GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following paper :—

From R. W. BARLOW, Esq., Chairman, Harbour Committee, to the Chief Secretary to Government, dated Madras, 13th June 1883.

Adverting to G.O., Marine, No. 69, dated 1st February 1883, I have the honor to forward herewith copy of a Resolution carried unanimously at a meeting of the Harbour Committee held yesterday for the favorable consideration and orders of Government.

2. In reference to paragraph 2, copy of a letter, No. 1301, dated the 29th March last, from the Commissioner of Police, is enclosed.

Enclosures.

Proceedings of the Harbour Committee appointed under G.O., No. 121, Marine, dated 21st February 1883, at a Meeting held on Tuesday the 12th June 1883.

Present.

Mr. R. W. Barlow, *Chairman.*
Hon. A. Mackenzie.
Mr. F. N. Thorowgood.
„ C. A. Ainslie.
„ W. H. Oakes.
„ F. W. Emery.
„ T. R. Turnbull.
„ L. Strange.

The Committee resolve to represent to Government that the services of the Marine Police, so far as the duty of supplying one constable to every cargo and passenger boat, may, in the contemplated change connected with the levy of tolls on goods, &c., be dispensed with, and the sum thus retrenched be placed at the service of the harbour to support the protective system that will (after the Notification of Government comes into force) be adopted by the Committee, details of which system are in course of consideration.

Carried unanimously.

(True Extract.)

(Signed) R. W. BARLOW,
Chairman, Harbour Committee.

From Colonel W. S. DREVER, C.S.I., Commissioner of Police, Madras, to the Collector of Madras and Chairman, Harbour Committee, dated Madras, 29th March 1883, No. 1301.

Before replying to Captain Taylor's scheme for the reorganization of the Marine Police here, I should have desired to have received replies to inquiries I have addressed to the Commissioners of Police in Calcutta and Bombay. However, these will be communicated by me to the Committee when received. Meanwhile as you express your wish for an immediate answer, I append one.

2. I should myself have thought it more advisable to defer changes till we knew what the harbour is really going to be. Since my return to India in August 1882 I have seen it rougher inside than outside, and more vessels lying outside than in. Unless this be reversed, I do not see how any very material alterations in boats or crews can be effected.

3. Supposing the harbour completed, the Marine Police, as at present constituted, should be disbanded, and only such number of boats and men for beach and water patrol maintained as are deemed requisite. Excluding the boatmen, this force should form a part of the General Police under the control of the Commissioner, the Preventive officers under the orders of the Collector or Port Trust Commissioner, being a distinct body.

4. Paragraphs 4 and 5 do not concern this department.

5. I fully admit, as per paragraph 6 of Captain Taylor's scheme, that the Marine Police has not been self-supporting for some years, but I think this was in some measure owing to the introduction of large boats carrying twenty tons as against two, both being equally rated at 3 annas per constable.

6. Paragraphs 7, 8, and 9 of Captain Taylor's scheme are the most important with which I have to deal. The force he therein alludes to must be a Preventive one *in toto*, it can in no way be deemed a Police Force, and it would be a supreme anomaly to have men enlisted under existing laws by the Police Commissioner, taking their orders from the "Collector of Sea Customs and Chairman of the Harbour Committee or Port Trust," the "Master Attendant," and their subordinate officers. I do not gather that Captain Taylor advocates such a system as I presume he realizes it could only end in immediate failure, I merely here record my own views.

7. All "Preventive Officers" of whatever grade should be under their own superiors, I would certainly not recommend the Preventives being called "Constables."

8. As to the preventive strength requisite, it is not a matter for me to enter on; but I may as well note that I do not think one Preventive Officer on board a ship, discharging from, say, three hatches, could do the work demanded of him, nor do I consider the establishment proposed has margin enough for relief, leave, sickness, &c.

ORDER—dated 25th June 1883, No. 333, Marine.

Until the Government are in possession of the details of the protective system now in course of consideration by the Harbour Committee, it is not practicable to express more than a general concurrence with the proposal to dispense with the services of the Marine Police in escorting cargo and passenger boats. The Committee, however, omit to notice the fact that if the income derivable * from the fees levied under Madras Act I of 1881 ceases, there will be so much less to place at the disposal of the harbour as contemplated in the Committee's Resolution.

* *Vide* G.Os., dated 25th April 1881, No. 199, and 15th October 1881, No. 485, Marine Dept.

2. The remarks of the Commissioner of Police will of course be considered by the Committee, and it would seem desirable that the procedure in vogue at the other Presidency ports should be ascertained before final proposals are submitted.

(True Extract.)

C. G. MASTER,
Chief Secretary.

To the Chairman, Harbour Committee.
" Master Attendant, Madras.
" Public Works Department.
" Commissioner of Police.

Exd. T. O'Connor.

Govt. of {1883} Madras.

MARINE.

Issued

Recd. *Encl.*

G.O., 25th June 1883, No. 333.

No 1092 dated 6th July/83

JUNE.

Recorded
Sd. C.B.

Supt. M.M.P.O.

Madras Harbour.

Passing orders on letter from the Chairman, Harbour Committee, submitting Resolution of the Committee proposing that the services of the Marine Police in escorting cargo and passenger boats be dispensed with.

14th July 1883, No. 370, Marine.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following paper :—

From R. W. BARLOW, Esq., Chairman, Harbour Committee, to the Chief Secretary to Government, dated Madras, 7th July 1883, No. 8.

I have the honor to acknowledge G.O., No. 333, Marine, dated 25th June 1883, received 4th instant, and in reference to the remark of Government that the Committee have omitted "to notice the fact that, if the income derivable from the fees levied under Madras Act I of 1881 ceases, there will be so much less to place at the disposal of the Harbour as contemplated in the Committee's Resolution," I beg to submit that the point was not lost sight of, and to refer you to paragraph 2 of the Committee's letter, dated 21st May 1883, from which you will see that, when fixing the rate of toll per ton at Rs. (1-9-6) one, Annas nine, and Pies six, and Rs. (1-5-6) one, Annas five, and Pies six for goods landed at the pier and beach, respectively, the figures were arrived at, as noted in the margin, and that the loss arising from the abolition of the Pier tolls and Marine Police fee, the collection of which must cease when Act VI of 1882 (Madras Harbour Dues) comes into force, was duly taken into consideration.

	Rs.	A.	P.
For interest on 75 lakhs	1	4	0
Pier Charges	0	4	0
Preventive Service	0	1	6
Total ..	1	9	6

	Rs.	A.	P.
For interest on 75 lakhs	1	4	0
Preventive Service	0	1	6
Total ..	1	5	6

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 met 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.

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.

ORDER—dated 14th July 1883, No. 370, Marine.

Recorded.

(True Extract.)

E. F. WEBSTER,
Acting Chief Secretary.

To the Chairman, Harbour Committee.
„ Master Attendant, Madras.
„ Public Works Department.

Exd. J. Wright.

Govt. of {1883} Madras.

MARINE.

Issued

Recd. *Encl.*

G.O., 14th July 1883, No. 370.

No. 2125 dated 2nd August 1883

JULY.

Recorded

(Sd) C. B.
A. S.

Supt. M. & W.

Madras Harbour.

Recording letter from the Chairman, Harbour Committee, explaining, with reference to G.O., 25th June 1883, No. 333, that, when fixing the tolls on goods landed at, and shipped from, the pier and beach, the loss arising from the abolition of the Pier tolls and Marine Police fee was duly taken into consideration.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following paper:—

From R. W. BARLOW, Esq., Chairman, Harbour Committee, to the Chief Secretary to Government, dated Madras, 7th July 1883, No. 8.

I have the honor to acknowledge G.O., No. 333, Marine, dated 25th June 1883, received 4th instant, and in reference to the remark of Government that the Committee have omitted "to notice the fact that, if the income derivable from the fees levied under Madras Act I of 1881 ceases, there will be so much less to place at the disposal of the Harbour as contemplated in the Committee's Resolution," I beg to submit that the point was not lost sight of, and to refer you to paragraph 2 of the Committee's letter, dated 21st May 1883, from which you will see that, when fixing the rate of toll per ton at Rs. (1-9-6) one, Annas nine, and Pies six, and Rs. (1-5-6) one, Annas five, and Pies six for goods landed at the pier and beach, respectively, the figures were arrived at, as noted in the margin, and that the loss arising from the abolition of the Pier tolls and Marine Police fee, the collection of which must cease when Act VI of 1882 (Madras Harbour Dues) comes into force, was duly taken into consideration.

	Rs.	A.	P.
For interest on 75 lakhs	1	4	0
Pier Charges	0	4	0
Preventive Service	0	1	6
Total ..	1	9	6

	Rs.	A.	P.
For interest on 75 lakhs	1	4	0
Preventive Service	0	1	6
Total ..	1	5	6

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 met 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.

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.

ORDER—dated 14th July 1883, No. 370, Marine.

Recorded.

(True Extract.)

E. F. WEBSTER,
Acting Chief Secretary.

To the Chairman, Harbour Committee.
" Master Attendant, Madras.
" Public Works Department.

Exd. J. Wright.

Govt. of {1883} Madras.

MARINE.

Issued

Read. *Encl.*

G.O., 14th July 1883, No. 370.

No. 2125 dated 1st August 1883.

JULY.

Recorded

(Sd) C. B.
H. S.

Supt. M. H. W.

Madras Harbour.

Recording letter from the Chairman, Harbour Committee, explaining, with reference to G.O., 25th June 1883, No. 333, that, when fixing the tolls on goods landed at, and shipped from, the pier and beach, the loss arising from the abolition of the Pier tolls and Marine Police fee was duly taken into consideration.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper :—

From R. W. BARLOW, Esq., Chairman, Harbour Committee, to the Chief Secretary to Government, dated Madras, 7th July 1883, No. 8.

I have the honor to acknowledge G.O., No. 333, Marine, dated 25th June 1883, received 4th instant, and in reference to the remark of Government that the Committee have omitted " to notice the fact that, if the income derivable from the fees levied under Madras Act I of 1881 ceases, there will be so much less to place at the disposal of the Harbour as contemplated in the Committee's Resolution," I beg to submit that the point was not lost sight of, and to refer you to paragraph 2 of the Committee's letter, dated 21st May 1883, from which you will see that, when fixing the rate of toll per ton at Rs. (1-9-6) one, Annas nine, and Pies six, and Rs. (1-5-6) one, Annas five, and Pies six for goods landed at the pier and beach, respectively, the figures were arrived at, as noted in the margin, and that the loss arising from the abolition of the Pier tolls and Marine Police fee, the collection of which must cease when Act VI of 1882 (Madras Harbour Dues) comes into force, was duly taken into consideration.

		RS.	A.	P.
For interest on 75 lakhs	.. ..	1	4	0
Pier Charges ..	.. ..	0	4	0
Preventive Service ..	.. ..	0	1	6
Total	..	1	9	6

		RS.	A.	P.
For interest on 75 lakhs	.. ..	1	4	0
Preventive Service ..	.. ..	0	1	6
Total	..	1	5	6

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 met 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.

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.

ORDER—dated 14th July 1883, No. 370, Marine.

Recorded.

(True Extract.)

for *Acting Chief Secretary.*

To the Chairman, Harbour Committee.
„ Master Attendant, Madras.
„ Public Works Department.

Exd. J. Wright.

B. 1892 w/ 7/83

No 2125 Wd 2nd Aug /83

B

Recorded

Recorded

Cy

Cy
27/7

Supt M. H. W. ✓
Information

Dew
3/8

D.P.W.C. No. 6345 ✓

Govt. of {1883} Madras.

MARINE.

8 S.C

Issued

Recd. 27/7/83 *Encl.*

G.O., 14th July 1883, No. 370.

S. S. C

JULY.

No 2125 Wd 2-8-83

Madras Harbour.

Recording letter from the Chairman, Harbour Committee, explaining, with reference to G.O., 25th June 1883, No. 333, that, when fixing the tolls on goods landed at, and shipped from, the pier and beach, the loss arising from the abolition of the Pier tolls and Marine Police fee was duly taken into consideration.

1 Copy to obj

With Order

~~Without order~~

Entd. in Receipt Regr