

through the streets, are avoided. In case of extraordinary disturbances, Policemen can call for assistance and in a few moments a sufficient Force can be present to suppress the disorder. It is of great service in cases of accident or serious assaults in conveying injured persons to Hospitals or to their homes, as it has all the appliances of a first-class ambulance corps. It is of such great value to the Department and I would suggest its adoption for each Police District in the city.

I regret to have to record the deaths of the following members of the Force during the past two years : Policemen Chas. W. Fisher, Eastern District, on January 6, 1884 ; Geo. S. Pumphrey, Southern District, on January 12, 1884 ; Louis O'Neil, Central District, on January 20, 1884 ; Harris F. Downs, Eastern District, on January 22, 1884 ; Chas. B. Lonekamp, Central District, on March 3, 1884 ; Ernest Hartung, Southern District, on October 17, 1884 ; Leonard Mettee, Central District, on January 10, 1885 ; Edward A. F. Mears, Western District, on May 4, 1885 ; Henry Roberts, Central District, on August 2, 1885 ; and Charles Bathgate, on August 14, 1885.

The need of constant Police protection has increased to such an extent, chiefly owing to the improvements made in all the outlying sections of Baltimore, in the past few years, that I feel it incumbent upon me to request you to ask the General Assembly for an increase of not less than fifty Policemen.

There exists a necessity for a Harbor Police Boat as many depredations and other offenses are committed on vessels and along the shore by persons in small boats, the Policemen on land in many instances being unable to see or hear them, and in many cases when seen or heard, they are enabled to escape for the want of proper facilities to pursue and arrest them. About eighteen years ago we had a yawl boat doing duty about the harbor and it did good service, but the demands for Policemen on land compelled us to abandon even that crude system of harbor protection.