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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Marine. DEPARTMENT

G.O. No. ~~B.P. No.~~ 287. Press. ~~Mis.~~

Dated 2. 7. 1884. ~~197~~

Not to be folded or roughly handled

ASM

2nd July 1884, No. 287, Marine.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following papers :—

From Lieutenant Colonel T. K. GUTHRIE, Acting Inspector-General of Police, to the Chief Secretary to Government, Ootacamund, dated Madras, 7th June 1884, No. 3069.

I have the honor to forward further proposals of the Commissioner of Police (G.O., 7th February 1884 No. 55 Marine.)

2. Considering the open state of the foreshore and pier I do not think the force asked for by the Commissioner too strong.

3. Mr. Harrington formerly Superintendent now Inspector, has always performed his duties with perfect steadiness and honesty, and I hope Government may be pleased to mark their sense of approval by adding a gratuity to a small pension on the abolition of his appointment.

4. With reference to the Commissioner's last paragraph, Government have to decide how this party of Police is to be paid, whether from Provincial funds entirely, or in part, (G.O., 14th July 1883 No. 370 Marine Mr. Barlow's letter therein paragraph 3) and regarding this there appears to me to be some confusion.

5. Mr. Barlow points out that at Calcutta $\frac{3}{4}$ of the expense of the Harbour Police fall upon the Port Trust, and he gives as one reason for this "that much of the Police duty is on shore, on the quays and sheds, which duty the Madras Harbour Committee propose to conduct." It will be seen from the rough sketch accompanying the Commissioner's letter, that this is precisely how the Harbour Police here are to be utilized, and are now utilized, so that the Harbour Committee and the Commissioner appear to be at variance. The late Commissioner (Colonel Drever) also seems to have contemplated a similar use of the reduced force, *viz.*, "for beach and water patrol" (G.O., 25th June 1883 No. 333 Marine).

6. On reference to the Commissioner, Colonel Cox explains that the Harbour Committee have "watchmen at the gates, but they have no police powers, and if provision has to be made for the prosecution of thefts of goods lying about on the beach, there must be a constant and effectual patrol of police." In this view I concur and recommend, however the question of payment may be settled, that the Harbour Police be amalgamated with and form portion of the Madras City Police. Act I of 1881 has not been repealed nor any authority given to stop Boat Constables or fees.

Enclosure.

From Lieutenant Colonel H. W. H. COX, Acting Commissioner of Police, Madras, to the Inspector General of Police, Madras, dated 29th May 1884, No. 298.

With reference to G.O., dated 7th February 1884, No. 55, Marine, I have the honor to report that I do not think that any further reduction can be made in the strength of the Marine Police, but I consider that a third class Inspector may be

employed instead of a first class Inspector, and that one second Grade Head Constable, one third Grade Head Constable and two fourth Grade Head Constables should be substituted for the four fourth Grade Head Constables now employed.

2. Should the Government approve of the change in the grade of Inspector to be employed, I trust they will take the case of Mr. Harrington, late Superintendent and now first class Inspector of Marine Police into their favorable consideration and grant him a Pension and a small gratuity as has been in other cases when appointments have been abolished. He has completed 11 year's service and has always proved himself an efficient and useful officer for the peculiar work he has had to do; but it would be impossible to find any suitable work for him in the General Police Force.

3. To enable you to judge of the necessity for the employment of the present number of Police of all ranks, I append a rough sketch of the locality with explanatory notes:—

By day there are ten beats and fixed points employing three Head Constables and thirty Constables in three reliefs of four hours, *i.e.*, from 6 to 10 A.M., from 10 A.M., to 2 P.M., and from 2 to 6 P.M. At night there are no beats or fixed points, but 20 of the Day duty men are employed in patrolling in parties of 2 in reliefs of 3 hours each, supervised by two Head Constables. From 6 to 9 P.M., 8 men are on duty, but during the other 3 reliefs (from 9 to 12, from 12 to 3, and from 3 to 6.) only four men are thus employed.

Beat men thus have seven hours on beat, ten hours at the Station House, and seven hours at home each day for two days, and on the 3rd day four hours on beat, four hours at the Station House, and 16 hours at home and so on.

Provision has to be made for Station Watch, Station Writer and a Reserve of men for duty afloat, and for this I consider that one Head Constable and ten Constables sufficient, and yet not in excess of requirement.

It is absolutely necessary that either the Inspector or the Sergeant shall be present at the Station House day and night to meet any emergency, or to perform any duty that ought to be entrusted to a European.

4. If there is no financial objection to the change, I recommended that the Marine Police be abolished as a separate force and that the men now employed in it be amalgamated with the Town Police and assimilitated to the latter in uniform and accoutrements.

From T. E. MARSHALL, Esq., Acting Master Attendant, Administrative Department, Madras, to the Honorable E. FORSTER, WEBSTER, Chief Secretary to Government, Marine Department, Fort Saint George, dated 18th June 1884, No. 5736.

I have the honor to return the papers marginally noted, forwarded for report under your endorsement No. 1272, bearing date 11th June 1884, with the following remarks:—

Letter from the Acting Inspector General of Police, No. 3069, dated 7th June 1884, and enclosures.

2. The Acting Inspector-General of Police, in paragraph 4 of his letter to Government, raises the question as to the mode in which the cost of the Marine or Beach Police Establishment is to be debited, whether entirely from Provincial Funds, or partly Provincial and partly Port Funds. On a perusal of the correspondence referred to by him, I find that it was never at any time contemplated by Mr. Barlow or the Harbour Committee that any portion of the expenditure for the upkeep of a Beach Police should be met from the Harbour collections. Mr. Barlow in his letter marginally noted writes as follows:—

No. 8, dated July 7th 1883, recorded in G.O., No. 370, Marine, dated July 14th 1883.

"I may conveniently explain here that Captain Taylor's proposal was based, he informs me, upon the understanding that prior to Act XXVIII of 1858, which provided for a Police force for the Port of Madras, the Police charges (for what was simply the Marine Division of the Town Police) were not from Provincial Funds, and that upon the Harbour Dues Act coming into force, and Act I of 1881 being suspended, the former position of the Police would be reverted to, the whole sum of (3) three annas a trip, or as described by the Committee ($1\frac{1}{2}$) one-and-a-half anna a ton being available and sufficient for all the protective duty of the trade, and also for the collection of dues on goods.

"It has been ascertained by telegraph that the Harbour Police of Bombay is entirely paid from Provincial Revenue, and that of Calcutta, three-fourths from Port Trust, and one-fourth from Government, but as regards Calcutta it should be observed that the Port Trust is excessively rich and much of the Police duty is on shore, on the quays and sheds, which duty the Madras Harbour Committee propose to conduct, as the responsibility will fall upon their executive."

3. Considering therefore that the disribution proposed by the Acting Inspector General of Police was never contemplated, and considering also that the Police force proposed for the patrol of the beach forms part of the general patrol duty, which devolves upon the Police all along the numerous roads and bridges of such a straggling city as Madras, I am respectfully of opinion that the beach police will be part and parcel of the Madras City Police, and should be paid for as such.

4. The Acting Inspector General of Police draws attention to the late "Colonel Drever's suggestion to utilize the Marine Police in its reduced capacity for *water patrol.*" I would explain that no regular patrol is needed by day or night afloat, nor am I aware that any such police patrol takes place. Preventive Officers are sent round on patrol afloat by this Department, when several steamers are working, and the staff of peons belonging to the Harbour Dues Department keep watch at the sheds, the entrances to the enclosures, and along the Pier both by day and night. All merchants' goods lying about the beach have night watchmen placed over them by their respective firms, and these men are constantly on the alert.

5. I do not see how the want of Police powers on the part of our peons can interfere with a criminal prosecution for theft, as all such cases were, I believe, always conducted by the B division, and not by the Marine Police. On any thief being caught in the act, he is handed over to the first police man available, and the officers of this Department have to appear to prosecute.

6. Finally, I would observe that it is extremely necessary that a notification should appear in an early Gazette withdrawing the port of Madras from the operation of Act I of 1881, and with this view I take the liberty to submit for approval draft notification under the Act.

NOTIFICATION.

Under the provisions of Section 14, Marine Police Act I of 1881, the Governor in Council is pleased to direct the withdrawal of the port of Madras from the operation of the said Act from and after the date of publication of this notification.

(Signed) T. E. MARSHALL,
Acting Master Attendant.

Order—dated 2nd July, 1884, No. 28, Marine.

The notification will be published in the *Fort St. George Gazette.*

2. The Inspector General of Police will state his views as to the mode of debiting the cost of these police, in the light of the Acting Master Attendant's observations, and will explain what is the 'water patrol' mentioned by the late Colonel Drever.

(True Extract.)

(Signed) E. F. WEBSTER,
Chief Secretary.

To the Master Attendant.
„ Inspector General of Police.

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Govt. of {1884} Madras.

MARINE.

Issued

Recd. Encl.

G.O., dated 2nd July 1884, No. 287.

JULY.

Marine Police, Madras.

Withdrawing Madras Port from operations f Marine Police Act No. 1, of 1881, and alling upon the Inspector-General of Police to eport as to mode of debiting cost of ——, ith reference to Master Attendant's remarks hereon.

~~18th~~ June 1884, No. ~~251~~, Marine.

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5. I do not see how the want of Police powers on the part of our peons can interfere with a criminal prosecution for theft, as all such cases were, I believe, always conducted by the B division, and not by the Marine Police. On any thief being caught in the act, he is handed over to the first police man available, and the officers of this Department have to appear to prosecute.

6. Finally, I would observe that it is extremely necessary that a notification should appear in an early Gazette withdrawing the port of Madras from the operation of Act I of 1881, and with this view I take the liberty to submit for approval draft notification under the Act.

NOTIFICATION.

Under the provisions of Section 14, Marine Police Act I of 1881, the Governor in Council is pleased to direct the withdrawal of the port of Madras from the operation of the said Act from and after the date of publication of this notification.

(Signed) T. E. MARSHALL,
Acting Master Attendant.

25

2 July 287

~~18th June~~ 1884, No. ~~251~~, Marine.

LAW[illegible] ASYLUM PRESS
[illegible] JUL 94

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following papers :—

From Lieutenant Colonel T. K. GUTHRIE, Acting Inspector-General of Police, to the Chief Secretary to Government, Ootacamund, dated Madras, 7th June 1884, No. 3069.

I have the honor to forward further proposals of the Commissioner of Police (G.O., 7th February 1884 No. 55 Marine.)

2. Considering the open state of the foreshore and pier I do not think the force asked for by the Commissioner too strong.

3. Mr. Harrington formerly Superintendent now Inspector, has always performed his duties with perfect steadiness and honesty, and I hope Government may be pleased to mark their sense of approval by adding a gratuity to a small pension on the abolition of his appointment.

4. With reference to the Commissioner's last paragraph, Government have to decide how this party of Police is to be paid, whether from Provincial funds entirely, or in part, (G.O., 14th July 1883 No. 370 Marine Mr. Barlow's letter therein paragraph 3) and regarding this there appears to me to be some confusion.

5. Mr. Barlow points out that at Calcutta ¾ of the expense of the Harbour Police fall upon the Port Trust, and he gives as one reason for this "that much of the Police duty is on shore, on the quays and sheds, which duty the Madras Harbour Committee propose to conduct." It will be seen from the rough sketch accompanying the Commissioner's letter, that this is precisely how the Harbour Police here are to be utilized, and are now utilized, so that the Harbour Committee and the Commissioner appear to be at variance. The late Commissioner (Colonel Drever) also seems to have contemplated a similar use of the reduced force, *viz.*, "for beach and water patrol" (G.O., 25th June 1883 No. 333 Marine).

6. On reference to the Commissioner, Colonel Cox explains that the Harbour Committee have "watchmen at the gates, but they have no police powers, and if provision has to be made for the prosecution of thefts of goods lying about on the beach, there must be a constant and effectual patrol of police." In this view I concur and recommend, however the question of payment may be settled, that the Harbour Police be amalgamated with and form portion of the Madras City Police. Act I of 1881 has not been repealed nor any authority given to stop Boat Constables or fees.

Enclosure.

From Lieutenant Colonel H. W. H. COX, Acting Commissioner of Police, Madras, to the Inspector General of Police, Madras, dated 29th May 1884, No. 298.

With reference to G.O., dated 7th February 1884, No. 55, Marine, I have the honor to report that I do not think that any further reduction can be made in the strength of the Marine Police, but I consider that a third class Inspector may be

2 July 287

employed instead of a first class Inspector, and that one second Grade Head Constable, one third Grade Head Constable and two fourth Grade Head Constables should be substituted for the four fourth Grade Head Constables now employed.

2/ Should the Government approve of the change in the grade of Inspector to be employed, I trust they will take the case of Mr. Harrington, late Superintendent and now first class Inspector of Marine Police into their favorable consideration and grant him a Pension and a small gratuity as has been in other cases when appointments have been abolished. He has completed 11 year's service and has always proved himself an efficient and useful officer for the peculiar work he has had to do; but it would be impossible to find any suitable work for him in the General Police Force.

3/ To enable you to judge of the necessity for the employment of the present number of Police of all ranks, I append a rough sketch of the locality with explanatory notes.

By day there are ten beats and fixed points employing three Head Constables and thirty Constables in three reliefs of four hours, *i.e.*, from 6 to 10 A.M., from 10 A.M., to 2 P.M., and from 2 to 6 P.M. At night there are no beats or fixed points, but 20 of the Day duty men are employed in patrolling in parties of 2 in reliefs of 3 hours each, supervised by two Head Constables. From 6 to 9 P.M., 8 men are on duty, but during the other 3 reliefs (from 9 to 12, from 12 to 3, and from 3 to 6.) only four men are thus employed.

Beat men thus have seven hours on beat, ten hours at the Station House, and seven hours at home each day for two days, and on the 3rd day four hours on beat, four hours at the Station House, and 16 hours at home and so on.

Provision has to be made for Station Watch, Station Writer and a Reserve of men for duty afloat, and for this I consider that one Head Constable and ten Constables sufficient, and yet not in excess of requirement.

It is absolutely necessary that either the Inspector or the Sergeant shall be present at the Station House day and night to meet any emergency, or to perform any duty that ought to be entrusted to a European.

4/ If there is no financial objection to the change, I recommended that the Marine Police be abolished as a separate force and that the men now employed in it be amalgamated with the Town Police and assimilitated to the latter in uniform and accoutrements.

From T. E. MARSHALL, Esq., Acting Master Attendant, Administrative Department, Madras, to the Honorable E. FORSTER, WEBSTER, Chief Secretary to Government, Marine Department, Fort Saint George, dated 18th June 1884, No. 5736.

Letter from the Acting Inspector General of Police, No. 3069, dated 7th June 1884, and enclosures.

I have the honor to return the papers marginally noted, forwarded for report under your endorsement No. 1272, bearing date 11th June 1884, with the following remarks:—

No. 8, dated July 7th 1883, recorded in G.O., No. 370, Marine, dated July 14th 1883.

2. The Acting Inspector-General of Police, in paragraph 4 of his letter to Government, raises the question as to the mode in which the cost of the Marine or Beach Police Establishment is to be debited, whether entirely from Provincial Funds, or partly Provincial and partly Port Funds. On a perusal of the correspondence referred to by him, I find that it was never at any time contemplated by Mr. Barlow or the Harbour Committee that any portion of the expenditure for the upkeep of a Beach Police should be met from the Harbour collections. Mr. Barlow in his letter marginally noted writes as follows:—

2 July 287

"2. I may conveniently explain here that Captain Taylor's proposal was based, he informs me, upon the understanding that prior to Act XXVIII of 1858, which provided for a Police force for the Port of Madras, the Police charges (for what was simply the Marine Division of the Town Police) were not from Provincial Funds, and that upon the Harbour Dues Act coming into force, and Act I of 1881 being suspended, the former position of the Police would be reverted to, the whole sum of (3) three annas a trip, or as described by the Committee (1½) one-and-a-half anna a ton being available and sufficient for all the protective duty of the trade, and also for the collection of dues on goods.

"3. It has been ascertained by telegraph that the Harbour Police of Bombay is entirely paid from Provincial Revenue, and that of Calcutta, three-fourths from Port Trust, and one-fourth from Government, but as regards Calcutta it should be observed that the Port Trust is excessively rich and much of the Police duty is on shore, on the quays and sheds, which duty the Madras Harbour Committee propose to conduct, as the responsibility will fall upon their executive."

2/ 3. Considering therefore that the distribution proposed by the Acting Inspector General of Police was never contemplated, and considering also that the Police force proposed for the patrol of the beach forms part of the general patrol duty, which devolves upon the Police all along the numerous roads and bridges of such a straggling city as Madras, I am respectfully of opinion that the beach police will be part and parcel of the Madras City Police, and should be paid for as such.

3/ 4. The Acting Inspector General of Police draws attention to the late "Colonel Drever's suggestion to utilize the Marine Police in its reduced capacity for *water patrol*." I would explain that no regular patrol is needed by day or night afloat, nor am I aware that any such police patrol takes place. Preventive Officers are sent round on patrol afloat by this Department, when several steamers are working, and the staff of peons belonging to the Harbour Dues Department keep watch at the sheds, the entrances to the [illegible]osures, and along the Pier both by day and night. All merchants' goods lying about the beach have night watchmen placed over them by their respective firms, and these men are constantly on the alert.

4/ 5. I do not see how the want of Police powers on the part of our peons can interfere with a criminal prosecution for theft, as all such cases were, I believe, always conducted by the B division, and not by the Marine Police. On any thief being caught in the act, he is handed over to the first police man available, and the officers of this Department have to appear to prosecute.

6. Finally, I would observe that it is extremely necessary that a notification should appear in an early Gazette withdrawing the port of Madras from the operation of Act I of 1881, and with this view I take the liberty to submit for approval draft notification under the Act.

NOTIFICATION.

Under the provisions of Section 14, Marine Police Act I of 1881, the Governor in Council is pleased to direct the withdrawal of the port of Madras from the operation of the said Act from and after the date of publication of this notification.

(Signed) T. E. MARSHALL,
Acting Master Attendant.

Orders 2 July / 84 No. 287

The notification will be published in the Fort St. George Gazette.

The Inspector General of Police will state his views as to the mode of debiting the cost of these police, in the light of the Ag. Master Attendant's observations, and will explain what is the "water patrol" mentioned by the late Colonel Drever

~~Ex~~

The Master Attendant
" I. G. of Police } Desp 10/7

26/6 Gazette 8/7

Original

[illegible] 287 12/7 [illegible]

Marine Police, Madras

withdrawing Madras Port from operations of Marine Police Act No. I of 1881, & calling upon the Inspr. General of Police to report as to mode of debiting cost of — with reference to Master Attendant's remarks thereon

With annex

Acct. Dept.

4 8 1

No. 3169.

Chief Office of the Inspector General of Police,

Madras, 7th June 1884.

From

Lieut. Colonel T. H. Guthrie

Ag. Inspector General of Police,

To

The Chief Secretary,
to Government,
Ootacamund

Sir,

I have the honor to forward further proposals of the Commissioner of Police for reduction of the Marine Police (G. O. 7th February 1884 No. 55. Marine)

2. Considering the open state of the foreshore and pier I do not think the force asked for by the Commissioner too strong.

3. Mr. Harrington formerly Superintendent now Inspector has always performed his duties with perfect steadiness and honesty and I hope Government may be pleased to mark their sense of approval by adding

adding a gratuity to a small pension on the abolition of his appointment.

4. With reference to the Commissioner's last paragraph Government have to decide how this party of Police is to be paid, whether from Provincial funds entirely or in part (G.O. 14th July 1883 No. 370 Marine. Mr. Barlow's letter therein paragraph 3) and regarding this there appears to me to be some confusion.

5. Mr. Barlow points out that at Calcutta 3/4ths of the expense of the Harbour Police fall upon the Port trust, and he gives as one reason for this "that much of the Police duty is on shore, on the quays and sheds which duty the Madras Harbour Committee propose to conduct". It will be seen from the rough sketch accompanying the Commissioner's letter that this is precisely how the Harbour Police here are

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to be utilized, and are now utilized, so that the Harbour Committee and the Commissioner appear to be at variance. The late Commissioner (Colonel Drever) also seems to have contemplated a similar use of the reduced force, viz. "for beach and water patrol" (G.O. 25th June 1883 No. 333 Marine)

6. On reference to the Commissioner Colonel Cox explains that the Harbour Committee have "watchmen at the gates, but they have no police powers and if provision has to be made for the prosecution of thefts of goods lying about on the beach there must be a constant and effectual patrol of Police". In this view I concur and recommend, however the question of payment may be settled, that the Harbour Police be amalgamated with and form portion of the Madras City Police. Act I of 1881 has not been repealed nor

any

any authority given to stop Boat Constables or fees.

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

Ag. Inspr. Genl. of Police.

Eadley

CURRENT No

No 1272 Ordy 11 June/84

Referred to the Master Attendant for remarks.

Chief Secy

10/6

MARINE OFFICE, MADRAS.
1[illegible] JUN 84
ADMINISTRATIVE DEPART

Marine (1884) DEPARTMENT

Fr Lieut: Col: T. H. Guthrie
Ag- Inspector General
of Police,

No. 3169.

Dated 7th } June 1884.
Received 7 }

No.

SUBJECT.

Forwards further proposals of the Commissioner of Police for reduction of the Marine Police.

Enclosure

No. 298.

30 MAY 84

Madras Police
Commissioner's Office
29th May 1885

From.

Lieut. Col. H. W. H. Cox
Ag. Commissioner of Police
Madras

To.

The Inspector General of Police
Madras.

Sir,

P With reference to G. O. dated 7th February 1884 No 55 Marine I have the honour to report that I do not think

1. that any further reduction can be made in the strength of the Marine Police, but I consider that a 3rd Class Inspector may be employed instead of a 1st Class Inspector and that 1-2nd Grade Head Constable, 1-3rd Grade Head Constable and 2-4th Grade Head Constables should be substituted for the 4-4th Grade Head Constables now employed.

Should the Government approve of the change in the grade of Inspectors to be employed I trust they will take the case of Mr. Harrington, late Superintendent and now 1st Class Inspector of Marine Police into their favorable consideration and grant him a Pension and a small gratuity as has been in other cases when appointments have been abolished - He has completed 11 years service and has always

No 1272 Ordy 11 June/84

Referred to the Master Attendant for remarks.

[illegible]

Chief Secy

10/6

MARINE OFFICE, MADRAS.
12 JUN 84
ADMINISTRATIVE DEPARTMENT

CURRENT No

Marine (1884) DEPARTMENT

Fr Lieut: Col: T. H. Guthrie
Ag. Inspector General
of Police,

No. 3069.

Dated 7th }
Received 9 } June 1884.

No.

SUBJECT.

Forwards further proposals of the Commissioner of Police for reduction of the Marine Police.

Enclosure

1

No. 298.

30 MAY 84

Madras Police
Commissioner's Office
29th May 1885

From.
Lieut. Col. H. W. H. Cox
Ag. Commissioner of Police
Madras

To.
The Inspector General of Police
Madras.

Sir,

P With reference to G. O. dated 7th February 1884 No 55 Marine I have the honour to report that I do not think 1. that any further reduction can be made in the strength of the Marine Police, but I consider that a 3rd Class Inspector may be employed instead of a 1st Class Inspector and that 1-2nd Grade Head Constable, 1-3rd Grade Head Constable and 2-4th Grade Head Constables should be substituted for the 4-4th Grade Head Constables now employed.

Should the Government approve of the change in the grade of Inspectors to be employed I trust they will take the case of Mr. Harrington, late Superintendent and now 1st Class Inspector of Marine Police into their favorable consideration and grant him a Pension and a small gratuity as has been in other cases when appointments have been abolished. He has completed 11 years service and has always proved himself an efficient and useful officer for the peculiar work he has had to do but it would be impossible to find any suitable work for him in the General Police Force.

To enable you to judge of the necessity for the employment of the present number of Police of all ranks, I append a rough sketch of the locality with explanatory notes.

By day there are 10 beats and fixed points employing 3 Head Constables and 30 Constables in 3 reliefs of 4 hours, i.e. from 6 to 10. a. m, from 10. a.m to 2. P.M. and from 2 to 6. P.M. At night there are no beats or fixed points but 20 of the day duty men are employed in patrolling in parties of 2 in reliefs of 3 hours each, supervised by 2 Head Constables. From 6 to 9. P. M 8 men are on duty, but during the other 3 reliefs (from 9 to 12 from 12 to 3 and from 3 to 6) only 4 men are thus employed.

Beat men thus have 7 hours on beat, 10 hours at the Station House and 7 hours at home each day for 2 days and on the 3rd day 4 hours on beat, 4 hours at the Station House and 16 hours at home and so on.

Provision has to be made for Station Watch, Station Writer and a Reserve of men for duty afloat and for this I consider that 1. Head Constable and 10 Constables sufficient and yet

not in excess of requirement.

It is absolutely necessary that either the Inspector or the Sergeant shall be present at the Station House day and night to meet any emergency, or to perform any duty that ought to be entrusted to a European.

If there is no financial objection to the change I recommend that the Marine Police be abolished as a separate Force and that the men now employed in it be amalgamated with the Town Police and assimilated to the latter in uniform and accoutrements.

I have the honor to be
Sir,
Your Most Obedient Servant

Ag. Commissioner of Police

The Commissioner of Police
Madras

To. The Inspector General
of Police
Madras

Dated 29th May } 1884
Received

No 298.

Reports upon
further reduction
of Marine Police

Marine DEPARTMENT.

ENCLOSURE 22

In a letter from the Inspector General of Police, dated Madras / 7th June 1884. No. 3069.

Administrative Department.

MADRAS,
Marine Office,
18th June 1884.

No. 5736.

From T. C. Marshall Esqr.
~~J. H. TAYLOR, Esq., LIEUT., R.N.R.,~~
Acting Master Attendant,
Administrative Department,
Madras,

To

The Honorable C. Forster Webster,
Chief Secretary to Government,
Marine Department,
Fort Saint George.

SIR,

Letter from the Acting Inspector General of Police No. 3069, dated June 7th 1884 and enclosures.

I have the honor to return the papers marginally noted, forwarded for report under your endorsement No. 1272, bearing date 11th June 1884, with the following remarks.

2. The Acting Inspector General of Police, in para 4 of his letter to Government, raises the question as to the mode in which the cost of the Marine or Beach Police Establishment is to be debited, whether entirely from Provincial Funds, or partly Provincial and partly Port Funds. On a perusal of the correspondence referred to by him, I find

13

Notification.

Under the provisions of Section 14, Marine Police Act I of 1881, the Governor in Council is pleased to direct the withdrawal of the port of Madras from the operation of the said Act from and after the date of publication of this notification.

Acting Master Attendant.

Note on sharing the expenditure between the Government of Tamil Nadu and Madras Port Trust on account of Madras Harbour Police Establishment.

para 1 p19

In 1918, an agreement was executed between the then Government of Madras and the Madras Port Trust. According to this agreement, the Madras Port Trust bearing 2/3 rd, cost of Madras Harbour Police establishment and the balance 1/3 rd cost ~~is~~ borne by the Government of Madras. Now, the Chairman, Madras Port Trust has stated that the sharing of expenditure should be deemed to have ceased with effect from 1.9.72, the date on which the Central Industrial Security Force was inducted for watch and ward duty in the Port Area. He has stated that no payment was due to the State Govt beyond 1.9.72. Further, a sum of Rs.31,58,481.51 has been paid to the State Government subsequent to that date. The Chairman has, therefore, requested that this amount may be refunded to the Trust. The Port Trust has put forth in support of its claim that after 1.9.72, the Police function in the harbour area is only meant for maintenance of Law and Order which is mainly the function of the State Government.

5 on p.10 ✓

2. In view of the views expressed by the Madras Port Trust, a meeting was convened with the Chairman, Madras Port Trust on 31.5.77 for arriving at a decision. The following decisions ~~was~~ were arrived at in the above meeting:

p. 12 ✓

i) With the formation of Central Industrial Security Force and its taking over the Watch and ward functions, the responsibilities of the City Police in this repsect has virtually ceased. The City Police can be usefully deployed elsewhere, where there is considerable demand for their service. Hence M.2 and M3 Police Stations are superfluous. However the Law and Order in the Port area has still to be over-seen by the City Police. For this purpose M.1 Police Station may be retained. The strength of the M.1 station will be reviewed taking into account the Law and Order requirements of the entire area and the disbandment of M.2 and M.3 Stations;

ii) It was not possible for the State Government to agree to waive/refund Rs.31,58,481.57 paise on account of Port Trust's dues to the Government. There was a mutual agreement to share expenditure and this arrangement should continue till it is terminated. The Port Trust had earlier raised the issue and offered to pay one fourth. Therefore, a mutually agreed sum should be arrived at as a final settlement in consultation with the State Finance Department;

iii) The question of adjusting the rent due from the Police to the Port Trust on account of M.3 Police Station building which was taken possession of earlier than the date of opening of the Station will also be considered along with the above issue; and

pp37-39 c/

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pp38-39 c/

p.35 c/

1845.57 c/

para1 on p97 c/

para5 p.49 c/

(ii) on p.43 c/

17

iv) it was also decided that the Commissioner of Police would examine the feasibility of surrendering the launch 'Poligar' to the Port Trust Authorities. If the Police needed a launch then separate proposals justifying the purchase and maintenance of a launch will be sent to the Government for consideration.

3. The above minutes have been communicated to the Commissioner of Police and the Chairman, Madras Port Trust for comments. Three Police Stations, viz. M1, M2 and M3 were located in the Harbour area. In accordance with the decisions arrived at in the meeting, the C.O.P. has taken steps to disband M2 and M3 Police Stations and he has actually disbanded the above two Police Stations with effect from 9.8.77 by augmenting the strength of M1 Police Station to some extent. He has also stated that the Launch Poligar is required exclusively for Police duties and hence this will be retained by him.

4. It has already been decided during the discussion with the Chairman, Madras Port Trust, that it was not possible for the State Government to agree to waive/refund Rs.31,58,481.57 paise on account of Port Trust's dues to the Government. There was a mutual agreemant to share expenditure and this agreement should continue till it is terminated. The Port Trust had earlier raised the issue and offerred to pay one fourth. Therefore it was considered that a mutally agreed sum should be arrived at as a final settlement in consultation

13

Notification.

with the Stat~~ion~~e Finance Department.

The Madras Port Trust was therefore informed that the question of refund of a sum of Rs.31,58,481.57 paise which has been paid to this Government subsequent to thatdate i.e.1.10.72, does not arise and requested to reimburse the expenditure incurred on the Madras Harbour Police establishment.

para 9 p.21 c/

5. The Chairman, Madras Port Trust who was requested to offer his remarks on the minutes of the meeting held on 31.5.77 has stated that item (ii) relating to the minutes of the meeting mentioned in para 2 above is ambiguous and that it is not clear whether the revised agreement regarding the sharing of the cost of the Harbour Police Establishment between the State Government and Port Trust will take effect from 1.9.72 the date on which the Unit of the Central Industrial Security Force was inducted in the Madras Port absolving the City Police of the responsibility for watch and ward functions or whether the revised agreement should have prospective effect. The Chairman Port Trust is of the view that the new formula should take effect from the date on which the Central Industrial Security Force was inducted into the Port in view of the position explained therein.

p 35 c/

8 on p 89 c/

A on p 89 c/

6. The Commissioner of Police has expressed the view that the revised formula for sharing the expenditure is not to have retrospective effect from 1.9.72 and that it

para 2 p 9 c/

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para 2 p 99 c/

para 3 p 99 c/

para 4 p 99 c/

p 27 c/

para 2 p 177 c/

can be given effect from 9.8.77 on which date M2 and M3 Police Stations were actually abolished. It is also seen from the report of the Commissioner of Police that with effect from 9.8.77 the expenditure may be met equally by the State Government and the Port Trust. As regards the expenditure on launch 'Poligar' the entire expenditure will have to be met by the State Govt. from 9.8.77. The revised expenditure prior to 9.8.77 will be met as in the case of personnel.

Since the police personnel of M2 and M3 Police Stations had actually worked in the Harbour Area even after the induction of the Central Industrial Security Force, it is obligatory on the part of the Port Trust Authorities to bear the proportionate cost as usual the 2/3 rd cost upto 9.8.77 till M2 and M3 Police Stations were actually abolished. As regards the expenditure on launch 'Poligar' the expenditure relating to the period before 9.8.77 will have to be met as in the case of Personnel. The views of the Commissioner of Police have been agreed to by the Government and the Chairman, Madras Port Trust was informed accordingly.

7. The Chairman, Madras Port Trust has now replied that Under Section 74 (6)(A) of the Madras Port Trust Act, 1905 which was in force till 1975 and under section 88(G) of the Major Port Trusts Act, 1963 which was made applicable to Madras with effect from 1st Feb 1975, the Port Trust Port Trust is authorised to meet "a reasonable contribution towards expenditure in connection with

13

Notification.

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the watch and ward functions of the Police Force "and "the Police employed for guarding the docks, warehouses and other property of the Board". A clarification was sought from the Government of India as to whether in the light of the above statutory ~~provøvision,~~ Provision it will be in order for the Port Trust to agree to meet any portion of the expenditure incurred by the State Government towards maintenance of law and order and detection of crime, even if it relates to the Harbour Area. To the above clarification, the Government of India furnished the following reply:-

"Law and order being a State subject, it would appear that expenses on Police deployed by the State Government in the Harbour Area for the said purpose should be the responsibility of the State Government. If the Port authorities ask for Police force for any special protection or duty, other than normal duty, then that may have to be paid extra. If we look to Article 258(4) of the constitution then we find that where the Central Govt. gives direction to a State Government for taking measures for the protection of Railways within that State the only ~~the~~ cost incurred in excess of that which would have been incurred in the discharge of normal duties of the State if such direction had not been given, is paid by the Central Government. This supports the above contention". He has now desired to discuss the matter in a meeting to arrive at a quick decision.

para 2 p 177 d

p 178 d

para 2 p 29 d/LF

8. Before taking a decision on these issues, the Chairman, Madras Port Trust has reported that the Trust has provided telephone No.23330 at the Ml Harbour Police Station which is used by the Divisional Detective Inspector. The Trust was meeting 2/3 of the expenditure on this telephone. The Commr. of Police has been informed that the Police Department has to make its own arrangement for the provision of telelphone at the Ml Harbour Police Station. Pending installation of a telephone, the existing phone provided by the Trust has been allowed to be retained subject to the payment of rental and call charges by the Police Department. The Commr. of Police has also been informed that the bills received in future from the Telephone Department in respect of rent and call charges booked through this telephone will be sent to the Police Department for arranging payment. The Commr. of Police was also informed that the entire charges should be borne by the State Government from 9.8.77, the Trust has paid the quarterly rent upto 30.9.79, and the call charges upto 31.5.79 in order to avoid disconnection of the telephone due to non-payment of the bills. The amounts so far paid by the Trust in respect of the above telephone from 9.8.77 till date work out to Rs.4,430.37 as under :-

a) Towards rental charges....	Rs.1,583.35
b) Twoards local call charges	Rs.2,717.70
c) Towards trunk call charges	128.00
d) Breakage charges	Rs. 1.32
Total	Rs. 4,430.37

A on p 27 d

LF

Notification

6

the watch and ward functions of the Police Force "and "the Police employed for guarding the docks, warehouses and other property of the Board". A clarification was sought from the Government of India as to whether in the light of the above statutory ~~provøvision,~~ Provision it will be in order for the Port Trust to agree to meet any portion of the expenditure incurred by the State Government towards maintenance of law and order and detection of crime, even if it relates to the Harbour Area. To the above clarification, the Government of India furnished the following reply:-

para 2 p 177d

11

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p178 d

para 2 p 29 d/Lf

11

11

A on p27 d

Lf

8. Before taking a decision on these issues, the Chairman, Madras Port Trust has reported that the Trust has provided telephone No.23330 at the Ml Harbour Police Station which is used by the Divisional Detective Inspector. The Trust was meeting 2/3 of the expenditure on this telephone. The Commr. of Police has been informed that the Police Department has to make its own arrangement for the provision of telelphone at the Ml Harbour Police Station. Pending installation of a telephone, the existing phone provided by the Trust has been allowed to be retained subject to the payment of rental and call charges by the Police Department. The Commr. of Police has also been informed that the bills received in future from the Telephone Department in respect of rent and call charges booked through this telephone will be sent to the Police Department for arranging payment. The Commr. of Police was also informed that the entire charges should be borne by the State Government from 9.8.77, the Trust has paid the quarterly rent upto 30.9.79, and the call charges upto 31.5.79 in order to avoid disconnection of the telephone due to non-payment of the bills. The amounts so far paid by the Trust in respect of the above telephone from 9.8.77 till date work out to Rs.4,430.37 as under :-

a) Towards rental charges....	Rs.1,583.35
b) Twoards local call charges	Rs.2,717.70
c) Towards trunk call charges	128.00
d) Breakage charges	Rs. 1.32
Total	Rs. 4,430.37

The Chairman has ~~not~~ requested the Government to issue orders for the installation of direct line telephone at MT Harbour Police Station at the cost of the State Government and also to arrange to reimburse to the Trust the amounts so far paid by the Trust. On the issue, the Chairman was requested to continue status quo till the main question of sharing expenditure between the State Government and Port Trust is settled.

5 on p. 87 cl/LF

para 3 p. 87 cl / LF

~~par~~ p/33-34 cl/LF

25.4.80

25.4.80
26.5.80

29.5.80

The Port Trust relies on the clarification issued by Govt of India.

Maintenance of law and order is the responsibility of the State; but a subtle distinction has to be made as to the difference between maintenance of law and order in an area inhabited by people; and in an area where only workers are employed in a firm or company. Where much of law and order problem does not exist, as such the general understanding of maintenance of law and order is not applicable to an area like P.T. If P.T. is not agreeable to the stand taken by the Govt, the Harbour police station might be moved out of

28.5.80.

Marine (1884) DEPARTMENT.

From

THE MASTER ATTENDANT,
ADMINISTRATIVE DEPARTMENT,
Madras.

LAWRENCE ASYLUM PRESS
23 JUN 84
OOTY BRANCH

To

THE CHIEF SECY. TO GOVERNMENT,
MARINE DEPARTMENT,
Fort St. George.

No. 5736.

Dated 18 } June, 1884
Received 21 }

No. [illegible]

Subject.

States that the Beach Police should form part of the Town Police and be paid for accordingly and recommends that the port of Madras be exempted from the operations of the Marine Police Act by formal notification.