

12-6-06.

Marine (189⁸) Department.

G.O., No.

180 mg ✓

DATED

11.3.98

[Despatch Abstract.]

Second class carriage for Europeans and Eurasians.

Prot. D. W. D., Railway, recording correspondence ending with the instructions of the Board of Directors authorising the discontinuance of the experiment of reserving — on the Madras and South Indian Railways, Communicated to the P. D. C.

SV

11.3.98

15/5/98

BACK PAPERS.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Marsine (1898) department

Current No: 288

RAILWAY.

Government {1898} of Madras.
PUBLIC WORKS.

Recd. 4. 3. } 1898.
Regd. 4. 3. }

Enclosures 1

Spare copies 6

G.O., No. 217 Ry., 7th February 1898.

ary 1898.
B No. 180 May 11.3.98
Communicated
to the Presidency Port
officer.

FEBRUARY.

The P.P.O. ^{CS.} _✓ *per* 12/23/98
att 21/21

Handwritten: 7.2.50

Proposal to reserve a Second-Class Carriage for Europeans and Eurasians

Correspondence relating to a — on the Madras and South Indian Railways,
recorded.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers:—

G.O., No. 62 R., dated 6th February 1895:—

Read the following papers:—

G.O., No. 820, Financial, dated 5th October 1894.

Read again the following papers:—

G.O., Nos. 436, 437, Financial, dated 5th June 1894.

Read the following papers:—

From—The Presidency Port Officer, Madras.

To—The Chief Secretary to Government.

Dated—6th April 1894, No. 474—131 G.

In paragraph 8 of this office letter,* No. 474—170 G., dated 25th March 1890, it was proposed that the thirteen officers of the Port department therein referred to should be treated, in future, as first-class officers when travelling by rail, but the proposal stated that they were not prepared to recommend it to the Supreme Government. I now beg respectfully to resubmit the proposal for reconsideration, as the reduction in the rates of second-class fares—especially on the South Indian Railway—calls, I submit, for a change in the travelling allowance accorded to the officers in question, for the double second-class fare admissible no longer represents the sum it did at the time the Government of India decided that junior Port officers should be treated as second-class officers when travelling by rail; and, besides, the second-class accommodation, owing to the reduction in the fare, is no longer as select or as comfortable as an officer of the position of a coast Port officer might reasonably expect, as a servant of Government, to have when ordered to travel on duty. I would also point out that all officers and engineers of the Indian Marine are granted first-class passages by rail when travelling on duty, and that most, if not all, of the large steam ship companies conform to the same practice when any of their mates and engineers have to be sent by rail on service connected with the interests of the Company. The increased charge would not, in any way, affect Provincial revenues as it would be a charge against Port funds, and this being the case, I submit that, should the Government be pleased to recommend my proposal to the Supreme Government, and, in doing so, to point out that the responsibilities of the appointment held by the officers termed in the Civil Service Regulations “junior Port officers” are of the same kind as those of the Port officers at ports like Akyab, Bassein and Moulmein, for instance, and that the officers at these ports are entitled to first-class allowance by sea and rail, the change desired would most likely be sanctioned.

Order—No. 436, Financial, dated 5th June 1894.

The Government of India will be addressed.

From—The Chief Secretary to the Govt. of Madras.
To—The Secretary to the Govt. of India, Dept. of Finance and Commerce.
Dated—5th June 1894, No. 437, Financial.

I am directed to request that junior Port officers in this Presidency may be included in the *exceptions* enumerated in article 1106 of the Civil Service Regulations in order that they may be enabled to draw first-class travelling allowances when journeying by railway.

2. These officers now draw salaries ranging between Rs. 300 and 460 per mensem, but their emoluments were considerably reduced in the recent re-organization of the Port department in this Presidency, and they were deprived of various fees which were always understood to be perquisites of the service which they entered.

3. Under the provisions of articles 52, 1096, 1105 and 1107 (a) of the Civil Service Regulations, junior Port officers are now entitled to double second-class fare only. This is felt to be a serious hardship, especially in the case of journeys by the South Indian Railway, owing to the following causes:—

- (i) the accommodation is exceedingly limited;
- (ii) the carriages are generally overcrowded;
- (iii) no separate compartments are reserved for Europeans and their families, as is believed to be the case on the railways in other parts of India;
- (iv) the double second-class fare no longer represents the sum it formerly did, nor is the accommodation as select or comfortable—it may be said as decent—as an officer in the position of a coast Port officer might reasonably expect.

4. Travelling by first class is not in this country the luxury of the rich, as it is in England, but a practical necessity for all Europeans of decent social standing. The Port officers of this Presidency are generally recruited from the staff of the Mercantile Marine; their functions are similar to those of the Port officers at Akyab, Bassein and Moulmein, and more than one of them is an officer of the Royal Naval Reserve.

5. It is understood that all officers and engineers of the Indian Marine are granted first-class passages by rail when travelling on duty, and that most, if not all, of the large steam ship companies conform to the same practice when any of their mates and engineers are sent by rail on service connected with the interests of the Company.

6. It is seldom that these officers have occasion to travel by railway and the additional cost to Port funds would be trifling, but the concession would remove a considerable amount of soreness and discontent among a very deserving class of public servants. It is on the ground of these exceptional circumstances that I am to solicit the sanction of the Government of India to the exemption now recommended.

Read also the following papers:—

From—The Secretary to the Govt. of India, Finance and Commerce Dept.
(Pay and Pay Allowances—Travelling Allowance).

To—The Chief Secretary to the Govt. of Madras.

Dated—Simla, 10th September 1894, No. 4542-P.

I am directed to acknowledge the receipt of your letter, No. 437, dated 5th June 1894, proposing that junior Port officers in the Madras Presidency, when travelling by railway, may be permitted to draw travelling allowance at the rates admissible to officers of the first class.

2. In reply, I am to observe that most of the arguments put forward in support of the proposal are of general application and, if admitted, would lead to a wide extension of the privileges of officers of the first class and a consequent increase in the charges for travelling allowance. Practically, the ground put forward is insufficient consideration for the public convenience on the part of the Railway authorities. This, in the opinion of the Government of India, cannot be admitted as a reason for revising

the rules in the Civil Service Regulations on the subject of the grant of travelling allowance. His Excellency the Governor-General in Council accordingly regrets that he is unable to sanction the proposal.

3. I am, however, to suggest that the question raised in this reference should be considered by the Government of Madras as a question of railway management.

Order—No. 820, Financial, dated 5th October 1894.

Communicated to the Marine Department.

2. The necessary action on paragraph 3 of the letter from the Government of India will be taken in the Public Works Department.

From—The Agent, South Indian Ry.

To—The Consulting Engineer for Rys.

Dated—Trichinopoly, 25th October 1894, No. 1072.

Your No. 3253 of the 22nd instant. With regard to the statement that the second-class passenger accommodation on the South Indian Railway is exceedingly limited, and that the second-class carriages are generally overcrowded, I have to remark that occasionally it does happen all the seats in a second-class carriage are occupied for a portion of the journey, but, as a general rule, the number of seats provided exceed the number of passengers carried. We have not yet contracted to do this with the approval of Government at an increased fare, when more carriages have been built.

With regard to no separate second-class compartments being reserved for Europeans and their families, I have to observe that no race distinctions have been recognised on the South Indian Railway during the thirty-three years passenger traffic has been worked over it, and I deprecate any such distinction being introduced now.

From—The Agent and Manager, Madras Ry.

To—The Consulting Engineer for Rys.

Dated—Madras, 8th November 1894, No. 8397/872.

With reference to your letter, No. 3368 of the 30th ultimo, I have the honour to state that the remarks in paragraph 3 of the letter alluded to, do not appear to refer to this railway. The allowance of double second-class fare would admit of the junior Port officers travelling *first* class on this line; consequently, so far as the Madras Railway is concerned, they have no grievance. I may, however, remark with regard to the plea that no compartments are reserved for Europeans and their families, that I do not think it would pay Railway companies to reserve such separate accommodation at the present first and second-class fares, which are chargeable. Such a system would necessitate, in many cases, two additional vehicles and, in all cases, one additional vehicle on trains; and as second-class passengers in this country are at present conveyed at less than half the English third-class fare, the accommodation provided is, in my opinion, quite as good and as exclusive as can be expected.

Order—No. 62 R., dated 6th February 1895.

Ordered that the Railway administrations under the Government of Madras be asked in consultation with their Boards of Directors to make a trial of reserving one compartment in the second class for Europeans and Eurasians either at ordinary or an increased fare in trains other than local.

G.O., No. 521 K., dated 15th August 1895.

Read the following papers:—

From—The Agent, South Indian Ry.

To—The Consulting Engineer for Rys.

Dated—Trichinopoly, 8th May 1895, No. 425.

Referring to G.O., No. 62 R. of the 6th February last, I have the honour to forward, herewith, an extract from the Managing Director's letter, No. 150 of the 11th ultimo, communicating the instructions of the Board of Directors to the provision, without increase of fare and as an experimental measure, of reserved second-class accommodation for Europeans and Eurasians.

Arrangements are being made to give effect to the Board's instructions.

ENCLOSURE.

Extract from letter from—The Managing Director, South Indian Railway, London.

To—The Agent, South Indian Ry.

Dated—11th April 1895, No. 150.

[Second-class reserved accommodation for Europeans and Eurasians.]

At a Board meeting held on the 2nd instant, this subject referred to in your No. 405 of 13th March 1895 was considered.

In the Government of Madras Order No. 62 R., 6th February 1895, forwarded with your letter referred to above, Railway administrations in Madras are requested, in consultation with their Boards of Directors, to make a trial of reserving one compartment in the second-class for Europeans and Eurasians either at ordinary or increased fares in trains other than local.

The difficulties pointed out by the Traffic Manager, the question of the additional expense, and the objections raised by you and by him to the introduction upon the South Indian Railway of this proposal were duly considered. But the Board decided, that in compliance with the request of the Government of India, a trial of the plan suggested should be made, and you are requested to provide the accommodation named without increase of fare commencing from 1st July next. At the end of six months' trial a report is to be submitted to the Board upon the result, financial and otherwise, of the experiment.

From—The Agent and Manager, Madras Ry.

To—The Consulting Engineer for Rys.

Dated—Madras, 22nd July 1895, No. 8397/660.

With reference to G.O., No. 62 R., dated 6th February last, I have the honour to inform you that the question of reserving a compartment in a second-class carriage for Europeans and Eurasians was referred to my Board on the 7th March last for their instructions, and I enclose a copy of their reply, paragraphs 13 and 14 of letter, No. 920 of the 21st ultimo, from which it will be observed that the proposal does not meet with their approval.

ENCLOSURE.

Extract from a letter from—The Secretary, Madras Ry., London.

To—The Agent and Manager, Madras Ry.

Dated—The 21st June 1895, No. 920.

Paragraph 13.—In paragraph 14 of No. 2485, you refer, for the orders of the Board, copy of G.O., No. 820, Financial, dated 5th October 1894, and correspondence between the Consulting Engineer to the Government of Madras and your office, on the subject of reserved second-class accommodation for Europeans and Eurasians in mail trains. The Board are averse to the increase in the vehicle mileage which would result from the adoption of the above proposal.

14. They are willing, under the circumstances, to leave it to the Agent and Manager to decide in individual cases as they occur, what concession may be made in favour of the junior Port officers or other Europeans or Eurasians when travelling by mail trains on this line, although no provision in this respect is contained in the contract.

Order—No. 521 R., dated 15th August 1895.

The Presidency Port Officer will be informed with reference to Financial G.O., No. 820, dated 5th October 1894, of the action taken by the Agents of the Madras and South Indian Railways with regard to reserved second-class accommodation for junior Port officers and other Europeans and Eurasians in mail trains.

Read also the following paper :—

From—The Agent, South Indian Ry.

To—The Consulting Engineer for Rys.

Dated—Trichinopoly, 15th December 1897, No. 1165.

Referring to G.O., No. 62 R., dated 6th February 1895, regarding the reservation of second-class accommodation for Europeans and Eurasians, I have the honour to inform you that, as the experiment introduced on the 1st July 1895 of reserving a second-class compartment for Europeans and Eurasians in the through trains has resulted in loss in working, I recommended to the Board of Directors the discontinuance of the provision of such accommodation, and as you will see from the accompanying extract from the Managing Director's letter, No. 199, dated 19th November 1897, I am authorized to discontinue the reservation of the accommodation, which will cease to be provided after 31st December 1897.

ENCLOSURE.

Extract from—The Managing Director, South Indian Ry.

To—The Agent, South Indian Ry.

Dated—London, 19th November 1897, No. 199.

[Reserved accommodation for Europeans and Eurasians in trains other than local.]

The papers upon this subject, received with your letter, No. 544 of 27th July, together with the correspondence which had previously taken place, have been circulated among the Directors, and were brought up for consideration at the meeting held on November 9th. The Board now authorize you to discontinue the experiment, commenced on 1st July 1895, of reserving a second-class compartment in through trains for Europeans and Eurasians, and leave it to your discretion to make such arrangements as may meet the requirements of individual cases as they occur, or otherwise as you may consider necessary.

ORDER—No. 217 Ry., dated 7th February 1898.

Recorded.

(True Extract.)

J. N. Forster

Under Secretary.

To the Agent and Manager, Madras Railway.

„ Agent, South Indian Railway.

„ Consulting Engineer for Railways.

„ Financial Department.

„ Marine „ *with the Secy.*

Marine Department.

RAILWAY.

Government {1898} of Madras.
PUBLIC WORKS.

Recd.

} 1898.

Enclosures

Regd.

Spare copies

G.O., No. 217 Ry., 7th February 1898.

1800 Mar 11.3.98
Communicated to the

Presidency Post Officer.

FEBRUARY.

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To

The P. P. Officer.

Proposal to reserve a Second-Class Carriage for Europeans
and Eurasians

Correspondence relating to a — on the Madras and South Indian Railways,
recorded.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers :—

G.O., No. 62 R., dated 6th February 1895 :—

Read the following papers :—

G.O., No. 820, Financial, dated 5th October 1894.

Read again the following papers :—

G.O., Nos. 436, 437, Financial, dated 5th June 1894.

Read the following papers :—

From—The Presidency Port Officer, Madras.

To—The Chief Secretary to Government.

Dated—6th April 1894, No. 474—131 G.

In paragraph 8 of this office letter, * No. 474—170 G., dated 25th March 1890, it

* G.O., No. 320, Marine, dated 28th August 1890.

Government in dealing with the proposal stated that they were not prepared to recommend it to the Supreme Government. I now beg respectfully to resubmit the proposal for reconsideration, as the reduction in the rates of second-class fares—especially on the South Indian Railway—calls, I submit, for a change in the travelling allowance accorded to the officers in question, for the double second-class fare admissible no longer represents the sum it did at the time the Government of India decided that junior Port officers should be treated as second-class officers when travelling by rail; and, besides, the second-class accommodation, owing to the reduction in the fare, is no longer as select or as comfortable as an officer of the position of a coast Port officer might reasonably expect, as a servant of Government, to have when ordered to travel on duty. I would also point out that all officers and engineers of the Indian Marine are granted first-class passages by rail when travelling on duty, and that most, if not all, of the large steam ship companies conform to the same practice when any of their mates and engineers have to be sent by rail on service connected with the interests of the Company. The increased charge would not, in any way, affect Provincial revenues as it would be a charge against Port funds, and this being the case, I submit that, should the Government be pleased to recommend my proposal to the Supreme Government, and, in doing so, to point out that the responsibilities of the appointment held by the officers termed in the Civil Service Regulations “junior Port officers” are of the same kind as those of the Port officers at ports like Akyab, Bassein and Moulmein, for instance, and that the officers at these ports are entitled to first-class allowance by sea and rail, the change desired would most likely be sanctioned.

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The Government of India will be addressed.

From—The Chief Secretary to the Govt. of Madras.

To—The Secretary to the Govt. of India, Dept. of Finance and Commerce.

Dated—5th June 1894, No. 437, Financial.

I am directed to request that junior Port officers in this Presidency may be included in the *exceptions* enumerated in article 1106 of the Civil Service Regulations in order that they may be enabled to draw first-class travelling allowances when journeying by railway.

2. These officers now draw salaries ranging between Rs. 300 and 460 per mensem, but their emoluments were considerably reduced in the recent re-organization of the Port department in this Presidency, and they were deprived of various fees which were always understood to be perquisites of the service which they entered.

3. Under the provisions of articles 52, 1096, 1105 and 1107 (a) of the Civil Service Regulations, junior Port officers are now entitled to double second-class fare only. This is felt to be a serious hardship, especially in the case of journeys by the South Indian Railway, owing to the following causes :—

- (i) the accommodation is exceedingly limited;
- (ii) the carriages are generally overcrowded;
- (iii) no separate compartments are reserved for Europeans and their families, as is believed to be the case on the railways in other parts of India;
- (iv) the double second-class fare no longer represents the sum it formerly did, nor is the accommodation as select or comfortable—it may be said as decent—as an officer in the position of a coast Port officer might reasonably expect.

4. Travelling by first class is not in this country the luxury of the rich, as it is in England, but a practical necessity for all Europeans of decent social standing. The Port officers of this Presidency are generally recruited from the staff of the Mercantile Marine; their functions are similar to those of the Port officers at Akyab, Bassein and Moulmein, and more than one of them is an officer of the Royal Naval Reserve.

5. It is understood that all officers and engineers of the Indian Marine are granted first-class passages by rail when travelling on duty, and that most, if not all, of the large steam ship companies conform to the same practice when any of their mates and engineers are sent by rail on service connected with the interests of the Company.

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(Pay and Pay Allowances—Travelling Allowance).

To—The Chief Secretary to the Govt. of Madras.

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the rules in the Civil Service Regulations on the subject of the grant of travelling allowance. His Excellency the Governor-General in Council accordingly regrets that he is unable to sanction the proposal.

3. I am, however, to suggest that the question raised in this reference should be considered by the Government of Madras as a question of railway management.

Order—No. 820, Financial, dated 5th October 1894.

Communicated to the Marine Department.

2. The necessary action on paragraph 3 of the letter from the Government of India will be taken in the Public Works Department.

From—The Agent, South Indian Ry.

To—The Consulting Engineer for Rys.

Dated—Trichinopoly, 25th October 1894, No. 1072.

Your No. 3253 of the 22nd instant. With regard to the statement that the second-class passenger accommodation on the South Indian Railway is exceedingly limited, and that the second-class carriages are generally overcrowded, I have to remark that occasionally it does happen all the seats in a second-class carriage are occupied for a portion of the journey, but, as a general rule, the number of seats provided exceed the number of passengers carried. We have not yet contracted to provide lying-down accommodation in second-class carriages, but it is contemplated to do this with the approval of Government at an increased fare, when more carriages have been built.

With regard to no separate second-class compartments being reserved for Europeans and their families, I have to observe that no race distinctions have been recognised on the South Indian Railway during the thirty-three years passenger traffic has been worked over it, and I deprecate any such distinction being introduced now.

From—The Agent and Manager, Madras Ry.

To—The Consulting Engineer for Rys.

Dated—Madras, 8th November 1894, No. 8397/872.

With reference to your letter, No. 2363 of the 30th ultimo, I have the honour to state that the remarks in paragraph 3 of the letter alluded to, do not appear to refer to this railway. The allowance of double second-class fare would admit of the junior Port officers travelling first class on this line; consequently, so far as the Madras Railway is concerned, they have no grievance. I may, however, remark with regard to the plea that no compartments are reserved for Europeans and their families, that I do not think it would pay Railway companies to reserve such separate accommodation at the present first and second-class fares, which are chargeable. Such a system would necessitate, in many cases, two additional vehicles and, in all cases, one additional vehicle on trains; and as second-class passengers in this country are at present conveyed at less than half the English third-class fare, the accommodation provided is, in my opinion, quite as good and as exclusive as can be expected.

Order—No. 62 R., dated 6th February 1895.

Ordered that the Railway administrations under the Government of Madras be asked in consultation with their Boards of Directors to make a trial of reserving one compartment in the second class for Europeans and Eurasians either at ordinary or an increased fare in trains other than local.

G.O., No. 521 E., dated 15th August 1895.

Read the following papers:—

From—The Agent, South Indian Ry.

To—The Consulting Engineer for Rys.

Dated—Trichinopoly, 8th May 1895, No. 425.

Referring to G.O., No. 62 R. of the 6th February last, I have the honour to forward, herewith, an extract from the Managing Director's letter, No. 150 of the 11th ultimo, communicating the instructions of the Board of Directors to the provision, without increase of fare and as an experimental measure, of reserved second-class accommodation for Europeans and Eurasians.

Arrangements are being made to give effect to the Board's instructions.

ENCLOSURE.

Extract from letter from—The Managing Director, South Indian Railway, London.

To—The Agent, South Indian Ry.

Dated—11th April 1895, No. 150.

[Second-class reserved accommodation for Europeans and Eurasians.]

At a Board meeting held on the 2nd instant, this subject referred to in your No. 405 of 13th March 1895 was considered.

In the Government of Madras Order No. 62 R., 6th February 1895, forwarded with your letter referred to above, Railway administrations in Madras are requested, in consultation with their Boards of Directors, to make a trial of reserving one compartment in the second-class for Europeans and Eurasians either at ordinary or increased fares in trains other than local.

The difficulties pointed out by the Traffic Manager, the question of the additional expense, and the objections raised by you and by him to the introduction upon the South Indian Railway of this proposal were duly considered. But the Board decided, that in compliance with the request of the Government of India, a trial of the plan suggested should be made, and you are requested to provide the accommodation named without increase of fare commencing from 1st July next. At the end of six months' trial a report is to be submitted to the Board upon the result, financial and otherwise, of the experiment.

From—The Agent and Manager, Madras Ry.

To—The Consulting Engineer for Rys.

Dated—Madras, 22nd July 1895, No. 8397/660.

With reference to G.O., No. 62 R., dated 6th February last, I have the honour to inform you that the question of reserving a compartment in a second-class carriage for Europeans and Eurasians was referred to my Board on the 7th March last for their instructions, and I enclose a copy of their reply, paragraphs 13 and 14 of letter, No. 920 of the 21st ultimo, from which it will be observed that the proposal does not meet with their approval.

ENCLOSURE.

Extract from a letter from—The Secretary, Madras Ry., London.

To—The Agent and Manager, Madras Ry.

Dated—The 21st June 1895, No. 920.

Paragraph 13.—In paragraph 14 of No. 2185, you refer, for the orders of the Board, copy of G.O., No. 820, Financial, dated 5th October 1894, and correspondence between the Consulting Engineer to the Government of Madras and your office, on the subject of reserved second-class accommodation for Europeans and Eurasians in mail trains. The Board are averse to the increase in the vehicle mileage which would result from the adoption of the above proposal.

14. They are willing, under the circumstances, to leave it to the Agent and Manager to decide in individual cases as they occur, what concession may be made in favour of the junior Port officers or other Europeans or Eurasians when travelling by mail trains on this line, although no provision in this respect is contained in the contract.

Order—No. 521 R., dated 15th August 1895.

The Presidency Port Officer will be informed with reference to Financial G.O., No. 820, dated 5th October 1894, of the action taken by the Agents of the Madras and South Indian Railways with regard to reserved second-class accommodation for junior Port officers and other Europeans and Eurasians in mail trains.

Read also the following paper :—

From—The Agent, South Indian Ry.

To—The Consulting Engineer for Rys.

Dated—Trichinopoly, 15th December 1897, No. 1165.

Referring to G.O., No. 62 R., dated 6th February 1895, regarding the reservation of second-class accommodation for Europeans and Eurasians, I have the honour to inform you that, as the experiment introduced on the 1st July 1895 of reserving a second-class compartment for Europeans and Eurasians in the through trains has resulted in loss in working, I recommended to the Board of Directors the discontinuance of the provision of such accommodation, and as you will see from the accompanying extract from the Managing Director's letter, No. 199, dated 19th November 1897, I am authorized to discontinue the reservation of the accommodation, which will cease to be provided after 31st December 1897.

ENCLOSURE.

Extract from—The Managing Director, South Indian Ry.

To—The Agent, South Indian Ry.

Dated—London, 19th November 1897, No. 199.

[Reserved accommodation for Europeans and Eurasians in trains other than local.]

The papers upon this subject, received with your letter, No. 544 of 27th July, together with the correspondence which had previously taken place, have been circulated among the Directors, and were brought up for consideration at the meeting held on November 9th. The Board now authorize you to discontinue the experiment, commenced on 1st July 1895, of reserving a second-class compartment in through trains for Europeans and Eurasians, and leave it to your discretion to make such arrangements as may meet the requirements of individual cases as they occur, or otherwise as you may consider necessary.

ORDER—No. 217 Ry., dated 7th February 1898.

Recorded.

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

To the Agent and Manager, Madras Railway.

„ Agent, South Indian Railway.

„ Consulting Engineer for Railways.

„ Financial Department.

„ Marine „

Exd. T. K. Narayana Aiyangar.