M.R.O. 14—18,000—27-9-34.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 37 Press Mis

72-73

Dated 7 - 1 —— 19 1887

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department, 7th January 1867.

No. 72. Read the following Proceedings of the Madras Government in the Public Works Department:—

Communicating Circular from Government of India on the subject of Railway administration for convenience of passengers. } (Here enter 22nd December 1866, No. 4,062.)

No. 73. ORDER THEREON, 7th January 1867, No. 37.

Miscellaneous. Communicated to the Board of Revenue.

(True Extract.)

(Signed) J. GROSE,
Under Secretary to Government.

To the Board of Revenue.

Rxd. S. T. Augustin.

No. 505. Read the following Circular from the Government of India, in the Public Works Department, (Railway), dated Simla, 29th October 1866, No. 22:—

Railway Administration for convenience of Passengers.

Read again—

Public Works Department Circular No. 13 R of 27th August 1864.

" " " " 17 R of 1865.

Despatch from Secretary of State No. 5 of 1866, published in Supplement to *Gazette of India* of 19th March 1866.

Public Works Department Circular No. 6 of 2nd April 1866.

Read also—

Draft petition to His Excellency the Governor General prepared, and being circulated for signature by the British Indian Association of the North-Western Provinces.

The petition itself, dated 16th, and received the 20th October 1866.

Letter from Government of Bengal No. 2,286 G, dated 1st October 1866, submitting the Inspection Report of the East Indian Railway for the second quarter of 1864.

Public Works Department letter No. 1,084 R, dated 29th October 1866, to the Government of Bengal.

Letter from Mr. V. J. Sunkersett, dated 22nd March 1866, to the Government of Bombay, proposing certain Regulations for the protection of passengers by Railway, and a Report by the Bombay Railway Authorities thereon.

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1. Observations.— In August 1864, the Government of India issued a Circular, drawing attention to serious and patent defects in the administration of the Indian Railways, more especially in the accommodation and treatment of Native passengers, who form the great bulk of Railway travellers.

2. The Circular had more especial reference to the Railways in the Bengal Presidency, and the points indicated, as requiring particular and immediate attention, were, the prevention of over-crowding in carriages; the provision and proper maintenance of latrines and urinaries at Stations; suitable arrangements for supply of food for Natives wherever there are first class Refreshment Rooms; and the provision of Serais at places where the traffic calls for them. This last, it was pointed out, was a duty which would devolve on the Local District Officers.

3. A system of inspection of open Railways by Government Officers, was also suggested in the interests of the public, and has since been carried out with much advantage. More strict attention is now paid to the cleanliness of carriages, stations, waiting rooms, and necessaries; the due provision of lamps in the carriages and on the platforms at night; the prevention of the over-crowding of carriages; the character of the Refreshment Rooms; the punctual running of passenger trains, and, generally, to the proper treatment and welfare of the Native passengers.

4. Serais and Choultries or Dhurmsalas, with wells, are being provided by securing the co-operation of public spirited individuals, and from contributions from Local Funds, and, where these sources fail, grants-in-aid are made from Imperial Funds.

5. The Boards of Directors of the several Railway Companies have been addressed by the Secretary of State, in view to their instructing their servants in

India to give every attention to the proper sanitary condition of the Stations, and to the protection from ill-treatment by the subordinate Railway Officials of the Native passengers, and there is reason to conclude that some instalment of reform in all particulars has been already obtained by the public.

6. The Inspection Report of the East Indian Railway for the second quarter of 1866, has just been received, and confirms this view. It is reported that the discipline of Train and Station establishments is better; that there is a great improvement in the treatment of third class passengers; that better arrangements have been established at re-booking stations; that the doors of all third class carriages are opened at changing stations to enable passengers to descend for the purposes of nature; and that refreshments, affected by Natives, are sold on the platforms of most stations. It also appears that Vernacular Fare Tables are about to be posted up at all stations; that reserved accommodation for third class female passengers is proposed on this line; and that the experiment of Native auxiliary guards is to be made.

7. Much, however, remains to be done before it can be said that the paying portion of the passenger traffic, on Indian Railways, has had justice done to it. Perhaps the greatest wants at present are sheds or waiting-places, for Native travellers, with refreshment and water supplied by suitable persons. Appropriate accommodation for Native ladies of rank and *purdanasheens*, both in carriages and at stations, and retiring arrangements for native women as well as men.

8. Ill-treatment can only be completely checked by the vigilance of the higher officials at stations, and by persons coming forward to substantiate charges.

9. The suggestions of Mr. V. J. Sunkersett for the protection of passengers have been put forward for consideration, with the amendment of the Act relating to Railways, and will be forwarded to the Home Department for that purpose. They show that, in the opinion of the Native public, the administration of the Bombay lines, and the conveniences afforded on them to Native passengers are considered to be defective.

10. Since these observations were recorded, the petition of the British Indian Association, North-Western Provinces, bearing the signatures of 3,251 persons, has been received by His Excellency the Viceroy.

Madras.
Bombay.
Bengal.
North-Western Provinces.
Punjab
Central Provinces.
Oudh.
Hyderabad.
Mysore.

ORDER.—Ordered, that a copy of these observations, of the petition, and of the papers connected with Mr. Sunkersett's suggestions, be forwarded to the Local Governments and Administrations noted in the margin, with the request that they will continue to give this very important subject their best attention.

Ordered also, that a copy be forwarded to the Home Department, for the purpose of being published in the Supplement to the *Gazette of India*, in continuation of the papers which appeared on the 19th May 1866.

Proceedings of the Madras Government, Public Works Department,
22*nd December* 1866.

Ordered further, that a copy of these observations be communicated to the Secretary, for the information of the British Indian Association of the North-Western Provinces.

(Signed) C. H. DICKENS, Lieut.-Colonel, R. A.,
Secretary to the Government of India.

To

HIS EXCELLENCY THE VICEROY AND GOVERNOR GENERAL OF INDIA IN COUNCIL.

The humble Petition of the British Indian Association, N. W. Provinces.

MAY IT PLEASE YOUR EXCELLENCY.—We the undersigned would approach your Excellency on the subjects of this humble petition, with the liveliest appreciation of the numerous material and moral benefits conferred on the country by the introduction and progress of Railways, and the deepest gratitude to those great and good men to whom we are indebted for it; and we are sure that the subjects so intimately connected with the Railways in Bengal and the North-Western Province, to which we would beg at present to draw your Excellency's attention, will, from your known humanity, care, and regard for the poor, and good-will and feelings towards the Native portion of Her Gracious Majesty's Indian Subjects, meet with the most earnest, favourable, and prompt consideration at your Excellency's hands.

2. Your Excellency is aware that Railway travelling, in regard to Natives, has for a long time been full of the most bitter and serious grievances. That they are not inherent to Indian Railways is evident from the fact that remedies can be proposed for them. Some of them have been removed, others ameliorated, and others again are in process of amendment. Besides, it is remarkable that many of these grievances are not found in smaller lines like those of Madras and the Punjab.

3. It will be admitted that, in a matter involving daily the health, comfort, and even lives of tens of thousands, especially of the very poor, the very ignorant, and the very helpless, these grievances should be promptly and efficiently remedied. And here, we would beg to express our liveliest thanks for the prompt attention the Government have ever bestowed on the subject of the better management of the Railways, whenever it has been brought forward. As an instance, we would adduce the recent urgent orders contained in the *Gazette of India* of the 19th May 1866. This shows most clearly that, in such a momentous matter as involves daily, as we have stated above, the health, comfort, and even lives of tens of thousands of the very poor, ignorant, and quite helpless, the Government is more ready to hear than we are to pray, and is even beforehand with us in its care and solicitude for our welfare.

4. And now that the lines are increasing to mammoth proportions, it is only necessary that evils, which are now so seriously felt, should be promptly corrected, as else the work of reform at a future time will be a task so great, that either it will be hopeless, or the reform will be long in being carried out, or be put off indefinitely. Meanwhile, the entire number of the poor passengers will be groaning and suffering from what cannot but be termed a dire evil and slavery. An attention to the prayers we have to urge on behalf of ourselves and the poorer masses of our fellow-countrymen, will rank your Excellency's name among the chiefest benefactors of the land, and will cause it to be held in grateful and lasting remembrance.

5. The following are the principal points, which we would draw your Excellency's attention :—

1*st*.—The want of shelter and accommodation at the different stations for third class passengers. These passengers consist of the poor, the ignorant, and the helpless. Many among them are weak and feeble, some sick and old; many women and children. These have always to wait in crowds of hundreds, for several hours at a time, in an open and unsheltered plain, to purchase their tickets. The few rich and wealthy have waiting-rooms, or the sheltered platform to accommodate them; but these masses of the poor, weak, sick, infirm, and feeble, have absolutely no shelter at all. It cannot be expected from them that they should come in only at the proper time. Most of them have an indefinite idea of time, knowing little beyond *pruhurs* of three hours each.

A large number, too, come in from surrounding villages and rural districts where no time is kept. Besides, the Time-Table of the Railway Company constitutes a study by itself. Still more, over and above and beyond all, the trains themselves arrive so very irregularly and behind the time, sometimes full six hours, and this specially happens in the North-West, that even without any fault of the passengers, assuming them to be educated, which they are not, they are compelled to wait. Indeed, this waiting seems to be an inseparable concomitant of Railways in a country like India, with such a generally ignorant population. But what does this waiting involve? There is no shelter from the fierce continuous rays of the burning sun. There is no shelter from the heavy and drenching showers of rain lasting for hours. There is no shelter from the hot winds and clouds of dust. There is no shelter from the cold cutting blast. In winter, and in summer, and in the rains, at all times alike, these masses of weak, ill-clad human beings are left exposed to all the inclemencies of the wind and weather, and suffer and contract diseases, and die like brute beasts. Many a poor Native's illness or death is traceable to sufferings at a Railway Station while waiting for the train. There is no human being imbued with the feelings of compassion and mercy but will pity these helpless sufferers, and sympathise with them. The remedy we propose will be, if not simple justice, an act of STATE CHARITY. It is simple and inexpensive, and can be carried out at once. It is the building of suitable sheds. It will be easy to estimate the space required. Large sheds will have to be erected at the several larger stations, and for most of the rest, about nine-tenths of the whole number, very small sheds will be sufficient. A large board with a "Notice," stating the use of the sheds in the Vernaculars, will be necessary.

2nd.—From the last subject, we naturally pass to the consideration of the following:— The want of proper *restaurants* for the same class of people. The want of proper nourishment specially in long journeys, is no less the fruitful source of disease and suffering than the want of proper shelter and accommodation. Life, indeed, is often sustained during the Railway journeys under great difficulties by the Hindoos and Mahomedans. To speak of it in the mildest terms, it is an enforced starvation to thousands, when numerous other circumstances combine to worry, and even reduce their not over-strong physical capability and constitution. But the remedy for it is as simple and inexpensive as that for the first-named grievance, and may be connected with it if deemed expedient. One large room at one end of the sheds for the Hindoo, and a small room at the other end for the Mahomedan portion of the travellers, specially devoted to supplying food of all sorts, cooked and otherwise, will be amply sufficient. These *restaurants* could be placed in the hands of Mahomedan and high-caste Hindoo cooks, bakers, and confectioners, who would supply the needful. There might even be a profit to the Railway Company if the right of these *restaurants* was farmed out to these cooks and confectioners. If these rooms cannot be joined on to the sheds, they might stand by themselves on the platforms. They would have to be erected only at the principal stations—the same, for instance, where there are English hotels at present. The Madras Government has ordered the construction of pucka and substantial *chuttrums* or serais for Natives at different principal points at the Madras Railway, and the works were far advanced towards the close of last year, when a report was called for on the subject by Sir William Denison. In connection with this subject, we would beg to point out that Hindoos of the better castes have either to drink water out of a receptacle handled by a *kahar*, or what is generally used by all classes alike, or go without the refreshing element so requisite to life and comfort in an Indian climate and Railway travelling. A small water-room, say adjoining to the *restaurants*, kept by Brahmins, would be a sufficient remedy. We would beg leave to suggest that the management of these Native hotels or serais or shops be intrusted to the Municipal Commissioners, as the most proper persons to supervise them.

3rd.—We would most earnestly pray for the appointment of a man of medical experience and surgical training to the charge of each through train. The cases in which the professional aid of such a man is required are numerous and always recurring, and, while on the journey, or at a station, there is no medical aid of any kind forthcoming. This is often very distressing—often ends very seriously. In a long journey many are often taken ill. Again, when there are collisions of two trains, for want of proper medical and surgical assistance at the time, and on the spot, many

Proceedings of the Madras Government, Public Works Department,
22nd December 1866.

lives are lost, and the sufferings of others are unnecessarily prolonged. A medical gentleman in charge of a train would be the necessary complement of all the other reforms we have proposed. There might be either a special Railway Medical Service, or a branch told off from the Subordinate Officers of Government. The medical gentleman would be available with his instruments or his medicines for all classes alike of Europeans and Natives.

6. Having submitted in the above paragraphs our prayers, with regard to the remedying of serious defects, so far as they relate to our physical well-being and comfort, we should now beg to draw attention to some other evils which may be deemed less in importance, but which, owing to their being intimately connected with our peculiar national feelings and customs, are felt very seriously and grievously. And here—

1st.—We would beg to draw your Excellency's attention to the unfailing bad treatment of Native passengers of all classes and grades, no distinctions being made. They have to suffer the greatest insolence, impudence, hard language, contempt, and even, sometimes, ill-usage, from the menials of the Railway Police and other officials. To check these excesses, the Government have already passed clear and distinct orders. But these orders have either failed to produce the desired effect, or been set aside. Indiscriminate abuse, and often on their superiors in the social scale, is lavished freely, without let or stint, or a regard to its quality. Passengers have even been struck and otherwise treated with great indignity. Those like the intending second class passengers are not allowed to get in even to the platform, but made to herd with the mass outside. This is a great grievance, and we pray your Excellency to remedy it. It is most desirable to bring respectable Native ladies to travel by the rail; but as long as such things as we have shown above, continue, this very desirable consummation will be an impossibility.

2nd.—In connection with the above subject of, what may be termed, Railway licensed or official outrages, we have to set forth the painful fact, that the most respectable Hindoos and Mahomedans are liable to personal ill-treatment and loss of honor *(hoormut)* from their European fellow-passengers in the second class carriages. This evil is of such magnitude that we would humbly beg the most serious attention to be given it. Native gentlemen of birth and respectability, in striving to avoid the crowd and pressure and company to be found in the third class carriages, find themselves even worse off in a second class seat. In a variety of ways, attempts are incessantly made to degrade and insult the Native second class passengers. These attempts are chiefly made by a low class of Europeans who are either "on the tramp," or are permitted by the Railway Company, as being their servants, to travel *free* second class. Even English gentlemen, specially when with their ladies and families, have been inconvenienced by such people. We would beg to suggest that such low Europeans, who create such a bad impression on the minds of the Natives, not less inconvenience to their own more respectable portion, be placed in some carriage specially set apart for them, to be called by some special name as the "Railway" or "Unreserved" carriage. This is only due to the respectable portion of the community, both Europeans and Natives, and specially due to the ladies. It would obviate much of the evil complained of, while the Guards should be warned to listen to, and promptly redress all complaints of annoyance or ill-treatment, failure of which duty will subject them to a loss of their posts. The evil of which we complain is, indeed, so great, that scores of Native gentlemen have been dishonored, and have determined rather to suffer all the inconveniences of the third class, or not travel at all, than enter second class carriages.

3rd.—Lastly, but specially, we would beg to draw your Excellency's attention to the utter impossibility of Native ladies of respectable birth and breeding taking advantage of the Railway as matters are at present carried on. The mode of allotting a separate carriage for females, as in the Punjab, does not meet the want we complain of. Respectable Native gentlemen will not tolerate a separation from their wives, nor will their wives themselves allow it, specially in such a public place as the Railway line, and so full often of incidents as a Railway journey. It is only lately that a man got in disguise into a carriage set apart for females on the Punjab line, and

remained unapprehended during the entire journey. The lower classes hardly require any special provision to meet their case, as they are always visible to every one. But some special provision is very urgently required for *purdahnasheen* ladies. We would beg to suggest the following plan as one that would meet the case:—Each train may have a special separate carriage, which should be divided into portions to contain six each. These portions should be partitioned off from each other by plank boarding. The windows should be such as to close easily from inside, and entirely screen the occupants. These compartments should be available only to those who pay for an *entire* one, i. e., for six seats, and the price may be laid on at six times the one third class seat. We need hardly state that such carriages will scarcely ever be vacant, and will ultimately remunerate the Railway Company. And, in connection with this subject, we would urgently draw your Excellency's attention to the want that will be felt for a proper retiring-room for such of the *purdahnasheen* ladies as have to wait for trains. These ladies are allowed now to mount carriages from their palanquins; but it is only as a favor, and a rule might be advantageously made for it. The honour of our wives and families is very dear and sacred to us; and the advent of the Railway has cut off old modes of transit. We wish the Railway to be only brought to bear on the case of Native ladies, and meet their wants. We are sure, if special provision is made for them, that the result will be not only financially good, but morally beneficial.

7. As at present carried on, the Railway is virtually a "close borough" with its own peculiar management, the miseries and inconveniences suffered from which equal often the horrors of the "middle passage." The more that the Government of the country will make the Railway to be as really free to every one, as are its own wide territories, the more will the Railway prove an overwhelming success.

8. To carry out these suggestions—some of them made no less for Europeans than for Natives, and all of them consistent with, and what is required by, the spirit of justice, fairness, and honorable dealing. To carry out all these, there would, perhaps, be no plan so good as to appoint respectable Native Officers of Government already existing at the different stations, as Superintendents of Native passengers' interests within Railway premises.

Your Excellency's humble Petitioners shall ever pray.

ALLIGURH,
Dated 16th October 1866.

(Signed) SYUD AHMED, *Secretary, and 1,499 other persons.*

From the Honorable V. J. SUNKERSETT, to the Chief Secretary to Government of Bombay, General Department, dated 22nd March 1866.

I have the honor to request that you will do me the favor to bring to the notice of His Excellency the Honorable the Governor in Council, that the Bill recently introduced into the Council of the Governor General of India "To consolidate and amend the laws relating to Railways in India," contains no provision for the protection of passengers, and I, therefore, beg to submit, for the consideration of Government, the accompanying Memorandum of subjects on which, I am respectfully of opinion, special legislation is necessary to protect the interests of passengers, trusting that His Excellency will see fit to forward the same for the favorable consideration of the Governor General of India.

Memorandum by the Honorable V. J. SUNKERSETT, on the Regulations for the protection of Passengers by Railway.

Statement of Objects and Reasons.

If any Officer or servant of the Company, duly authorized to issue tickets, shall receive from any passenger payment of fare for a long distance, and furnish him with a ticket for a shorter distance, he shall be liable to a fine not exceeding Rupees 50.

It not unfrequently happens, especially at intermediate stations, that fares for longer distances are demanded and received, chiefly from the lower and ignorant classes, and tickets for shorter distances issued, the difference going into the pockets of the ticket issuing clerks; the poor people are thus not only cheated out of their money, but subjected to much annoyance, inconvenience, and hardship.

Proceedings of the Madras Government, Public Works Department, 22nd December 1866.

No Officer or servant of the Company shall, without sufficient cause, remove or turn out a passenger after he shall have taken his seat in the class of carriage kept open for passengers, and for which he has taken a ticket.

Railway Guards are known to incommode passengers by compelling them to move from one carriage into another, with a view to accommodate their own friends with the seats or carriages thus vacated.

The Railway Company shall set apart a special carriage or carriages, or portion of a carriage, for the exclusive use of female passengers of the second class.

At present, third class carriages are set apart for the exclusive use of females of the third class, but for females of the second class, no exclusive second class carriage is set apart. Females travelling first class can always secure a reserved carriage.

Any Railway Officer or servant, who may unlawfully apprehend and detain any person under the authority given in Section 25 of this Act, shall be liable to a fine not exceeding Rupees 100, and the Railway Company shall have to produce him, whenever his attendance may be required, to answer any charge made against him.

This provision is necessary to prevent unnecessary annoyance to passengers, and abuse of authority on the part of Railway subordinates armed with unlimited powers for apprehending persons under this Act.

The Railway Company shall, before opening a station for passenger traffic, erect sheds sufficient for the accommodation of third class passengers during the interval between the issuing of tickets, and admitting them into the carriages.

For want of such sheds, the third class passengers are, at some stations, obliged to stand in the open air, exposed to the inclemency of the weather, especially during the monsoon, for they are not permitted to enter the platform till the train arrives, and his ready to start again.

Five minutes prior to the time the train may be expected to start from a terminal station, one of the Railway subordinates shall warn all passengers who have obtained tickets, to take their proper seats in the carriages, and shall arrange to accommodate all passengers holding tickets, instead of driving them away for want of room in the train ready to start.

When tickets are issued to all applying for them, it is naturally expected that all these will be provided with accommodation, but it frequently happens that, in consequence of want of room, the number of carriages being insufficient, a number of passengers, especially the third class, are thus shut out and left behind, though they had purchased tickets for that particular train. It also happens, as the third class passengers are obliged to stand in the Railway compound, that the poor and ignorant among them, at times, for want of proper warning, remain there till the train starts, or are at times left behind altogether. All this might be prevented if a proper warning is given a little before the train approaches.

Tickets shall commence to be issued at least 30 minutes prior to the time fixed for the train to start.

The time fixed at some stations for issuing tickets is very short; the consequence is that, in the struggle that invariably ensues for obtaining tickets, the rich and stout are more successful in forcing their way to the front, leaving the weak and poor behind. The number of passengers proceeding by the train varies at different stations, and at some of the principal stations, where the number is great, the time now allowed for tickets is found to be insufficient.

Friends or relations of the passengers shall not be prevented from accompanying them to the platform. If necessary, platform tickets may be issued for this purpose, even at a small cost, say ½ Anna.

Friends or relations of passengers are often now prevented from accompanying them to the platform to see them go off, and no attention is paid to applications for platform tickets, hence much inconvenience is caused to passengers, especially to females.

Memorandum by Lieutenant-Colonel A. DELISLE, R. E., Consulting Engineer for Railways, No. 1,370, dated 8th May 1866.

The undersigned has the honor to append a Joint Report from Messrs. Rushton and Keily of the Great Indian Peninsula Railway, and Mr. Currey of the Bombay, Baroda, and Central India

Railway, on the subject of Mr. Venayeckrow Jugunnathjee's suggestions, and state that he fully concurs in the opinions expressed by those gentlemen.

BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY.

Minutes of a Meeting in Bombay, April 16th, 1866.

Present :—

Mr. J. R. Ruarton, Chief Resident Engineer, and Acting Agent, G. I. P Railway.
" E. W. Keily, General Traffic Manager, G. I. P. Railway.
" C. Currey, Agent, B., B., and C. I. Railway.

The suggestions for the amendment of the Railway Act (No. XVIII. of 1854), submitted by Mr. Venayeckrow Jugunnathjee Sunkersett to His Excellency the Governor in Council, which had been referred to the Agents of the two Companies for their consideration and report, were read, and it was agreed that the following observations thereon should be laid before Government :—

1. Any delinquency of this character is provided for in Clause XXVII. of the existing Railway Act, under which any ticket clerk who can be shown to have negligently performed his duty in an improper manner, by taking more money from a passenger than the value of the ticket issued, is liable to a fine of Rupees 50. The Companies also, by having Time and Fare Tables, in English and the Vernacular, exhibited at the stations, and further by having the tickets printed with the amount of the fare on them, the third class being both in English and the Vernacular, take every means to prevent passengers from being imposed upon.

2. If any Officer or servant of the Companies can be proved to have turned any passengerr out of a carriage without sufficient cause, he will certainly be punished by the Companies, and can also be dealt with under Clause XXVII. of the existing Railway Act.

3. This regulation now exists for all classes, first, second, and third.

4. The power of detention is exercised with great caution, and it is the right of any one who may be illegally detained by the Companies' Officers, under any of the powers conferred upon them by the Act, to proceed against the Company afterwards for false imprisonment or illegal detention, when, if the case can be proved, adequate damages will, no doubt, be recovered.

5. The accommodation given at stations must be regulated by the circumstances of the traffic, &c. ; the plans of all the stations are approved of by Government, and, as a rule, the third class passengers on Indian Railways are as well, if not better, cared for than they are in any other country.

6. After passengers have obtained their tickets, it must rest with them to take their seats in the train, for which the Companies' servants will afford them every facility. So far as the rolling-stock of the Companies admit, room is provided in trains for all passengers who have obtained tickets, or are likely at succeeding stations to require accommodation, and the cases are very rare in which the demands of the traffic are not met.

7. The issue of tickets commences at many important stations 45 minutes before the time fixed for the departure of the train. Care is taken not to allow too short an interval for this purpose.

8. The power must remain with the Railway authorities in India, as in other countries, of not allowing any people except passengers on the platforms, on account of the limited area of the platforms ; the inconvenience and hindrance to business which would ensue if the platforms were too crowded, and the facilities which an indiscriminate admission of the public would afford for robberies and fraud.

Proceedings of the Madras Government, Public Works Department, 22nd December 1866.

No. 506. ORDER THEREON, 22nd December 1866, No. 4,062.

RAILWAY, No. 23.

Communicated to the Consulting Engineer for Railways and to the Revenue Department.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.
" Revenue Department.

Ad. S. T. Augustin.

Rev: 1865 Dept
No of Govt Journey
No 2601

Pro: of Government
P. W. Dept

Dl. 22
Rl. 26 } Dec/56

14 Feb 69 Sec to Govt Ceylon

Communication
Cir: from Govt of India
on the subject of Railway
Administration for con-
veniences of passengers.
Rl. 3

No. 72470