your most obedient servant

William Betts

Agent

Per [unclear]

From
To
The Government Engineer for
South Indian Railway
No. 1074
24
Received

Form No. 2.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 10 October 1891.

Letter from the Agent, South Indian
Railway No 1075, dated 22nd September 1891,
No 1075, dated 24th September 1891.

No. 893.

SUBMITTED Government.

Continuation of this office
document No 811, dated
September 1891.

2. From the
obstructions on the
Indian Railway
last three years (the
submitted) it was
served that a thin
obstructions have
in the limits of the
District.

3. The suggestion

September 1871, are recommended
for instruction.

H. L. Smith

Wm. R. B.
for Eng. Eng. for Eng.

2510-257-91/2
No 2102 of 18-9-91

THE CHIEF SECRETARY TO GOVERNMENT
RAILWAYS
MADRAS.

No 573
10 October 1891

15/10/20 October 1891
Transferred to.
The Judicial Department
in continuation of P.O.
D. Government No: 9102,
dated 18th September 1891,
with the recommendation
that the proposal of the
Agent, South Indian Railway,
to establish police posts
to manage the number of
obstructions on that line
be approved and the necessary
action taken --

Being Agent
of the South
Indian Railway,
to police posts
to manage
of obstructions.

Approved Lt Col. R.
J. B. to Govt. P.O. 2102

Trichinopoly District Magistrate's Office.
12 October 1891.

No 86
From 2
Charles J. Keir Esq.
DISTRICT MAGISTRATE OF
TRICHINOPOLY.

TO
THE CHIEF SECRETARY TO GOVERNMENT,
Judicial DEPARTMENT,
MADRAS.

SIR, In Continuation of my letter
30th ultimo, I have the honour
that in the exercise of the discretion
invested in me by Rule 20 of the
Accident Rules approved
of India in its Resolution
of 7th February 1881, I held
into the de-railment of the
Train on the 240th mile
Indian Railway.
2. I visited the scene
- dent in company with the
Resident Engineer and the District
Traffic Officer, Superintendent and other
gentlemen present and every
- lance in the Commission.
3. To see...

Cause of the accident & or any of
the Railway employees in any way
answerable. The only matter for con-
sideration is whether any defect
in the administration is indicated
and if so what remedy can be supplied.

4. The South Indian Railway have
with the concurrence of the Consulting
Engineer for Railways within the
last 12 months, abolished the night
patrol watchmen during the fine
weather season. They have been
employed since the 1st instant
and it was always intended to
employ them during the rainy
season season. I enclose
a copy of the Rules for the
of this Patrol Staff.

and from the Railway
that these patrols were
mainly with the object
of detecting sudden breaches
of the line having had weather
changed that even if they
were at work on the night of
the accident it is excessively im-
probable that they could have
done anything to avert it. The truth
of this must be admitted.
It will be seen, only seems
that

that each part of the line shall be
visited twice during the entire
night. The Resident Engineer
however, informs me that the
displacement of the Rails which
caused the accident on the 28th
ultimo could have been effected
by 5 or 6 men within 10 minutes
provided they were only possessed
of a Spanner (i.e. an instrument
for unscrewing the nuts fastening
the rails into the fish plates.) It
seems little doubt that the driver
in this case had a spanner
they could always possess
selves of one with ease.

5. It is then evident that
the existing system that
-ceedingly unlikely that
patrols on duty would have
seen the dacoits at the
and of course if by a
a patrol had done
-rate gang like that
wrecked the train on the
would have taken care to prevent
him from passing.

6. It might be objected by
true that the railway

as at present works would
afford no guarantee against
an accident like that of the 28th
Septimo, yet it must be noted
that since the abolition of these
patrols there has been an increase
in the number of attempts at de-
railment. This has been admitted
me by the Agent himself and
has kindly furnished me
with a copy of a letter addressed
him to the Consulting Engineer
Railways in the 22nd Septimo
Subject. I forward a
Certificate.

not pretend to decide
the increase in this kind
is accidental or has
relation with the abolition
of patrols but the point
is to be carefully con-

and the Railway
whether they could
any system which would
each part of the line
patrolled during nights
before the passage
of the line and

under which the watchmen
would be enabled to signal
to the driver and guard whether
the line was clear or not.

To work any such system would
of course require a very large
staff of night watchmen
and the Railway Engineers are
of opinion that there would be
almost insuperable difficulties
in practice. I understand
these difficulties mainly lie in
1st The unreliability of the watchmen

2nd The difficulty in devising
a check which would ensure
they really had patrolled

It is not in my power
to decide whether an im-
proved system of patrolling
I have indicated
- cable or not, but

point out that as
-cular kind of crime
to be for the most part confined
to this and the Bangalore District
the abolition of the present system
would not be necessary

the whole line.

I may add that there is a danger ^{that} the outrage of the 28th k. l. time having imitators: and it could hardly be hoped that such an accident could occur again without a large loss of life.

To prevent this by all possible means is plainly the duty of the Railway Administration.

In Conclusion I would suggest for the consideration of Government the propriety of stationing punitive police in the districts in which derailment has occurred, or an attempt at one has been made.

It is doubt that many abductees of the villages are of the outrages, and have been cognizant of the gathering of the dacoits to date not one has been made to give any information to the Police.

Each of the inhabitants of the village are dacoits, and the dacoits were doubtless not difficult for

how?
was

for the local magistracy, and Police to decide the portion of the district on which the punitive Police should be quartered, and it could also be arranged that suspected villages in Rudukota territory should also be made to contribute.

The punitive Police might be employed either as patrols on the Railway themselves or at all events they could be utilised as an efficient check on any patrol employed by the Railway.

I have the honour to be

Sir,
Your most obed^t servant

Charles Smith
Hq. District

P.S. Since writing the above I am happy to state that I have received information of the dacoits concerned in the derailment of the 28th k. l. train have confessed; they have produced nearly all the currency notes stolen from the Railway chests and also the address book contained in the sealed bag.

They have also made statements
implicating over 20 other persons
including 2 gang leaders and one
dismissed head watchman.

I have now every hope that the
whole of the gang will be brought
to justice.

Chun Lee Shuen
Ag Dist Magistrate

Judicial Dept.

159 / .

FROM

THE COLLECTOR *and Secy*
TRICHINOPOL.

TO

THE Chief Secretary
Government
Judicial Dept.
Fort St. George
October 1891

CHIEF SECRETARY
400151

Reports
of the

ment of

train on the

4 mile south

Indian Railway

Circulated

2043-6-10-91
5-6-83: 1483
18-5-83: 1323
17-4-83: 1029
13-2-83: 412
6-9-82: 1154
2-2-81: 255
C. No. 4613, 4657 & 4667

District Police Office

Trichinopoly 12 October 1891

Camp. Kananore. Pudukkottai.

N. 1606.

Thos. J. E. Boyd Esq.
Supt of Police, Trichinopoly

To The Inspector General of Police
Madras.

Sir

In continuation of my letter N. 1599 & 1609
of 29 and 30 ults respectively, I have the honor
to report further regarding the case of de.
and robbery of mail train on night
near Tenkumbur.

One Nagan Solandaran
Railway policeman. Ram
claimed to recognize men
of 29 ults and to have
been absent from
previous night was found
without; he denied the
further evidence has been
Surgaly Police Officer of Pudukkottai
Telloo and an
the Pudukkottai which they had
night of 10 Oct at 1 P.M. when
feature of the referred and

19 others including...
Sahag. Sincerely has provided a remittance of 100
marked "Padalan" and accounted for money that
for his share; so far as yet investigated, his
account is correct and Dupont has been surren-
dered. Villacorte, Inspector, found out a job
in his house in which were found 20 currency
notes, 10 of 10, 10 of 20, 12 remittance lists,
and was lying hidden "at a hotel - and a Railway
station has padlocks; this morning his
door was broken up, 10 of which he had
in his house. In the list of stolen notes
Chief Auditor has furnished out for
the 100 appear; 15 of these notes were
produced by Villacorte as
evidence of the notes which were
if more notes than his
stolen for the bank.

Notes of Villacorte and Sahag
have been displayed in
the hall and rendered material
the bank's operation on
the part of the bank. I have seen
the notes and believe it is
Inspector Subi...

bring the case to detection.

I have the honor to
Sgt. John Grant Capt. Boyd
Superintendent of Police

(True copy)

Col.
Ag. Asst. Insp. Genl. of Police

District Police Officer
 Trichinopoly. 12 October 1891
 Camp. Kheranore.

1659.

From J. E. Boyd Esq
 Superintendent of Police, Trichinopoly
 To The Inspector General of Police, Madras
 Copy to Dy. Inspector of Police -

Sir
 With reference to the marginally noted telegram of this morning, I have the honor to report that under order of Inspector Subbraya Chudamani, 12 grade Head Constable Ag. Head Constable S. J. proceeded to Kavalpatti village at 11. A. M. on 11th inst. to arrest Subtha Karuppan, Head Watchman of Junction Station, and gave notice to Subtha Karuppan and all his wife were impounded. Mail train carrying case of 22nd victims consisted of 100 prisoners arrested in Coimbatore. Ag. Head Constable S. J. arrested Subtha Karuppan. Gang coolies could not be found. Were searched without result. Prisoner escaped from a straw yard and asserted he had spent the share out of the body. On the 12th inst. of Tanjore District a special party of 1000 men were sent to catch going coolies. Next morning the 1000 men were sent to Tanjore. Brothers in Trichinopoly were searched. In afternoon, 1000 men were sent to Tanjore. Deputy Magistrate (Mr. Parshad Sahib) and Subtha Karuppan confessed he had given his share of money to his mother and the Magistrate.

Main security - Government officials have ordered to be with
 "confidential" Deputy Magistrate from him to be with
 "to give property" he is asked to down in the day and
 "to give property" he is asked to down in the day and
 "to give property" he is asked to down in the day and
 "to give property" he is asked to down in the day and

it up. The gang coolies appear as to be having found out
how to produce the money they had. The Deputies
Magistrate took the prisoners under escort of Constables 18
and Constables 98, 105, 106 & 107 to the station at 3.30 a.m.
train yesterday and about 10.30 a.m. at Navalpally. After
reaching Navalpally and about 3.30 a.m. at the station
Karuppan obtained permission to go and visit the
of nature. He went among the small pear bushes near
village in charge of Constables 98 and 105 but soon escaped
and about 7 a.m. his body was found hanging from
a tree on bank of channel in limits of adjacent
village of Sholamadu. Deputy Magistrate held
inquest and verdict attributed death to suicide through
hunger. Constable 98 deposed that 105 went alone to
eat himself and when he returned to call him to
accompany prisoner to a pit to work, the prisoner
bolted. Constable 105 deposed that he and 98 were both
standing close to prisoner when he bolted. Both
Constables agreed in deposing that prisoner and
fell; on rising prisoner was found out of sight.
There can be no doubt the Constables were negli-
gent and I have accordingly suspended them and
directed to open his pocket to see if information against
them under Act 223 B. C. I do not understand
how the Deputy Magistrate took Karuppan
the village where he had already sold his
mother to some one. It was with her. Now
do I not know how he got the prisoners
during

during night and with so small an escort. The
gang coolies gave up nothing but all the Karuppan's
mother dug up in her yard a pot containing
Rs 210. 12. 9. Inspector Subbraya Mudaliar whom
I had sent to search for on night of 12th
applied for extradition warrants and see the above
prisoners followed Deputy Magistrate to Navalpally
and arrived in time to attend inquest.

I have the honor to
Sd/- John Owen K. C. A. Boyd.
Deputy Magistrate of

(True copy)

M. P.
Ag. Mag. Inspr.

No. 5793

CHIEF OFFICE OF THE INSPECTOR GENERAL OF POLICE,

Madras, 15 October 1891.

FROM

Colonel C. J. Porter

INSPECTOR GENERAL OF POLICE,

TO

THE *Chief Secretary*
to Government
Fort St George.

SIR,

Enclosure.

3

No. 1656 of 12-10-91

In continuation of my letter No. 5790 of the 11th instant, I have the honor to forward a copy of letter from the Superintendent of Police, Trichinopoly, reporting the arrest of a person concerned in the case of derailment and robbery of mail train and recovery of stolen property.

I have the honor

Yours most obediently
M. J. J.
J. G. J. J. J.
for J. G. J. J. J.

Just (1891) DEPARTMENT.

FROM
Col. A. J. Perkins
INSPECTOR GENERAL
OF POLICE.

No. 1005

October 1891.

No.

RECEIVED

copy of letter from
Inspector of Police
of 2 persons
of detail -
of detail train

No. 1005

CHIEF OFFICE OF THE INSPECTOR GENERAL OF POLICE,

Madras, 17 October 1891.

FROM

Colonel A. J. Perkins

INSPECTOR GENERAL OF POLICE,

TO

THE Chief Secretary
Government
Fort St George

SIR

Enclosures 7

No 16598/11-10-91

(In continuation) of my letter No 599
yesterday's date, I have the honor to
for the information of Government
letter from the Superintendent of Police
reporting further arrests
connected with the dacoity of
on the 28th inst at Chinnambur.

I have

Your most obedt

M. J. P.
Ag. Secy. Genl. of Police
for the Province

(1891) DEPARTMENT.

Col. J. B. Brown.

OF POLICE.

No.

Dated / 10th October 1891.

22

SUBJECT.

city of letters from
the house of
the state of prison
the society of

CHIEF SECRETARIAT.

Madras, 8

224

N.S.

OFFICE NOTE. •

FOIA

THE CHIEF SECRETARY,

0

The Joint Secretary
R.W.D. (Railways)

The undersigned has the honor
to transfer to the Joint Secretary
P. W. D. (Railways) the accompanying
notes of Hon. Members upon
the subject of supplying engines
dragging passenger trains in
certain districts with electric
locomotives. The Hon. Members desire
it will be observed that the
opinion of the Consulting Engineer
should be obtained upon the
honorable Mr. Garstin's ^{proposed} ~~sub-committee~~.

Shon.

FROM

Collector's mileage.	Between what Stations.	Date.	Nature of obstruction.	Remarks.
Yanjore $\frac{159}{3-9}$ m	Near Coleroon.	27-2-88	Two fish plates and joint fish bolts were removed from the rails.	
Sinnivelly $\frac{385}{4}$ m	Satur and Su. Kunthip	15-5-88	Two stones were placed on the rails.	
South Arcot $\frac{101}{4}$ m	Near Villupuram	2.12.88	A crested sleeper was placed across the line.	Train Engine. W. J. S. Smith. Cent. R.R. for some years ago for repair.

modern sleepers placed
in the line was blown off
by coverdikes of a small
steam engine.

Three stones of 2 diameter
were placed in the rails.

near Madanabad 2. 7. 88

Samayapurathur

near Madanabad 22. 7. 88. Stones to the size of a
man's fist placed in the
rails were knocked off by
coverdikes of a small
steam engine.

101 mi. near Villupuram 2. 12. 88. A crossed sleeper was
placed across the line.

Length
and
quantity of
sleeper

List of obstructions on the South Indian Railway in 1889.

Locomotive Mileage	Between what Stations	Date	Nature of obstruction	Remarks.
Bangalore $\frac{204}{17}$ m	At Chyampet	4 th January	A mail train engine struck a mass of ballast heaped on the rails.	
$\frac{15}{17}$ m	Pallavaram and Vandalur	21 st do—	A mixed train ran over two large stones placed between the rails.	
$\frac{353}{9}$ m	Near Tirumana	15 th February	A stone weighing 80 lbs. was placed on the rails but was thrown off by the cowcatcher of engine of a goods train.	
$\frac{11}{14-15}$ m	St Thomas Mount and Pallavaram	25 th March	Some small stones found placed on the rails were removed just as a mixed train was approaching.	

List of obstructions on the South American Railway in 1890.

Collected Mileage	Between what Stations	Date	Nature of obstruction.	Remarks
10/14/90	Pallares and Standard.	20 th June	Six stones about 3" in diameter were placed on the rails.	
10/15/90	Harer and Fugate.	15 th March	A stone was placed on the line.	
10/16/90	Levi and Standard.	16 th Nov.	Small branches of a tree were lying on the line.	
10/17/90	Levi and Standard.	2 nd July	A stone about 6" in diameter was placed on the rails.	
10/18/90	Levi and Standard.	10 th July	Stones 1'-3" in diameter were placed on the rails.	
10/19/90	Levi and Standard.	10 th July	Stones about 3" in diameter were placed on the rails.	
10/20/90	Levi and Standard.	10 th July	Stones about 13" in diameter were placed on the rails.	

W. Carver Smith

Chief, R.R.

for engineering for R.R.

I don't think it is a
 case for putting the punishment
 on the man in front. He
 must have been in the position
 of the prisoner
 and to punish the
 person in front - I think
 punishment in the future
 will be better than now &
 I think it is better to
 be prepared for attempts
 to escape in the
 future. (I think by an
 of regular discipline
 will be able to do more
 of regular practice than
 by) I think it is
 a case of experience dipping
 in the water on the
 subject. I think
 the man in front & the
 man in the middle
 are both in the same
 position. I think it is
 a case of experience dipping
 in the water on the
 subject. I think
 the man in front & the
 man in the middle
 are both in the same
 position. I think it is
 a case of experience dipping
 in the water on the
 subject. I think

I am sure I am sure that the
 electric light is useful. It
 is a light which only works when
 the line is straight, & no arrange-
 ments can be made to enable
 the driver to see round a corner in
 a curve. 11.6.1
 30 Oct

I am doubtful as to the electric light
 being an obstacle so far off as 2 miles, and
 I doubt the engine driver even with
 the electric light being able to pull up
 his train in time. I think it is better
 to have continuous brakes, but the Consulting
 Engineer might be asked his opinion.

I do not think a punitive police should
 be employed as suggested - certainly not
 unless this officer becomes much more
 useful. It is a
 case of experience dipping
 in the water on the
 subject. I think
 the man in front & the
 man in the middle
 are both in the same
 position. I think it is
 a case of experience dipping
 in the water on the
 subject. I think

Papers to be read in Proceedings :-

Again G.O., dated 18, No.
 Again G.O., dated 18, No.
 Current No. 4613 of 18/7, dated 12 Oct from Mr. Dick
 4657 18 Oct 1891
 Current No. 4667 of 18/7, dated 16 Oct from
 4750 20 12 Oct 1891

12 Nov 91 No 3330.
 Records.

The St. John's proposal to give
 a punitive police force up
 Kanan village adjacent to
 some of the officers does not
 with the approval of J.P.
 It is possible that a

of occurrences such
 as the one in the Tumpkin
 of the watchmen's list
 continuous employment of these
 men and more efficient patrolling

of occurrences such
 as the one in the Tumpkin
 of the watchmen's list
 continuous employment of these
 men and more efficient patrolling

I would like this
 enquiry submitted by
 Office note to the Joint
 Secretary 12.10.91. The
 note of members can then
 be sent to him.

Respecting Engineer will
 be requested to give his
 opinion on arrangements
 made at a reasonable
 attaching electric light
 to the train
 light passengers - train
 above districts & whether
 a plan would be
 successful.

(I am and)

Mr. Dick
 12 Oct 1891

Act of education at the time
this is a subject of the
American Revolution
the American people should be
employed.

In certain cases of persons
important cases therefore, it
is said, it is necessary to
the end of the day.

in the
of the

(The end)

ORDINARY, MS.

J. D. L. DEPARTMENT.	
G.O., DATED	12. 11. 91.
No. 233	

When given for copying

[Despatch Abstract.]

Recording papers, cont. 9
further reports re the de-
tailment and robbery of the
mail train near Tiruvorambur
Trichi, and observing that the
D.M.'s proposal to quarter
primitive police force upon the
Kallar villages adjacent to the
scene of the offence does not
meet with the approval of the

X