Public Works (1898) Department.

RAILWAY BRANCH.

G.O., No. 839-40. Rly

DATED 21st June 1898.

Includes.
22 R.M. & 8-6-98.

[Despatch Abstract.]

Railway Police Scheme

Pros. Jud'l Dept. Sanctioning the immediate introduction of the — so far as it concerns the Southern Mahratta & Begvad a-Talcherin Railway, Subject Comm'l & the Agent & Manager. & the Nizam's Ry & to the Govt of Mbay with reference this enquiry.

The Govt of Mbay addressed

Indexed. 14/7/98.

[P. W. 35. 150—24-3-98.]

BACK PAPERS.

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

FURTHER PAPERS.

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

Public Works (1898) Department.

Railway

CURRENT No. 583

From The Govt of Bombay

Order

Referred to the Judicial Department for favour of reply with reference to correspondence ending with its Proceedings No 2235 G, dated 19th August 1897. S No 25

No. 1378

Dated 6th May 1898

Received 9.5.98

Registered

Enclosures

Spare copies

JWS

R

11/5/98

SUBJECT.

Railway Police

Inquiring whether there is any prospect of the scheme for the constitution of a Separate —— in the Madras Presidency being introduced soon.

Note The above was intimated as G.O. 587 dated 9-4-98 & in reply to today reference was read 11th May.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

No. 378 of 1898.

P. W. Department, Railway Branch:

Bombay Castle, 6th May 1898

To

The Joint Secretary to the Government of Madras,
Public Works Department.
Railway Branch.

JOINT SECRETARY TO
RECEIVED
9 MAY 1898

Sir,

With reference to correspondence ending with my letter No. 3410 dated 28th. December 1897, I am directed to request, at the instance of the Agent, Southern Mahratta Railway Company, that with the permission of His Excellency the Governor in Council you will kindly state whether there is any prospect of the scheme for the consti-tution of a separate Police Force for Railways in the Madras Presidency being introduced soon.

Serial 29

I have the honor to be,
Sir,
Your most obedient servant,

Under Secretary to Government.
P/o.

Documents-accpg.

Nil.

Government {1898} of Madras.

JUDICIAL.

P. W. Ry. C. No. 587

Recd 6-5-98

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See revised C

Recd.	1898.	*Enclosures*
Regd.		*Spare copies*

G.O., No. 587, 9th April 1898.

APRIL.

Railway Police Scheme.

Sanctioning the immediate introduction of the railway police scheme, so far as it concerns the Southern Mahratta and Bezwada Extension Railways, subject to certain modifications proposed by the Inspector-General of Police, and addressing the Government of India on the subject.

GOVERNMENT OF MADRAS.

JUDICIAL DEPARTMENT.

READ—again the following papers:—

G.O., No. 1238, Judicial, dated 26th August 1897.

ABSTRACT.—Communicating to the Inspector-General of Police letter from the Government of India stating that a reference with certain recommendations has been made to the Secretary of State for India on the revised scheme for the organization of a separate police force for railways in this Presidency.

G.O., No. 1463, Judicial, dated 8th October 1897.

Read—the following letter from G. H. D. WALKER, Esq., Under Secretary to the Government of India, Public Works Department (General), to the Chief Secretary to the Government of Madras, dated Simla, 19th August 1897, No. 2235-G.:—

In continuation of Public Works Department letter, No. 1906-G., dated 17th July 1897, I am directed to state that the Secretary of State for India has sanctioned the proposals made by the Government of India for the constitution of a separate police force for railways in the Madras Presidency, details of which have been communicated in the orders quoted above.

2. Attention is invited to paragraph 5 of the letter above quoted, in which it was stated that the scheme would not be brought into operation until the present financial position improves; and I am to request that, before any additional establishment is entertained, this Government may be addressed.

Order—No. 1463, Judicial, dated 8th October 1897.

The foregoing letter from the Government of India will be communicated to the Inspector-General of Police, in continuation of G.O., No. 1238, Judicial, dated 26th August 1897.

(True Extract.)

(Signed) J. F. PRICE,
Chief Secretary.

To the Inspector-General of Police.
" Financial Department.
" Public Works Department.

G.O., No. 216, Judicial, dated 5th February 1898.

Read—again the following papers:—

G.O., Nos. 1142—1144, Judicial, dated 9th July 1896.
" No. 365, Judicial, dated 15th March 1897.

Read—also the following papers:—

From J. MILLCOCKS, Esq., Acting Under Secretary to the Government of Bombay, Public Works Department (Railway Branch), to the Chief Secretary to the Government of Madras, dated Bombay Castle, 21st November 1896, No. 2907.

I am directed to acknowledge the receipt of your letter, No. 1144, Judicial, dated 9th July 1896, regarding certain proposals in connection with the police force on such portion of the Southern Mahratta Railway Company's system, as are situate in Madras territory.

2. In reply, I am to forward a copy of the undermentioned letter from the Agent, Southern Mahratta Railway Company, on the subject.

3. It will be observed that the Agent is of opinion that the proposals are susceptible of reduction. The Agent further suggests that the most satisfactory way to arrive at a solution would be for the Inspector-General of Police, Madras, to depute an officer to discuss the matter on the spot.

ENCLOSURES.

From Major J. B. MURDOCH, R.E., Agent, Southern Mahratta Railway Company, to the Consulting Engineer for Railways, Bombay (through the Government Examiner, Dharwar), dated 30th October 1896, No. 639-2—10804.

I have the honour to return the printed papers received with your letter, No. 6023, dated 29th July 1896, about the police charges, Madras Presidency, and, as desired, make the following remarks:—

(1) First, in order to prevent the misunderstanding I note that the Government of India has decided that the police should in future be 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; secondly, that, under our contract (clause 18), the Secretary of State has the final voice in settling what strength of police is required for the purpose of preserving law and order.

(2) Turning to the Inspector-General's present proposals, I note that in paragraph 19 of his printed letter he states that the Southern Mahratta Railway Company will probably make no objection to his proposed arrangements, as they will be cheaper than the present ones. I do not understand this, for, taking the Inspector-General's own figures in paragraph 7, they show the reverse to be the case, while a study of the detailed figures given in Statement No. VII, page 31, will show that the cost to the Company of the new arrangements would, excluding the cost of choukidars, come to Rs. 18,551 per annum instead of the Rs. 8,184 which, see page 94 of the current rolls, is what we now pay for police in the Madras Presidency. Again, I note that in this Statement, VII, the Inspector-General has included first 39 men employed at a cost of Rs. 4,139 per annum at stations on platform duty and "to perform also rural work"; secondly, certain detective and travelling staff costing Rs. 4,739 per annum for neither of which we have hitherto paid anything. The following figures show the difference between the two scales:—

	Rs.	Rs.
Total cost as shown in Statement No. VII		21,436
Deduct—		
Detective and travelling staff	3,324	
Clothing for above 14 men at Rs. 10	140	
Contingencies at 5 per cent. on above	156	
Supervision at 10 " "	342	
Pensionary contribution at 7½ per cent. on above (pay only)	187	
	——	4,139
		17,297
Deduct—		
Pay and other charges of 39 men employed at stations on platform duty and also to perform rural police work		4,739
		12,558
Compare total annual cost as per rolls, page 94		11,692
Difference ..		866

This difference is doubtless due to the portion of travelling allowance ascribable to the above travelling and detective staff and included in the lump sum of Rs. 1,000 provided in Statement VII and included in Rs. 21,436. The bulk, say, Rs. 900, of this item of Rs. 1,000 must of course be for that staff.

(3) Turning now to Statement No. I at page 17, which shows the distribution of the proposed police, Southern Mahratta Railway, I note that constables are posted at every station, however small, while a reference to pages Nos. 92 and 93 of the current rolls will show that, on the part of the Southern Mahratta Railway lying in the Bombay Presidency, constables are not posted at minor stations where, indeed, I do not think they are required for the purpose of law and order, it being borne in mind that under the Act any railway servant can arrest an offender. Altogether I am inclined to think that the present proposals are unduly high and, though as above noted I admit that the matter must be decided by the Government, I would suggest that it be further considered. Probably the much more satisfactory way would be for the Inspector-General of Police, Madras, to depute an officer to discuss the matter on the spot, but in the meantime I enclose a rough distribution statement got out by the Traffic Manager which, I think, gives quite sufficient force to start with.

(4) As to supervision, I notice it is proposed that the police staff is to be controlled by an Inspector at Guntakal and an Assistant Superintendent of Police at Bezwada, a portion of whose pay will be paid by the East Coast Railway in ratio of mileage. This mode of division does not appear to me quite correct as, in my opinion, mileage does not correctly represent the amount of work that is necessary on a railway. I consider the pay of the supervising staff should be divided between the two railways in proportion to the number of men employed.

* * * * *

Police Arrangements at Stations in the Madras Presidency.

Stations.	Proposed by Inspector-General of Police for Law and Order.			Proposed by Traffic Manager, Southern Mahratta Railway.			
				Law and Order.			Watch and ward.
	Head constables.	Constables.	Total.	Head constables.	Constables	Total.	
Hospet	..	3	3				
Papinaikanhalli	..	1	1	..	1	1	1
Gadiganur	..	1	1	..	..	..	..
Torangollu	..	1	1	..	..	..	..
Daroji	..	1	1	..	..	..	..
Kudatani	..	1	1	..	..	..	..
Bellary	1	6	7	..	..	..	..
Bellary Cantonment	..	..	..	..	2	2	..
Hagari	..	1	1	..	1	1	6
Virapur	..	1	1	..	..	..	..
Baivanhal	..	1	1	..	..	..	..
Bantanhal	..	1	1	..	..	..	..
Guntakal	2	10	12	1	6	7	6
Gulapalyanur	..	1	1	..	..	..	..
Khaderpet	..	1	1	..	..	..	..
Kalluru	..	1	1	..	..	..	..
Garladinne	..	2	2	..	..	..	..
Anantapur	..	1	1	..	1	1	1
Kandukur	1	3	4	..	2	2	2
Dharmavaram	..	1	1	..	..	..	..
Nagasamudrum	..	2	2	..	1	1	..
Guttur	..	1	1	..	..	..	..
Penukonda	..	2	2	..	1	1	..
Chakarlapalli	..	1	1	..	..	..	..
Malugur	..	1	1	..	..	..	..
Hindupur	..	2	2	..	..	..	..
Maddikera	..	1	1	..	1	1	1
Tuggali	..	1	1	..	..	..	..
Pendakollu	..	1	1	..	..	..	1
Malliyallia	..	1	1	..	..	..	..
Kurnool road	..	2	2	..	1	1	2
Malkapuram	..	1	1	..	..	..	..
Rangapuram	..	1	1	..	..	..	..
Betamcherla	..	1	1	..	..	..	..
Panyam	..	1	1	..	..	..	..
Nandyal	1	2	3	1	2	3	2
Gazalapalli	..	1	1	..	..	..	..

Police Arrangements at Stations in the Madras Presidency—*cont.*

Stations.	Proposed by Inspector-General of Police for Law and Order.			Proposed by Traffic Manager, Southern Mahratta Railway.			
				Law and Order.			Watch and ward.
	Head constables.	Constables.	Total.	Head constables.	Constables.	Total.	
Diguvametta	..	1	1	..	1	1	..
Giddalore	..	1	1	..	..	..	..
Somidevipalli	..	1	1	..	..	..	..
Cumbum	..	2	2	..	2	2	1
Tarlapadu	..	1	1	..	1	1	..
Markapur road	..	1	1	..	..	..	..
Gajjalakonda	..	1	1	..	2	2	..
Donakonda	..	1	1	..	..	..	..
Kurichedu	..	1	1	..	2	2	1
Gundlacamma	..	1	1	..	..	..	..
Vinukonda	..	2	2	..	2	2	1
Savalyapuram	..	1	1	..	..	..	..
Santamagalur	..	1	1	..	..	..	..
Narsaraopet	1	2	3	1	2	3	2
Satalur	..	1	1	..	..	..	..
Phirangipuram	..	1	1	..	..	..	..
Sattenapalle	..	1	1	..	..	..	..
Guntur	..	3	3	..	2	2	2
Nambur	..	1	1	..	..	..	..
Mangilagiri	..	1	1	..	..	..	..
Tadepalli	..	1	1	..	1	1	..
Bezvada goods shed	..	..	..	..	..	..	1
Total ..	6	85	91	3	31	34	30

From M. HAMMICK, Esq., I.C.S., Inspector-General of Police, to the Chief Secretary to Government, dated Madras, 13th February 1897, No. 488.

With reference to endorsement, No. 2499, Judicial, dated 28th November 1896, made on Cur. No. 5122, from the Public Works Department, Railway Branch, Government, Bombay, papers returned, I have the honour to make the following reply.

2. In the letter from the Agent, Southern Mahratta Railway Company, read in the above papers, that officer takes exception to the number of police proposed under the scheme now before the Government of India, to be maintained on the Southern Mahratta Railway, and asks that an officer may be sent to discuss the matter with him.

3. Having had the opportunity of seeing the work of the Police in Bengal on the railway lines in that province, I arranged to meet Major Burn Murdoch, the Agent, Southern Mahratta Railway at Poona, on my way back, and we thus personally discussed the matter.

4. I found in Bengal that even on lines in the immediate vicinity of Calcutta, police were not retained at every station, but only at intervals, those stations being as a rule chosen where there was a magistrate stationed or in exceptional cases where goods traffic was specially heavy.

5. Major Burn Murdoch showed me a statement which gave the establishment maintained in the Bombay Presidency on the Southern Mahratta Railway, where the police are to continue to carry out the watch and ward and even with that duty falling on the Police, it is found possible to leave 37 stations without any platform constable whatever. There are 91 stations in the Bombay Presidency.

6. Having these facts in view I agreed with Major Burn Murdoch that a very considerable reduction might be made in the number of police maintained on the railway. We have followed from the first the system of posting one constable at every station under the impression that that system was followed elsewhere. Such, however, is not the case and we should modify our system accordingly. In the case

of the Southern Mahratta Railway line where traffic is relatively small, there is really no necessity to provide more than sufficient police to trace out crime and watch the larger stations.

7. I am, however, of opinion that if, as I propose, we reduce the station staff very considerably, we should raise to some extent the reserve. With a very large staff of platform constables it is possible on special occasions to strengthen the police very largely at any particular point where, owing to festivals, the police have to be strongly reinforced. With a reduced staff, however, this becomes, of course, much more difficult and a slightly increased reserve is necessary.

8. It is unnecessary to give the special reason here for each case where Major Burn Murdoch and I agreed to reduce or increase the proposed staff. In brief we have reduced the stationary establishment from 6 head constables and 90 constables to 8 head constables and 35 constables. The reserve I propose to increase from 5 to 10, a point which Major Burn Murdoch and I did not discuss. The necessity for increasing the reserve occurred to me subsequently. I have, however, little doubt that Major Burn Murdoch will agree to this slight increase in the reserve which I now propose. It is in every way much more satisfactory to distribute the force so that constables are grouped in small parties under a head constable than to leave solitary constables under little supervision at separate stations.

9. I enclose statements showing the present proposals compared with those contained in my letter, No. 726, dated 24th February 1896, paragraphs 17 and 31. The result is an increase of four head constables and a decrease of 51 constables.

10. As regards the other lines in this Presidency, the scheme submitted which is now before the Government of India will require modification also. It will be best, however, to wait for the orders of the Secretary of State on the proposals made before submitting the changes which I have in view.

I.

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.
		Bellary District.					
		Hospet	..	..	..	1	2
		Pápináyakanahalli	..	..	..	..	..
		Gádiganúru	..	..	..	..	..
		Tórnagallu	..	..	..	..	..
		Darójí	..	..	..	..	..
	I. Bellary.	Kudatani	..	..	..	..	..
		Bellary	..	1	4	1	3
		Hagari	..	..	..	..	1
		Bellary Cantonment	..	..	..	..	..
		Vitápur	..	..	..	..	..
		Baivanhal	..	..	..	..	..
		Bantanahal	..	..	..	..	..
		Anantapur District.					
		Guntakal	1	*1	..	European. 1	6
		Gulapalyam	..	..	..	..	..
		Khadarpett	..	..	..	..	..
		Kalluru	..	..	..	..	..
		Garladine	..	..	..	..	..
		Anantapur	..	..	..	..	1
	II. Dharmavaram.	Kandukur	..	..	..	..	..
		Dharmavaram	..	1	5	1	2
		Nagasamudram	..	..	..	..	..
		Guttur	..	..	..	..	..
		Penukonda	..	..	..	..	..
		Chakarlapalli	..	..	..	..	..
		Malugur	..	..	..	..	..
		Hindupur	..	..	..	..	..
		Maddikera	..	..	..	..	..
		Tuggali	..	..	..	..	..
		Kurnool District.					
		Pendekallu	..	..	..	..	..
		Malliyola	..	..	..	..	..
I. Guntakal.		Kurnool Road	..	..	..	1	2
	III. Nandyal.	Malkapuram	..	..	..	..	..
		Rangapuram	..	..	..	..	..
		Betamcherla	..	..	..	..	..
		Panyan	..	..	..	..	..
		Nandyal	..	1	4	1	2
		Gazulapalli	..	..	..	..	..
		Diguvamutta	..	..	..	..	..
		Giddalur	..	..	..	..	..
		Somidevipalli	..	..	..	..	..
		Cumbum	..	..	..	1	2
		Nellore District.					
		Turlapadu	..	..	..	..	..
		Markapur Road	..	..	..	..	..
		Gajjalakonda	..	..	..	..	..
		Donakonda	..	..	..	1	2
		Kurichedu	..	..	..	..	..
		Kistna District.					
		Gundlakamma	..	..	..	..	..
		Vinukonda	..	..	..	..	..
		Savaliyapuram	..	..	..	..	..
		Santamangalur	..	..	..	..	..
		Narsaraopet	..	1	4	..	..
		Satalur	..	..	..	..	..
	IV. Narsaraopet.	Phirangipuram	..	..	..	..	..
		Sattenapalle	..	..	..	..	2
		Guntúr	..	..	..	..	..
		Nambur	..	..	..	..	..
		Mangalagiri	..	..	..	..	..
		Tadepalli	..	..	..	..	..
		Reserve	..	..	..	..	10
		Pay clerk's guard	..	..	..	2	4
		Total, Southern Mahratta Railway	1	5	17	10	39
		Bezwada Extension—					
		Bezwada †	..	..	..	..	..
		Kondapalli	..	..	..	..	1
		Gangineni	..	..	..	..	1
		Total, Bezwada Extension Railway	..	..	..	..	2

* Inspector's writer.

† See under section 1, East Coast railway.

VII.

STATEMENT showing the details of cost—Southern Mahratta Railway.

Particulars.	Present. Number.	Present. Cost.	Proposed. Number.	Proposed. Cost.	Remarks.
Southern Mahratta Railway.		Rs.		Rs.	
Assistant Superintendent .. / Office establishment—Head constables.	.. / ..	.. / ..	1 / 3	282	One Assistant Superintendent and office establishment common to the Southern Mahratta, the Bezwada Extension and East Coast Railways. Cost distributed in mileage proportion.
Local allowance	..	..	..	80	
Exchange compensation allowance of Assistant Superintendent.	..	..	..	48	
Detective and Travelling Staff. — Inspector	1	75	1	200	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.
Head Constables.	4	64	5	83	
Constables ..	10	69	17	116	
Conveyance and local allowances.	..	69	..	104	
Platform Police. — Head constables.	6	156	10	205	The present strength and cost appear as follows in the budget :—Six 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.
Constables..	116	869	39	292	
Total ..	137	1,302	76	1,410	
Pay and allowance per annum ..	..	15,624		16,920	
Clothing at Rs. 10 per man per annum for each head constable and constable of the Detective and travelling and Platform Police.	..	1,360		710	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."
Contingencies at 5 per cent. on pay and allowance.	..	781		846	
Travelling allowance including railway fare or cost of passes.	..	1,000		2,500	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.
Total ..	..	18,765		20,976	
Supervision at 10 per cent. on pay and allowance.	..	1,562		..	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.	..	1,109		1,060	
Total ..	..	21,436		22,036	
Railway Company's share, $\frac{7}{10}$ths	..	11,683		15,425	The Railway Company's share in the present scale is less than $\frac{7}{10}$ths of the total cost herein appearing, because no recovery is made on account of 39 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 $\frac{7}{10}$ths of the total cost is calculated as recovery should doubtless be made for the whole strength.
Government share, $\frac{3}{10}$ths ..	..	9,753		6,611	
Add to Government share $\frac{3}{10}$ths cost of watch and ward establishment under the railway.	..	926		2,000	
Total, Government share ..	..	10,679		8,611	
Decrease proposed over the present cost.	..	..		2,068	

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 purposes and $\frac{3}{10}$ths cost of such chowkidars is debitable to Government.

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 $\frac{3}{10}$ths cost of watch and ward establishment employed by the Railway Company, the balance is Rs. 10,757 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).

The cost of the present watch and ward men employed by the Company is taken from a statement furnished by the Company. In the proposed scale an addition has been made to meet $\frac{3}{10}$ths cost of watch and ward men who will be employed by the Company (estimated at about 50 men at Rs. 6 each) when the police cease to perform "watch and ward" duty.

Memorandum, in the Public Works Department (Railway Branch), No. 17 R.M., dated 14th January 1898.

Read—the following letter from H. O. SELBY, Esq., Secretary to the Government of Bombay, Public Works Department (Railway Branch), to the Joint Secretary to the Government of Madras, Public Works Department (Railway Branch), dated Bombay Castle, 28th December 1897, No. 3410 :—

With reference to correspondence ending with my letter, No. 3235, dated 9th December 1897, I am directed to forward, herewith, for such action as may be deemed necessary, a copy of a letter, No. 95—12494, dated 14th December 1897, from the Agent, Southern Mahratta Railway Company, requesting that, when the proposals for the constitution of a separate police force in the Madras Presidency come into force, the promise of the Inspector-General of Police to reduce the strength of the platform police may be borne in mind.

ENCLOSURES.

COPY of a letter from the Inspector-General of Police, Madras, to the Consulting Engineer for Railways, Madras, dated 26th February 1897, No. 339.

With reference to your letter, No. 330, dated 26th January 1897, I have the honour to state that, on personal consultation with the Agent of the Southern Mahratta Railway, I have agreed to reduce the strength of the platform police employed on the line and have accordingly addressed the Government on the matter; until the reduction is sanctioned, the proportionate cost of the force, platform police and detective and travelling police, now employed on the line, should be paid by the Railway Company. I request, therefore, that you will be good enough to address the Government of Bombay to move the Railway Company to accept the bills for the cost of the detective and travelling police already forwarded as early as possible. Bills for the staff employed from May 1896 have not been sent to the company pending their acceptance of the bills from October 1895 to April 1896. The Agent raised no objection to the detective and travelling staff.

COPY of a letter from the Agent. Southern Mahratta Railway Company, to the Consulting Engineer for Railways, Bombay, dated 30th October 1897, No. 95—10753.

With reference to the revised statement of railway police in the Madras Presidency forwarded with your memorandum, No. 8035, dated the 16th October 1897, I should be much obliged if you would obtain for me a statement showing the force provided for the Southern Mahratta Railway, together with the cost thereof. You will remember that the Inspector-General of Police, Madras (see correspondence forwarded with your memorandum, No. 1892 of 12th March 1897), agreed to reduce the strength of the platform police employed on the Southern Mahratta Railway.

COPY of a letter from the Secretary to the Government of Bombay, Public Works Department (Railway Branch), dated 9th December 1897, No. 3235.

With reference to your letter, No. 140 R., dated 5th March 1897, and Docket No. 668 R., dated 16th September 1897, I am directed to forward, herewith, copy of a letter, No. 95—11753, dated 30th October 1897, from the Agent, Southern Mahratta Railway Company, and to request that, with the approval of His Excellency the Governor of Madras in Council, you will be so good as to furnish this Government, for transmission to the Agent, Southern Mahratta Railway Company, with the statement of railway police force asked for by him.

Copy of a letter from the Agent, Southern Mahratta Railway Company, to the Consulting Engineer for Railways, Bombay, dated 14th December 1897, No. 95—12494.

Railway Police, Madras Presidency.

I have the honour to acknowledge the receipt of your letter, No. 9883, dated the 9th December 1897, with its accompaniments.

2. I note that the new proposals are not to be introduced until the present financial position is improved.

3. I have no wish to urge any alterations to existing staff in the meantime, but when the new proposals come into force, I beg to request that the Inspector-General of Police's promise (see his letter, No. 339 of 26th February 1897, copy of which was forwarded with your No. 1892, dated 12th March last) may be borne in mind.

4. I attach a statement showing—

(*a*) Police staff under the revised scheme.
(*b*) Staff considered necessary after consultation between the Inspector-General of Police, Madras, and myself.

Police Force for portion of Southern Mahratta Railway in Madras Presidency.

Names of Railway stations.	Staff under the revised scheme.					Staff considered sufficient after consultation between Inspector-General of Police and Agent, Southern Mahratta Railway.				
	Detective and travelling staff.			Stationary establishment.		Detective and travelling staff.			Stationary establishment.	
	Inspector.	Head Constable.	Constable.	Head Constable.	Constable.	Inspector.	Head Constable.	Constable.	Head Constable.	Constable.
Bellary District.										
Hospet					3					
Papanaykanahalli					1				1	2
Gadiganuru					1					
Tornagallu					1					
Darogi					1					
Kudatanni					1					
Bellary		1	4	1	6		1	4	1	3
Do. Cantonment					1					1
Hagari					1					
Virapur					1					
Baivanhal					1					
Bantanhal					1					
Anantapur District.										
Guntakal	1	1		* 2	10	1	1		E.H.C.1.	6
Gulapalyam					1					
Khadarpett					1					
Kolluru					1					
Garladinna					1					
Anantapur					2					
Kandukur					1					1
Dharmavaram		1	5	1	3		1	5	1	2
Nagasamudram					1					
Guttur					1					
Penukonda					1					
Chakarlapalli					2					
Malugur					1					
Hindupur					1					
Maddikera					2					
Tuggali					1					
Kurnool District.										
Pendakallu					1					
Malliyola					1					
Kurnool Road					2					
Rungapuram					1				1	2

* One European.

Police Force for portion of Southern Mahratta Railway in Madras Presidency—*cont.*

Names of Railway stations.	Staff under the revised scheme.					Staff considered sufficient after consultation between Inspector-General of Police and Agent, Southern Mahratta Railway.				
	Detective and travelling staff.			Stationary establishment.		Detective and travelling staff.			Stationary establishment.	
	Inspector.	Head Constable.	Constable.	Head Constable.	Constable.	Inspector.	Head Constable.	Constable.	Head Constable.	Constable.
Kurnool District—cont.										
Betamcherla					1					
Panyam					1					
Nandyal					1					
Gazulapalli					1					
Diguvamutta					2				1	2
Giddalur										
Samidevipalli										
Cumbum										
Nellore District.					1					
Tarlapadu					1				1	2
Markapur Road					1					
Gazzulakonda					1					
Donakonda										
Kurichedu										
Kistna District.					1					
Gundlakamma					2					
Vinukonda					1					
Savaliyapuram				1	4		1	4		
Santarnangalur					1					
Narasaraopet					1					
Satalur					3					2
Pheranjipuram					1					
Satanapalli					1					
Guntur					1					
Nambur					5				2	10
Mangalagiri										4
Tadepalli										
Reserve										
Pay Clerks' Guard										
Total	1	5	17	6	90	1	5	17	10	39

Copy of a communication from the Consulting Engineer for Railways, Madras, to the Inspector-General of Police, Madras, dated 15th December 1897, No. 3815.

With reference to your letter, Ref. on C. No. 339, dated the 26th February 1897, and G.O., No. 1238, Judicial, dated the 26th August 1897, I have the honour to forward, herewith, copy of a letter, No. 3235, dated 9th December 1897, from the Government of Bombay, and to request that the statement asked for therein may be furnished to this office.

Memorandum—No. 17 R.M., dated 14th January 1898.

Transferred to the Judicial Department.

(Signed) F. D. FOWLER,
Under Secy. to Govt., P.W.D., Railway Branch.

Order—Mis. No. 216, Judicial, dated 5th February 1898.

Communicated to the Inspector-General of Police with reference to his letter, No. 488, dated 13th February 1897. Before the Government of Bombay is addressed on the subject, the Inspector-General will be requested to state whether the re-arrangement of the force on the Southern Mahratta Railway, proposed in his letter of the 13th February 1897, now requires any modification.

2. The proposals in regard to the changes on the other railway lines in this Presidency will be awaited.

(True Extract.)

(Signed) A. T. ARUNDEL,
Chief Secretary.

To the Inspector-General of Police.

Read—also the following papers :—

From M. HAMMICK, Esq., I.C.S., Inspector-General of Police, to the Chief Secretary to Government, dated Madras, 19th February 1898, No. 663.

With reference to G.O., No. 216, Judicial, dated 5th February 1898, I have the honour to state that no modification is required in the re-arrangement of the force on the Southern Mahratta Railway proposed in my letter, No. 488 of the 13th February 1897. I have addressed Government separately on this subject in my letter submitted through the Accountant-General, No. 557, dated 11th February 1898, which was prepared before I received the present order. If Government approves the proposal therein, the revised scale of force on the Southern Mahratta Railway and the Bezwada Extension Railway may be brought into effect at once.

2. As regards the police on the other railway lines, I do not desire any change to be made until the separate Superintendent and Assistant Superintendent for Railway Police are appointed. The Deputy Inspectors-General of Police have so much else to do that they cannot undertake a revision of the staff at present employed. As soon, however, as a Superintendent and Assistant Superintendent of Railway Police have been appointed and are at work, the revision of our present establishment of railway police must be undertaken.

From M. HAMMICK, Esq., I.C.S., Inspector-General of Police, to the Chief Secretary to Government (through the Accountant-General), dated Madras, 11th February 1898, No. 557.

With reference to G.O., No. 1463, Judicial, dated 8th October 1897, communicating the sanction of the Secretary of State for the constitution of a separate railway police force in the Madras Presidency, I have the honour to submit, for the orders of Government, the following matter.

2. The present establishment on the Southern Mahratta Railway consists of, besides an Inspector who has also charge of the East Coast line, the following force :—

	Head Constables.	Constables.
Detective and travelling staff	4	10
Platform police	6	110
Pay Clerks' guard	..	6
Total	10	126

The establishment sanctioned in the above-quoted order consists of—

	Head Constables.	Constables.
Detective and travelling staff	5	17
Platform police	6	84
Pay Clerks' guard	..	6
Total	11	107

The Assistant Superintendent of Police, office establishment, and Inspector of Police are not taken account of here, as my present proposal does not refer to them but only to the travelling and platform police.

3. After personal consultation with the Agent, Southern Mahratta Railway Company, I proposed, in my letter, No. 544, dated 13th February 1897, to reduce the platform or stationary police on that railway, as I agreed with him that it was unnecessary to keep a police man at each and every station and that it would answer if a sufficient staff was maintained at important stations. This is the plan followed on the portion of the Southern Mahratta Railway line in the Bombay Presidency and also on the lines in Bengal. As stated in the above letter, the platform police on the Southern Mahratta Railway may be reduced from 6 head constables and 84 constables, proposed in the scheme which has been sanctioned, to 8 head constables and 35 constables, and the travelling staff raised to 5 head constables and 17 men, the strength sanctioned in the scheme, from the present number of 4 head constables and 10 men. The establishment will then stand as—

	Head Constables.	Constables.
Detective and travelling staff	5	17
Platform police	8	35
Pay Clerks' guard	2	4
Total	15	56

or an increase of 4 head constables and a decrease of 51 constables compared with the strength sanctioned in the scheme. The details of the strength and cost are shown in the statement herewith marked A. If the proposed reduction is sanctioned, it is estimated that there will be a reduction in the cost to Government from Rs. 10,768 to Rs. 6,608 per annum.

4. On the small branch of the Bezwada Extension also, there will be a reduction of two constables according to the scheme which has been sanctioned on the transfer of watch and ward duties to be arranged for by the Railway Company.

5. The Government of India have directed, in paragraph 2 of the letter read in G.O., No. 1463, Judicial, dated 8th October 1897, that the scheme is not to be brought into operation until the financial pressure is removed and that that Government should be addressed before any additional establishment is entertained. But as the portion of the scheme so far as it concerns the force on the Southern Mahratta and Bezwada Extension Railways involves a reduction in the strength of force and cost, I do not consider that there can be any objection to the reduced scale on these two lines being given effect to at once. I therefore submit the matter to Government and request that, if my proposal is approved, orders may be passed accordingly, and the Government of Bombay requested to cause necessary arrangements being made by the Southern Mahratta Railway Company to undertake to watch and ward duties on their line.

6. I submit a proposition statement in the prescribed form showing the present and proposed establishments.

The Agent of the Southern Mahratta Railway Company has asked me for a statement of the strength of the police and cost chargeable to that company under the revised scale.

Enclosure.

Southern Mahratta Railway.

Statement showing the present establishment, proposed establishment as contained in the scheme sanctioned by the Government of India and Secretary of State, and the establishment proposed in letter, No. 544, dated 13th February 1897, after consulting the Agent of the Railway.

Particulars.	Present.		Proposed in the scheme recorded in G.O., No. 1142, Judicial, dated 9th July 1896, and sanctioned by the Government of India and Secretary of State.		Proposed after consulting the Agent.		Remarks.
	Number.	Cost.	Number.	Cost.	Number.	Cost.	
		Rs.		Rs.		Rs.	
Office establishment under the Deputy Inspector-General—Head Constables.	2	20	*3	{ *30 †5 }	*2	*20	* Assistant Superintendent is omitted for the present. Charged in mileage proportion between Southern Mahratta Railway, Bezwada Extension and East Coast Railways. † Allowance.
Detective and Travelling Staff. — Inspector	1	75	1	200	1	75	
Head Constables ..	4	64	5	83	5	83	
Constables ..	10	69	17	116	17	116	
Conveyance and local allowance.	..	69	..	104	..	104	
Platform Police. — Head Constables ..	6	156	6	130	8	177	
Constables ..	110	825	84	619	35	262	
Pay Clerks' Guard. — Head Constables ..	..	..	..	..	..	..	
Constables ..	6	44	6	44	‡ ..	.. ‡	‡ Shown separately below as the whole cost is recoverable from the Railway Company in accordance with paragraph 3 of the Government of India Resolution, Public Works Department, No. 1075 G., dated 27th April 1897.
Total ..	139	1,322	122	1,331	68	837	
Pay and allowance per annum ..	..	15,864	..	15,972	..	10,044	
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	..	650	
Contingencies at 5 per cent on pay and allowances.	..	793	..	798	..	502	
Travelling allowance including railway fare or cost on account of passes.	..	§ 1,000	..	2,500	..	2,500	§ As given in Statement No. VII, page 31 of letter, No. 726, dated 24th February 1896, read in G.O., No. 1142, Judicial, dated 9th July 1896.
Total ..	..	19,017	..	20,450	..	13,696	
Supervision at 10 per cent. in pay and allowance.	..	1,586	..	1,597	..	1,004	
Pensionary contribution at 7½ per cent. on pay only.	..	1·127	..	1·100	..	659	
Total ..	..	21,730	..	23,147	..	15,359	
Railway Company's share, $\frac{7}{10}$ths ..	..	‖ 11,888	..	16,203	..	10,751	‖ Please see note in statement referred to above.
Government share $\frac{3}{10}$ths	..	9,842	..	6,944	..	4,608	
Add to the Government share $\frac{3}{10}$ths, cost of watch and ward establishment under the railway.	..	926	..	¶ 2,000	..	¶ 2,000	¶ Please see last note in the same statement. The increase is due to the cost of additional men who may be employed by the Railway Company on their undertaking the watch and ward duties.
Total, Government share ..	..	10,768	..	8,944	..	6,608	
Decrease compared with the cost of the force (omitting Assistant Superintendent) as contained in the scheme sanctioned.	..	..	..	..	..	2,336	
Decrease compared with the present cost.	..	..	..	..	..	4,160	
Pay Clerks' Guard. — Head Constables ..	..	..	..	..	2	28	To be wholly paid by the Railway Company.
Constables ..	..	..	..	..	4	30	
Total ..	..	..	..	..	6	58	

Statement of Proposition for Revision of Establishment.

Nature of charge.

Present scale.

Designation.	Number.	Pay. Minimum.	Pay. Maximum.	Increase per month. Amount.	Decrease per month. Amount.
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
RAILWAY POLICE, NORTHERN RANGE.					
SOUTHERN MAHRATTA RAILWAY.					
Office Establishment.					
Head Constable, 1st grade	1	..	25 0 0	..	..
,, 4th ,, ...	1	..	14 0 0	..	..
Total ..		..	39 0 0	..	..
Deduct—					
Cost debitable to Bezwada extension (21 miles)		..	0 14 0	..	..
Cost debitable to East Coast Railway (433 miles)		..	18 7 0	..	..
Balance chargeable to Southern Mahratta Railway ..		..	19 11 0	..	..
Platform Constables.					
Head Constables, 1st grade ..	* 1	..	25 0 0	25 0 0	..
Head Constables, 2nd ,, ..	2	..	40 0 0	40 0 0	..
,, 3rd ,, ..	3	..	48 0 0	48 0 0	..
,, 4th ,, ..	4	..	42 0 0	..	14 0 0
Constables, 1st class	17	..	136 0 0	..	320 0 0
,, 2nd ,, ...	18	..	126 0 0	..	287 0 0
Total ..		..	417 0 0	..	..
Detective and Travelling Staff.					
Head Constable, 1st grade	1	..	25 0 0	25 0 0	..
,, 3rd grade	1	..	16 0 0	..	20 0 0
Head Constables, 4th ,, ...	3	..	42 0 0	14 0 0	..

Proposed scale.

Designation.	Number.	Pay. Minimum.	Pay. Maximum.
		Rs. A. P.	Rs. A. P.
RAILWAY POLICE, NORTHERN RANGE.			
SOUTHERN MAHRATTA RAILWAY.			
Office Establishment.			
Head Constable, 1st grade	1	..	25 0 0
,, 4th ,, ...	1	..	14 0 0
Total ..		..	39 0 0
Deduct—			
Cost debitable to Bezwada extension (21 miles)		..	0 14 0
Cost debitable to East Coast Railway (433 miles)		..	18 7 0
Balance chargeable to Southern Mahratta Railway ..		..	19 11 0
Platform Constables.			
....		..	..
....		..	..
....		..	..
Head Constables, 4th grade ..	* 4	..	56 0 0
Constables, 1st class	57	..	465 0 0
,, 2nd ,, ...	59	..	413 0 0
Total ..		..	925 0 0
Detective and Travelling Staff.			
....		..	..
Head Constable, 2nd grade ..	1	..	20 0 0
,, 3rd ,, ..	1	..	16 0 0
Head Constables, 4th ,, ..	2	..	28 0 0

Proposition.

Permanent.

Office to which the proposition refers.

Railway Police.

Order sanctioning present establishment.

Government of Madras, Financial Department.

Number. R. No. 1336.

Date. 1st December 1896.

* Excludes Inspector and European Head Constables, they having been shown in the general lists of Inspectors and European Head Constables—
1 Inspector and 1 European Head Constable in the present scale.
1 Inspector and 2 European Head Constables in the proposed scale.
Note.—Reasons for the proposed charges are given in my letter, No. 557, dated 11th February 1898.

5

Statement of Proposition for Revision of Establishment—*cont.*

Order sanctioning present establishment.		Office to which the proposition refers.	Nature of charge.								Proposition.	
			Present scale.				Proposed scale.				Permanent.	
Government of Madras, Financial Department.			Number.	Designation.	Pay.		Number.	Designation.	Pay.		Increase per month.	Decrease per month.
Number.	Date.				Minimum.	Maximum.			Minimum.	Maximum.	Amount.	Amount.
R. No. 1335—*cont.*	1st December 1896—*cont.*	Railway Police—*cont.*		RAILWAY POLICE, NORTHERN RANGE—*cont.*		Rs. A. P.		RAILWAY POLICE, NORTHERN RANGE—*cont.*		Rs. A. P.	Rs. A. P.	Rs. A. P.
				Southern Mahratta Railway—*cont.*				Southern Mahratta Railway—*cont.*				
				Detective and Travelling Staff—cont.				*Detective and Travelling Staff*—cont.				
				Local allowance at Rs. 10 for the first two grades and Rs. 7 for the last two grades	..	31 0 0		Local allowance at Rs. 10 for the first two grades and Rs. 7 for the last two grades	..	38 0 0	7 0 0	..
			5	Constables, 1st class	..	40 0 0	9	Constables, 1st class	..	72 0 0	32 0 0	..
			5	,, 2nd ,, ...	..	35 0 0	8	,, 2nd ,, ...	..	56 0 0	21 0 0	..
				Local allowance at Rs. 3 each ..	..	30 0 0		Local allowance at Rs. 3 each ..	..	51 0 0	21 0 0	..
				Total ..	..	200 0 0		Total ..	..	300 0 0	..	..
				Deduct— Debitable to Bezwada extension ..	..	8 11 0		Deduct— Debitable to Bezwada extension ..	..	12 0 0	..	3 5 0
				Balance chargeable to Southern Mahratta Railway ..	..	191 5 0		Balance chargeable to Southern Mahratta Railway	..	288 0 0	..	..
				Total, Southern Mahratta Railway ..	..	1,136 0 0		Total, Southern Mahratta Railway ..	..	724 11 0	233 0 0	644 5 0
				Bezwada Extension.				*Bezwada Extension.*				
				Cost of office establishment in mileage proportion	..	0 14 0		Cost of office establishment in mileage proportion	..	0 14 0	..	..
			4	Platform Constables { two 1st class. two 2nd ,,	.. ..	30 0 0	2	Platform Constables { one 1st class. one 2nd ,,	.. ..	8 0 0 7 0 0	.. ..	8 0 0 7 0 0
				Cost of Detective and Travelling Staff in mileage proportion	..	8 11 0		Cost of Detective and Travelling Staff in mileage proportion	..	12 0 0	3 5 0	..
				Total, Bezwada extension ..	..	39 9 0		Total, Bezwada extension ..	..	27 14 0	3 5 0	15 0 0

Statement of Proposition for Revision of Establishment—*cont.*

Order sanctioning present establishment.		Office to which the proposition refers.	Nature of charge.								Proposition.	
			Present scale.				Proposed scale.				Permanent.	
Government of Madras, Financial Department.			Number.	Designation.	Pay.		Number.	Designation.	Pay.		Increase per month.	Decrease per month.
Number.	Date.				Minimum.	Maximum.			Minimum	Maximum.	Amount.	Amount.
R. No. 1335—*cont.*	1st December 1896—*cont.*	Railway Police—*cont.*		RAILWAY POLICE, NORTHERN RANGE—*cont.* Southern Mahratta Railway—*cont.*		Rs. A. P.		RAILWAY POLICE, NORTHERN RANGE—*cont.* Southern Mahratta Railway—*cont.*		Rs. A. P.	Rs. A. P.	Rs. A. P.
				East Coast Railway.				*East Coast Railway.*				
				Cost of office establishment in mileage proportion	..	18 7 0		Cost of office establishment in mileage proportion	..	18 7 0	..	..
			133	Platform Constables	..	1,110 0 0	133	Platform Constables	..	1,110 0 0	..	..
			7	Detective and Travelling Staff ..	..	96 0 0	7	Detective and Travelling Staff ..	..	96 0 0	..	..
				Total, East Coast Railway ..	..	1,225 7 0		Total, East Coast Railway ..	..	1,224 7 0	..	..
			280	Total, Railway Police, Northern Range	..	2,400 0 0	210	Total, Railway Police, Northern Range	..	1,977 0 0	236 5 0	659 5 0
			171	Railway Police, Central Range ..	..	1,490 0 0	171	Railway Police, Central Range ..	..	1,490 0 0	..	..
			213	,, Southern ,, ..	..	1,866 0 0	213	,, Southern ,, ..	..	1,866 0 0	..	..
			29	Temporary Railway Cash Guard ..	..	248 0 0	29	Temporary Railway Cash Guard ..	..	248 0 0	..	..
								Pay Clerks' Guard, Southern Mahratta Railway (cost to be wholly recovered from the Company)—				
							2	Head Constables, 4th grade	..	28 0 0	28 0 0	..
							2	Constables, 1st class	..	16 0 0	16 0 0	..
							2	,, 2nd ,, ...	..	14 0 0	14 0 0	..
								Total ..	..	58 0 0	58 0 0	..

No. A.D.S.—373.

The entries in the column of "Present scale" have been compared with the registers of this office and are correct.
The proposed decrease is within the sanctioning powers of the Local Government.

Fort St. George,
24*th February* 1898.

(Signed) J. P. BEDFORD,
Deputy Accountant-General.

Order—No. 587, Judicial, dated 9th April 1898.

The immediate introduction of the railway police scheme, so far as it concerns the Southern Mahratta and Bezwada Extension Railways, is sanctioned, subject to the modifications proposed in letter, No. 557, dated 11th February 1898, from the Inspector-General of Police.

2. The necessary communication to the Bombay Government will be made in the Public Works Department (Railway Branch).

3. The Government of India will be addressed.

[Here enter letter, No. 588, Judicial, dated 9th April 1898.]

(True Extract.)

for Chief Secretary.

To the Public Works Department.
" Inspector-General of Police.
" Accountant-General.

Exd. Shaik Karim.

Public Works Department,

Railway Branch.

OFFICE NOTE No. 22. R. Rc

Dated 14th May 1898.

From

The Joint Secretary to Government, P. W. D. (Railway Branch),

To

The Chief Secretary. Jud. Dept.

Despatched 8/6/98

Referred to the 22 R Rc 2 8/6/98
I.O

I am not quite clear as to what is the intention of Jud. Dept's G.O. No. 587 dated 9th April 98 at page 16 under the head (in small capitals) "Southern Mahratta Ry" I find the subheads (in italics) "Bezwada Extension" and "East Coast Railway", neither of which have any connection with the Southern Mahratta Ry.

The title "Bezwada Extension" appertains to the short length, 22 miles, from the Hyderabad frontier to Bezwada worked under agreement by the Nizam's Railway Company, and containing the three stations Gangineni, Kondapilli, and Bezwada, which I do not see referred to in the G.O.

The title "East Coast Railway" appertains to the 505 miles metre from Bezwada, worked by the State with no connection whatever with the S.M.R. administration.

What is meaning the Judicial Dept's intention?

J.K.S.
12/5/98

Despatched on 14/5/98

Public Works (1898) Department.

Railway

CURRENT No. 679

P Poo5
Ry Police Schemes
Bdy for Berwada
WW 4/6.

From The Judicial Secretary

Order

No. 830

Dated 26th May 1898.

Received } 3. 6. 98

Registered }

Enclosures

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SUBJECT.

Approving the proposal of the Hy. of Police that the introduction of the new scheme of Police on the Southern Mahratta & Berzwada Extension Railways be deferred until the special precautions against the introduction of plague are no longer necessary.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

[G. / 53]
000—5-5-98

Judicial Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following paper :—

From the Inspector-General of Police, Madras, No.1829, dated 14th May 1898:-

With reference to G.O.No.587, Judicial, dated 9th April 1898, I have the honour to suggest that the introduction of the new scheme of Police on the Southern Mahratta and Bezwada Extension Railways be deferred until the special precautions against the introduction of plague are no longer necessary. The Government has ordered that at least one Constable shall be on duty at every railway station and if this new scheme is now introduced, I shall have to ask the Government to sanction the employment, as temporary establishment, of all the men who will vacate their appointments under the new scheme.

O R D E R :-No.830, dated 26th May 1898.

The Inspector-General's proposal is approved.

(True Extract)

for Chief Secretary.

To
The Accountant-General.
,,, Public Works Department.
,,, Inspector-General of Police.

To be substituted for S.O. of the same number & date

Government {1898} of Madras.

JUDICIAL.

Recd. } 1898. Enclosures
Regd. } Spare copies

G.O., No. 587, 9th April 1898.

APRIL.

Railway Police Scheme.

Sanctioning the immediate introduction of the railway police scheme, so far as it concerns the Southern Mahratta and Bezwada Extension Railways, subject to certain modifications proposed by the Inspector-General of Police, and addressing the Government of India on the subject.

GOVERNMENT OF MADRAS.

JUDICIAL DEPARTMENT.

Read—again the following papers:—

G.O., No. 1238, Judicial, dated 26th August 1897.

Abstract.—Communicating to the Inspector-General of Police letter from the Government of India stating that a reference with certain recommendations has been made to the Secretary of State for India on the revised scheme for the organization of a separate police force for railways in this Presidency.

G.O., No. 1463, Judicial, dated 8th October 1897.

Read—the following letter from G. H. D. WALKER, Esq., Under Secretary to the Government of India, Public Works Department (General), to the Chief Secretary to the Government of Madras, dated Simla, 19th August 1897, No. 2235-G.:—

In continuation of Public Works Department letter, No. 1906-G., dated 17th July 1897, I am directed to state that the Secretary of State for India has sanctioned the proposals made by the Government of India for the constitution of a separate police force for railways in the Madras Presidency, details of which have been communicated in the orders quoted above.

2. Attention is invited to paragraph 5 of the letter above quoted, in which it was stated that the scheme would not be brought into operation until the present financial position improves; and I am to request that, before any additional establishment is entertained, this Government may be addressed.

Order—No. 1463, Judicial, dated 8th October 1897.

The foregoing letter from the Government of India will be communicated to the Inspector-General of Police, in continuation of G.O., No. 1238, Judicial, dated 26th August 1897.

(True Extract.)

(Signed) J. F. PRICE,
Chief Secretary.

To the Inspector-General of Police.
„ Financial Department.
„ Public Works Department.

G.O., No. 216, Judicial, dated 5th February 1898.

Read—again the following papers:—

G.O., Nos. 1142—1144, Judicial, dated 9th July 1896.
„ No. 365, Judicial, dated 15th March 1897.

Read—also the following papers:—

From J. MILLCOCKS, Esq., Acting Under Secretary to the Government of Bombay, Public Works Department (Railway Branch), to the Chief Secretary to the Government of Madras, dated Bombay Castle, 21st November 1896, No. 2907.

I am directed to acknowledge the receipt of your letter, No. 1144, Judicial, dated 9th July 1896, regarding certain proposals in connection with the police force on such portion of the Southern Mahratta Railway Company's system, as are situate in Madras territory.

2. In reply, I am to forward a copy of the undermentioned letter from the Agent, Southern Mahratta Railway Company, on the subject.

3. It will be observed that the Agent is of opinion that the proposals are susceptible of reduction. The Agent further suggests that the most satisfactory way to arrive at a solution would be for the Inspector-General of Police, Madras, to depute an officer to discuss the matter on the spot.

Enclosures.

From Major J. B. MURDOCH, R.E., Agent, Southern Mahratta Railway Company, to the Consulting Engineer for Railways, Bombay (through the Government Examiner, Dharwar), dated 30th October 1896, No. 689-2—10804.

I have the honour to return the printed papers received with your letter, No. 6023, dated 29th July 1896, about the police charges, Madras Presidency, and, as desired, make the following remarks:—

(1) First, in order to prevent the misunderstanding I note that the Government of India has decided that the police should in future be 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; secondly, that, under our contract (clause 18), the Secretary of State has the final voice in settling what strength of police is required for the purpose of preserving law and order.

(2) Turning to the Inspector-General's present proposals, I note that in paragraph 19 of his printed letter he states that the Southern Mahratta Railway Company will probably make no objection to his proposed arrangements, as they will be cheaper than the present ones. I do not understand this, for, taking the Inspector-General's own figures in paragraph 7, they show the reverse to be the case, while a study of the detailed figures given in Statement No. VII, page 31, will show that the cost to the Company of the new arrangements would, excluding the cost of choukidars, come to Rs. 18,551 per annum instead of the Rs. 8,184 which, see page 94 of the current rolls, is what we now pay for police in the Madras Presidency. Again, I note that in this Statement, VII, the Inspector-General has included first 39 men employed at a cost of Rs. 4,139 per annum at stations on platform duty and "to perform also rural work"; secondly, certain detective and travelling staff costing Rs. 4,739 per annum for neither of which we have hitherto paid anything. The following figures show the difference between the two scales:—

	Rs.	Rs.
Total cost as shown in Statement No. VII		21,436
Deduct—		
Detective and travelling staff	3,324	
Clothing for above 14 men at Rs. 10	140	
Contingencies at 5 per cent. on above	156	
Supervision at 10 „ „	332	
Pensionary contribution at 7½ per cent. on above (pay only)	187	
	——	4,139
		17,297
Deduct—		
Pay and other charges of 39 men employed at stations on platform duty and also to perform rural police work		4,739
		12,558
Compare total annual cost as per rolls, page 94		11,692
Difference ..		866

This difference is doubtless due to the portion of travelling allowance ascribable to the above travelling and detective staff and included in the lump sum of Rs. 1,000 provided in Statement VII and included in Rs. 21,436. The bulk, say, Rs. 900, of this item of Rs. 1,000 must of course be for that staff.

(3) Turning now to Statement No. I at page 17, which shows the distribution of the proposed police, Southern Mahratta Railway, I note that constables are posted at every station, however small, while a reference to pages Nos. 92 and 93 of the current rolls will show that, on the part of the Southern Mahratta Railway lying in the Bombay Presidency, constables are not posted at minor stations where, indeed, I do not think they are required for the purpose of law and order, it being borne in mind that under the Act any railway servant can arrest an offender. Altogether I am inclined to think that the present proposals are unduly high and, though as above noted I admit that the matter must be decided by the Government, I would suggest that it be further considered. Probably the much more satisfactory way would be for the Inspector-General of Police, Madras, to depute an officer to discuss the matter on the spot, but in the meantime I enclose a rough distribution statement got out by the Traffic Manager which, I think, gives quite sufficient force to start with.

(4) As to supervision, I notice it is proposed that the police staff is to be controlled by an Inspector at Guntakal and an Assistant Superintendent of Police at Bezwada, a portion of whose pay will be paid by the East Coast Railway in ratio of mileage. This mode of division does not appear to me quite correct as, in my opinion, mileage does not correctly represent the amount of work that is necessary on a railway. I consider the pay of the supervising staff should be divided between the two railways in proportion to the number of men employed.

* * * * *

Police Arrangements at Stations in the Madras Presidency.

Stations.	Proposed by Inspector-General of Police for Law and Order.			Proposed by Traffic Manager, Southern Mahratta Railway.			
				Law and Order.			Watch and ward.
	Head constables.	Constables.	Total.	Head constables.	Constables.	Total.	
Hospet	..	3	3	..	1	1	1
Papinaikanhalli	..	1	1	..	..	..	..
Gadiganur	..	1	1	..	..	..	..
Torangollu	..	1	1	..	..	..	..
Daroji	..	1	1	..	..	..	..
Kudatani	..	1	1	..	..	..	..
Bellary	1	6	7	..	2	2	6
Bellary Cantonment	..	..	..	..	1	1	..
Hagari	..	1	1	..	..	..	..
Virapur	..	1	1	..	..	..	..
Baivanhal	..	1	1	..	..	..	..
Bantanhal	..	1	1	..	..	..	..
Guntakal	2	10	12	1	6	7	..
Gulapalyanur	..	1	1	..	..	..	6
Khaderpet	..	1	1	..	..	..	..
Kalluru	..	1	1	..	..	..	..
Garladinne	..	1	1	..	..	..	..
Anantapur	..	2	2	..	1	1	1
Kandukur	..	1	1	..	..	..	..
Dharmavaram	1	3	4	..	2	2	2
Nagasamudrum	..	1	1	..	..	..	..
Guttur	..	1	1	..	..	..	..
Penukonda	..	2	2	..	1	1	..
Chakarlapalli	..	1	1	..	..	..	..
Malugur	..	1	1	..	..	..	..
Hindupur	..	2	2	..	1	1	1
Maddikera	..	1	1	..	..	..	..
Tuggali	..	1	1	..	..	..	1
Pendakollu	..	1	1	..	..	..	..
Malliyallia	..	2	2	..	1	1	2
Kurnool road	..	1	1	..	..	..	..
Malkapuram	..	1	1	..	..	..	..
Rangapuram	..	1	1	..	..	..	..
Betamcherla	..	1	1	..	..	..	..
Panyam	..	1	1	..	..	..	..
Nandyal	1	2	3	1	2	3	2
Gazalapalli	..	1	1	..	..	..	..

Police Arrangements at Stations in the Madras Presidency—*cont.*

Stations.	Proposed by Inspector-General of Police for Law and Order.			Proposed by Traffic Manager, Southern Mahratta Railway.			
				Law and Order.			Watch and ward.
	Head constables.	Constables.	Total.	Head constables.	Constables.	Total.	
Diguvametta	..	1	1	..	1	1	..
Giddalore	..	1	1	..	..	..	..
Somidevipalli	..	1	1	..	..	..	..
Cumbum	..	2	2	..	2	2	1
Tarlapadu	..	1	1	..	..	..	..
Markapur road	..	1	1	..	1	1	..
Gajjalakonda	..	1	1	..	..	..	..
Donakonda	..	1	1	..	2	2	1
Kurichedu	..	1	1	..	..	..	..
Gundlacamma	..	1	1	..	..	..	..
Vinukonda	..	2	2	..	2	2	1
Savalyapuram	..	1	1	..	..	..	..
Santamagalur	..	1	1	..	..	..	..
Narsaraopet	1	2	3	1	2	3	2
Satalur	..	1	1	..	..	..	..
Phirangipuram	..	1	1	..	..	..	..
Sattenapalle	..	1	1	..	..	..	..
Guntur	..	3	3	..	2	2	2
Nambur	..	1	1	..	..	..	..
Mangilagiri	..	1	1	..	..	..	..
Tadepalli	..	1	1	..	1	1	..
Bezvada goods shed	..	..	..	..	..	..	1
Total	..	6	85	91	3	31	34	30

From M. HAMMICK, Esq., I.C.S., Inspector-General of Police, to the Chief Secretary to Government, dated Madras, 13th February 1897, No. 488.

With reference to endorsement, No. 2499, Judicial, dated 28th November 1896, made on Cur. No. 5122, from the Public Works Department, Railway Branch, Government, Bombay, papers returned, I have the honour to make the following reply.

2. In the letter from the Agent, Southern Mahratta Railway Company, read in the above papers, that officer takes exception to the number of police proposed under the above papers, that officer takes exception to the number of police proposed under the scheme now before the Government of India, to be maintained on the Southern Mahratta Railway, and asks that an officer may be sent to discuss the matter with him.

3. Having had the opportunity of seeing the work of the Police in Bengal on the railway lines in that province, I arranged to meet Major Burn Murdoch, the Agent, Southern Mahratta Railway at Poona, on my way back, and we thus personally discussed the matter.

4. I found in Bengal that even on lines in the immediate vicinity of Calcutta, police were not retained at every station, but only at intervals, those stations being as a rule chosen where there was a magistrate stationed or in exceptional cases where goods traffic was specially heavy.

5. Major Burn Murdoch showed me a statement which gave the establishment maintained in the Bombay Presidency on the Southern Mahratta Railway, where the police are to continue to carry out the watch and ward and even with that duty falling on the Police, it is found possible to leave 37 stations without any platform constable whatever. There are 91 stations in the Bombay Presidency.

6. Having these facts in view I agreed with Major Burn Murdoch that a very considerable reduction might be made in the number of police maintained on the railway. We have followed from the first the system of posting one constable at every station under the impression that that system was followed elsewhere. Such, however, is not the case and we should modify our system accordingly. In the case

of the Southern Mahratta Railway line where traffic is relatively small, there is really no necessity to provide more than sufficient police to trace out crime and watch the larger stations.

7. I am, however, of opinion that if, as I propose, we reduce the station staff very considerably, we should raise to some extent the reserve. With a very large staff of platform constables it is possible on special occasions to strengthen the police very largely at any particular point where, owing to festivals, the police have to be strongly reinforced. With a reduced staff, however, this becomes, of course, much more difficult and a slightly increased reserve is necessary.

8. It is unnecessary to give the special reason here for each case where Major Burn Murdoch and I agreed to reduce or increase the proposed staff. In brief we have reduced the stationary establishment from 6 head constables and 90 constables to 8 head constables and 35 constables. The reserve I propose to increase from 5 to 10, a point which Major Burn Murdoch and I did not discuss. The necessity for increasing the reserve occurred to me subsequently. I have, however, little doubt that Major Burn Murdoch will agree to this slight increase in the reserve which I now propose. It is in every way much more satisfactory to distribute the force so that constables are grouped in small parties under a head constable than to leave solitary constables under little supervision at separate stations.

9. I enclose statements showing the present proposals compared with those contained in my letter, No. 726, dated 24th February 1896, paragraphs 17 and 31. The result is an increase of four head constables and a decrease of 51 constables.

10. As regards the other lines in this Presidency, the scheme submitted which is now before the Government of India will require modification also. It will be best, however, to wait for the orders of the Secretary of State on the proposals made before submitting the changes which I have in view.

I.

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.
		Bellary District.					
		Hospet	..	..	..	1	2
		Pâpinâyakanahalli	..	..	..	..	..
		Gâdiganûru	..	..	..	..	..
		Tórnagallu	..	..	..	..	..
		Darôji	..	..	..	..	..
	I. Bellary.	Kudatani	..	..	..	..	..
		Bellary	..	1	4	1	3
		Hagari	..	..	..	..	1
		Bellary Cantonment	..	..	..	..	..
		Virâpur	..	..	..	..	..
		Baivanhal	..	..	..	..	..
		Bantanahal	..	..	..	..	..
		Anantapur District.				European.	
		Guntakal	1	*1	..	1	6
		Gulapalyam	..	..	..	..	..
		Khadarpett	..	..	..	..	..
		Kalluru	..	..	..	..	..
		Garladine	..	..	..	..	1
		Anantapur	..	..	..	..	..
	II. Dharmavaram.	Kandukur	..	1	5	1	2
		Dharmavaram	..	..	..	..	..
		Nagasamudram	..	..	..	..	..
		Guttur	..	..	..	..	..
		Penukonda	..	..	..	..	..
		Chakarlapalli	..	..	..	..	..
		Malugur	..	..	..	..	..
		Hindupur	..	..	..	..	..
		Maddikera	..	..	..	..	..
		Tuggali	..	..	..	..	..
		Kurnool District.					
		Pendekallu	..	..	..	..	..
		Malliyola	..	..	..	..	..
I. Guntakal.		Kurnool Road	..	..	..	1	2
	III. Nandyal.	Malkapuram	..	..	..	..	..
		Rangapuram	..	..	..	..	..
		Betamcherla	..	..	..	..	..
		Panyan	..	1	4	1	2
		Nandyal	..	..	..	..	..
		Gazulapalli	..	..	..	..	..
		Diguvamutta	..	..	..	..	..
		Giddalur	..	..	..	..	..
		Somidevipalli	..	..	..	1	2
		Cumbum	..	..	..		
		Nellore District.					
		Turlapadu	..	..	..	..	..
		Markapur Road	..	..	..	..	..
		Gajjalakonda	..	..	..	1	2
		Donakonda	..	..	..	..	..
		Kurichedu	..	..	..		
		Kistna District.					
		Gundlakamma	..	..	..	..	..
		Vinukonda	..	..	..	..	..
		Savaliyapuram	..	..	..	..	..
		Santamangalur	..	1	4	..	..
		Narsaraopet	..	..	..	..	..
		Satalur	..	..	..	..	..
	IV. Narsaraopet.	Phirangipuram	..	..	..	..	2
		Sattenapalle	..	..	..	..	..
		Guntûr	..	..	..	..	..
		Nambur	..	..	..	..	..
		Mangalagiri	..	..	..	..	..
		Tadepalli	..	..	..	..	10
		Reserve	..	..	..	2	4
		Pay clerk's guard	..	..	..		
		Total, Southern Mahratta Railway	1	5	17	10	39
		Bezwada Extension—					
		Bezwada†	..	..	..	..	..
		Kondapalli	..	..	..	..	1
		Gangineni	..	..	..	..	1
		Total, Bezwada Extension Railway	..	..	..	..	2

* Inspector's writer.

† See under section 1, East Coast railway.

VII.

Statement showing the details of cost—Southern Mahratta Railway.

Particulars.	Present. Number.	Present. Cost.	Proposed. Number.	Proposed. Cost.	Remarks.
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	
Detective and Travelling Staff. Inspector ..	1	75	1	200	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.
Head Constables.	4	64	5	83	
Constables ..	10	69	17	116	
Conveyance and local allowances.	..	69	..	104	
Platform Police. Head constables.	6	156	10	205	The present strength and cost appear as follows in the budget :—Six 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.
Constables..	116	869	39	292	
Total ..	137	1,302	76	1,410	
Pay and allowance per annum ..	..	15,624		16,920	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."
Clothing at Rs. 10 per man per annum for each head constable and constable of the Detective and travelling and Platform Police.	..	1,360		710	
Contingencies at 5 per cent. on pay and allowance.	..	781		846	
Travelling allowance including railway fare or cost of passes.	..	1,000		2,500	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.
Total ..	..	18,765		20,976	
Supervision at 10 per cent. on pay and allowance.	..	1,562		..	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.	..	1,109		1,060	
Total ..	..	21,436		22,036	
Railway Company's share, 7/10ths	..	11,683		15,425	The Railway Company's share in the present scale is less than 7/10ths of the total cost herein appearing, because no recovery is made on account of 39 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 7/10ths of the total cost is calculated as recovery should doubtless be made for the whole strength.
Government share, 3/10ths ..	..	9,753		6,611	
Add to Government share 3/10ths cost of watch and ward establishment under the railway.	..	926		2,000	
Total, Government share ..	..	10,679		8,611	
Decrease proposed over the present cost.	..	..		2,068	

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 purposes and 3/10ths cost of such chowkidars is debitable to Government.

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 3/10ths cost of watch and ward establishment employed by the Railway Company, the balance is Rs. 10,757 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).

The cost of the present watch and ward men employed by the Company is taken from a statement furnished by the Company. In the proposed scale an addition has been made to meet 3/10ths cost of watch and ward men who will be employed by the Company (estimated at about 50 men at Rs. 6 each) when the police cease to perform "watch and ward" duty.

Memorandum, in the Public Works Department (Railway Branch), No. 17 R.M., dated 14th January 1898.

Read—the following letter from H. O. SELBY, Esq., Secretary to the Government of Bombay, Public Works Department (Railway Branch), to the Joint Secretary to the Government of Madras, Public Works Department (Railway Branch), dated Bombay Castle, 28th December 1897, No. 3410 :—

With reference to correspondence ending with my letter, No. 3235, dated 9th December 1897, I am directed to forward, herewith, for such action as may be deemed necessary, a copy of a letter, No. 95—12494, dated 14th December 1897, from the Agent, Southern Mahratta Railway Company, requesting that, when the proposals for the constitution of a separate police force in the Madras Presidency come into force, the promise of the Inspector-General of Police to reduce the strength of the platform police may be borne in mind.

Enclosures.

Copy of a letter from the Inspector-General of Police, Madras, to the Consulting Engineer for Railways, Madras, dated 26th February 1897, No. 339.

With reference to your letter, No. 330, dated 26th January 1897, I have the honour to state that, on personal consultation with the Agent of the Southern Mahratta Railway, I have agreed to reduce the strength of the platform police employed on the line and have accordingly addressed the Government on the matter; until the reduction is sanctioned, the proportionate cost of the force, platform police and detective and travelling police, now employed on the line, should be paid by the Railway Company. I request, therefore, that you will be good enough to address the Government of Bombay to move the Railway Company to accept the bills for the cost of the detective and travelling police already forwarded as early as possible. Bills for the staff employed from May 1896 have not been sent to the company pending their acceptance of the bills from October 1895 to April 1896. The Agent raised no objection to the detective and travelling staff.

Copy of a letter from the Agent. Southern Mahratta Railway Company, to the Consulting Engineer for Railways, Bombay, dated 30th October 1897, No. 95—10753.

With reference to the revised statement of railway police in the Madras Presidency forwarded with your memorandum, No. 8035, dated the 16th October 1897, I should be much obliged if you would obtain for me a statement showing the force provided for the Southern Mahratta Railway, together with the cost thereof. You will remember that the Inspector-General of Police, Madras (see correspondence forwarded with your memorandum, No. 1892 of 12th March 1897), agreed to reduce the strength of the platform police employed on the Southern Mahratta Railway.

Copy of a letter from the Secretary to the Government of Bombay, Public Works Department (Railway Branch), dated 9th December 1897, No. 3235.

With reference to your letter, No. 140 R., dated 5th March 1897, and Docket No. 668 R., dated 16th September 1897, I am directed to forward, herewith, copy of a letter, No. 95—11753, dated 30th October 1897, from the Agent, Southern Mahratta Railway Company, and to request that, with the approval of His Excellency the Governor of Madras in Council, you will be so good as to furnish this Government, for transmission to the Agent, Southern Mahratta Railway Company, with the statement of railway police force asked for by him.

COPY of a letter from the Agent, Southern Mahratta Railway Company, to the Consulting Engineer for Railways, Bombay, dated 14th December 1897, No. 95—12494.

Railway Police, Madras Presidency.

I have the honour to acknowledge the receipt of your letter, No. 9883, dated the 9th December 1897, with its accompaniments.

2. I note that the new proposals are not to be introduced until the present financial position is improved.

3. I have no wish to urge any alterations to existing staff in the meantime, but when the new proposals come into force, I beg to request that the Inspector-General of Police's promise (see his letter, No. 339 of 26th February 1897, copy of which was forwarded with your No. 1892, dated 12th March last) may be borne in mind.

4. I attach a statement showing—

(*a*) Police staff under the revised scheme.

(*b*) Staff considered necessary after consultation between the Inspector-General of Police, Madras, and myself.

POLICE Force for portion of Southern Mahratta Railway in Madras Presidency.

Names of Railway stations.	Staff under the revised scheme.					Staff considered sufficient after consultation between Inspector-General of Police and Agent, Southern Mahratta Railway.				
	Detective and travelling staff.			Stationary establishment.		Detective and travelling staff.			Stationary establishment.	
	Inspector.	Head Constable.	Constable.	Head Constable.	Constable.	Inspector.	Head Constable.	Constable.	Head Constable.	Constable.
Bellary District.										
Hospet	..	..	..	..	..	..	..	3	..	..
Papanaykanahalli	..	..	..	..	..	..	..	1	..	..
Gadiganuru	..	..	..	..	..	..	..	1	..	..
Tornagallu	..	..	..	..	..	..	..	1	..	..
Darogi	..	..	..	..	..	..	..	1	..	..
Kudatanni	..	..	..	..	..	..	..	1	..	..
Bellary	..	..	..	..	..	..	..	1	1	2
Do. Cantonment	..	..	..	..	..	..	..	1	..	..
Hagari	..	..	..	..	..	..	..	1	..	..
Virapur	..	1	4	..	1	..	..	1	..	..
Baivanhal	..	..	..	..	..	..	..	6	..	..
Bantanhal	..	..	..	..	..	..	..	..	..	..
Anantapur District.										
Guntakal	..	..	..	..	..	1	..	1	..	..
Gulapalyam	..	..	..	..	..	..	..	1	..	..
Khadarpett	..	..	..	..	..	..	..	1	..	..
Kolluru	..	..	..	..	..	..	..	1	..	..
Garladinna	..	..	..	..	..	..	..	1	..	..
Anantapur	..	..	..	..	..	..	..	1	..	..
Kandukur	..	..	..	..	..	..	..	1	..	..
Dharmavaram	..	..	..	..	..	..	..	1	..	..
Nagasamudram	..	..	..	..	..	..	..	2	..	..
Guttur	..	..	..	..	..	..	..	1	..	..
Penukonda	..	..	..	..	..	..	..	3	..	..
Chakarlapalli	..	..	..	..	..	..	..	1	..	..
Malugur	..	..	..	..	..	..	..	1	..	..
Hindupur	..	..	..	..	..	..	..	2	..	..
Maddikera	..	..	..	..	..	..	..	1	..	..
Tuggali	..	..	..	..	..	..	..	1	..	..
Kurnool District.										
Pendakallu	..	..	..	..	..	..	..	1	..	..
Malliyola	..	..	..	..	..	..	..	2	..	..
Kurnool Road	..	..	..	..	..	..	..	1	..	..
Rungapuram	..	..	..	..	..	..	..	1	..	..

* One European.

Police Force for portion of Southern Mahratta Railway in Madras Presidency—*cont.*

Names of Railway stations.	Staff under the revised scheme.					Staff considered sufficient after consultation between Inspector-General of Police and Agent, Southern Mahratta Railway.				
	Detective and travelling staff.			Stationary establishment.		Detective and travelling staff.			Stationary establishment.	
	Inspector.	Head Constable.	Constable.	Head Constable.	Constable.	Inspector.	Head Constable.	Constable.	Head Constable.	Constable.
Kurnool District—cont.										
Betamcherla	..	..	..	..	1	..	..	..	..	..
Panyam	..	..	..	..	1	..	..	..	..	..
Nandyal	..	1	4	1	2	..	1	4	1	2
Gazulapalli	..	..	..	..	1	..	..	..	..	..
Diguvamutta	..	..	..	..	1	..	..	..	..	..
Giddalur	..	..	..	..	1	..	..	..	..	..
Samidevipalli	..	..	..	..	1	..	..	..	..	..
Cumbum	..	..	..	..	2	..	..	..	1	2
Nellore District.										
Tarlapadu	..	..	..	..	1	..	..	..	..	..
Markapur Road	..	..	..	..	1	..	..	..	..	..
Gazzulakonda	..	..	..	..	1	..	..	..	..	..
Donakonda	..	..	..	..	1	..	..	..	1	2
Kurichedu	..	..	..	..	1	..	..	..	..	..
Kistna District.										
Gundlakamma	..	..	..	..	1	..	..	..	..	..
Vinukonda	..	..	..	..	2	..	..	..	..	..
Savaliyapuram	..	..	..	..	1	..	..	..	..	..
Santarnangalur	..	..	..	..	1	..	..	..	..	..
Narasaraopet	..	1	4	1	2	..	1	4	..	..
Satalur	..	..	..	..	1	..	..	..	..	..
Pheranjipuram	..	..	..	..	1	..	..	..	..	..
Satanapalli	..	..	..	..	1	..	..	..	..	..
Guntur	..	..	..	..	3	..	..	..	..	2
Nambur	..	..	..	..	1	..	..	..	..	..
Mangalagiri	..	..	..	..	1	..	..	..	..	..
Tadepalli	..	..	..	..	1	..	..	..	..	..
Reserve	..	..	..	..	5	..	..	..	..	10
Pay Clerks' Guard	..	..	..	..	..	..	..	..	2	4
Total	..	1	5	17	6	90	1	5	17	10	39

COPY of a communication from the Consulting Engineer for Railways, Madras, to the Inspector-General of Police, Madras, dated 15th December 1897, No. 3815.

With reference to your letter, Ref. on C. No. 339, dated the 26th February 1897, and G.O., No. 1238, Judicial, dated the 26th August 1897, I have the honour to forward, herewith, copy of a letter, No. 3235, dated 9th December 1897, from the Government of Bombay, and to request that the statement asked for therein may be furnished to this office.

Memorandum—No. 17 R.M., dated 14th January 1898.

Transferred to the Judicial Department.

(Signed) F. D. FOWLER,
Under Secy. to Govt., P.W.D., Railway Branch.

Order—Mis. No. 216, Judicial, dated 5th February 1898.

Communicated to the Inspector-General of Police with reference to his letter, No. 488, dated 13th February 1897. Before the Government of Bombay is addressed on the subject, the Inspector-General will be requested to state whether the re-arrangement of the force on the Southern Mahratta Railway, proposed in his letter of the 13th February 1897, now requires any modification.

2. The proposals in regard to the changes on the other railway lines in this Presidency will be awaited.

(True Extract.)

(Signed) A. T. ARUNDEL,
Chief Secretary.

To the Inspector-General of Police.

Read—also the following papers :—

From M. HAMMICK, Esq., I.C.S., Inspector-General of Police, to the Chief Secretary to Government, dated Madras, 19th February 1898, No. 663.

With reference to G.O., No. 216, Judicial, dated 5th February 1898, I have the honour to state that no modification is required in the re-arrangement of the force on the Southern Mahratta Railway proposed in my letter, No. 488 of the 13th February 1897. I have addressed Government separately on this subject in my letter submitted through the Accountant-General, No. 557, dated 11th February 1898, which was prepared before I received the present order. If Government approves the proposal therein, the revised scale of force on the Southern Mahratta Railway and the Bezwada Extension Railway may be brought into effect at once.

2. As regards the police on the other railway lines, I do not desire any change to be made until the separate Superintendent and Assistant Superintendent for Railway Police are appointed. The Deputy Inspectors-General of Police have so much else to do that they cannot undertake a revision of the staff at present employed. As soon, however, as a Superintendent and Assistant Superintendent of Railway Police have been appointed and are at work, the revision of our present establishment of railway police must be undertaken.

From M. HAMMICK, Esq., I.C.S., Inspector-General of Police, to the Chief Secretary to Government (through the Accountant-General), dated Madras, 11th February 1898, No. 557.

With reference to G.O., No. 1463, Judicial, dated 8th October 1897, communicating the sanction of the Secretary of State for the constitution of a separate railway police force in the Madras Presidency, I have the honour to submit, for the orders of Government, the following matter.

2. The present establishment on the Southern Mahratta Railway consists of, besides an Inspector who has also charge of the East Coast line, the following force :—

	Head Constables.	Constables.
Detective and travelling staff	4	10
Platform police	6	110
Pay Clerks' guard	..	6
Total ..	10	126

The establishment sanctioned in the above-quoted order consists of—

	Head Constables.	Constables.
Detective and travelling staff	5	17
Platform police	6	84
Pay Clerks' guard	..	6
Total ..	11	107

The Assistant Superintendent of Police, office establishment, and Inspector of Police are not taken account of here, as my present proposal does not refer to them but only to the travelling and platform police.

3. After personal consultation with the Agent, Southern Mahratta Railway Company, I proposed, in my letter, No. 544, dated 13th February 1897, to reduce the platform or stationary police on that railway, as I agreed with him that it was unnecessary to keep a police man at each and every station and that it would answer if a sufficient staff was maintained at important stations. This is the plan followed on the portion of the Southern Mahratta Railway line in the Bombay Presidency and also on the lines in Bengal. As stated in the above letter, the platform police on the Southern Mahratta Railway may be reduced from 6 head constables and 84 constables, proposed in the scheme which has been sanctioned, to 8 head constables and 35 constables, and the travelling staff raised to 5 head constables and 17 men, the strength sanctioned in the scheme, from the present number of 4 head constables and 10 men. The establishment will then stand as—

	Head Constables.	Constables.
Detective and travelling staff	5	17
Platform police	8	35
Pay Clerks' guard	2	4
Total ..	15	56

or an increase of 4 head constables and a decrease of 51 constables compared with the strength sanctioned in the scheme. The details of the strength and cost are shown in the statement herewith marked A. If the proposed reduction is sanctioned, it is estimated that there will be a reduction in the cost to Government from Rs. 10,768 to Rs. 6,608 per annum.

4. On the small branch of the Bezwada Extension also, there will be a reduction of two constables according to the scheme which has been sanctioned on the transfer of watch and ward duties to be arranged for by the Railway Company.

5. The Government of India have directed, in paragraph 2 of the letter read in G.O., No. 1463, Judicial, dated 8th October 1897, that the scheme is not to be brought into operation until the financial pressure is removed and that that Government should be addressed before any additional establishment is entertained. But as the portion of the scheme so far as it concerns the force on the Southern Mahratta and Bezwada Extension Railways involves a reduction in the strength of force and cost, I do not consider that there can be any objection to the reduced scale on these two lines being given effect to at once. I therefore submit the matter to Government and request that, if my proposal is approved, orders may be passed accordingly, and the Government of Bombay requested to cause necessary arrangements being made by the Southern Mahratta Railway Company to undertake to watch and ward duties on their line.

6. I submit a proposition statement in the prescribed form showing the present and proposed establishments.

The Agent of the Southern Mahratta Railway Company has asked me for a statement of the strength of the police and cost chargeable to that company under the revised scale.

Enclosure.

Southern Mahratta Railway.

Statement showing the present establishment, proposed establishment as contained in the scheme sanctioned by the Government of India and Secretary of State, and the establishment proposed in letter, No. 544, dated 13th February 1897, after consulting the Agent of the Railway.

Particulars.	Present.		Proposed in the scheme recorded in G.O., No. 1142, Judicial, dated 9th July 1896, and sanctioned by the Government of India and Secretary of State.		Proposed after consulting the Agent.		Remarks.
	Number.	Cost.	Number.	Cost.	Number.	Cost.	
		Rs.		Rs.		Rs.	
Office establishment under the Deputy Inspector-General—Head Constables.	2	20	*3	*30 †5	*2	*20	* Assistant Superintendent is omitted for the present. Charged in mileage proportion between Southern Mahratta Railway, Bezwada Extension and East Coast Railways. † Allowance.
Detective and Travelling Staff. — Inspector	1	75	1	200	1	75	
Detective and Travelling Staff. — Head Constables	4	64	5	83	5	83	
Detective and Travelling Staff. — Constables	10	69	17	116	17	116	
Detective and Travelling Staff. — Conveyance and local allowance.	..	69	..	104	..	104	
Platform Police. — Head Constables	6	156	6	130	8	177	
Platform Police. — Constables	110	825	84	619	35	262	
Pay Clerks' Guard. — Head Constables	..	..	..	..	‡ ..	..	‡ Shown separately below as the whole cost is recoverable from the Railway Company in accordance with paragraph 3 of the Government of India Resolution, Public Works Department, No. 1075 G., dated 27th April 1897.
Pay Clerks' Guard. — Constables	6	44	6	44	‡ ..	.. ‡	
Total ..	139	1,322	122	1,331	68	837	
Pay and allowance per annum	..	15,864	..	15,972	..	10,044	
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	..	650	
Contingencies at 5 per cent on pay and allowances.	..	793	..	798	..	502	
Travelling allowance including railway fare or cost on account of passes.	..	§1,000	..	2,500	..	2,500	§ As given in Statement No. VII, page 31 of letter, No. 726, dated 24th February 1896, read in G.O., No. 1142, Judicial, dated 9th July 1896.
Total ..	..	19,017	..	20,450	..	13,696	
Supervision at 10 per cent. in pay and allowance.	..	1,586	..	1,597	..	1,004	
Pensionary contribution at 7½ per cent. on pay only.	..	1·127	..	1·100	..	659	
Total ..	..	21,730	..	23,147	..	15,359	
Railway Company's share, 7/10ths ..	..	‖ 11,888	..	16,203	..	10,751	‖ Please see note in statement referred to above.
Government share 3/10ths	..	9,842	..	6,944	..	4,608	
Add to the Government share 3/10ths, cost of watch and ward establishment under the railway.	..	926	..	¶ 2,000	..	¶ 2,000	¶ Please see last note in the same statement. The increase is due to the cost of additional men who may be employed by the Railway Company on their undertaking the watch and ward duties.
Total, Government share ..	..	10,768	..	8,944	..	6,608	
Decrease compared with the cost of the force (omitting Assistant Superintendent) as contained in the scheme sanctioned.	..	..	..	..	..	2,336	
Decrease compared with the present cost.	..	..	..	..	..	4,160	
Pay Clerks' Guard. — Head Constables	..	..	..	..	2	28	To be wholly paid by the Railway Company.
Pay Clerks' Guard. — Constables	..	..	..	..	4	30	
Total ..	..	..	..	..	6	58	

Statement of Proposition for Revision of Establishment.

Order sanctioning present establishment.		Office to which the proposition refers.	Nature of charge.	Present scale.				Proposed scale.				Proposition.			
												Permanent.			
						Pay.				Pay.		Increase per month.		Decrease per month.	
Number.	Date.			Number.	Designation.	Minimum.	Maximum.	Number.	Designation.	Minimum.	Maximum.	Amount.		Amount.	
						Rs. A. P.				Rs. A. P.		Rs. A. P.		Rs. A. P.	
B. No. 1336.	1st December 1896.	Railway Police.			RAILWAY POLICE, NORTHERN RANGE.				RAILWAY POLICE, NORTHERN RANGE.						
					Southern Mahratta Railway.				Southern Mahratta Railway.						
					Office Establishment.				*Office Establishment.*						
				1	Head Constable, 1st grade		25 0 0	1	Head Constable, 1st grade		25 0 0				
				1	,, 4th ,, ...		14 0 0	1	,, 4th ,, ...		14 0 0				
					Total ..		39 0 0		Total ..		39 0 0				
					Deduct—				Deduct—						
					Cost debitable to Bezwada extension (21 miles)		0 14 0		Cost debitable to Bezwada extension (21 miles)		0 14 0				
					Cost debitable to East Coast Railway (433 miles)		18 7 0		Cost debitable to East Coast Railway (433 miles)		18 7 0				
					Balance chargeable to Southern Mahratta Railway ..		19 11 0		Balance chargeable to Southern Mahratta Railway ..		19 11 0				
					Platform Constables.				*Platform Constables.*						
				* 1	Head Constable, 1st grade ..		25 0 0	* 1	....		..	25 0 0		..	
				2	Head Constables, 2nd ,, ..		40 0 0	2	....		..	40 0 0		..	
				3	,, 3rd ,, ..		48 0 0	3	....		..	48 0 0		..	
				17	,, 4th ,, ..		42 0 0	17	Head Constables, 4th grade ..		56 0 0	..		14 0 0	
				18	Constables, 1st class		136 0 0	18	Constables, 1st class		456 0 0	..		320 0 0	
					,, 2nd ,, ...		126 0 0		,, 2nd ,, ...		413 0 0	..		287 0 0	
					Total ..		417 0 0		Total ..		925 0 0	..		..	
					Detective and Travelling Staff.				*Detective and Travelling Staff.*						
				1	Head Constable, 1st grade		25 0 0	1	Head Constable, 2nd-grade		20 0 0	..		..	
				1	Head Constable, 3rd grade		16 0 0	1	,, 3rd ,, ...		16 0 0	..		20 0 0	
				3	Head Constables, 4th ,, ...		42 0 0	2	Head Constables, 4th ,, ...		28 0 0	14 0 0		..	

* Excludes Inspector and European Head Constables, they having been shown in the general lists of Inspectors and European Head Constables—
1 Inspector and 1 European Head Constable in the present scale. | 1 Inspector and 2 European Head Constables in the present scale.
1 Inspector and 1 European Head Constable in the proposed scale.

Note.—Reasons for the proposed charges are given in my letter, No. 557, dated 11th February 1898.

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Statement of Proposition for Revision of Establishment—*cont.*

Order sanctioning present establishment.		Office to which the proposition refers.	Nature of charge.								Proposition.	
			Present scale.				Proposed scale.				Permanent.	
Government of Madras, Financial Department.			Number.	Designation.	Pay. Minimum.	Pay. Maximum.	Number.	Designation.	Pay. Minimum.	Pay. Maximum.	Increase per month. Amount.	Decrease per month. Amount.
Number.	Date.											
R. No. 1335—*cont.*	1st December 1896—*cont.*	Railway Police—*cont.*		RAILWAY POLICE, NORTHERN RANGE—*cont.*		Rs. A. P.		RAILWAY POLICE, NORTHERN RANGE—*cont.*		Rs. A. P.	Rs. A. P.	Rs. A. P.
				Southern Mahratta Railway—*cont.*				Southern Mahratta Railway—*cont.*				
				Detective and Travelling Staff—cont.				*Detective and Travelling Staff*—cont.				
				Local allowance at Rs. 10 for the first two grades and Rs. 7 for the last two grades	..	31 0 0		Local allowance at Rs. 10 for the first two grades and Rs. 7 for the last two grades	..	38 0 0	7 0 0	..
			5	Constables, 1st class	..	40 0 0	9	Constables, 1st class	..	72 0 0	32 0 0	..
			5	,, 2nd ,, ...	..	35 0 0	8	,, 2nd ,, ...	..	56 0 0	21 0 0	..
				Local allowance at Rs. 3 each ..	..	30 0 0		Local allowance at Rs. 3 each ..	..	51 0 0	21 0 0	..
				Total ..	..	200 0 0		Total ..	..	300 0 0	..	..
				Deduct— Debitable to Bezwada extension ..	..	8 11 0		Deduct— Debitable to Bezwada extension ..	..	12 0 0	..	3 5 0
				Balance chargeable to Southern Mahratta Railway ..	..	191 5 0		Balance chargeable to Southern Mahratta Railway	..	288 0 0	..	..
				Total, Southern Mahratta Railway ..	..	1,136 0 0		Total, Southern Mahratta Railway ..	..	724 11 0	233 0 0	644 5 0
				Bezwada Extension.				*Bezwada Extension.*				
				Cost of office establishment in mileage proportion	..	0 14 0		Cost of office establishment in mileage proportion	..	0 14 0	..	..
			4	Platform Constables { two 1st class. two 2nd ,,	.. ..	30 0 0	2	Platform Constables { one 1st class. one 2nd ,,	.. ..	8 0 0 7 0 0	.. ..	8 0 0 7 0 0
				Cost of Detective and Travelling Staff in mileage proportion	..	8 11 0		Cost of Detective and Travelling Staff in mileage proportion	..	12 0 0	3 5 0	..
				Total, Bezwada extension ..	..	39 9 0		Total, Bezwada extension ..	..	27 14 0	3 5 0	15 0 0

Statement of Proposition for Revision of Establishment—*cont.*

Order sanctioning present establishment.		Office to which the proposition refers.	Nature of charge.								Proposition.	
			Present scale.				Proposed scale.				Permanent.	
Government of Madras, Financial Department.			Number.	Designation.	Pay. Minimum.	Pay. Maximum.	Number.	Designation.	Pay. Minimum	Pay. Maximum.	Increase per month. Amount.	Decrease per month. Amount.
Number.	Date.											
R. No. 1335—*cont.*	1st December 1896—*cont.*	Railway Police—*cont.*		RAILWAY POLICE, NORTHERN RANGE—*cont.*		Rs. A. P.		RAILWAY POLICE, NORTHERN RANGE—*cont.*		Rs. A. P.	Rs. A. P.	Rs. A. P.
				Southern Mahratta Railway—*cont.*				Southern Mahratta Railway—*cont.*				
				East Coast Railway.				*East Coast Railway.*				
				Cost of office establishment in mileage proportion	..	18 7 0		Cost of office establishment in mileage proportion	..	18 7 0	..	..
			133	Platform Constables	..	1,110 0 0	133	Platform Constables	..	1,110 0 0	..	..
			7	Detective and Travelling Staff ..	..	96 0 0	7	Detective and Travelling Staff ..	..	96 0 0	..	..
				Total, East Coast Railway ..	..	1,225 7 0		Total, East Coast Railway ..	..	1,224 7 0	..	..
			280	Total, Railway Police, Northern Range	..	2,400 0 0	210	Total, Railway Police, Northern Range	..	1,977 0 0	236 5 0	659 5 0
			171	Railway Police, Central Range ..	..	1,490 0 0	171	Railway Police, Central Range ..	..	1,490 0 0	..	..
			213	,, Southern ,, ..	..	1,866 0 0	213	,, Southern ,, ..	..	1,866 0 0	..	..
			29	Temporary Railway Cash Guard ..	..	248 0 0	29	Temporary Railway Cash Guard ..	..	248 0 0	..	..
								Pay Clerks' Guard, Southern Mahratta Railway (cost to be wholly recovered from the Company)—				
							2	Head Constables, 4th grade	..	28 0 0	28 0 0	..
							2	Constables, 1st class	..	16 0 0	16 0 0	..
							2	,, 2nd ,, ...	..	14 0 0	14 0 0	..
								Total ..	..	58 0 0	58 0 0	..

No. A.D.S.—373.

The entries in the column of "Present scale" have been compared with the registers of this office and are correct.
The proposed decrease is within the sanctioning powers of the Local Government.

(Signed) J. P. BEDFORD,
Deputy Accountant-General.

Fort St. George,
24th February 1898.

ORDER—No. 587, Judicial, dated 9th April 1898.

The immediate introduction of the railway police scheme, so far as it concerns the Southern Mahratta and Bezwada Extension Railways, is sanctioned, subject to the modifications proposed in letter, No. 557, dated 11th February 1898, from the Inspector-General of Police.

2. The necessary communication to the Bombay Government will be made in the Public Works Department (Railway Branch).

3. The Government of India will be addressed.

[Here enter letter, No. 588, Judicial, dated 9th April 1898.]

(True Extract.)

A. T. ARUNDEL,
Chief Secretary.

To the Public Works Department.
" Inspector-General of Police.
" Accountant-General.

(True Copy)
A.A. Knapp.
Ag Under Secretary.

To
The Public Works Deptt with reference to its Office note No
(Railway Branch)
22 R.M. dt 14th May 1898 and No. 22 R.M. dt 8th June 1898.

Exd. Shaik Karim.

Form No. 1.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

13

Papers to be read in Proceedings:—

Again G.O., dated 189 , No.

Again G.O., dated 189 , No.

P.W.R. Current No. 583 of 1898, dated 9.5.98 , from the Govt of Bombay

" " " 587 " 1898, " 10.5.98 , " the Judicial Deptt.

" " " 679 " 1898, " 3.6.98 , " — Do. —

ORDER. No. 839 Ry dated 21/6/98.

Communicated to the Agent H.H. the Nizam's Guaranteed State Railway for information as regards the introduction of the scheme in the Bezwada Extension Railway.

2. The Government of Bombay will be addressed.

J.W.S. 18/6/98

No. 840. Ry dated 21st June 1898.

To
The Secy to the Govt of Bombay
P.W. Deptt, Railway Br.

Sir

With reference to your letter No. 1378, dated the 6th May 1898, I am directed to forward herewith, for information, copies

To
The Agent H.H. the Nizam's
Guaranteed State Ry
" Gen Ste Ry Accts

Despatched on 23/6/98

with 2 d/c

of the marginally noted
Proceedings of the Government
relative to the introduction
of the railway police scheme
on the Southern Mahratta
Railway.

No 587 Judicial dy 9-4-98.
" 830 " dy 26-5-98.

7/6/98

18/6/98 R

Despatched on 21/6/98

Documents accompanying:—
G.Os noted on the margin