

(1) Number of pages

24 34

(2) Date of repair

25-4-1962

(3) Initials of the Referencer

my
23/6/62

MADRAS RECORD OFFICE

Government of Madras

Judicial DEPARTMENT

G.O. No. 1142 to 1144
B.P. No.

Press

Mis.

(Spare copy)

Dated

9th July 1896

195

Not to be folded or roughly handled

GOVERNMENT OF MADRAS.

JUDICIAL DEPARTMENT.

READ—again G.O., No. 873, Judicial, dated 26th April 1895.

READ—also the following papers:—

From the Inspector-General of Police, No. 5037, dated 25th September 1895.

"	"	"	"	5078	"	30th	"
"	"	"	"	5121	"	4th October	"
"	Accountant-General, No. 2914, dated 23rd October 1895.						"
"	Inspector-General of Police, No. 726, dated 24th February 1896.						"

ORDER—No. 1142, Judicial, dated 9th July 1896.

The revised scheme for the organization of a body of Railway Police, submitted by the Inspector-General, is moderate in character and meets with the general approval of Government. The Government of India will now be requested to solicit the sanction of the Right Honourable the Secretary of State to its introduction.

2. In the meantime, Mr. Hammick will, as a temporary measure, be permitted to entertain the office establishment referred to in paragraph 4 of his letter of the 25th September last, No. 5037, and to organize the men now employed on railways for purposes of law and order as a Railway Police force on the lines which will eventually be followed when the complete scheme is sanctioned.

3. The Government agrees with the Inspector-General in considering that it is desirable that the police force employed at the railway stations in the Presidency town should be placed under the control of the Superintendent of Railway Police. As pointed out by the Commissioner, this step will necessitate an amendment of the Madras City Police Act III of 1888, and the Inspector-General will be requested to submit a draft Bill accordingly.

4. With reference to paragraph 18 of his letter of the 24th February 1896, No. 726, he will also be requested to furnish a list showing the stations at which, owing to the distance of the nearest habitation and the difficulty of procuring accommodation within easy reach of the railway, it is considered necessary that quarters should be provided by Government for the stationary police, and to report the cost of constructing such quarters departmentally.

5. Paragraph 21 of the same letter will be referred to the Public Works Department (Railway Branch), with the remark that, as the Railway Police force is maintained for the protection of the passengers using the various Companies' lines, the Companies may, in the opinion of Government, be not unreasonably requested to contribute to its efficiency by providing the Superintendent and the Assistant Superintendent of Railway Police with special carriages similar to those which are used by the officials at the head of their own departments. The grant of free passes to these two officers will not adequately meet the needs of the case, for it is necessary that they should be enabled to halt without difficulty at any station along the lines at which a crime may

require to be investigated or other duty may have to be performed. The provision of special carriages for them appears to be the only method by which they will be enabled to do this. The Public Works Department will accordingly be requested to ascertain the views of the several Railway Companies in the matter.

6. The Government of Bombay will be addressed regarding the arrangements which will require to be made for the performance of "watch and ward" duties on that portion of the Southern Mahratta Railway Company's line which lies within this Presidency.

(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Inspector-General of Police.
" Accountant-General.
" Financial Department.
" Public Works Department (Railway Branch).
" Commissioner of Police, Madras.

LETTER—to the Secretary to the Government of India, Home Department, No. 1143, Judicial, dated Ootacamund, 9th July 1896.

I am directed to acknowledge the receipt of Mr. Walker's letter, of the 18th March 1895, No. 832-G., Public Works Department, conveying the sanction of the Government of India to the entertainment, as a temporary measure, of a force of three Inspectors, eighteen head constables and sixty constables for detective and preventive purposes on the railways in this Presidency, and requesting that a revised scheme for the whole of the police force required for these railways might be prepared and submitted to that Government.

2. In reply I am directed to forward, for favour of submission to His Excellency the Governor-General in Council, the accompanying copy of a Proceedings of this Government of to-day's date, dealing with a letter from the Inspector-General of Police of the 24th February last, No. 726, in which the revised scheme called for has been set out in detail.

3. The scheme appears, if anything, to err on the side of moderation, but it is hoped that it will meet with the approval of the Government of India. Such points in it as seem to call for special remarks will now be noticed.

4. *Outline of the Scheme.*—In accordance with the instructions contained in paragraph 4 of the letter under reply, provision has been made in the scheme for the organization of a force for purposes of "law and order" only. The Southern Mahratta Railway and His Highness the Nizam's Guaranteed State Railway Companies have hitherto accepted police for purposes of "law and order" as well as of "watch and ward." The Agent of the latter Company has now consented to make his own arrangements for the future performance of the latter duties on his line. The Agent of the former wishes, however, to be first furnished with definite proposals regarding the transfer of these duties to the Railway, and the Government of the Bombay Presidency, through which the greater portion of the line runs, has been addressed upon the matter.

5. *Strength of the Force.*—In the scheme forwarded with my letter, No. 1455, Judicial, dated 17th July 1893, it was proposed to appoint a supervising staff of three Superintendents—one on Rs. 800 pay + Rs. 150 local allowance for the South Indian Railway; one on Rs. 700 + 150 for the Madras Railway, and one on Rs. 600 + 150 for the remaining railways in the Presidency. In the proposals now submitted provision has only been made for a Superintendent on Rs. 800 + 150, with head-quarters at Madras, for the Madras and South Indian Railways, and an Assistant Superintendent on Rs. 500 + 150 (who would work under the general supervision of the Superintendent) for the Southern Mahratta, the Bezwada Extension and the East Coast Railways,

with head-quarters at Bezwada. The staff of Inspectors has also been reduced from nine to six. The strength of head constables and constables, on the other hand, has necessarily required to be slightly increased (from 753 to 793) in consequence of the extension of the East Coast Railway beyond the Gôdâvari river and the opening of the new Mâyavaram-Muttupet line, which together involve an addition of 122 men to the force. If this addition be left out of account, the strength of the constabulary amounts to only 671 men, which is 82 less than the number provided in the original scheme.

6. Gradually, and in very small numbers at a time as necessity arose, 139 men who were originally entertained for rural police work have been, and still continue to be, employed upon platform duties on the Madras and South Indian Railways. In the scheme submitted in 1893 it was intended that, if the proposals then made were sanctioned, these men should be withdrawn from railway duty and restored to the district rural force. From paragraph 13 of the Inspector-General's letter already referred to, however, it will be seen that, with a view to reduce the cost of the present scheme to a minimum, it is now proposed to retain these men on the railway establishment and to absorb them in the Railway Police force to the employment of which sanction is now asked. This arrangement will obviously still further reduce the number of constables whom it is proposed to newly entertain under the present scheme and consequently the cost of the scheme.

7. The Government has reason to apprehend that it will be found that the one Superintendent and the one Assistant Superintendent provided in Mr. Hammick's scheme will be unable to cope with the task which it has been proposed to set them, and that it will also eventually be necessary to increase the number of Inspectors proposed in it; but as the Government of India has already intimated that it is not prepared to sanction the introduction of the scheme otherwise than gradually as funds permit, and as actual experience of the feasibility of controlling the force with this supervising staff is at present wanting, His Excellency the Governor in Council has accepted the proposals now placed before it by the Inspector-General of Police.

8. *Local and Travelling Allowances.*—In my letter, No. 1455, Judicial, dated 17th July 1893, it was recommended that, in addition to the grant of free passes over the various lines of rail and the daily allowances admissible under Article 1171 of the Civil Service Regulations, a monthly local allowance of Rs. 150 should be sanctioned to Superintendents and Rs. 50 to Inspectors, and, in the case of the detective and travelling branch of the constabulary, Rs. 10 to head constables of the first two grades, Rs. 7 to those of the other two, and Rs. 3 to constables. In Mr. O'Callaghan's letter of the 2nd February 1894, No. 391-G., it was stated that the Government of India was prepared to grant to detective and travelling head constables and constables the local allowances recommended, but considered that insufficient reasons had been adduced to justify the grant of similar allowances to Superintendents and Inspectors. Subsequently, when submitting proposals for the appointment of a temporary Railway

Police force, His Excellency the Governor in Council re-affirmed * the strong necessity which existed for the grant of local allowances to all the members of the travelling establishment and again recommended that they should be paid to Superintendents and Inspectors as well as to head constables and constables.

In reply to this representation, His Excellency the Governor-General in Council approved † of the grant of a conveyance allowance of Rs. 15 per mensem to Inspectors, but added the proviso that not only this allowance, but also that which had previously been sanctioned, without any restriction, to constables and head constables, should be understood to be a grant in consequence of the peripatetic nature of their duties, and that the officers who drew it should be paid no further allowance in respect of journeys by rail. The Accountant-General has ruled that this proviso debars any of these officers from drawing allowances at the end of a railway journey for halts necessary for the detection of cases or other work, and it thus leaves them in a position which is very little better, if at all, than that which they occupied before.

* Judicial Department letter, No. 2088, dated 29th August 1894.

† Mr. Walker's letter, No. 832-G., dated 18th March 1895.

9. His Excellency the Governor in Council is most strongly of opinion that it is the first essential to the success of the new scheme that the appointments under it should be rendered sufficiently attractive to induce the really experienced and able officers of the force to take them up. Not only is the scheme new and therefore in need of every assistance that can be given it to enable it to make a successful beginning, but the work it involves is arduous and unpleasant in the extreme and also unusually difficult, as railway criminals are undoubtedly more ingenious and enterprising than any other class. Owing, moreover, to the large reductions in the strength of the Railway Police force which have been necessitated by the orders of the Government of India, the scheme now proposed provides for fewer officers than are needed to carry out the work allotted to them in a thoroughly satisfactory manner. It is therefore doubly necessary that these officers should be as efficient as is possible. The case for the grant of the allowances referred to to Inspectors and head constables and constables is clearly and forcibly stated in the following extract from a letter from the Inspector-General of Police on the subject, with which His Excellency in Council is throughout entirely in accord:—

3. The allowances proposed by Colonel Porteous in his letter, dated 30th May 1894, No. 3033, were—

Inspectors	Rs.
Head Constables—	15
First and Second Grade	10
Third and Fourth Grade	7
Constables	3

Colonel Porteous clearly expected that these men would be allowed the allowances permissible under article 1171 of Civil Service Regulations, in addition to the special fixed allowances granted to them. In his letter, dated 12th May 1893, No. 2561, he proposed that each Inspector should draw a special allowance of Rs. 50, which allowance he considered would cover house-rent and compensate the Inspectors for the arduous and expensive nature of their duties on the rail roads. But he then thought that all the officers employed on the railways should draw daily allowances when travelling, in addition to their special allowances, and made special provision for it in the proposition statement he submitted. In the subsequent letter, dated 30th May 1894, No. 3033, Colonel Porteous reduced the allowances to Inspector to Rs. 15, evidently because he wished to reduce to a minimum the financial objection to his scheme, but I am certain he never contemplated that the Inspectors would not be permitted to draw any daily allowance when travelling.

4. Turning to the arrangements existing in other Presidencies, I find that in Bengal officers and men attached to the Railway police do not get any local or special allowance in addition to their pay, but they are allowed free quarters or house-rent in lieu thereof, and travelling allowance under article 1171 of the Civil Service Regulations.

In Bombay on the Great Indian Peninsula, Inspectors draw Rs. 25 a month; Head constables, Rs. 10 a month; other police, the allowances permissible under chapters 48 and 49, Civil Service Regulations.

On the Southern Maharatta Railway, Inspectors and Head constables a fixed allowance—the same, I presume, as on the Great Indian Peninsula; and other officers, travelling allowance under article 1171, Civil Service Regulations.

On the Bombay and Baroda, Inspectors Rs. 25, and allowances under article 1171 when they go beyond the limits of their divisions.

5. Taking the cases of our three Inspectors first, they each have the whole railway line of one Company to travel over. One travels from Madras to Tuticorin, 413 miles, Kundamangalam to Dharmavaram and to Nellore, 403 miles, and other branches, 248 miles. One from Madras to Calicut, 523 miles, including the Bangalore branch and Méttupálaiyam, and Madras to Tungabhadra, 333 miles. One travels from Hindupur to Berhampore and Hospet to Guntakal, 876 miles.

These men draw what every other Inspector draws, viz., an allowance of Rs. 15 a month. They do not, it is true, keep a pony as other Inspectors do. But on the other hand, they are perpetually on the move night and day, picking up their food where they can, and have as their head-quarters, Trichinopoly, Arkónam and Bezvada, where living is much more expensive than it is at out-of-the-way stations in districts away from railway lines. I have appointed to these appointments three of the best Inspectors in the force, and they all complain, and it appears to me quite justly, that they have very hard work and, of necessity, a very expensive mode of life, and no remuneration to compensate for their drawbacks to their appointments. I must repeat Colonel Porteous' statement that without sufficient inducement in the shape of extra pay, no Inspector will accept employment in the Railway police, and that it is necessary that these men should be the best Inspectors we have.

6. Under the Government of India orders these Inspectors can get no allowances whatever for the hundreds of miles that they travel, except the Rs. 15 a month which all Inspectors get.

7. I hope, under the circumstances, the Government will see fit to strongly recommend that the remuneration of these three officers be increased. It can be done either by converting the Rs. 15 into a house-rent allowance and allowing them to draw travelling allowance under article 1171 of Civil Service Regulations, or by increasing their fixed allowance to Rs. 50 as proposed by Colonel Porteous. Our Inspectors cannot look to getting beyond Rs. 200 a month, while in Bengal and Bombay the grades go up to Rs. 250 a month, and looking to the work of our three Railway Inspectors and to that of the four Inspectors and thirteen Sub-inspectors in Bengal and the eight Inspectors in Bombay, there is no comparison. The three Madras Railway Police Inspectors practically live in the trains.

8. As regards Head constables and constables, I consider also that the remuneration granted in the shape of special allowances is not sufficient. It must be remembered that in our rural force a special station charge allowance is granted to constables in charge of stations—a first-class station carrying Rs. 7 a month, and second-class station Rs. 4 a month. Constables serving on the Railway police, detective and travelling force, lose all chance of getting these allowances and they have, moreover, a far harder life than constables attached to a rural police station. With the small number of police on railway travelling duty, the travelling staff are perpetually travelling by night. The result of the arrangement is that Head constables who are specially selected for railway duty as smart men lose the Rs. 7, or Rs. 4 which they would be certain to get if with the rural force; while they get the local allowance of Rs. 10, or Rs. 7 and much harder work than they would get if with the rural force. In the one case they seldom go further than a walk's distance from their homes and have little night duty; in the other they travel distances of fifty or sixty miles from their head-quarters, and have much night duty in crowded third-class railway carriages. I consider that the allowance granted should be counted as a set off against the loss of station-house charge allowance, and that these men should draw, when travelling, the allowance permissible under article 1171 of Civil Service Regulations.

9. As regards ordinary constables, I do not consider their allowances of Rs. 3 a month more than sufficient compensation for the loss of the chance of drawing station allowances, which they would often draw if with the rural force, and for the additional expense for rent from having to live near railway stations; and I consider that if we are to get the pick of men we must give them allowances under article 1171, Civil Service Regulations, when travelling by train.

10. It must be remembered that our special Railway police is a very much smaller force than is actually necessary for the duty imposed, and that the only chance of getting the work properly done is to obtain a selection from the best men we have for the work. As it is, the fixed allowances granted both to Inspectors and men, coupled with a condition that no travelling allowance shall be granted, afford no attraction whatever to rural police to join the railway force, and the result will be that we shall eventually get not our best, but our worst men on our railways. Our Railway force, as at present constituted, has, I should imagine, the hardest work of any Police force in India, and it appears to be one of the worst paid, and this, after years of agitation for an efficient Railway police.

10. The case for the grant of the allowances to the Superintendent and the Assistant Superintendent who will be placed in charge of the force is even stronger. For if it is necessary that the subordinate part of the force should be efficiently remunerated to render it efficient, it is doubly necessary that the controlling officers should be paid at rates which will suffice to attract officers of ability. It will be observed, moreover, that the two superior officers have, under the present scheme, a far larger charge than was allotted to each of the three Superintendents whom it was originally proposed to appoint and they appear to have heavier responsibilities with smaller salaries than corresponding officers in other administrations. The Superintendent will further have his head-quarters at Madras, and should in fairness be given some compensation for the extra expenses he will thus incur.

11. His Excellency the Governor in Council accordingly trusts that, in the circumstances which have been now for the first time explained, the Government of India will be able to see its way to the grant of the allowances provided for all ranks in the present scheme, and will further sanction the payment to them, in addition, of the travelling allowances admissible under article 1171, Civil Service Regulations. The conveyance allowance of Rs. 15 provided for the Inspectors may be treated as a house-rent allowance. The grant of these concessions will necessitate an outlay which, when compared with the total cost of the scheme, is very small, and to refuse them would, in the opinion of His Excellency in Council, result in the destruction of the efficiency of the force for the sake of a saving which, in proportion to the interests involved, is absolutely insignificant.

12. The subject of the *grant of free passes* to members of the detective and travelling establishment is still under reference to the Railway Companies concerned, and the Government of India will be further addressed on the subject.

13. *Cost of the Scheme.*—The financial effects involved in the adoption of the present proposals are set out clearly in paragraphs 5 to 9 of the Inspector-General's letter of the 24th February last. The direct and indirect charges for the force required for the maintenance of law and order are estimated at Rs. 1,58,153 per annum, of which Rs. 60,231 are debitable to Railway Companies and Rs. 97,922 to Government. The cost of the force at present employed for this purpose, including the temporary establishment sanctioned in Mr. Walker's letter of the 18th March 1895, amounts to Rupees 1,05,639, of which the Government share is Rs. 68,843. The extra outlay involved is thus Rs. 52,514, the amount debitable to Government being Rs. 29,079. If to this are added the charges which, under Railway Circular, No. IV, dated 11th February 1890, issued by the Public Works Department of the Government of India, the State is liable to bear on account of the watch and ward establishment on the South Indian, the Southern Mahratta and the Bezwada Extension railways, the total cost debitable to Government amounts to Rs. 1,05,358, which represents an increase of Rs. 30,189 over the expenditure now incurred on the Railway Police force.

14. With reference to paragraph 4 of letter from the Government of India, No. 391 G., dated 2nd February 1894, I am to state that the Madras Railway Company has refused to bear any portion of the cost of the establishment to be employed on that railway for law and order purposes. The Government has no power under the contract to compel the Company to pay any contribution for this purpose. It is essential, however, to the success of the scheme as a whole that the force on the Madras Railway should be as strong and as efficient as that employed on the other lines. Unless this is secured, an important link in the chain of railway police will be weakened to the profit of the criminal classes and to the disadvantage of those who travel by this line. It is, therefore, apparently necessary that the State should bear the whole cost of the force required for the Madras Railway.

15. It will be observed that provision has been made in the scheme for an outlay of Rs. 16,000—or Rs. 8,300 in excess of the sum now expended—on account of travelling allowances, including railway fares or cost of passes. If the result of the reference to the Railway Companies on the subject of the grant of free passes to men travelling on duty on their lines is favourable, this item will undergo a considerable reduction.

16. Omitting the East Coast Railway, the extension of which as far north as Rumbha has necessitated a large increase in the law and order staff and renders any comparison misleading, the subjoined abstract contrasts the cost of the present proposals with that of the scheme submitted in 1893:—

	Original scheme.*			Present scheme.†			Difference between the original and the present scheme.		
	The Companies' share.	Government share.	Total.	The Companies' share.	Government share.	Total.	The Companies' share.	Government share.	Total.
	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.
South Indian Railway ..	53,458	22,910	76,368	41,235	17,671	58,906	12,223	5,239	17,462
Madras Railway ..	..	66,096	66,096	..	45,916	45,916	..	20,180	20,180
Southern Mahratta Railway ..	26,578	11,390	37,968	23,218	9,950	33,168	3,360	1,440	4,800
Bezwada Extension Railway ..	2,126	910	3,036	629	220	755	1,697	684	2,281
Total ..	82,162	1,01,806	1,83,968	64,982	73,763	1,38,745	17,180	27,543	44,723

* This provided for "law and order" only on the South Indian and Madras Railways, and for "law and order" as well as for "watch and ward" on the Southern Mahratta and Bezwada Extension Railways and on the East Coast Railway as far as the Coddavari river.

† To permit of a fair comparison with the cost of the original scheme, only the proposed outlay on account of "law and order" has been entered against the South Indian and Madras Railways, while the figures appearing against the Southern Mahratta Railway and the Bezwada Extension include provision for "watch and ward" as well as for "law and order."

It will be seen that the cost of the present proposals, both to the Railway Companies and to Government, compares very favourably with that of the scheme forwarded with my letter of the 17th July 1893.

17. *Amendment of Madras Act III of 1888.*—The Inspector-General proposes that the Commissioner of Police, Madras, should be divested of the authority over the force employed at the railway stations in the Presidency town which is at present conferred upon him by the Madras City Police Act, III of 1888, and that these men should be placed under the control of the Superintendent of Railway Police. This arrangement appears to have been already adopted in Calcutta and Bombay; it seems essential to the proper working of the scheme and the Commissioner of Police is in favour of it. The proposal necessitates an amendment of the Madras Act III of 1888 and steps will be taken to initiate this.

18. *Organization of a temporary Railway Police Force.*—As has already been stated in paragraph 6 *supra*, a considerable body of police is at present engaged entirely upon railway duties, although they always have been, and are still, nominally borne on the strength of the rural force attached to the several districts. The establishment thus employed for law and order purposes will, as has been explained, be eventually absorbed in the Railway Police scheme now under consideration. It is therefore important that these men should be organized and controlled as speedily as possible upon the lines which will eventually be followed as soon as the scheme is introduced. At present, while they are nominally under the control and supervision of the Deputy Inspector-General as far as their duties on the several railways are concerned, the registration of crime committed within their jurisdictions, the drawing and disbursing of their pay, the supply to them of clothing and accoutrements, the preparation of all statistics connected with them, the grant of leave and many other matters are dealt with by the Superintendents of the districts in which they are stationed. It is reported that, as was only to be expected, this arrangement causes intolerable confusion—which has been heightened by the recent addition to the strength of the railway police—and leads to much unnecessary correspondence and the duplication of many reports and returns. In order to put an early end to this state of things, His Excellency the Governor in Council has issued instructions, in anticipation of the approval of the Government of India to the step, that the whole of the force *at present* employed on the various lines of railway upon law and order duties should henceforth be classified for the purposes above, including the drawing of its pay, as a separate Railway Police force and that it should be directly controlled by the Deputy Inspectors-General. This step necessitates some additional temporary establishment, as the Deputy Inspectors-General have at present only one clerk each, who is required to travel with them. An office establishment of two clerks—one a first-grade head constable and one a fourth-grade head constable on Rs. 25 and Rs. 14 per mensem, respectively—has accordingly been granted to each of the Deputy Inspectors-General. This arrangement is necessarily tentative pending final orders upon the general scheme for the Presidency now recommended, and it is referred to in this letter because the classification of these men for purposes of pay as a body of railway police, even though it involved no increased expenditure, appeared to need the sanction of the Government of India as it amounted to the partial introduction of a scheme which under the rules requires that Government's approval, and is now under its consideration. A strong argument in favour of the immediate introduction of the arrangement above referred to is the fact that it will permit of the formation at once of sections of railway police, regularly organised into three divisions under the three Inspectors already sanctioned by the Government of India, each working immediately under a Deputy Inspector-General. The organization thus established will greatly facilitate the introduction of the general scheme now under consideration, as, should it be sanctioned, it will be possible to hand over to the Superintendent of Railway Police three divisions already in complete working order, to which the additional constables can be added without delay or confusion of any kind.

19. In conclusion, I am to say that it seems unnecessary to again insist upon the inadequacy of the present Railway Police force and the urgent necessity which exists for extending and strengthening it on a properly-organized basis. The present scheme

has been framed on the most moderate lines, and His Excellency the Governor in Council is convinced that any further reductions in the strength of the force proposed can only be effected at the cost of its efficiency. I am therefore to express the hope that the scheme may be forwarded to the Right Honourable the Secretary of State with the full support and concurrence of the Government of India.

J. F. PRICE,
Chief Secretary.

LETTER—to the Secretary to the Government of Bombay, Public Works Department, No. 1144, Judicial, dated Ootacamund, 9th July 1896.

In connection with certain proposals now under consideration regarding the formation of a separate body of Railway Police in this Presidency, the Government of India has recently decided that the police should be, in future, relieved of the duty of keeping "watch and ward" over railway property and that the care of such property should be entrusted to a staff of watchmen to be employed by the Railway Companies themselves. The Inspector-General of Police has accordingly, in his scheme for the organization of the Railway Police, submitted proposals for giving effect to this instruction. I am directed to forward a copy of these proposals together with the orders of this Government thereon, and to request that, with reference to paragraph 19 of the Inspector-General's letter, the Southern Mahratta Railway Company may, with the permission of His Excellency the Governor in Council, be moved to make its own arrangements for the performance of the duties of "watch and ward" over the property appertaining to that part of its line which lies within this Presidency.

2. I am to further request that the result of any correspondence which may take place with the Company on this subject may be communicated to this Government.

J. F. PRICE,
Chief Secretary.



OFFICE OF THE INSPR.-GENL. OF POLICE,
MADRAS, 24th February 1896.

No. 726.

To

THE CHIEF SECRETARY TO GOVERNMENT,
FORT ST. GEORGE.

SIR,

I have the honour to submit a revised *Revised Railway Police Scheme.* Railway Police scheme with reference to G.O., No. S73, Judicial, dated 26th April 1895.

2. I would first explain that the establishment at present employed is made up as follows:—

(a) From the time when the Madras and South Indian *Present establishment.* Lines were opened for traffic, one constable generally belonging to the nearest police station has been employed for law and order on each railway station platform. Of late years on extensions, such as the Villupuram-Dharmavaram and Mayavaram-Muttupet branches, or whenever an additional railway station has been opened or more men required, an increase to the force has been sanctioned from time to time by Government for the special purpose of employment on railway platforms. The "platform police" on these two railways thus consists (a) of 96 men on the Madras, and 43 on the South Indian, total 139, who were originally intended for ordinary rural work, but have been employed on railway platform duty, and (b) 39 men on the Madras and 124 on the South Indian Railway who have been from time to time sanctioned by Government specially for the latter duty, as shown in my letter No. 5037, dated 26th September 1895.

(b) On the Southern Mahratta, the small branch of His Highness the Nizam's Guaranteed State Railway called the Bezawada Extension, and the East Coast lines which have been comparatively lately opened, all the police have been specially sanctioned by Government for the purpose of such employment.

(c) A detective and travelling staff on all railway lines recently sanctioned

by the Government of India in the resolution contained in the Madras Government Order quoted in paragraph 1 of this letter.

3. On the South Indian, Madras and East Coast Railways the police at present perform "law and order" duties only, and have nothing to do with the watch and ward of the Companies' goods-sheds and premises, but on the Southern Mahratta Railway and the Bezwada Extension the police carry out the duties both of "law and order" and "watch and ward."

4. In the scheme herewith submitted I have, in accordance with the directions of Government in paragraph 2 of the order under reference, made provision for the police doing "law and order" duties only on all railways, proposing to leave it to the Southern Mahratta and His Highness the Nizam's Guaranteed State Railway Companies to make their own arrangements for "watch and ward" now carried out by the police.

5. I append statements showing the distribution according to railway stations of the detective and travelling staff and the platform police now proposed by me—Statement No. I, the present and proposed strength and cost of the establishment—Proposition Statements Nos. II to IV, and the incidence of cost in respect of each railway—Statements Nos. V to IX.

6. I give below an abstract of the present and proposed establishment:—

Names of Railways.	Present strength.						Proposed strength.					Remarks.
	Length of line.	Superintendent or Assistant Superintendent.	Inspectors.	Head Constables.	Constables.	Total.	Superintendent or Assistant Superintendent.	Inspectors.	Head Constables.	Constables.	Total.	
South Indian Railway.	M.L.S. 1,094	..	1	9	199	209	1	2	27	274	804	{ One Superintendent for both the South Indian and Madras Railways.
Madras Railway ..	820	..	1	10	153	164		2	18	218	238	
Southern Mahratta Railway.	461	..	1	10	126	137	1	1	14	107	123	{ One Assistant Superintendent for these three lines.
Bezwada Extension.	21	..	..	..	4	4		..	..	2	2	
East Coast Railway.	433	..	..	16	120	136	..	1	10	123	134	
Total ..	2,829	..	3	45	602	650	2	6	69	724	801	An increase of 151.

The total strength proposed by Colonel Porteous was 765. At that time the East

Coast Railway had only been opened for traffic up to the Gôdâvari river and only 23 policemen were employed. The line has since been extended to Rumbha and the proposed establishment is 134 men. The Mayavaram-Muttupet line (56 miles) has also since been opened for traffic and 11 extra men employed on it. Deducting the addition of 122 men from my figure (801), the balance is 679, and this is 86 less than Colonel Porteous' estimate (765). About half this decrease is accounted for by the proposal to dispense with the performance of watch and ward duty by the police on the Southern Mahratta and Bezwada Extension Railways.

7. The cost of the proposed compared with the present establishment is as follows, taking into account only the direct or immediate charges, viz., pay, local allowance, clothing, contingencies, and travelling allowance:—

Names of Railways.	Present.			Proposed.		
	Total cost.	Railway Company's share.	Government share.	Total cost.	Railway Company's share.	Government share.
South Indian Railway	Rs. 81,144	Rs. 21,801	Rs. 9,343	Rs. 55,955	Rs. 39,169	Rs. 16,786
Madras Railway	24,530	..	24,530	43,622	..	43,622
Southern Mahratta Railway ..	18,765	10,314	8,451	25,175	17,828	7,553
Bezwada Extension	544	380	164	699	420	179
East Coast Railway	17,873	..	17,873	24,897	..	24,897
Total ..	22,856	32,495	60,361	1,50,248	67,212	83,036

* The Southern Mahratta Railway's share of present cost is less than seven-tenths of the total as no recovery is made for 39 platform men as explained in Statement No. VII.

The increase in the proposed over the present cost is Rs. 57,392, of which the Government share is Rs. 32,675 on the understanding that Government bears the whole cost on account of the Madras Railway. Details of the cost are worked out in appended Statements Nos. V to IX.

8. Including the indirect charges, viz., pensionary contribution and supervision, the cost stands as follows:—

Names of Railways.	Present.			Proposed.		
	Total cost.	Railway share.	Government share.	Total cost.	Railway share.	Government share.
South Indian Railway	Rs. 85,249	Rs. 24,674	Rs. 10,575	Rs. 68,906	Rs. 41,235	Rs. 17,671
Madras Railway	27,850	..	27,850	46,918	..	46,918
Southern Mahratta Railway ..	21,478	11,653	9,753	28,501	18,551	7,950
Bezwada Extension	628	439	189	635	445	190
East Coast Railway	20,476	..	20,476	28,195	..	28,195
Total ..	1,05,659	36,796	68,843	1,58,153	60,231	97,922

† Vide note under the statement above.

In the present scale, supervision charge is calculated at the prescribed rate of 10 per cent. of pay and local allowance of the force employed, while in the proposed, it is represented by the actual cost of Superintendent and Assistant Superintendent, which is included in the statement appearing under paragraph 7 as well as in the statement above. Pensionary contribution is calculated both in the present and proposed scales at the prescribed rate of $7\frac{1}{2}$ per cent. on pay. The increase in cost including the indirect charges is Rs. 52,514, of which the Government share is Rs. 29,079.

9. Again, adding to the Government shares above arrived at, three-tenths of the cost of the watch and ward establishment employed by the South Indian and Southern Mahratta Railways, which the Government has to bear, the cost will be as shown below:—

Names of Railways.	Present Government cost.	Proposed Government cost.	Increase.	Decrease.
South Indian Railway	Rs. 15,975	Rs. 23,071	Rs. 7,096	..
Madras Railway	27,850	46,916	18,066	..
Southern Mahratta Railway	10,679	9,950	..	729
Bezwada Extension	189	226	37	..
East Coast Railway	20,476	26,195	5,719	..
Total ..	75,169	1,05,358	30,189	729

The net increase to the cost chargeable to Government involved by the present proposals is Rs. 30,189.

10. As will have been seen from the statement under paragraph 6 above, I propose to superintend the railway police with one Superintendent in charge of the Madras and South Indian Railways and an Assistant Superintendent in charge of the Southern Mahratta, the Bezwada Extension and East Coast Railways. The head-quarters of the Superintendent will be at Madras and that of the Assistant Superintendent at Bezwada. The Assistant Superintendent will work under the general supervision of the Superintendent. Colonel Porteous proposed three Superintendents, but as the Government of India have, on financial considerations, stated that the introduction of the railway police system must be gradual, my present scheme is for a reduced scale of establishment with which I hope the police duties required on railway

lines in this Presidency may be fairly efficiently performed until experience shows the necessity for a larger establishment.

11. Instead of nine Inspectors as in Colonel Porteous' scheme I have proposed six, which I think will suffice for the present.

12. As regards the rank and file of the force, the strength of the detective and platform police considered necessary by the Deputy Inspectors-General and which I have with very slight changes adopted is nearly on the same scale as Colonel Porteous proposed, except in regard to section head constables who, in my present scheme, are given a larger extent of line to supervise with a view to reduce the number required.

13. The one hundred and thirty-nine men employed on the Madras and South Indian Railway platforms, intended originally for ordinary rural police duties, but who have for a long time been spared for work on these railways, as explained in paragraph 2 of this letter, were under Colonel Porteous' scheme to be restored to district rural work, on a fresh establishment being sanctioned for railways—vide paragraph 13 of his letter No. 2561, dated 12th May 1893, disposed of in G.O., No. 1454, Judicial Department, dated 17th July 1893. I, however, do not propose to do this, and have included these men in the proposed body of railway police, and estimated only for the additional strength required over and above their number for platform work, firstly, because they have been long employed on this work, and secondly, because it is necessary to limit the additional expenditure to be incurred by the introduction of the proposed scheme. District Superintendents have not raised any objection to this course, and I consider that generally speaking no addition is specially called for at present to the strength of the rural force in districts which have spared the men for railway platform work. In special cases it may be necessary to add some men to the force, but these cases can be dealt with afterwards. In the meantime the whole rural force now employed on Railway duty may be permanently transferred to Railway work.

14. According to the Deputy Inspectors-General's proposals, which I have adopted, two Inspectors will be allotted to the South Indian Railway which will be formed into two divisions. One Inspector will be in charge of the division from Madras to Tinnevely and Tuticorin, Villupuram to Kandamangalam (Pondicherry Branch), Tanjore to Negapatam and Trichinopoly to Erode branches with head-quarters at Trichinopoly. The second will be in charge of the division from Villupuram to Nellore and Pakala to Dharmavaram, with head-quarters at Vellore. The first division will consist of seven sections and the second of three, or ten altogether. This arrangement is the one proposed by the Deputy Inspector-General. It may perhaps be necessary to redistribute this hereafter. Each section will be under a head constable, who will be called Station-house Officer, with head-quarters at an important or central railway station and will be charged with the duty of supervising the police in his jurisdiction, i.e., 100 miles of railway line on an average—keeping a crime register for cases reported within the section and other necessary records, distributing pay and clothing of his men, &c. Each section will, besides, have a head constable and four or five constables whose duty will be the detection of reported offences and travelling in trains as often as possible to prevent offences. It is proposed to provide a few important stations such as Madras, &c., with a head constable in addition to constables for platform duty only, all other stations with constables—one or more according to their traffic or other needs.

The Madras Railway will be formed into two divisions and seven sections. One Inspector will be in charge of the police on the line from Madras to Tunga-bhadra, and another Inspector from Arkonam to Calicut and Jalarpet to Bangalore.

The Southern Mahratta Railway will be in charge of one Inspector stationed at Guntakal and will be divided into four sections.

The East Coast Line will have an Inspector stationed at Waltair and will be divided also into four sections.

15. I have proposed an office establishment of four head constables for the Superintendent and

Distribution of the proposed force.

Superintendent's and Assistant Superintendent's Office Establishment.

three for the Assistant Superintendent. One will be a circuit writer. The establishment will keep crime ledgers, long rolls for pay of the force, defaulter registers and all other necessary records. I have also proposed a writer (head constable) for each Inspector, as the want of

Reserve.

one is now much felt. A reserve of ten men each for the South Indian Railway and Madras lines and five each for the Southern Mahratta and East Coast Railways has been provided for to arrange for the duties of absentees on leave, &c., and orderlies to the Superintendent and Assistant Superintendent.

16. The men at the stations in Madras are supplied from the City Police and are under the control of the Commissioner. In Bombay and Calcutta the police at the terminal stations within the city are under the control of the Superintendent of Railway Police and not under the Commissioner of Police for the city. Such an arrangement is obviously advantageous and I would recommend that it may be adopted in Madras. The Commissioner of Police, to whom a reference was made on the subject, stated that he would be happy to transfer the railway stations and railway premises in the city to my charge. He pointed out, however, that an amendment of the City of Madras Police Act (III of 1888) would be necessary. Either the first clause of section 3 of the Act or section 5 must be amended. Probably it would be best to amend section 5. If this is done, the police employed at the railway stations in the city will retain the larger powers conferred by the City Act, which is an object to be desired. Some slight reduction—viz., two head constables and eight constables—in the number of city police may be effected if they are relieved of actual work at the railway stations. I have included this strength in the present and proposed scales in my scheme.

17. In regard to the travelling allowance of the railway police, in my letter, No. 5121, dated 4th October 1895, I represented that the Rs. 15 conveyance allowance to Inspectors was quite inadequate in the place of travelling allowance, and that the local allowance granted to head constables and constables was not really a compensation for their travelling expenses but mainly a substitute for the station

Travelling Allowance.

charge allowance which they would receive if with the rural force. For the reasons explained in the letter above referred to I consider it absolutely necessary that, as in Bengal, the detective and travelling railway police should be entitled to draw the allowance admissible under Article 1171 of the Civil Service Regulations besides the conveyance and local allowances. The Accountant-General has ruled that under paragraph 2 of the Government of India's resolution in Madras G.O., No 873, Judicial Department, dated 26th April 1895, if an officer halts after a journey by rail, say, for the purpose of detection of a case, he is entitled to no halting (daily) allowance. I consider this is very hard and beg strongly to urge a favourable consideration of my recommendation in this respect. The provisions of Article 1171 of the Civil Service Regulations should apply to the proposed Superintendent and Assistant Superintendent also.

18. As regards quarters for the platform

Quarters for the Platform Police. police, I am of opinion that it is absolutely necessary that quarters should be constructed for them close to the railway stations. In many places the villages are at a distance from the railway stations, and where they are not so, accommodation near the railway stations is not always procurable. Under these circumstances the attendance of the police at odd times of the day and night on the arrival of trains must be irregular. I agree with Colonel Porteous that huts should be built at all stations where they are found necessary. I beg therefore that Government may be pleased, with reference to his views expressed in G.O., No. 1454, Judicial, dated 17th July 1893, to allow quarters to be built for the police at stations wherever they are found necessary owing to the distance of the nearest habitation from the railway station or difficulty of procuring accommodation. The Railway Companies should, I think, be asked to spare sites for police huts close to railway stations wherever they belong to them and can spare them. I know from personal experience that irregular attendance at stations is as often as not caused by the inconvenient distances at which our constables are obliged to live.

19. In regard to the proposed change on the Southern Mahratta Railway the Agent of the

"Watch and Ward" duty on the Southern Mahratta Railway.

line, in answer to a reference from this office as to what his views are in regard to making his own arrangements for "watch and ward" duty on his line, the police in future undertaking only "law and order" duties, has asked to be furnished with definite proposals in the matter. The question probably had better be referred through the Government of Bombay and a final decision arrived at. I anticipate, however, that the Railway Company will have no objection to the proposed arrangement, which will be cheaper than the present. The matter appears to be one that can best be settled direct by Government after the present proposals have been considered. If I attempt to settle the matter there will doubtless be further delay and additional correspondence, as any proposals, I can make, can only be subject to approval by Government.

The Agent of the Nizam's Guaranteed State Railway has agreed to undertake the watch and ward duty on his line being performed by the Company's watchmen at the two stations, Gangineni and Kondapalli.

20. I would observe that the scheme submitted now

Scheme still tentative. should still be regarded as tentative and liable to be altered with the growth of experience. When the new Madras-Bezwada line is opened, another Assistant Superintendent will be probably necessary. Should my proposed scheme meet with the approval of Government and receive the necessary sanction of superior authority in the course of the next official year, the cost from the date of introduction of the scheme can be met from the provision of Rs. 16,500 made in the budget under the head "Railway Police." After framing this estimate roughly the Deputy Inspectors-General were referred to and the establishment which they consider necessary is found to involve a greater cost. As stated in paragraph 9 of this letter, the increase over the present cost to Government involved by the proposals is Rs. 30,189, which I think is very moderate considering the usefulness of the proposed system.

21. There is, lastly, the question of carriage accommodation for the Superintendent and Assistant Superintendent. Colonel Porteous considered that a compartment or a special carriage should be provided for these

Carriage accommodation for Superintendent and Assistant Superintendent.

officers. I agree that, looking to the nature of their duties which will necessitate constant travelling and the performance of their ordinary work when travelling, special accommodation must be given them. If this is not done the Superintendent and his Assistant cannot possibly be expected to get through their work. I hope that this important matter will be settled before the scheme is introduced.

I have the honour to be,
Sir,
Your most obedient servant,
M. HAMMICK,
Inspector General of Police.

.I.

STATEMENT showing the distribution of the proposed Police—South Indian Railway.

Division number and head-quarters.	Section number and head-quarters.	Names of railway stations.	Detective and travelling establishment.			Stationary establishment.	
			Inspectors.	Head constables.	Constables.	Head constables.	Constables.
		Beach	..	..	..	..	1
		Fort	..	..	..	..	1
		Park	..	..	..	..	1
		Egmore	..	..	..	1	4
		Chetput	..	..	..	..	1
		Kodambakum	..	..	..	..	1
		<i>Chingleput District.</i>					
		Saidapet	..	..	..	..	1
		St. Thomas' Mount	..	..	..	..	1
		Pallavaram	..	..	..	..	1
		Vandalur	..	..	..	..	1
		Guduvanchéri	..	..	..	..	1
		Singaperumalkóvil	..	..	..	..	1
		Chingleput	..	1	4	1	2
		<i>Arkonam branch—</i>					
		Villimpaukam	..	..	..	..	1
		Walajabad	..	..	..	..	1
		Conjeeveram	..	..	..	..	2
		Palár (North Arcot district)	..	..	..	..	1
		Arkonam junction	..	..	..	..	3
		Kolattur, North	..	..	..	..	1
		Padulam	..	..	..	..	1
		Madurankam	..	..	..	..	1
		Acharapakkam	..	..	..	..	1
		Perambair	..	..	..	..	1
		<i>South Arcot District.</i>					
		Olakkur	..	..	..	..	1
		Tindivanam	..	..	..	..	1
		Mallam	..	..	..	..	1
		Vikravandi	..	..	..	..	1
		Villupuram	..	1	6	1	4
		<i>Pondicherry branch—</i>					
		Valavanur	..	..	..	..	1
		Kandamangalam	..	..	..	..	1
		Serudanur	..	..	..	..	1
		Pauruti	..	..	..	..	1
		Nellikuppam	..	..	..	..	1
		Cuddalore (New Town)	..	..	..	..	2
		Do. (Old Town)	..	..	..	..	2
		Alappékkam	..	..	..	..	1
		Porto Novo	..	..	..	..	1
		Killei	..	..	..	..	1
		Chidambaram	..	..	..	..	2
		<i>Tanjore District.</i>					
		Coleroon	..	..	..	..	1
		Shiyali	..	..	..	..	1
		Vaidiwarankóvil	..	..	..	..	1
		Anatándavapuram	..	..	..	..	1
		Máyavaram	..	..	..	..	1
		Kuttálam	..	..	..	..	1
		Náramangapétai	..	..	..	..	1
		Tiruvadamardúr	..	..	..	..	1
		Kumbakonam	..	..	..	..	2
		Sandaraperumalkóvil	..	..	..	..	1
		Pápanáam	..	..	..	..	1
		Ayyampéttai	..	..	..	..	1
		Titte	..	..	..	..	1
		<i>Muttupet branch—</i>					
		Munganallur	..	..	..	..	1
		Peralem	..	..	..	..	1
		Nannilam	..	..	..	..	1
		Vettár	..	..	..	..	1
		Kottagam	..	..	..	..	1
		Ponneralai	..	..	..	..	1
		Tirutturaippándi	..	..	..	..	1
		Pandi	..	..	..	..	1
		Tillaiivilagam	..	..	..	..	1
		Muttupet	..	..	..	..	2

* Two men are shown here as the estimated police whose cost will be chargeable to the South Indian Railway.

Statement showing the distribution of the proposed Police—South Indian Railway—*cont.*

Division number and head-quarters.	Section number and head-quarters.	Names of railway stations.	Detective and travelling establishment.			Stationary establishment.	
			Inspectors.	Head constables.	Constables.	Head constables.	Constables.
I. Trichinopoly—cont.	IV. Tanjore.	Tanjore junction	..	1	5	1	3
		Negapatam branch—	..	..	..	..	..
		Negapatam	..	..	..	..	2
		Sirkil	..	..	..	..	1
		Kivalur	..	..	..	..	1
		Tiruvárur	..	..	..	..	3
		Kulikkurai	..	..	..	..	1
		Koradachéri	..	..	..	..	1
		Nidimangulam	..	..	..	..	1
		Ammápettai	..	..	..	..	1
	Sálmangalam	..	..	..	..	1	
	Budalur	..	..	..	..	1	
	Trichinopoly District.						
	V. Trichinopoly.	Tiruvarambur	..	..	..	..	1
		Trichinopoly junction	1	2	7	1	4
		Erode branch—	..	..	..	..	..
		Trichinopoly Fort	..	..	..	..	3
		Flamanúr	..	..	..	..	1
		Péttaiyáttalai	..	..	..	..	1
		Kulittalai	..	..	..	..	1
Lálapéttai		..	..	..	..	1	
Kattalai		..	..	..	..	1	
Paliyar		..	..	..	..	1	
Coimbatore District.							
II. Vellore	VI. Madurai.	Erode branch—	..	..	..	..	..
		Karúr	..	..	..	..	2
		Págar	..	..	..	..	1
		Kodumudi	..	..	..	..	1
		Unjalur	..	..	..	..	1
		Pasúr	..	..	..	..	1
		Chavadiyoliyam	..	..	..	..	3
		Kode junction	..	..	..	..	1
		Kolattúr, South (Trichinopoly District)	..	..	..	..	1
		Manapparai	..	..	..	..	1
	Vaiyampatti	..	..	..	..	1	
	Madurai District.						
	VII. Tuticorin.	Ayyalúr	..	..	..	..	1
		Vadamadura	..	..	..	..	1
		Dindigul	..	..	..	..	2
		Ambatturai	..	..	..	..	1
		Ammayannákkannur	..	..	..	..	3
		Sólavanán	..	..	..	..	1
		Samayannallúr	..	..	..	..	1
		Madurai	..	1	6	1	4
Tiruparankundram		..	..	..	..	1	
Tirumangalam		..	..	..	..	1	
Kalligudi	..	..	..	..	1		
Tinnevely District.							
VIII. Vellore.	Virudupatti	..	..	..	..	2	
	Tulakkapatti	..	..	..	..	1	
	Sáttúr	..	..	..	..	1	
	Koilpati	..	..	..	..	1	
	Kumarapuram	..	..	..	..	1	
	Kadambar	..	..	..	..	1	
	Maniyáchi	..	..	..	..	3	
	Tataparni	..	..	..	..	1	
	Tuticorin	..	1	5	1	3	
	Tinnevely branch—	..	..	..	..	..	
Gangaikondan	..	..	..	..	1		
Tinnevely	..	..	..	..	3		
South Arcot District.							
VIII. Vellore.	Nellore branch—	..	..	..	..	..	
	Venkatapuram	..	..	..	..	1	
	Munhalapattu	..	..	..	..	1	
	Mugaiyur	..	..	..	..	1	
	Tirukkóyilúr	..	..	..	..	1	
	Tandurai	..	..	..	..	2	
	Tiravannamalai	..	..	..	..	1	
Agaram Sibbandi	..	..	..	..	1		
Pollur	..	..	..	..	1		

• 1 Inspector's writer.

Statement showing the distribution of the proposed Police—South Indian Railway—*concluded.*

Division number and head-quarters.	Section number and head-quarters.	Names of railway stations.	Detective and travelling establishment.			Stationary establishment.		
			Inspectors.	Head constables.	Constables.	Head constables.	Constables.	
II. Vellore —cont.	VIII. Vellore —cont.	South Arcot District—cont.						
		Nellore branch—cont.						
		Kalambar	..	..	..	..	1	
		Kannamangalam	..	..	..	..	1	
		Kaniambadi	..	..	..	..	1	
		Vellore	1	2	4	1	3	
		Kátpádi	..	..	..	..	1	
		Ramapuram	..	..	..	..	2	
		Chittoor	..	..	..	..	1	
		Putalapattu	..	..	..	..	2	
	Pákala	..	..	..	..	1		
	Panapakam	..	..	..	..	2		
	Chandragiri	..	..	..	..	1		
	Tirupati, West	..	..	..	..	1		
	Do. East	..	..	..	..	2		
	Rónigunta	..	..	..	..	1		
	Yerpedu	..	..	..	..	1		
	Kálabasti	..	..	..	..	1		
	Yellakuru	..	..	..	..	1		
	Venkatigiri	..	..	1	4	1		
	Vendóda	..	..	..	..	1		
	Gndur	..	..	..	..	1		
	Manabolu	..	..	..	..	1		
	Venkatachalam	..	..	..	..	1		
	Nellore	..	..	..	..	1		
	North Arcot District.							
	Damalcheruvu							
	Mangalampeta							
	Pulicherla							
	Cuddapah District.							
	Pílér							
	Kalikiri							
	Vayalpad							
	Chinna Tippasamudram							
	Karabalakota							
	Timmanangotta							
	Buttalapuram							
	Mulasaloheruva							
	Tanakalla							
	Nallaoheruva							
	Kadiri							
	Kala Samudram							
	Mulaka Vemala							
	Mudigubba							
	Muktapuram							
	Anantapur District.							
	Chinnakuntapalli							
	Dharmavaram							
	Reserve with Superintendent							
	Total							

• 1 Inspector's writer.

† This station is worked by the Madras Railway and the working expenses divided between this and the South Indian Railway in proportion to traffic receipts. Two men are shown here as the estimated police whose cost will be chargeable to the South Indian Railway.

‡ Estimated as chargeable to South Indian Railway.

Note.—The first division consists of seven sections and the second of three, according to the Deputy Inspector-General's proposals. It may probably be necessary to distribute the sections differently when the scheme is introduced.

STATEMENT showing the distribution of the proposed Police—Madras Railway.

Division number and head-quarters.	Section number and head-quarters.	Names of railway stations.	Detective and travelling establishment.			Stationary establishment.	
			Inspectors.	Head constables.	Constables.	Head constables.	Constables.
I. Madras.		Madras, Central Station	1	2	6	1	6
		Royapuram	..	..	..	..	1
		Washermanpetta	..	..	..	..	1
		<i>Chingleput District.</i>					
		Perambur	..	..	..	..	2
		Konnar	..	..	..	..	1
		Ambattur	..	..	..	..	1
		Avadi	..	..	..	..	1
		Tinnanur	..	..	..	..	1
		Sevvapettai Road	..	..	..	..	2
I. Madras.		Tiruvallur	..	..	..	..	1
		Kadambattur	..	..	..	..	1
		<i>North Arcot District.</i>					
		Manur	..	..	..	..	1
		Chinnammápettai	..	..	..	..	1
		Mosur	..	..	..	..	1
		Arkonam junction †	..	..	..	..	1
		Munnai	..	..	..	..	1
		Sholingur	..	..	..	..	1
		Thalagudi	..	..	..	..	1
I. Madras.		Arcot	..	..	..	..	1
		Ponnai Road	..	..	..	..	1
		Tiravalam	..	..	..	..	1
		Kárpádi	..	..	..	..	1
		Latteri	..	..	..	..	1
		Tiruttani (North-West line)	..	..	..	..	1
		Ponpadi	..	..	..	..	1
		Nagari	..	..	..	..	1
		Vepagunta	..	..	..	..	1
		Suttur	..	..	..	..	1
I. Madras.		Pudi	..	..	..	..	1
		Rénigunta	..	..	..	..	1
		Mámaudóru	..	..	..	..	1
		<i>Cuddapah District.</i>					
		Peddapad	..	..	..	..	1
		Kódur	..	..	..	..	1
		Urapádu	..	..	..	..	1
		Reddipalli	..	..	..	..	1
		Bazampeta	..	..	..	..	1
		Nandalóru	..	..	..	..	1
II. Kodar.		Vontimitta	..	..	..	..	1
		Siddhavattam	..	..	..	..	2
		Cuddapah	..	..	..	..	1
		Kristnapuram	..	..	..	..	1
		Gangayapalli	..	..	..	..	1
		Kannalapuram	..	..	..	..	1
		Yerragudipad	..	..	..	..	1
		Yerraguntla	..	..	..	..	1
		Kallamala	..	..	..	..	1
		Muddanóru	..	..	..	..	1
III. Tadpatri.		Mangapatna	..	..	..	..	1
		Kondápuram	..	..	..	..	1
		<i>Anantapur District.</i>					
		Vanganur	..	..	..	..	1
		Tadpatri	..	..	..	..	1
		Pennóru	..	..	..	..	1
		Ráyalcheruvu	..	..	..	..	1
		Jekkulocheruvu	..	..	..	..	1
		Gooty	..	..	..	..	1
		Pátrakottacheruvu	..	..	..	..	1
III. Tadpatri.		Tinnancherla	..	..	..	..	1
		Guntakal ‡	..	..	..	..	1
		Nancherla	..	..	..	..	1
		<i>Bellary District.</i>					
		Mol-gavalli	..	..	..	..	1
		Aspari	..	..	..	..	1
		Nagarar	..	..	..	..	1

* 1 Inspector's writer, † See under section IV. ‡ See under section II, Southern Mahratta Railway.

Statement showing the distribution of the proposed Police—Madras Railway—cont.

Division number and head-quarters.	Section number and head-quarters.	Names of Railway stations.	Detective and travelling establishment.			Stationary establishment.	
			Inspectors.	Head constables.	Constables.	Head constables.	Constables.
I. Madras—cont.	III. Tadpatri—cont.	<i>Bellary District—cont.</i>					
		Adóni	..	..	..	..	1
		Kúppal	..	..	..	..	1
		Kosgi	..	..	..	..	1
		Tungabhadra	..	..	..	..	1
		<i>North Arcot District.</i>					
		Arkonam	..	1	4	1	6
		Virinchipuram	..	..	..	..	1
		Gudiyáttam	..	..	..	..	1
		Ulli	..	..	..	..	1
I. Madras—cont.	IV. Arkonam.	Mayilpatti	..	..	..	..	1
		Ambúr	..	..	..	..	1
		Vennamangalam	..	..	..	..	1
		<i>Salem District.</i>					
		Vániyambúdi	..	..	..	..	2
		Kéttándapatti	..	..	..	..	1
		Tirupattur	..	..	..	..	1
		Kagankarai	..	..	..	..	1
		Sámpatti	..	..	..	..	1
		Kálávi	..	..	..	..	1
II. Erode.	V. Jalarpet.	Morappóor	..	..	..	..	1
		Buddireddipatti	..	..	..	..	1
		Mallápuram	..	..	..	..	1
		Lokur	..	..	..	..	1
		Sadiampatti	..	..	..	..	1
		Thinnapatti	..	..	..	..	1
		Salem	..	..	..	..	1
		Ariyanar	..	..	..	..	1
		MacDonald's Choultry	..	..	..	..	1
		Sankaridrug	..	..	..	..	1
II. Erode.	VI. Erode.	Ananger	..	..	..	..	1
		Cavery	..	..	..	..	1
		<i>Jalarpet Junction Bangalore branch—</i>					
		Pácher	..	1	3	1	6
		Mulanur	..	..	..	..	1
		Kúppam	..	..	..	..	1
		Gudupalli	..	..	..	..	1
		Bisanatham	..	..	..	..	1
		Kámasamandram	..	..	..	..	1
		Kolar Road	..	..	..	..	1
II. Erode.	VII. Erode.	Tyarkol	..	..	..	..	1
		Málar	..	..	..	..	1
		Devankundi	..	..	..	..	1
		Whitefield	..	..	..	..	1
		Krishnarajapuram	..	..	..	..	1
		Bangalore Cantonment	..	..	..	..	1
		Do. City	..	..	..	..	1
		<i>Coimbatore District.</i>					
		Erode	1	2	5	1	9
		Totiyapoliem	..	..	..	..	1
II. Erode.	VII. Pódnur.	Perundurai	..	..	..	..	1
		Viziamangalam	..	..	..	..	1
		Uttukuli	..	..	..	..	1
		Kulipaliyam	..	..	..	..	1
		Tiruppóor	..	..	..	..	1
		Mangalara	..	..	..	..	1
		Sómaur	..	..	..	..	1
		Sálar	..	..	..	..	1
		Singánallár	..	..	..	..	1
		Pódnur Junction	..	..	..	..	1
II. Erode.	VII. Pódnur.	Coimbatore	..	..	..	..	1
		Tadiyalor	..	..	..	..	1
		Tennayankanpoliém	..	..	..	..	1
		Kárimadai	..	..	..	..	1
		Mettupalaiyam	..	..	..	..	1
II. Erode.	VII. Pódnur.	Pódnur	..	1	3	1	5
		Madukarai	..	..	..	..	1

* 1 Inspector's writer.

† See under Section VII.

Statement showing the distribution of the proposed Police—Madras Railway—concluded.

Division number and head-quarters.	Section number and head-quarters.	Names of Railway stations.	Detective and travelling establishment.			Stationary establishment.	
			Inspectors.	Head constables.	Constables.	Head constables.	Constables.
II. Erode—cont.	VII. Pondanur.	<i>Malabar District.</i>					
		Wálayár ..	..	..	..	..	1
		Kanyikod ..	..	..	..	..	1
		Palghat branch—	..	..	..	..	..
		Olavakkót ..	..	..	..	..	1
		Palghat ..	..	..	..	..	1
		Parli ..	..	..	..	..	1
		Mankarai ..	..	..	..	..	1
		Lakkitti ..	..	..	..	..	1
		Ottappalam ..	..	..	..	..	1
		Shoranur ..	..	..	..	..	1
		Pattambi ..	..	..	..	..	1
		Pallippuram ..	..	..	..	..	1
		Kuttippuram ..	..	..	..	..	1
		Etakkolam ..	..	..	..	..	1
		Tirár ..	..	..	..	..	1
		Tanore ..	..	..	..	..	1
		Parpanangadi ..	..	..	..	..	1
		Kátalundi ..	..	..	..	..	1
		Ferok ..	..	..	..	..	1
		Kalláyi ..	..	..	..	..	1
		Calicut ..	..	..	..	..	2
		Reserve with Superintendent ..	..	..	..	..	10
		Total ..	2	9	32	9	186

STATEMENT showing the distribution of the proposed Police Southern Mahratta and Bezwada Extension Railways.

Division number and head-quarters.	Section number and head-quarters.	Names of Railway stations.	Detective and travelling establishment.			Stationary establishment.	
			Inspectors.	Head constables.	Constables.	Head constables.	Constables.
I. Bellary.	I. Bellary.	<i>Bellary District.</i>					
		Hospet ..	..	..	..	..	3
		Pápináyakanahalli ..	..	..	..	..	1
		Gádigandru ..	..	..	..	..	1
		Tórnagalla ..	..	..	..	..	1
		Daróji ..	..	..	..	..	1
		Kudatani ..	..	..	..	..	1
		Bellary ..	..	1	4	1	6
		Hagari ..	..	..	..	..	1
		Virápur ..	..	..	..	..	1
		Baivanhal ..	..	..	..	..	1
		Bantanahal ..	..	..	..	..	1
		<i>Anantapur District.</i>					
		Guntakal ..	1	1	..	†2	10
		Gulapalyam ..	..	..	..	..	1
		Khadarpott ..	..	..	..	..	1
		Kalluru ..	..	..	..	..	1
		Gurladine ..	..	..	..	..	1
		Anantapur ..	..	..	..	..	2
		Kundakur ..	..	..	..	..	1
		Dharmavarum ..	..	1	5	1	3
		Nagasamudram ..	..	..	..	..	1
		Guttur ..	..	..	..	..	1
		Penukonda ..	..	..	..	..	2
		Chakarlapalli ..	..	..	..	..	1
		Malugur ..	..	..	..	..	1
		Hindupur ..	..	..	..	..	2
		Muddikera ..	..	..	..	..	1
		Tuggali ..	..	..	..	..	1
		<i>Kurnool District.</i>					
		Pendekallu ..	..	..	..	..	1
		Valligala ..	..	..	..	..	1
		Kurnool Road ..	..	..	..	..	2
		Malkapuram ..	..	..	..	..	1
		Rangapuram ..	..	..	..	..	1
		Botamcherla ..	..	..	..	..	1
		Panvam ..	..	..	..	..	1
		Nandyal ..	..	1	4	1	2
		Gazulpalli ..	..	..	..	..	1
		Diguvamatta ..	..	..	..	..	1
		Giddalur ..	..	..	..	..	1
		Somidevipalli ..	..	..	..	..	1
		Cambum ..	..	..	..	..	2
		<i>Nellore District.</i>					
		Turkapadu ..	..	..	..	..	1
		Markapur Road ..	..	..	..	..	1
		Gajjalakonda ..	..	..	..	..	1
		Donakonda ..	..	..	..	..	1
		Kurichedu ..	..	..	..	..	1
		<i>Kistna District.</i>					
		Gundlakuruma ..	..	..	..	..	1
		Vinukonda ..	..	..	..	..	2
		Savaliapuram ..	..	..	..	..	1
		Bantamangalur ..	..	..	..	..	1
		Narsaraopet ..	..	1	4	1	2
		Satalur ..	..	..	..	..	1
		Phirangipuram ..	..	..	..	..	1
		Sattapalle ..	..	..	..	..	1
		Quntár ..	..	..	..	..	3
		Nambur ..	..	..	..	..	1
		Mangulagiri ..	..	..	..	..	1
		Tadqalli ..	..	..	..	..	1
		Reserve ..	..	..	..	..	6
		Total, Southern Mahratta Railway ..	1	5	17	6	90
		<i>Bezwada Extension—</i>					
		Bezwada † ..	..	..	..	..	..
		Kondupalli ..	..	..	..	..	1
		Gaugineni ..	..	..	..	..	1
		Total, Bezwada Extension Railway..	..	..	..	..	2

* Inspector's writer.

† 1 European and 1 Native.

‡ See under Section I, East Coast Railway.

STATEMENT showing the distribution of the proposed Police—East Coast Railway.

Division number and head-quarters.	Section number and head-quarters.	Names of Railway stations.	Detective and travelling establishment.			Stationary establishment.	
			Inspectors.	Head constables.	Constables.	Head constables.	Constables.
I. Bezwada.	I. Bezwada.	Bezwada	..	..	..	1	6
		Mustabada	..	..	..	..	1
		Gannavaram	..	..	..	..	1
		Viravalli	..	..	..	..	1
		Nuzvid	..	..	..	..	1
		Kalapparru	..	..	..	..	1
		Gódvári District.					
		Ellore	..	1	5	..	3
		Bhimadol	..	..	..	..	1
		Pulla	..	..	..	..	1
	II. Gódvári, North.	Chebrol	..	..	..	..	1
		Tadepalligudem	..	..	..	..	1
		Nidadavol	..	..	..	..	1
		Kovvur	..	..	..	1	3
		Gódvári, South	..	..	..	1	3
		Do. North	..	..	..	..	3
		Rajahmundry	..	..	..	..	1
		Kadian	..	..	..	..	1
		Dwarapudi	..	..	..	..	1
		Bicavol	..	..	..	..	1
	III. Vizagapatam.	Madapadu	..	1	5	..	4
		Somalakot	..	..	..	..	3
		Coonada Town	..	..	..	..	2
		Do. Port	..	..	..	..	2
		Pithápuram	..	..	..	..	1
		Gollapudi	..	..	..	..	1
		Durgada	..	..	..	..	1
		Kottapalli	..	..	..	..	1
		Tuni	..	..	..	..	3
		Vizagapatam District.					
	I. Waltair.	Narasapatam	..	..	..	..	1
		Yellamanchilli	..	..	..	..	1
		Anakapalle	..	..	..	..	2
		Duvvada	..	..	..	..	1
		Waltair	..	1	..	..	4
		Vizagapatam	..	..	..	..	3
		Simbachalam	..	..	..	..	1
		Pendurty	..	..	..	..	1
		Kottavala	..	..	..	..	1
		Alamanda	..	..	..	..	1
	III. Vizianagram.	Vizianagram	..	1	4	1	3
		Nollimerla	..	..	..	..	1
		Garrividi	..	..	..	..	1
		Chipurapalle	..	..	..	..	1
		Sigadam	..	..	..	..	1
Ponduru		..	..	..	..	1	
Ganjám District.							
IV. Berhampur.		Dusi	..	..	..	..	1
		Chicacole Road	..	..	..	..	2
		Parlakimedi Road	..	..	..	..	2
	Kota Bommalu	..	..	..	..	1	
	Naupada	..	..	..	..	1	
	Pundi	..	..	..	..	1	
	Palasa	..	..	..	..	3	
	Mandasa Road	..	..	..	..	1	
	Baruva	..	..	..	..	1	
	Kanchili	..	..	..	..	1	
IV. Berhampur.	Jhadupudi	..	..	..	..	1	
	Johápuram	..	..	..	..	2	
	Golantra	..	..	..	..	1	
	Berhampur	..	1	4	1	3	
	Jagannadpur	..	..	..	..	1	
	Chattrapur	..	..	..	..	2	
	Humma	..	..	..	..	1	
	Rumbah	..	..	..	..	1	
	Reserve						5
	Total, East Coast Railway ..			1	5	18	5

* Inspector's writer.

STATEMENT of proposition for revision of establishment.

Accountant-General's Report.

No. .

THE entries in the column of "Present scale" have been compared with the registers of this office, and are correct with the exception of the items altered in red ink.

ACCOUNTANT-GENERAL'S OFFICE,
FORT ST. GEORGE,

189 .

Accountant-General.

Government of Madras.

DEPARTMENT.

No. .

FORT ST. GEORGE,
The .

189 .

Secretary to the Government
of Fort St. George.

II.—STATEMENT of proposition for revision of establishment.

No.	Date.	Order sanctioning present Government of Madras.	Office to which the proposition refers.		Nature of charge.				Proposition.						Local Government's recommendation.		Remarks.	Home Department.	Financial Department.	Orders.
			No.	Designation.	Present scale.		Proposed scale.		Permanent.		Temporary.		Amount.	Period.	Amount.	Period.				
					Minimum.	Maximum.	Minimum.	Maximum.	Amount.	Decrease per month.	Amount.	Increase per month.								

IX.—Statement of proposition for revision of establishment—cont.

[illegible][illegible]

II.—Statement of proposition for revision of establishment—cont.

No.	Order sanctioning present Government of Madras.	Date.	Office to which the proposition refers.	Nature of charge.		Proposed scale.		Proposition.						Orders of the Government of India.	
				Designation.	Pay.		Designation.	Pay.	Permanent.		Temporary.		Local Government's recommendation.	Remarks.	Remarks.
					Minimum.	Maximum.			Amount.	Increase per month.	Amount.	Period.			
				Bewada Extension.	Rs.	Rs.			Rs.		Rs.				
				Cost of detective and travelling establishment in mileage proportion (side under Southern Maharashtra Railway).	..	10			..		..				
				Platform Police.											
				Constables, 1st class, at Rs. 8	..	16			..	8	..	8			
				Do. 2nd do. at " 7	..	14			..	7	..	7			
				Total, Bewada Extension ..	..	30			..	15	..	15			
				Total, Bewada Extension ..	..	40			..	21	..	15			
				Net increase ..	..	..			..	6	..	..			
				EAST COAST RAILWAY.											
				Cost of Assistant Superintendent and office establishment in mileage proportion (side under Southern Maharashtra Railway).											
				Detective and Travelling Staff.											
				Inspector, 3rd class, at Rs. 100	..	..			..	86	..	..			
				Conveyance allowance	..	..			..	100	..	87			
				Head constable, 2nd grade, at Rs. 20.	..	78			..	20	..	20			
				Do. 3rd do. at " 16.	..	16			..	32	..	16			
				Do. 4th do. at " 14.	..	14			..	28	..	14			
				Local allowance at Rs. 10 each for the first two grades and Rs. 7 for the last two grades ..	..	14			..	38	..	24			

26th April 1893.	1873	26th April 1893.	Railway Police.													
				Constables, 1st class, at Rs. 8	..	16			..	72	..	56				
				Do. 2nd do. at " 7	..	21			..	63	..	42				
				Local allowance at Rs. 8 each	..	15			..	64	..	39				
				Platform Police.												
				Head constable, 1st grade, at Rs. 25.	..	174			..	422	..	248				
				Do. 2nd do. at " 20.	..	..			..	25	..	25				
				Do. 3rd do. at " 16.	..	100			..	16	..	16				
				Do. 4th do. at " 14.	..	32			..	28	..	28				
				Constables, 1st class, at Rs. 8	..	388			..	320	..	48				
				Do. 2nd do. at " 7	..	483			..	456	..	28				
				Total, East Coast Railway	..	1,081			..	864	..	242				
				Net increase ..	..	1,255			..	1,672	..	243				
				Total, East Coast Railway	..	..			..	..	..	..				
				Net increase ..	..	..			..	..	..	..				
				Total, East Coast Railway	..	..			..	..	..	..				
				Superintendent.												
				Superintendent of Police	..	..			..	800	..	..				
				Local allowance	..	..			..	150	..	..				
				Exchange compensation allowance	..	..			..	184	..	..				
				Assistant Superintendent	..	..			..	500	..	..				
				Local allowance	..	..			..	150	..	..				
				Exchange compensation allowance	..	..			..	26	..	..				
				Office Establishment.												
				Head constables, 1st gr. do.	..	..			..	50	..	..				
				Local allowance	..	..			..	20	..	..				
				Head constables, 2nd grade	..	..			..	40	..	..				
				Head constables, 3rd do.	..	..			..	16	..	..				
				Head constables, 4th do.	..	..			..	28	..	..				
				Total, East Coast Railway	..	..			..	2,004	..	2,004				
				Detective and Travelling Staff.												
				Inspectors, 1st class	..	..			..	400	..	..				
				Inspector, 2nd do.	..	156			..	300	..	150				
				Conveyance allowance	..	..			..	200	..	200				
				Head constables, 1st grade	..	45			..	90	..	45				
				Do. 2nd do.	..	60			..	100	..	60				
				Do. 3rd do.	..	80			..	128	..	80				
				Do. 4th do.	..	112			..	210	..	98				
				Local allowance at Rs. 10 for the first two grades and Rs. 7 for the last two grades ..	..	141			..	241	..	100				

II.—Statement of proposition for revision of establishment—cont.

No.	Order sanctioning present establishment of Madras, Government of Madras, Judicial Department.	Date.	Office to which the proposition refers.	Nature of charge.				Proposition.				Local Government's recommendation.		Orders of the Government of India.	
				Present scale.		Proposed scale.		Permanent.		Temporary.		Grounds of Proposition.		Remarks.	Remarks.
				Designation.	No.	Pay.	Designation.	No.	Pay.	Increase per month.	Decrease per month.	Period.	Amount.		
				TOTAL OF ALL RAILWAYS—cont.				TOTAL OF ALL RAILWAYS—cont.							
				Detectives and Travelling Staff—cont.				Detectives and Travelling Staff—cont.							
30				Constables, 1st class ..	58	240	..	Constables, 1st class ..	58	464	224	..	..	..	..
30				Do. 2nd do. ..	57	210	..	Do. 2nd do. ..	57	339	189	..	..	..	..
81				Local allowances at Rs. 3 each	..	180	..	Local allowances at Rs. 3 each	..	345	165	..	..	..	..
				Platform Police.				Platform Police.							
2				European head constables at Rs. 50..	1	100	..	European head constable at Rs. 50 ..	1	50	..	60	..	..	..
7				Head constables, 2nd grade ..	3	110	..	Head constables, 1st grade	3	75	..	20	..	..	..
2				Do. 3rd do. ..	6	32	..	Do. 2nd do. ..	6	120	..	128	..	..	..
16				Do. 4th do. ..	11	224	..	Do. 3rd do. ..	11	160	..	70	..	..	..
237				Constables, 1st class ..	..	..	..	Do. 4th do. ..	..	154	..	312	..	..	..
235				Do. 2nd do. ..	..	..	..	Constables, 1st class ..	..	1,984	..	742	..	..	..
569				Grand Total ..	..	4,577	640	Do. 2nd do. ..	..	2,637	945	452	..	..	..
650					..	6,245	801	Grand Total ..	..	10,031	4,238	452	..	..	..
..					..	..	..	Net Increase ..	..	..	3,786	..	..	..	..

STATEMENT showing the present scale of District Superintendents of Police and the scale proposed to include one Superintendent for Railway Police.

Present scale sanctioned in Government of India Proceedings, F. D. No. 1785, dated 26th April 1892.				Proposed scale.				Remarks.
Number.	Designation.	Pay.	Number.	Designation.	Pay.	Number.	Pay.	
2	Superintendents, 1st grade, at Rs. 1,000	2,000	2	Superintendents, 1st grade, at Rs. 1,000	2,000	..	..	For the Madras and South Indian Railways.
3	" 2nd " at " 900	2,000	3	" 2nd " at " 900	2,000	..	..	
6	" 3rd " at " 800	4,400	6	" 3rd " at " 800	4,800	1	800	
8	" 4th " at " 700	5,600	8	" 4th " at " 700	5,800	..	..	
7	" 5th " at " 600	4,200	7	" 5th " at " 600	4,200	..	..	
	Local allowance of Assistant Inspector-General (graded as Superintendent) ..	200		Local allowance of Assistant Inspector-General (graded as Superintendent) ..	200	..	..	
	Local allowance of District Superintendent, Jeypore.	100		Local allowance of District Superintendent, Jeypore.	100	..	..	
	Local allowance of Deputy Commissioner of Police, Madras (graded as Superintendent) ..	100		Local allowance of Deputy Commissioner of Police, Madras (graded as Superintendent) ..	100	..	..	
	Local allowance of one Superintendent, Railway Police ..	150		Local allowance of one Superintendent, Railway Police ..	150	..	150	
	Exchange Compensation Allowance at 19½ per cent.	3,657		Exchange Compensation Allowance at 19½ per cent.	3,717	..	154	
25	Total ..	22,457	26	Total ..	23,561	1	1,104	

III-A.
STATEMENT showing the present scale of Assistant District Superintendents of Police and the scale proposed to include one Assistant Superintendent for Railway Police.

Sanctioned scale.				Proposed scale.				Remarks.
Number.	Designation.	Pay.	Number.	Designation.	Pay.	Number.	Pay.	
6	Assistant District Superintendents, 1st grade, Rs. 500	3,000	7	Assistant District Superintendents, 1st grade, Rs. 500	3,500	1	500	For the Southern Maharastra, the Berwada Extension and the East Coast Railways.
5	" " " 450	2,500	5	" " " 450	2,250			
5	" " " 400	2,000	5	" " " 400	2,000			
5	" " " 350	1,750	5	" " " 350	1,750			
12	Assistant Superintendents, Probationers (Rs. 250 and Rs. 300)	3,600	12	Assistant Superintendents, Probationers (Rs. 250 and Rs. 300)	3,600			
	Local Allowance of one Assistant Superintendent, Jeypore.	100		Local Allowance of one Assistant Superintendent, Jeypore.	100			
	Local Allowance of one Assistant Superintendent, Ganjam.	100		Local Allowance of one Assistant Superintendent, Ganjam.	100			
	Exchange Compensation Allowance at Rs. 19½ per cent. ..	2,423		Police	150		150	
				Exchange Compensation Allowance at Rs. 19½ per cent. ..	2,619		96	
83	Total ..	15,223	34	Total ..	15,969	1	746	

IV.

STATEMENT showing the present scale of Inspectors of District and Railway Police and the scale proposed to include 3 additional Inspectors for Railway Police.

Present scale sanctioned in G.Os., Nos. 93, Financial, and 873, Judicial, dated 10th February 1890 and 26th April 1895, respectively.			Proposed scale.			Increase.	
No.	Designation.	Pay.	No.	Designation.	Pay.	No.	Pay.
1	Chief Inspector	Rs. 300	1	Chief Inspector	Rs. 300	..	..
44	Inspectors, 1st class, at Rs. 200 ..	8,800	44	Inspectors, 1st class, at Rs. 200 ..	8,800	..	..
62	Do. 2nd " at " 150 ..	9,300	63	Do. 2nd " at " 150 ..	9,450	1	150
143	Do. 3rd " at " 100 ..	14,300	145	Do. 3rd " at " 100 ..	14,500	2	200
164	Do. 4th " at " 70 ..	11,480	164	Do. 4th " at " 70 ..	11,480	..	..
	15 Supernumerary Acting Inspectorships	435		15 Supernumerary Acting Inspectorships	435	..	..
	Conveyance allowance ..	6,185		Conveyance allowance ..	6,230	..	45
	House-rent do. ..	50		House-rent do. ..	50	..	..
	Residential do. ..	690		Residential do. ..	690	..	..
	Local do. ..	220		Local do. ..	230	..	..
	Do. do. —Hackney	..		Do. do. —Hackney	15	..	..
	Carriage Establishment	15		Carriage Establishment	..	..	..
414	Total ..	61,785	417	Total ..	62,180	3	395

The present scale includes two Inspectors, 1st class, and one Inspector, 2nd class, sanctioned already on the detective and Travelling Railway Police Staff—

Pay ..	550
Conveyance allowance ..	45
Total ..	595

V.

STATEMENT showing the details of cost—South Indian Railway.

Particulars.	Present.		Proposed.		Remarks.	
	Number.	Cost.	Number.	Cost.		
<i>South Indian Railway.</i>						
Superintendent of Police ..	..	..	1	500	For details of the grades of the strength shown herein, vide Statement No. II.	
Office Establishment—Head constables.	..	..	4	..		
Exchange compensation allowance of Superintendent.	..	..	..	88		
Local allowance	..	..	..	92	One Superintendent and office establishment common to both the South Indian and Madras Railways. Cost charged in mileage proportion.	
Detective and Travelling Staff.	Inspector ..	1	200	2	350	The present strength and cost will be found in the budget under the head "20-F. Police—Railway Police" on page 18 of G.O., No. 954, Financial, dated 4th December 1895.
	Head constables.	7	119	12	203	
	Constables ..	28	210	48	360	
	Conveyance and local allowances.	..	154	..	270	
Platform Police	Head constables.	2	34	11	185	The present strength and cost are included under the head "District Executive Force—Police Force," page 10 of the above Government Order, except 7 men who appear separately under "Railway Police, Villupuram-Guntakal Railway," bottom of page 16 of above Government Order, and 1 head and 3 constables of Madras included in City Police budget. The strength shown in this office letter No. 5037, dated 26th September 1895, is 1 head and 186 men. If 2 constables since sanctioned (G.O., No. 1164 R., Financial, dated 13th December 1895) and 1 head and 3 constables of the City Police now brought into the scheme be added, the figure now given, viz., 3 head and 171 constables, will be arrived at.
	Constables ..	171	1,304	226	1,676	
Total ..	209	2,021	304	3,729		
Pay and allowance per annum ..	..	24,252	..	41,748	Clothing and contingencies at present are included under "Railway Police for the Detective and Travelling Staff" and "District Executive Force" for the Platform Police.	
Clothing at Rs. 10 per annum for each head constable and constable of the Detective and Travelling and Platform Police.	..	2,080	..	2,975		
Contingencies (other than travelling allowance) at 5 per cent. on pay and allowance.	..	1,212	..	2,237		
Travelling allowance including Railway fare or cost of passes.	..	3,600	..	6,000	Travelling allowance in the present scale is included in the provision under head "Travelling Allowance"—"District Executive Force," on page 12 of the above Government Order. The figure is based upon last year's expenditure. In the proposed scale cost of passes is estimated at the reduced rates offered by the Railway Co. since Colonel Porteous framed his estimate, paragraph 10 of his letter No. 2561, dated 12th May 1893. Regard has also been had to the probable travelling allowance admissible under article 1171, Civil Service Regulations, if sanctioned. The amount of travelling will, I think, be less than Colonel Porteous' estimate.	
Total ..	..	81,144	..	55,955	Supervision charge in the proposed scale is the cost of the Superintendent appearing separately at the top of this statement.	
Supervision at 10 per cent. on pay and allowance.	..	2,125	..	..		
Pensionary contribution at 7½ per cent. on pay only.	..	1,680	..	2,951		
Total ..	..	35,249	..	58,906		
Railway Company's share at 4½th.	..	24,674	..	41,235	The recovery of the Railway Company's share, Rs. 24,674, is accounted for as follows: Rupees 5,255 appear as a deduction from charges under Detective and Travelling Staff—Railway Police—South Indian Railway, on page 18 of Government Order above referred to. The balance is Rs. 18,406. From this the sum of Rs. 5,400 payable by Government on account of watch and ward establishment under the Railway being deducted, the balance is Rupees 13,006, which appears on the receipt side of the budget as Rs. 14,000 (G.O., No. 1002, Financial, dated 12th December 1895) taken as a probable estimate. The cost of the watch and ward establishment under the Railway is Rs. 18,925 (vide page 3 of G.O., No. 1454, Judicial, dated 17th July 1893). Rs. 18,000 has been taken as the probable actual cost.	
Government share at 4½th ..	..	10,575	..	17,671		
Add to above Government share 4½th cost of the watch and ward establishment under the Railway.	..	5,400	..	5,400		
Total Government share ..	..	15,975	..	23,071		
Increase of the proposed over the present cost to Government.	..	..	..	7,096		

VI.

STATEMENT showing the details of cost—Madras Railway.

Particulars.	Present.		Proposed.		Remarks.
	No.	Cost.	No.	Cost.	
Madras Railway.		Rs.		Rs.	
Superintendent of Police and Office Establishment.	..	..	..	375	One Superintendent and office establishment common to both the South Indian and the Madras Railways. Cost charged in mileage proportion to each Railway.
Local allowances ..	..	..	..	63	
Exchange compensation allowance of Superintendent.	..	..	..	66	
Detective and Travelling Staff.	1	200	2	250	The present strength and cost will be found in the budget under the head "Railway Police" on page 18 of G.O., No. 954, Financial, dated 4th December 1895.
Head constables.	5	89	9	147	
Constables ..	17	128	32	240	
Conveyance and local allowances.	..	107	..	196	The present strength and cost are included under "District Executive Force—Police Force," page 10 of the above budget order except 1 head constable and 5 men of the Madras City stations included in the City Police budget. To the strength shown in my letter, No. 5037, dated 25th September 1895, if 1 head constable, and 5 constables of the City Police be added, the strength shown here will be arrived at.
Platform Police { Head constables.	5	76	9	155	
Constables ..	136	1,027	186	1,862	
Total ..	164	1,627	238	2,878	
Pay and allowance per annum ..	..	19,524	..	34,536	The present cost appears under head "Railway Police" for the detective and travelling staff, and "District Executive Force" for Platform Police.
Clothing at Rs. 10 for each head constable and constable.	..	1,630	..	2,300	
Contingencies at 5 per cent. on pay and allowances.	..	978	..	1,726	
Travelling allowances including Railway fare or cost of passes.	..	2,400	..	5,000	Travelling allowance in the present scale is included in the provision for travelling allowance under the head "District Executive Force," page 12 of the budget order. The proposed figure is roughly estimated, making the necessary reduction from Colonel Porteous' estimate with reference to the reduced establishment and calculating upon a somewhat less amount of travelling. Passes for the whole length of the line will be unnecessary for any head constable or constable on the detective staff.
Total ..	..	24,530	..	43,622	
Increase of the proposed over the present.	..	..	..	19,092	
Add for the purpose of calculation as in the case of Railways of which the Police cost is shared between the Government and the Companies.	..	..	..	..	Supervision in the proposed scale is the cost of Superintendent appearing separately at the top of this statement.
Supervision at 10 per cent. on pay and allowance.	..	1,952	..	..	
Pensionary contribution at 7½ per cent. on pay only.	..	1,368	..	2,294	
Total ..	..	27,850	..	45,916	
Increase of the proposed over the present cost chargeable wholly to Government under present arrangement.	..	..	..	18,066	

VII.

STATEMENT showing the details of cost—Southern Mahratta Railway

Particulars.	Present.		Proposed.		Remarks.
	Number.	Cost.	Number.	Cost.	
Southern Mahratta Railway.		Rs.		Rs.	
Assistant Superintendent	..	..	1	282	One Assistant Superintendent and office establishment common to the Southern Mahratta, the Bezwada Extension and East Coast Railways. Cost distributed in mileage proportion.
Office establishment—Head constables.	..	..	3	..	
Local allowance ..	..	..	..	80	
Exchange compensation allowance of Assistant Superintendent.	..	..	..	48	The present strength and cost will be found under "Railway Police" on page 18 of the last budget order. In the present scale one Inspector is common to the Southern Mahratta, the Bezwada Extension and East Coast Railways. In the proposed scale there will be a separate Inspector for the Southern Mahratta Railway and Bezwada Extension and another for East Coast Railway. Head constables and constables are common to both the Southern Mahratta and Bezwada Extension.
Detective and Travelling Staff.	1	75	1	200	
Inspector ..	4	64	5	83	
Constables ..	10	69	17	116	The present strength and cost appear as follows in the budget: 6 head constables and 87 constables under "Railway Police," page 16 of budget order. The remainder 29 constables are included in "Police Force—District Executive Police," page 10 of the budget order. The reduction in the proposed Platform Police is owing to dispensing with watch and ward duty by the police.
Conveyance and local allowances.	..	69	..	104	
Platform Police.	6	156	6	130	
Head constables.	116	869	90	663	The provision in present scale appears under head "Railway Police" in the budget except for 29 men who are included in the District Executive Force.
Constables ..	..	..	..	..	
Total ..	137	1,302	123	1,706	
Pay and allowance per annum ..	..	15,624	..	20,472	The travelling allowance in the present scale is included under District Executive Force. The figure in proposed scale is estimated after making the necessary reduction in Colonel Porteous' estimate.
Clothing at Rs. 10 per man per annum for each head constable and constable of the Detective and Travelling and Platform Police.	..	1,360	..	1,180	
Contingencies at 5 per cent. on pay and allowances.	..	781	..	1,023	
Travelling allowance including railway fare or cost of passes.	..	1,000	..	2,500	Supervision in the proposed scale is the cost of Assistant Superintendent appearing separately at the top of this statement.
Total ..	..	18,765	..	25,176	
Supervision at 10 per cent. on pay and allowance.	..	1,562	..	..	
Pensionary contribution at 7½ per cent. on pay only.	..	1,109	..	1,326	The Railway Company's share in the present scale is less than 1/10th of the total cost herein appearing, because no recovery is made on account of 89 men who are taken to be employed at stations on platform duty and to perform also rural work—vide G.O., No. 111, Judicial, dated 19th January 1891. The number mentioned in the Government order was subsequently added to. In the proposed scale 1/10th of the total cost is calculated as recovery should doubtless be made for the whole strength.
Total ..	..	21,436	..	26,501	
Railway Company's share 1/10th ..	..	11,693	..	18,551	
Government share 1/10th ..	..	9,753	..	7,950	Watch and ward men in the present scale under the railway are chowkidars in the Engineering, Locomotive, &c., departments, where police are not employed for the watch and ward purpose and 1/10th cost of such chowkidars is debitable to Government.
Add to Government share 1/10th cost of watch and ward establishment under the railway.	..	926	..	2,000	
Total, Government share ..	..	10,679	..	9,950	
Decrease proposed over the present cost.	..	..	..	729	The total cost in the present scale is Rs. 21,436. Deducting from this Rs. 4,739, being pay and incidental charges of 39 men whose cost is wholly borne against Government as explained above, the balance is Rs. 16,697. Seven-tenths of this is Rs. 11,683 which is recoverable from the railway. Deducting Rs. 926 payable by Government on account of 1/10th the cost of watch and ward establishment employed by the Railway Company, the balance is Rs. 10,767 and this appears in the budget as follows:—Rs. 2,033 as deduction from charges under the Southern Mahratta Railway on page 18 of the last budget order and in respect of the balance, Rs. 8,724, an estimated sum of Rs. 8,000 appears on the receipt side of the budget (G.O., No. 1002, Financial, dated 12th December 1895).

VIII.

STATEMENT showing the details of cost—Bezawada Extension Railway.

Particulars.	Present.		Proposed.		Remarks.
	Number.	Cost.	Number.	Cost.	
<i>Bezawada Extension of His Highness the Nizam's Guaranteed State Railway.</i>		Rs.		Rs.	
Cost of Assistant Superintendent and office establishment.	..	..	..	19	Common to the Southern Mahratta Railway, the Bezawada Extension and East Coast Railway lines. Cost charged in mileage proportion.
Detective and Travelling Staff ..	..	10	..	12	Common to the Southern Mahratta Railway and the Bezawada Extension. Cost charged in mileage proportion.
Platform Police Constables ..	4	30	2	15	Present scale appears in the budget under "Railway Police," pages 16 and 18 of last budget order.
Total ..	4	40	2	46	Reduction of two constables in the proposed scale is due to dispensing with "watch and ward" duty by the Police.
Pay and allowance per annum ..	..	480	..	552	
Clothing at Rs. 10 per man ..	..	40	..	20	
Contingencies at 5 per cent. on pay and allowance.	..	24	..	27	
Total ..	..	544	..	599	
Supervision at 10 per cent. on pay and allowance.	..	48	..	..	Supervision in the proposed scale is the cost of Assistant Superintendent appearing separately at the top of this statement.
Pensionary contribution at 7½ per cent. on pay only.	..	36	..	36	
Total ..	..	628	..	635	
Railway share 10ths ..	..	439	..	445	In regard to the recovery of Railway Company's share at present Rs. 88 appear as deduction from charges on page 18 of the last budget order. Balance 351 appears to be omitted on the receipt side of the budget on account of the smallness of the amount.
Government share 10ths ..	..	189	..	190	
Add to Government share, 10ths cost of watch and ward under the Railway.	..	..	..	36	No watch and ward men are employed by the Company at present. If Police are dispensed with, probably 2 watchmen will be employed by the Company, 10ths cost on whose account will have to be borne by Government.
Total Government share ..	..	189	..	226	
Increase of the proposed over the present cost to Government.	..	..	..	87	

IX.

STATEMENT showing the details of cost—East Coast Railway.

Particulars.	Present.		Proposed.		Remarks.
	No.	Cost.	No.	Cost.	
<i>East Coast Railway.</i>		Rs.		Rs.	
Assistant Superintendent and Office Establishment.	..	..	..	264	Common to Southern Mahratta Railway, the Bezawada Extension and East Coast Railway. Cost charged in mileage proportion.
Local allowance ..	..	..	..	76	
Exchange compensation allowance of Assistant Superintendent.	..	..	..	46	
Detective and Travelling Staff.	..	71	1	100	The present scale appears in the budget under "Railway Police," pages 16 and 18 of last budget order. The Railway line has been extended since the present scale of detective staff was proposed by Colonel Porteous; hence the increase in the proposed scale. In the present scale one Inspector is common to both the Southern Mahratta and East Coast lines. In the proposed there will be a separate Inspector for each.
Inspector (proportion of cost in present scale).	..	..	..	..	
Head constables.	2	30	5	80	
Constables ..	6	37	18	135	
Conveyance and local allowances.	..	36	..	107	
Platform Police.	..	..	..	..	
Head constables.	14	230	5	89	The decrease in Platform Police is due to there being too many men at present at some stations.
Constables ..	115	851	105	775	
Total ..	136	1,255	134	1,672	
Pay and allowance per annum ..	..	15,060	..	20,064	
Clothing at Rs. 10 per man ..	..	1,360	..	1,840	Clothing and contingencies in the present scale appear under "Railway Police" in the budget.
Contingencies at 5 per cent. on pay and allowance.	..	753	..	1,008	
Travelling allowance including Railway fare or cost of passes.	..	700	..	2,500	Provision for travelling allowance at present is under head "District Executive Force."
Total ..	..	17,873	..	24,897	
Supervision at 10 per cent. on pay and allowance.	..	1,506	..	..	Supervision in the proposed scale is the cost of Assistant Superintendent appearing separately at the top of this statement.
Pensionary contribution at 7½ per cent. on pay only—adding these last two items for the purpose of comparison as in the case of other Railways.	..	1,097	..	1,298	
Total ..	..	20,476	..	26,195	
Increase of the proposed over the present cost to Government.	..	..	..	5,719	

JUDICIAL (1896) DEPARTMENT.

From

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

INSPECTOR-GENERAL OF POLICE,

Madras,

To

THE CHIEF SECRETARY TO GOVERNMENT,

Fort St. George.

No. 726.

Dated 24th

Received

} February 1896.

Subject.

Submitting a revised Railway Police Scheme.

Subt. of (1896) Madras.

JUDICIAL.

Issued

Recd.

Encl.

G.O., &c., Nos. 1142-1144,
9th July 1896.

JULY.

Railway Police.

Approving, with remarks, the revised scheme for the organization of a body of — submitted by the Inspector-General of Police; and directing that the Government of India be requested to apply for the sanction of the Secretary of State to its introduction and that the Government of Bombay be addressed regarding the arrangements which will require to be made for the performance of "watch and ward" duties on that portion of the Southern Mahratta Railway Company's line which lies within the Madras Presidency.