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To be returned to Madras Govt

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S.E

G.O. No. 2087, 2088 Judicial

4 29-8-1894

Spare copy

29TH AUGUST 1894, Nos. 2087, 2088, JUDICIAL.

GOVERNMENT OF MADRAS.

JUDICIAL DEPARTMENT.

READ—again G.O., dated 6th March 1894, No. 555, Judicial.

ABSTRACT.—Communicating to the Inspector-General of Police letter from Government of India expressing inability to forward to the Secretary of State the scheme for the reorganization of a separate Railway Police for the Madras Presidency owing to present financial difficulties.

READ—also the following papers:—

From the Inspector-General of Police, dated 19th February 1894, No. 835.

ABSTRACT.—Pointing out that owing to the deputation of the 1st-class Inspector who was employed on detective duty on the South Indian Railway, difficulty is experienced in providing for the charge of his division; and requesting therefore sanction for the temporary appointment of a 4th-class Inspector, with horse allowance of Rs. 15, pending disposal of the scheme for a Railway Police.

From the same Officer, dated 30th May 1894, No. 3033.

ABSTRACT.—Submitting proposals for a temporary addition to the district executive force pending reconsideration of the Railway Police scheme.

Minute by the Hon'ble Mr. H. W. BLISS, C.I.E., dated 25th August 1894.

I regret my inability to concur with so much of paragraph 7 of the draft letter to the Government of India as expresses approval of the views\* of the Inspector-General of Police in regard to employing the Police on the duties of "watch and

\* Expressed in paragraph 3 of his letter, No. 3033, of 30th May 1894.

ward" on Railways. In my note of 24th July 1894, I gave the results of my own experience of the former plan of employing the Police on "watch and ward" duties in the Salt Department, and pronounced the plan a distinct failure from the points of view of administrative convenience and efficiency; and I stated that I believed, in spite of what the Inspector-General said in paragraph 3 (vii) of his letter of 30th May, that the conduct of "watch and ward" on Railways by the Police would be found much more expensive than its conduct by ordinary watchmen employed by the Railway Companies.

2. In a memorandum subsequently submitted to His Excellency the Governor the Inspector-General maintains that the former conduct of "watch and ward" by the Police in the Salt Department was not inefficient. This is, of course, very much a matter of opinion. It is not, however, worth while to discuss the question of the efficiency of the Salt Police of 12 or 13 years ago. The question is whether a system under which men enlisted, paid, punished and promoted by one department can be expected to do as good work for another department as men entirely under the control

2. His Excellency the Governor in Council observes that the Government of India is fully satisfied of the necessity for a special Railway Police in Madras and there is no need, therefore, to dwell upon that point in the present communication. The only difficulty in the way is the financial one and the Inspector-General of Police has now submitted proposals for the appointment of a temporary Railway Police force on a very much smaller scale than that originally proposed. This modified scheme is clearly explained in Colonel Porteous' letter, dated the 30th May 1894, of which, and of the Proceedings of the Madras Government thereon of this date, I am directed to submit copies.

3. Colonel Porteous observes that the requirements of the railways are at present supplied by the deputation from the Rural Police staff of each district of 1 head constable and 2 to 5 constables; that this arrangement was made in anticipation of the early introduction of a proper scheme of Railway Police and that it cannot be continued without detriment to the work of the general Police force. He therefore proposes that a temporary addition of 3 Inspectors, 18 head constables and 60 constables should be made to the District Executive Force for detective and preventive purposes on railways. The cost of giving effect to these proposals is estimated at Rs. 22,968 *per annum* of which Rs. 9,565 will be recovered from the Railway Companies, leaving Rs. 13,413 to be borne by Government. If, however, the result of the reference to the Madras Railway Company which was suggested in paragraph 4 of Mr. O'Callaghan's letter under reply is satisfactory, a sum of Rs. 5,037 will be recoverable from that Company with the result that the total cost to the State will be reduced to Rs. 8,376. The Government has no doubt that this sum, or even the larger sum of Rs. 13,413, can be provided in the budget for 1895-96 and it is observed that the contribution from the Companies has been pitched too low by the Inspector-General in consequence of his omission of the 10 per cent. on supervision charges recoverable under paragraph 6 of Finance and Commerce Department Resolution, dated 13th October 1888, No. 5612.

4. Strictly speaking, the local Government has power to accord sanction to the proposals of the Inspector-General on its own authority but, as his scheme amounts, in reality, to the partial introduction of the general Railway Police scheme the introduction of which has been deferred under the orders of the Government of India, it has been considered advisable to consult the Government of India before expressing approval of Colonel Porteous' proposals. The protection of the railways in this Presidency is becoming a matter of urgent necessity and I am to express the hope that His Excellency the Governor-General in Council will not see any reason to object to the introduction from the 1st April 1895 of the present extremely moderate scheme. The additional establishment now to be entertained will of course merge in the general Railway Police when the Government of India considers that financial prospects have so far improved as to render feasible the introduction of the scheme proposed in my letter, dated the 17th July 1893, No. 1455, Judicial.

It has not been considered necessary to forward formal proposition statements of the new establishment as its entertainment is not financially dependent upon the sanction of the Government of India.

5. Paragraphs 2 and 3 of Mr. O'Callaghan's letter under reference demand notice in this connection. In the former it is stated that sufficient reasons have not been adduced to justify the grant of local allowances to the Inspectors and Superintendents whose entertainment was proposed as a part of the general Railway Police scheme and in the latter it is suggested that "watch and ward" duties could be performed more cheaply by a staff of watchmen than by the Police.

6. The Inspector-General's views in respect of local allowances appear in paragraph 2 of his letter of the 30th May last. Colonel Porteous points out that local allowances are granted to Superintendents and Inspectors of Railway Police in Bombay and that, if they are not granted here, it will be necessary to create special grades on higher rates of pay in order to tempt men to accept employment on railway duty. With regard to the Government of India's remarks that the local allowances were proposed originally on the supposition that only 2 Superintendents would be employed

and not 3 as suggested in the final scheme and that the duties of Superintendents and Inspectors of Railway Police will be lighter than those of officers in the ordinary line, Colonel Porteous observes that the length of the railway lines in Madras has been greatly extended since he submitted his original scheme with the result that the superintendence charge *per mile* is lower under his final scheme than under that originally submitted and he contests the view that Railway work is easier than work in the District force. I am to say that His Excellency in Council concurs with the Inspector-General on this subject and considers that a case has been made out for the grant of local allowances to Superintendents and Inspectors of Railway Police.

7. The proposal to reduce the Railway Police force so as to provide for the maintenance of "law and order" only, "watch and ward" duties being entrusted to watchmen, is discussed in paragraph 3 of the Inspector-General's letter. The scheme submitted with my letter, dated 17th July 1893, No. 1455, Judicial, provides for the performance of "watch and ward" duties by constables on the Southern Mahratta, Bezwada Extension and East Coast Railway lines and the Inspector-General points out that a similar arrangement exists at present, not only upon the portions of the lines lying in this Presidency, but, also, on the portion of the Southern Mahratta line lying within Bombay and on the Nizam's Guaranteed State Railway. He further contends that police constables are so much more trustworthy and efficient than watchmen employed by the Companies that the entertainment of the former for "watch and ward" purposes as well for the maintenance of "law and order" is likely to prove actually economical. This Government is disposed to think that there is much to be said on behalf of Colonel Porteous' views and desires that they may be brought to the notice of the Government of India. If, however, the Government of India remains of opinion that watchmen only should be employed on "watch and ward" duties, the Inspector-General will be instructed to prepare the estimate referred to in paragraph 3 of Mr. O'Callaghan's letter. In any case it is presumed that there is no intention of substituting watchmen for the constables who are employed on such "watch and ward" duties as accompanying pay clerks and guarding cash-chests at railway stations.

8. The Honorable Mr. Bliss has recorded a separate minute of which I am to enclose a copy.

J. F. PRICE,  
Chief Secretary.

Govt. of {1894} Madras.  
JUDICIAL.

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Issued

Recd.

Encl.

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G.O., &c., 29th August 1894,  
Nos. 2087, 2088.

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AUGUST.

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Railway Police.

Passing orders on proposals for a temporary  
addition to the District Executive Force pending  
reconsideration of the — scheme.