

(1) Number of pages _____

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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	2913	Press
B.P. No.		Mis.
Dated	30-10-	1876.
		195-

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
30th October 1876. No. 2,913.*

No. 503. Read the following endorsement of the Chief Secretary to Government, dated Ootacamund, 16th October 1876, No. 1,615 :—

From Lieutenant-Colonel C. S. HEARN, Inspector-General of Police, to the Hon. W. HUDLESTON, Chief Secretary to Government, dated Goolcherruvoo, 12th October 1876, No. 4,525.

I HAVE the honor to submit, for the orders of Government, the enclosed correspondence regarding the provision of barred third-class carriages for the carriages for the accommodation of Native convicts travelling by rail. Native convicts are frequently sent in large batches and secure accommodation is very necessary. Recently a convict jumped out of an unbarred railway carriage near Sunkerrydroog.

From Captain R. G. BRIGGS, Acting Superintendent of Police, Bellary, to Lieutenant-Colonel H. D. CLOETE, Deputy Inspector-General of Police, Central Range, dated Bellary, 22nd September 1876, No. 379/597.

I HAVE the honor to bring to your notice that on the 15th instant a batch of fifteen convicts (long sentenced) left Bellary on transfer to the Central Jail at Coimbatore.

2. As on a recent occasion (15th ultimo) when a batch of seventeen prisoners was thus transferred, the Assistant Traffic Manager furnished (after five days' notice by the jail authorities here, that fifteen prisoners and their escort of Police required barred accommodation) a second-class carriage with a barred compartment capable of holding about six people.

3. I was in consequence obliged again to revert to the old arrangements of locating the convicts and police (I do not think the Railway Authorities realize that they must all be together and also not broken up into detachments) in a third-class of the ordinary description, and they happened to arrive safely at Coimbatore; but as I understand that third-class barred accommodation for Native convicts and their escorts who go in much larger batches than European prisoners in this country are ever likely to do have been ordered by Government to be prepared, I have the honor to request that the Traffic Manager, Madras, may be asked to issue instructions, that if such carriages be ready, when applied for, they, and not accommodation for about six people which is utterly useless, may be sent.

4. Twelve more convicts nearly all under sentence of ten years' transportation for dacoity and their escort will leave this jail in a few days more, and it is an important matter that safe accommodation for them, if procurable, be furnished.

THIS is quite useless except for two or three convicts; if the barred carriages ordered by Government are not ready, an ordinary third-class carriage, capable of holding both escort and convicts, is better than the barred compartment of a second-class carriage, which necessitates the guard being separated from the convicts. There should always be a light also at night; when the convict jumped out of the train at Sunkerrydroog, the light (which had been obtained at Salem after a deal of trouble and wrangling) had gone out.

24th September 1876.

(Signed) H. D. CLOETE, Lieut.-Colonel,
Dy. Inspector-General of Police.

From H. E. CHURCH, Esq., Traffic Manager of the Madras Railway Company, to Lieutenant-Colonel C. S. HEARN, Inspector-General of Police, dated Madras, 9th October 1876, No. C 82,075/16,450.

I HAVE the honor, with reference to your letter, No. 4,376, of the 2nd instant (enclosing a letter to your address from Captain Briggs, No. 379/597, dated 22nd September 1876,

Proceedings of the Madras Government, Public Works Department,
30th October 1876. No. 2,913.

(herewith returned) to inform you that no special provision has yet been made on this railway for the conveyance of Native prisoners.

2. At the instance of the Government of India some of the old muster second-class carriages have been made available for the conveyance of Civil and Military European prisoners, by completely shutting off two compartments of each carriage, the windows of which can, on requisition, be fitted with iron gratings. These compartments, however, are only constructed to seat ten Natives or eight Europeans, and this space would not appear, from the enclosure to your letter, to be sufficient for the conveyance of Native prisoners.

3. The question of fitting third-class carriages with gratings similar to the second-class has been lately raised, and before any final orders are passed on the subject, it would be well perhaps for you to address the Government pointing out what accommodation is required.

REFERRED to the Public Works Department for the issue of the necessary orders. The need is evidently pressing.

(Signed) W. HUDLESTON,
Chief Secretary.

No. 504. ORDER THEREON, 30th October 1876, No. 2,913.

RAILWAY, No. 43-A.

It is observed that under recent orders of the Government of India a sufficient number of iron frames, made at the cost of Government, should be available on the different lines of railway to be used when required. There seems no reason why some of these should not be made to fit to third-class carriages which are without full length partitions. Lights should always be provided when prisoners travel by night.

(True Extract.)

Major-General, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways,
Judicial Department.

Est E. C. Shuckler.
Specs Copies

No. 6/82075
16450

Madras Railway
Traffic Manager's Office
Madras 22nd October 1876

OFFICE OF THE SUPERINTENDENT OF POLICE

BELLARY 22nd September 1876

DEPARTMENT.

No. 379/597

1876

From,

The Superintendent of Police
Bellary.

To, The Deputy Inspector General of Police,
Central Range.

Sir;

I have the honor to bring to your notice that on the 15th instant, a batch of 15 Convicts (long sentenced) left Bellary on transfer to the Central Jail at Coimbatore.

As on a recent occasion (15th ultimus) when a batch of 17 prisoners was thus transferred - the Assistant Traffic Manager furnished (after five days notice by the Jail authorities here that 15 prisoners and their escorts

final orders are passed on the subject, it would be well perhaps for you to address the Government pointing out what accommodation is required.

In a letter from
the Inspr Genl of
Police dated Goolcher
= rooo 12th October 1876.
No 4525
from

The Traffic Manager
Madras Railway
To the Insp. Genl
of Police
Madras

informed that no special provision has yet been made on this Railway for the conveyance of native prisoners.

LbLh 2802
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Hutchinson

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1876 Department.
Enclosure No. 2

In a letter from
the Insp. Genl of
Police dated Goolcher
= 1000 12th October 1876.
No. 4525
From

The Traffic Manager
Madras Railway
To the Insp. Genl
of Police
Madras

Informing that no
special provision
has yet been made
on this Railway for
the conveyance of
native prisoners.

No. 6/82075
18450

Madras Railway
Traffic Manager's Office
Madras, 9 October 1876.

The Inspector General of Police
Madras

Sir,

I have the honor, with reference to your letter No. 4376 of the 2nd instant, (enclosing a letter to your address from Captain Briggs No. 379/597 dated 22nd September/76, herewith returned) to inform you that no special provision has yet been made on this Railway for the conveyance of native Prisoners.

All the instances of the Government of India some of the old muster 2nd class Carriages have been made available for the conveyance of Civil & Military European Prisoners, by completely shutting off 2 compartments of each Carriage, the windows of which can, on requisition, be fitted with iron gratings. These compartments however are only constructed to seat 10 natives or 8 Europeans, and this space would not appear, from the enclosure to your letter, to be sufficient for the conveyance of native Prisoners.

The question of fitting 3rd class Carriages with gratings, similar to the 2nd class, has been lately raised, and before any final orders are passed on the subject, it would be well perhaps for you to address the Government pointing out what accommodation is required.

1876 Department
Enclosure 1/1
In a letter from
the Inspector General
of Police dated 12th Oct
1876. No. 4525

From the Inspector General
of Police
to the Dy. Insp. Genl.
of Police C.D.

Request that the
Traffic Manager
should be directed
to furnish instructions
for furnishing safe
accommodation for
native prisoners.

Office of Police
Madras

I have the honor to be
Sir,
Your Most Obedt. Servant

W. M. C.
Traffic Manager

11 Encls/
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15B
Office of the Inspector General of Police,
No. 4525 Goolcherroo 12th October 1876.

From
The Inspector General of Police,

To
The Chief Secretary to Government
Ootacamund

Sir,

Enclosures.

Two

I have the honor to submit for
the Orders of Government the en-
closed Correspondence regard-
ing the provision of barred 3rd
class Carriages for the Carriages
for the accommodation of Native
Convicts travelling by rail -
Native Convicts are frequently
sent in large batches and secure
accommodation is very neces-
sary. Recently a Convict jump-
ed out of an unbarred railway
Carriage near Sunkery droog.

I have the honor to be,

Sir,
Your Most Obedt. Servt.,
W. M. C.
Inspector General of Police

No 29/3

Public Works Department

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 30 Oct/76

Read the following :-

Endorsement in the Judt.
Depts. in letter from the
Insp. Genl. of Police No.
4525 d/12th Octr. 1876

(H.C. No. 1615 d/16th Octr. 1876)

* G.O. 2521 d/20th Septe/76

It is observed
that under recent orders
of the Govt. of India
a sufficient number
of iron frames, made
at the cost of Govt.,
should be available
on the different lines
of Railway to be used
when required. There seems
no reason why some of
these should not be
made to fit to third

class

P.W.D.

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16/15

From 1876 Department
From (H.C. Railway)
The Inspector General
of Police.

To

The Chief Secretary
to Government
Colonial

Dated 12th October 1876

No. 7555

Enclosed comes

Providence regarding
the provision of
carriages for all
classes

commodation of
Native Comptrol
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Wellingby Rail

Wellingby Rail

- 3-6-74-121458
- 15-6-75-1088
- 27-4-75-285
- 4-5-75-1257
- 26-7-75-195
- 15-10-75-88
- 1-5-76-1043
- 15-6-76-1485
- 2-9-76-2521
- 6-10-76-35

No 503

On 27-10-76

H. Chut 12 Oct.

which getteth full length of night
 Clasp carriage & lights
 should always be pro-
 vided when prisoners
 travel by night.

Amr

Govt. of 1876 Madras.
 PUBLIC WORKS.

To *Mr. Gov. Secy. of P.W.*

Dated

Issued

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Recd.

Encl.

G. O. 25th Feb 1876, No. 29/3

Nos. 100/4,

Remuneration for Carriers
in the acc. and return of
prisoners and travellers
by rail. - Prisoners and
 travellers on the inspection
 of Police according
 to the provisions of —

*Done in P.W.
 9-11-76*

which get within full length of the
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 should always be pro-
 vided when prisoners
 travel by night.

Amr.

Govt. of 1876 Madras.
 PUBLIC WORKS.

To *Rev. Commr. of P.W.*

Dated

Issued

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Recd.

Encl.

G. O. 25th Feb 1876, No. 29/3

Nos. 1/4

General Order Carriages
for the use of the
Police - night travelling
by train - Carriage order
in relation to the inspection
of Police regarding
the use of —

*But in P.W.
 9-11-76*