

Public Works (1897) Department.

RAILWAY BRANCH.

G.O., No. 1190. R

DATED 30th Decr 1897.

[Despatch Abstract.]

Bubonic Plague
Memorandum from the Govt of India
~~for the~~ ~~its~~ ~~correspondence~~ agreeing to
the despatch of a small batch of pilgrims
to Mecca in a special carriage under certain
conditions, communicated to the Ry. Board
for information.

Indexed.

13/1/98

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Railway Branch
CURRENT No. 260

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Order Ex. 1190. R. 30. Decr 1897.

No. 941 R.I.

Communicated to
the Genl. Mgrs., South
Indian & Madras Railways &
Manager East Coast Railway
for information: in continuation
of H.O. No. 1075 R of 3rd Decr 1897.

Dated 18. 12. 97

Received 27. 12. 97

Registered

Enclosures

Spare copies

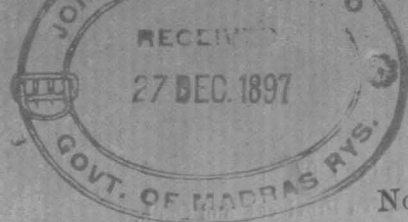
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LTA

Pilgrims to Hedjar.

Stating that the Port of London
have no objection in cases in
which there are only a few
pilgrims present when Notice
is received that a ship is ready
for them to small batches of
pilgrims being sent in special
carriage attached to an ordinary
train, provided that the carriage
is reserved exclusively for their use.

To The Agent & Man: L.Ry ✓
- " Agent S. D. Ry ✓
- " Agent & Man: Niagara Ry ✓
- " Manager East Coast Ry ✓
- " Comptroller for Rys. ✓
- " Local & Min. Sec'y ✓

1871



No. 941 R. T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

Calcutta, the 18th December 1897.

The undermentioned papers are forwarded to the Local Governments and Administrations, and to the officers noted in the margin, for information and communication to the Railway Administration(s) under their control, in continuation of Government of India

1. The Government of Madras.
2. The Government of Bombay.
3. The Government of Bengal.
4. The Chief Commissioner of Assam.
5. The Resident at Hyderabad.
6. The Agent to the Governor General in Rajputana.
7. The Director of Railway Traffic.
8. The Consulting Engineer to the Government of India for Railways, Calcutta.
9. The Consulting Engineer to the Government of India for Railways, Lucknow.
10. The Consulting Engineer to the Government of India for Railways, Assam.
11. The Junior Consulting Engineer for Railways, Nagpur.

(1) (2) (4) (5) (6) telegram No. 873 R. T., dated the 23rd November 1897.
(9) (10) (11) telegram No. 872 R. T., dated the 23rd November 1897.
(8) memorandum No. 874 R. T., dated 23rd November 1897.
(3) memorandum No. 874 R. T., dated 23rd November 1897.

Copy also forwarded to the Government of Bengal, Marine Department, for information, in continuation of Government of India memorandum No. 874 R. T., dated the 23rd November 1897.

By order,
W. S. S. S.
Captain, R.E.,
Offg. Under Secretary.

No. 2658, dated Calcutta, the 15th December 1897.
Memo. from—The Government of India, Home Dept.,
To—The Government of India, Public Works Dept.

The following, with copy of the letter to which it is a reply, forwarded to the Public Works Department.

No. 2657, dated 15th December 1897.
From—The Secretary to the Government of India, Home Dept.,
To—The Secretary to the Govt. of the North-Western Provinces and Oudh, Judicial Dept.

I am directed to reply to your letter No. 728, dated the 9th instant, making certain enquiries with regard to the arrangements for the despatch of pilgrims to the Hedjaz.

2. I am to say that the Government of India have no objection, in cases in which there are only a few pilgrims present when notification is received that a ship is ready for them, to small batches of pilgrims being sent in a special carriage attached to an ordinary train, provided that the carriage is reserved exclusively for their use, that they are placed in charge of a responsible officer, and that they are not allowed to mix with other persons. They should, however, in no case be sent until news has been received that a steamer is ready, since the Government of India wish to avoid the collection of large numbers of pilgrims at Karachi.

3. A separate reply will be sent to your enquiry whether it is contemplated that the cost of transit should fall on the Government.

To The Joint Secretary to the Govt. of Madras,
Public Works Department,
Railway Branch.

with 50 space again.

17/12/97

No. 728, dated 9th December 1897.

From—The Chief Secy. to the Govt. of the North-Western Provinces and Oudh,
To—The Secretary to the Government of India, Home Dept.

In continuation of my letter No. 694—IV-218 A., dated 2nd December 1897, I am directed to forward, for the information of the Government of India, an extract from para. 6 of a letter No. 5536, dated 2nd instant, from the Commissioner in Sind. It appears probable that pilgrims may have to be sent from the provincial camp of observation at Aligarh to the port of embarkation in small batches, as it might involve a very long detention to keep them at Aligarh until they had collected in sufficient numbers to fill a special train. As it was stated in your letter No. 2509, dated 21st November 1897, that pilgrims must be despatched from the provincial camp by special train under the charge of a responsible officer, I am to ask for instructions as to the procedure to be adopted in case only a few pilgrims were present at Aligarh when notification was received that a ship was ready for them. I am to suggest that they might be allowed to go in a separate carriage. I am also to enquire whether it is contemplated that the cost of transit should fall on the Government.

Extract from para. 6 of letter No. 5536, dated 2nd November 1897, from the Commissioner in Sind, to the Chief Secretary to Government, North-Western Provinces and Oudh.

I have instructed Khan Bahadur Framroz that he should arrange with the officer in charge of your segregation camp for the supply of information to him—either daily, or every two or three days, or weekly, as may be found necessary—of the number of pilgrims detained, and the dates on which their respective periods of detention will be completed. He will thus know exactly how many pilgrims will be ready to start from each camp on any given date. On hearing that a pilgrim steamer is expected, he will inform the officer in charge of each segregation camp by telegram of the probable date of its arrival, and on the actual arrival of the vessel he will again telegraph how many pilgrims may be sent from each camp, preference being given (if all who are ready cannot be accommodated) to those pilgrims who have been in detention longest. The responsibility of deciding how many pilgrims may be drafted from each camp to a steamer ready to sail must, I consider, be left unreservedly in his hands.