

Public Works (1898) Department.

RAILWAY BRANCH.

G.O., No.

1467-*Ry*

DATED

23rd Sept 1898.

Includes

No 144 R. M. 27.31.3.98.

[Despatch Abstract.]

Attempts to derrail Railway Trains
Communicating to the Agent, Ry.
Proc. Ind. Dept. embodying a letter
from the Inspector General of Police
on the subject of the better detection
& prevention of crimes of the nature
of —

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

2. I am sorry to find, however, from the report of the Acting Superintendent, Mr. Leggatt, that the Anantapur District police have sadly bungled this case. They have charged members of two opposite factions in the same village with having committed the offence upon the direct evidence given by one ~~fact~~ faction against the other. It is obvious that the members of both factions could not have been concerned in the commission of the same offence, and, so far, the Agent's remarks complaining of the case not having been thoroughly investigated are pertinent. Mr. Leggatt has promised to deal with the police officers responsible for this act of stupidity. I have been awaiting ~~the~~ the Magistrate's decision in the case before replying to your reference but I see no hope of its early settlement, I cannot

DEPARTMENT.

CHIEF OFFICE OF THE INSPECTOR-GENERAL OF POLICE,

MADRAS, 30th July 1896.

No. 2950.

FROM

M. HAMMICK, Esq., I.C.S.,

INSPECTOR-GENERAL OF POLICE,

Madras,

To

THE Officiating Consulting Engineer

for Railways,

Madras.

SIR,

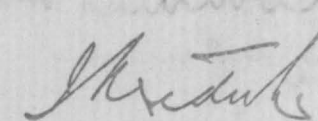
Enclosures.

With reference to your endorsement, No. 1785, dated 12th June 1896, upon a letter from the Agent, South Indian Railway, dated 8th June 1896, No. 490, regarding obstruction placed on the Railway line, I have the honor to submit a copy of a letter from Mr. Sullivan, the Deputy Inspector-General, Central Range, and to say that I agree with him in his conclusion. I may say that, in the Dharmaveram Case, I directed the Superintendent to warn the Villagers specially that, in case of any further occurrences of like nature in this village, I would recommend to Government a punitive police force for this village. These cases are, of course, by nature particularly difficult of detection.

I have the honor to be,

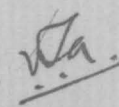
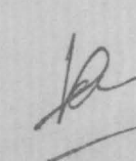
Sir,

Your most obedt. servant,



Asst. Inspr. Genl. of Police,

for Inspr. Genl. of Police.

Exd.  

detain my report any longer. The delay is due, I am told, to changes in the Magistracy and frequent adjournments to suit the convenience of counsel on the prosecution and defence side.

3. I asked the District Magistrate of North Arcot to move the High Court for a re-trial of the Chendragiri case on the ground of the inadequacy of the sentence passed and want of jurisdiction of the 2nd Class Magistrate, but he has referred me to High Court's Proceedings, No. 566, dated 2nd April 1868, and says he sees no necessity to make a reference on the subject.

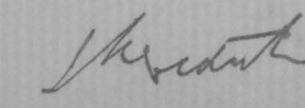
4. It is quite impossible for the Police, with their multifarious duties, to protect any portion of a railway line. This business seems to me to rightly devolve upon the servants of the Company. I believe that the Madras Railway employ, to advantage, watchmen with less extended beats than the South Indian Railway Company do and I believe that, if the latter were to lessen the length of line to be patrolled by each of their watchmen, they would find attempts to wreck trains cease. Such cases are of extremely rare occurrence on the Madras Railway. I attribute the cause to a closer system of patrols and supervision.

5. The alternative that suggests itself as a preventive measure, i.e. the employment of a punitive police force, is not at present feasible. It has not been shown hitherto that the residents of any particular village are prone to the commission of such offences. They have occurred at different places over an area of 125 miles, the nearest distance of the scene of one crime to the other being 25 miles.

6. I trust that the South Indian Railway Company may see fit to increase the number of their watchmen. I feel confident that they can do more themselves in the matter of protecting their line than by looking for extraneous aid from the police, who are powerless, from want of numbers, to watch portions of the line with any degree of efficiency.

I have &c.,
(Sd.) W. J. A. Sullivan
Dy. Inspector-General of Police,
Central Range.

(True Copy)


Asst. Inspr. Genl. of Police.

ENC. No. 1 TO E. P. C. No. 3285 OF 1896
LETTER No. 2950 30.7.96
Inspector G. L. of Police
Madras

SERIAL

No. 12

3285
31/7/96
Encl 1

(189) DEPARTMENT.

FROM

M. HAMMICK, Esq., I.C.S.,

INSPECTOR-GENERAL OF POLICE,

Madras,

To

THE

No. 2980.

Dated 30th }
Received } July 1896.

SUBJECT.

Submitting a copy of a letter from the D.Dy. Central Range and Sholing Mat, in the Tharmavaram Railway Case. The villagers have been specially warned not to commit the same crime again.

MM 31
7

05407

South Indian Railway.

Copy of a letter, No M.R. 3524/1327, dated 16th June 1897.
from the Chief Engineer, South Indian Railway,
to the Agent, South Indian Railway.

Your No: A/300/1195 of 2nd June 1897

Obstructions placed on the line

The system of watching on the S.I.Ry is identical with that in force on the Madras Railway and the Deputy Inspector General of Police is wrong in his supposition that it is different.

I can quite understand the difficulty there is on the detection of these offences and we cannot expect that Police can be strung out along the line for the purpose of prevention. I am of opinion that if we put on night watchmen throughout the year and give them no more than 2 miles to look after these outrages would still occur if men are determined to commit them; for the watchmen themselves would be watched and the obstruction put on the line after they had passed. The opinion generally formed as the result of the Police enquiries is that these outrages are the outcome of petty spite between village factions and I believe the only prospect of stopping them is by a fine on the villages suspected in the shape of a special Police patrol.

I do not consider that any extra expenditure on night watchmen should be incurred; it would be of no good.

AGENT'S OFFICE,
TRICHINOPOLY.
19th June 1897.

(True Copy)

Accompaniment to the Agent's letter No. 18th June 1897.

14/6/97
Agent.

ENC. 1. 1 2716 1007
642 18.6.97

Copy of a letter, No. M.R. 3524 dated 16th June 1897, from the Chief Engineer, South Indian Railway, to the Agent, South Indian Railway.

Your No. A/800/115 of 2nd June 1897
Obstructions placed on the line

The system of watching on the S.I.R. is identical with that in force on the Madras Railway and the Deputy Inspector General of Police is wrong in his supposition that it is different. I can quite understand the difficulty there is on the detection of these offences and we cannot expect that Police can be strong out along the line for the purpose of prevention. I am of opinion that if we put on night watchmen throughout the year and give them no more than 2 miles to look after these offences would still occur if men are determined to commit them; for the watchmen themselves would be watched and the obstruction put on the line after they had passed. The opinion generally formed as the result of the Police enquiries is that these offences are the outcome of petty spite between village factions and I believe the only prospect of stopping them is by a line on the villages suspected in the shape of a special Police patrol. I do not consider that any extra expenditure on night watchmen should be incurred; it would be of no good.

(True Copy)

AGENT'S OFFICE,
TRICHINOPOLY,
18th June 1897

No. 144 R.M.

SERIAL 18

No. 642

South Indian Railway Co., Ltd.

AGENT'S OFFICE,

Trichinopoly, 18th June 1897

From

THE AGENT,
SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

Sir,

With reference to your endorsement No. 2589 dated 22nd August 1896, which I regret has remained unanswered so long. I have the honor to forward a copy of letter No. M.R. 3524 dated 16th June 1897 from the Chief Engineer. I do not think it would be possible to prevent obstructions being placed on the line by any system of patrolling within reasonable limits of cost. Personally I attribute the prevalence of these cases of obstruction to the character of inhabitants of the country served by this line and the only way of checking the practice is, I think, by quartering police on suspected villages.

I have the honor to be

Sir

Your most obedient Servant

A. G. S. S. S.

Capt. R. C.

Agent.

Handwritten signature



228

From
THE AGENT,
SOUTH INDIAN RAILWAY,
Trichinopoly.

To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

Dated
Received
No.
189

ENCLOSURE.

No. 144 R.M.

18

SERIAL
No. 17

No. 237

South Indian Railway Co., Ltd.
AGENT'S OFFICE.

TRICHINOPOLY, 21st March 1898.

From

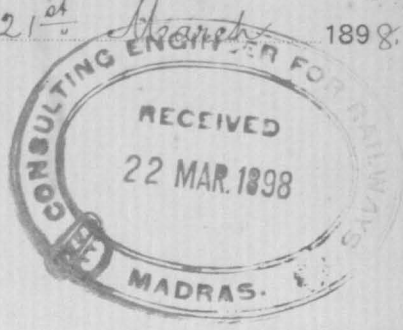
THE AGENT,
SOUTH INDIAN RAILWAY,

To

THE GOVERNMENT INSPECTOR
FOR RAILWAYS,
MADRAS.

With case 52/97

Sir,



I have the honor to report that No. 85 mixed train was stopped on 26th February 1898 at 3.30 o'clock between mileages $G \frac{347}{12}$ and $G \frac{348}{1}$ in consequence of the line being blocked by 22 large boulders and 8 burnt stones of smaller size aggregating $1\frac{1}{4}$ tons in weight. The boulders and stones were placed on the rails on both sides of the line at $G \frac{348}{1}$ where a cutting occurs, at $G \frac{347}{15}$ the middle of the cutting, and at $G \frac{347}{12}$ on the approach to a girder bridge of 6 spans of 60 feet. The boulders were mainly obtained from the ballast walls in the cutting. Fortunately beyond the engine cow-catcher being bent no damage resulted from this serious attempt to wreck the train. The Chief Engineer informs me that the outrage could not have been committed by one person only as some of the boulders were of large size. I telegraphed on 28th February to the Assistant Superintendent of Police at Kadin and have also written to the District Magistrate of Couddapah. In view of the extremely determined nature of this attempt to wreck the train it would perhaps be advisable for Government to be

Madras, 31-3-1898.

OFFICE NOTE.

From E. R.

To Chief Secretary
Judicial Dept.

With reference to the marginally noted G.O.

concerning the subject of the better detection

7. Ono 850 R. dy 26.10.87.
" 1428 just dy 2.10.87.
" 2705 just dy 8.11.87.
Encs. in the R.M. No. 566 dy 30.6.86. on prevention of crimes of the nature of attempt to
Letter from the J.G. of Police No. 2980 dy 30.7.86. with encls. derail jailing train, the undersigned in the house
G.O. just No. 1853 dy 23.11.86.
Letter from the Agent S.I.R. No. 642
dy 18.6.87 with encls. to forward a copy of - letter for the Agent S.I.R.

No. 237. dated the 21st March 98. The attempt

to perjure a train which is reported in this letter,

involving as it did the placing of 1 1/2 tons of

stone on the line, was a most determined one,

and it may ^{perhaps be not too much to hope} ~~be not too much to hope~~ that in process of time

the police may be able to bring someone to justice,

though undersigned's experience of such incidents is

that only a very small percentage of such

moved to impose punitive police on the villages which appear to be implicated in the offence, there being I fear no chance of the actual criminals being detected.

I have the honor to be

Sir

Your most obedient servant

R. D. G. Shelley

Capt. R. D. G.

Agent

400

SM

The suggestion to make punitive police on the suspected villages has been made before (see D. J. No. 1838 of 16/7/86 and Susp. No. 2980 of 30/7/86 also A. C. 642 of 18/6/87 all in case below 52/87) but has not yet been acted on. Certain measures have been recommended to the R.D.G.: (1) Keeping registers of watchmen (2) housing the gangs on the line (3) to lessen the length of line to be patrolled by watchmen. A has replied that (1) will be complied with (2) is too expensive (3) that it would be useless to reduce the length any further as it would be easy for a person determined to commit the crime to watch till the watchman was out of sight & then obstruct the line. The possibility of the crime having been committed

by the gang makes it seem inequitable to employ punitive police on the villages who may be blameless. It is of course very rough & ready justice but on the 18th Nov. when the theft of steel keys from the steel sleepers was frequent the employment of punitive police was soon produced a marked effect. A has not told us the names of adjacent or suspected villages.

Dated

Received

ENCLOSURE

No.

189

To

THE GOVERNMENT INSPECTOR FOR RAILWAYS,

Madras.

From

THE AGENT,

SOUTH INDIAN RAILWAY,

Trichinopoly.

24/3/98

attempts are ever brought home to the perpetrators.

This Dept. agrees with the opinion expressed by the Agent S.I.R. in a letter referring to a former case of a similar nature, No. 642, dated the 18th June 97. of which a copy is herewith enclosed, that there is little or no use in increasing the number of railway patrols, because it is perfectly easy for the criminals to watch till the patrol's back is turned, when they have at least several hours to effect a junction for which at most perhaps the minutes are necessary.

As a rule in such cases the villagers in the neighbourhood, though the children tending cattle and gourd groups, know perfectly well who the culprits are; but being afraid to get into trouble they will not tell the police, and thus ^{the criminals} become accomplices after the fact. A fine on the village, or the posting of a primitive police, would ^{probably} result in a falling off of whatever feeling of sympathy the village may have for the offenders, and in the end of justice being attained more perfectly than is now the case.

F.V.S.

24/3/98

Aug: 5

31/3/98

Government (1898) of Madras.

JUDICIAL.

P.W. Ry. C^{no} 1046

Recd. 6.9.98



Recd.

Enclosures

1898.

Regd.

Spare copies

G.O., No. 1304, 20th August 1898.

AUGUST.

This has not yet been received

Communicated to the Agent S.I. Railway Administration

Done now 21/9/98

Yd. L.R. C.M. 20/9/98

Attempts to derail Railway Trains.

Communicating, with remarks, to the Public Works Department letter from the Inspector-General of Police on the subject of the better detection and prevention of crimes of the nature of —, and requesting the District Magistrate of Cuddapah to report whether the orders of Government in G.O., No. 2703, Judicial, dated 8th November 1894, regarding investigation by the magistracy were observed in the case of an attempt to wreck a train on the South Indian Railway line in the Kadiri taluk, Cuddapah district, on the 26th February last.

also to Agents Madras Nilgiri H.H. the Nilgiris Manager E.C.R. E.I.C. B.M.R. for information

To the Agent S.I.R. 10/9/98

Despatched on 5/10/98

GOVERNMENT OF MADRAS.

JUDICIAL DEPARTMENT.

READ—the following papers:—

From FRANCIS J. E. SPRING, Esq., Joint Secretary to Government, Public Works Department (Railway Branch), to the Chief Secretary to Government Office-note No. 144-R. M., dated, 31st March 1898.

With reference to the marginally-noted Government Orders and correspondence

G.O., No. 850 R., dated 26th October 1897.

" " 1428, Judicial, dated 2nd October 1897.

" " 2703 " " 8th November 1894.

Endorsement in the Public Works Department (Railway Branch), No. 566 D., dated 30th June 1896.

Letter from the Inspector-General of Police, No. 2980, dated 30th July 1896, with enclosure.

G.O., No. 1853, Judicial, dated 23rd November 1896.

Letter from the Agent, South Indian Railway, dated 18th June 1897, No. 642, with enclosures.

Indian Railway Company, No. 237, dated the 21st March 1898. The attempt to wreck a train which is reported in this letter, involving as it did the placing of 1½ tons of stone on the line, was a most determined one, and it may perhaps be not too much to hope that in process of time the police may be able to bring some one to justice, though undersigned's experience of such incidents is that only a very small percentage of such attempts are ever brought home to the perpetrators.

This department agrees with the opinion expressed by the Agent, South Indian Railway, in a letter referring to a former case of a similar nature, No. 642, dated the 18th June 1897, of which a copy is herewith enclosed, that there is little or no use in increasing the number of railway patrols, because it is perfectly easy for the criminals to watch till the patrol's back is turned, when they have at least several hours to effect a purpose for which at most, perhaps, ten minutes are necessary.

As a rule in such cases the villagers in the neighbourhood, through the children tending cattle, and general gossip, know perfectly well who the culprits are, but being afraid to get into trouble they will not tell the police, and thus they become the criminals' accomplices after the fact. A fine on the village, or the posting of a punitive police, would probably result in a falling off of whatever feeling of sympathy the villagers may have for the offenders, and in the ends of justice being attained more frequently than is now the case.

ENCLOSURES.

Copy of a communication from the Agent, South Indian Railway, to the Consulting Engineer for Railways, Madras, No. 237, dated 21st March 1898.

I have the honour to report that No. 85 mixed train was stopped on 26th February 1898 at 3-30 o'clock between mileages G 347-12 and G 348-1 in consequence of the line being blocked by 22 large boulders and 8 burnt stones of smaller size aggregating 1½ tons in weight. The boulders and stones were placed on the rails on both sides of the line at G 348-1 where a cutting occurs at G 347-15 the middle of the cutting, and at G 347-12 on the approach to a girder bridge of 6 spans of 60 feet. The boulders were mainly obtained from the ballast walls

in the cutting. Fortunately beyond the engine cow-catcher being bent no damage resulted from this serious attempt to wreck the train. The Chief Engineer informs me that the outrage could not have been committed by one person only as some of the boulders were of large size. I telegraphed on 28th February to the Assistant Superintendent of Police at Kadiri and have also written to the District Magistrate of Cuddapah.

2. In view of the extremely determined nature of this attempt to wreck the train it would perhaps be advisable for Government to be moved to impose punitive police on the villages which appear to be implicated in the offence, there being, I fear, no chance of the actual criminals being detected.

Copy of a communication from the Agent, South Indian Railway, to the Consulting Engineer for Railways, Madras, No. 642, dated 18th June 1897.

With reference to your endorsement No. 2588, dated 22nd August 1896, which I regret has remained unanswered so long, I have the honour to forward a copy of letter No. M.R. 3524-1327, dated 14th June 1897, from the Chief Engineer. I do not think it would be possible to prevent obstructions being placed on the line by any system of patrolling within reasonable limits of cost. Personally I attribute the prevalence of these cases of obstruction to the character of inhabitants of the country served by this line and the only way of checking the practice is, I think, by quartering police on suspected villages.

Copy of a communication from the Chief Engineer, South Indian Railway, to the Agent, South Indian Railway, No. M. R. 3524-1327, dated 16th June 1897.

(Your No. A-300-1195 of 2nd June 1897. Obstructions placed on the line.)

The system of watching on the South Indian Railway is identical with that in force on the Madras Railway and the Deputy Inspector-General of Police is wrong in his supposition that it is different.

I can quite understand the difficulty there is on the detection of these offences and we cannot expect that police can be strong all along the line for the purpose of prevention. I am of opinion that if we put on night watchmen throughout the year and give them no more than two miles to look after these outrages would still occur if men are determined to commit them; for the watchmen themselves would be watched and the obstruction put on the line after they had passed. The opinion generally formed as the result of the police inquiries is that these outrages are the outcome of petty spite between village factions, and I believe the only prospect of stopping them is by a fine on the villages suspected in the shape of a special police patrol.

I do not consider that any extra expenditure on night watchmen should be incurred; it would be of no good.

Copy of a communication from the Inspector-General of Police, Madras, to the Consulting Engineer for Railways, Madras, No. 2980, dated 30th July 1896.

With reference to your endorsement, No. 1785, dated 12th June 1896, upon a letter from the Agent, South Indian Railway, No. 490, dated 8th June 1896, regarding obstruction placed on the railway line, I have the honour to submit a copy of a letter from Mr. Sullivan, the Deputy Inspector-General, Central Range, and to say that I agree with him in his conclusions. I may say that, in the Dharmavaram case, I directed the Superintendent to warn the villagers specially that, in case of any further occurrences of like nature in this village, I would recommend to Government a punitive police force for this village. These cases are, of course, by nature particularly difficult of detection.

Copy of a communication from the Deputy Inspector-General of Police, Central Range, to the Inspector-General of Police, No. 1838-Genl., dated 16th July 1896.

In returning letter from the Agent, South Indian Railway Company, No. 490, dated 8th June 1896, forwarded to me for remarks with your reference on C No. 2385-Genl., dated 22nd idem, I have the honour to state that the allegation made therein against the Dharmavaram police is incorrect so far as want of promptness in investigation of case is concerned. A copy of a letter on the subject from the Superintendent of Police, Anantapur, to the Agent is enclosed for information.

2. I am sorry to find, however, from the report of the Acting Superintendent, Mr. Leggett, that the Anantapur District Police have sadly bungled this case. They have charged members of two opposite factions in the same village with having committed the offence upon the direct evidence given by one faction against the other. It is obvious that the members of both factions could not have been concerned in the commission of the same offence, and, so far, the Agent's remarks

complaining of the case not having been thoroughly investigated are pertinent. Mr. Leggatt has promised to deal with the police officers responsible for this act of stupidity. I have been awaiting the Magistrate's decision in the case before replying to your reference, but as I see no hope of its early settlement, I cannot detain my report any longer. The delay is due, I am told, to changes in the magistracy and frequent adjournments to suit the convenience of council on the prosecution and defence side.

3. I asked the District Magistrate of North Arcot to move the High Court for a retrial of the Chandragiri case on the ground of the inadequacy of the sentence passed and want of jurisdiction of the second-class Magistrate, but he has referred me to High Court's Proceedings, No. 566, dated 2nd April 1868, and says he sees no necessity to make a reference on the subject.

4. It is quite impossible for the police, with their multifarious duties, to protect any portion of a railway line. This business seems to me to rightly devolve upon the servants of the Company. I believe that the Madras Railway employ, to advantage, watchmen with less extended beats than the South Indian Railway Company do and I believe that, if the latter were to lessen the length of the line to be patrolled by each of their watchmen, they would find attempts to wreck trains cease. Such cases are of extremely rare occurrence on the Madras Railway. I attribute the cause to a closer system of patrols and supervision.

5. The alternative that suggests itself as a preventive measure, i.e., the employment of a punitive police force, is not at present feasible. It has not been shown hitherto that the residents of any particular village are prone to the commission of such offences they have occurred at different places over an area of 125 miles, the nearest distance of the scene of one crime to the other being 25 miles.

6. I trust that the South Indian Railway Company may see fit to increase the number of their watchmen. I feel confident that they can do more themselves in the matter of protecting their line than by looking for extraneous aid from the police, who are powerless, from want of numbers to watch portions of the line with any degree of efficiency.

From M. HAMMICK, Esq., I.C.S., Inspector-General of Police, Madras, to the Chief Secretary to Government, Ootacamund, dated 4th August 1898, No. 3001.

With reference to Endorsement No. 948, Judicial, dated 20th April 1898, made on an office-note from the Joint Secretary to Government, Public Works Department, No. 144 R M., dated 31st March 1898 (returned) suggesting a fine on the village concerned or the posting of a body of additional police, in cases of attempts to wreck railway trains, I have the honour to submit the following report.

2. In the case which immediately gave rise to this reference a number of large stones were placed on the South Indian Railway line at the 348th mile in the Kadiri taluk of the Cuddapah district within two miles of the Police station of Patnam. The offence took place on the 26th February 1898 about 3 A.M. It was a most deliberate attempt to wreck the train running from Dharmavaram to Pakala. Large stones were placed on the line and an attempt had been made to wrench up the iron gradient post at the spot, but happily it was too firmly fixed to be moved.

3. In this case, in question, the local police from Patnam station were on the spot as soon as possible, viz., on 26th February at 7 A.M., and the inspector of the division arrived on the 27th February. The Assistant Superintendent of Police reached the spot on the morning of the 4th March. The railway police from Pakala were also working at the case. Every possible enquiry was made. The wife of the gateman who lives at the 247th mile said she saw six men coming from the direction of the spot where the stones were placed, but she could identify none of them and her story could not be verified in any way. The gate-keeper stated that he was in his hut when he heard the whistling of the engine and he went to the train but saw nobody above the spot. The rumour in the neighbouring village was that another gate-keeper and his brother had had a hand in the affair and it appeared that there was some reason for enmity between certain of the Railway gang coolies working near the spot owing to some disputes between the permanent-way inspector and the sub-inspector. Nothing definite, however, could be obtained and there is no chance of the case being detected. In these cases where no property is taken and no instruments are used, it is, as Mr. Spring remarks, very difficult to bring the offences home to anybody. Of one thing, however, we may be fairly certain and that is that the persons

who commit these outrages are in some way connected with the railway concerned. The crime was apparently *not* committed with any idea of loot and it is very difficult in that case to believe that villages not interested in any way in the railway commit an outrage of this kind merely for their amusement. What probably happens is that, owing to jealousy between different workmen on the line one or more of these men commit the crime in the hope of ruining their enemies or of bringing about the dismissal of maistries whose places they hope to obtain. In the case of this crime, though enquiries were made in several villages, no clue whatever could be obtained. The suspicion points to its having been perpetrated by railway men.

4. I cannot follow the argument that there is no use in increasing the number of railway patrols, because criminals can wait until the patrol's back is turned and then commit the crime. If we went on this principle our road patrols would be stopped as useless and our police beat system also condemned. I believe myself that if the railways were properly and closely patrolled, these outrages would to a great extent cease. Dacoities have ceased on several roads which are now regularly patrolled night by night by the police, and in the same way it seems to me that these railway crimes would cease if proper watch was maintained.

5. As to imposing additional police on the neighbouring villages I am entirely against it. In the case under reference there is not one scrap of evidence going to show that the villagers of any village near the scene of the crime, not connected with the railway, were cognizant of the crime, and it would, in my opinion, be most unjust to punish them for a crime for which I believe they were in no way responsible. Each case has to be dealt with on its own merits, and whenever a case does occur, which inquiry shall show to be the work of outside villagers, it will, perhaps, be advisable to impose a punitive police, but this is not such a case. I much regret the inability of the police to detect these cases, but they are peculiarly difficult.

6. I regret delay in submitting the reply, but the first report I received on the matter from the Deputy Inspector-General was not sufficiently full. I had to obtain all the diaries from the railway and district police on the matter.

ORDER—No. 1304, Judicial, dated 20th August 1898.

The Inspector-General's letter will be communicated to the Public Works Department. His Excellency the Governor in Council does not consider that the imposition of additional police on the villages in the neighbourhood would be justified in such cases as that now brought to notice. The question of putting a stop to attempts to derail trains was considered in G.O., No. 2703, Judicial, dated 8th November 1894, to which the attention of the Public Works Department will be invited. The Government adheres to the views then expressed.

2. The District Magistrate of Cuddapah will be requested to report whether the orders of Government in G.O., No. 2703, Judicial, dated 8th November 1894, regarding investigation by the magistracy were observed in the present instance.

(True Extract.)

[Signature]
for Chief Secretary.

To the Public Works Department. ✓
" District Magistrate of Cuddapah.
Copy to all District Magistrates.

Exd. C. Parthasarathy.