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(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	1438	Press	<i>Prin</i>
B.P. No.		Mis.	
Dated	1-6-	1874	
		195	

Not to be folded or roughly handled

- No. 11. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 24th April 1874, No. 250:—

I HAVE the honour to lay before Government for consideration two letters*
from the Agent of the Madras Railway
Company, having reference to an appli-
cation from Mr. Going, the Acting Chief

* No. 323, 15th April 1874, with enclosure.
,, 348, 23rd ,, ,, ,, ,,

Engineer, that he might be permitted to draw the full salary attached to the office of Chief Engineer for the period during which he has been officiating for Mr. Bresford Anderson. It will be within the recollection of Government that the last-named gentleman went to England in April 1873 on sick leave for eighteen months, and that Mr. Going was appointed to officiate for him.

2. Mr. Going's application, a copy of which is enclosed, was forwarded by the Agent to the Board of Directors; and they in reply pointed out that it would be impossible to comply with the request without increasing very considerably the cost of the Engineering establishment. They added however that, though they were precluded from sanctioning Mr. Going's application, they were willing to take into consideration the exceptional length of time during which he and Mr. Robinson would be acting in the superior grades, and the heavy responsibility devolving upon them in carrying out the construction of the Cheyaur and Huggry bridges, and the protective works to the Gooriattum, Palar, and Poincy bridges. The Board quoted the order of Government which ruled that, "under no circumstances shall a Company pay more in the aggregate than the amount of the full salary of the sanctioned appointments;" and they stated that, as the concession might be made without transgressing that order, they authorized Messrs. Going and Robinson, subject to the sanction of Government, to draw full salaries from the date of Mr. Anderson's ceasing to draw sick allowance till his return, or till some other arrangement might be made.

3. The order of Government quoted by the Board forms Clause III. of the Government of India's Circular, dated the 2nd May 1862, and it appears to me that this clause as well as Clause II. cannot be read independently of Clause I. which the other two clauses are only intended to limit. Clause I. provides that "an officer acting in a higher appointment will draw half the salary of his permanent grade or appointment and half that of his officiating grade or appointment, together with the allowances (as distinguished from salary) of the higher position only." In the revised furlough rules published by the Board in September 1872, the same principle rules the salary to be drawn by officers acting in appointments higher than their own.

4. It does not seem to me that there is anything in the circumstances of the case now under consideration to justify a departure from the established rules. There is and always must be a very heavy responsibility attached to the post of the Chief Engineer of an Indian Railway; but, even with the important works alluded to by the Board, the duties which now devolve upon the Chief Engineer are considerably less onerous than they were a few years ago when the greater part of the North-West Line was under construction.

*Proceedings of the Madras Government, Public Works Department,
1st June 1874.*

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 15th April 1874, No. 323.

ADVERTING to my letter to you of the 11th March 1873, No. 182, I have the honour to inform you that after the 10th of the present month, Mr. Beresford Anderson, the Company's Chief Engineer, will cease to draw any sick leave allowance, he having been granted by the Board sick leave for eighteen months, during only twelve of which he was to be allowed half pay.

2. Under these circumstances, I have the honour to solicit your attention to the enclosed extract from a letter* from the Secretary, in which the authority of the Directors is given, subject to the sanction of Government, to Mr. Going, the Acting Chief Engineer, and Mr. Robinson, the Acting Deputy Chief Engineer, drawing the full salaries of their respective offices from the date on which Mr. Anderson ceased to draw his sick allowance until his return to duty, or some other arrangement is made.

3. I request that you will be so good as to obtain and communicate to me the sanction of Government to the proposal at your early convenience.

Extract from a letter from the Secretary, Madras Railway Company, No. 517, dated London, the 26th September 1873.

PARAGRAPH 16. The Board have had under consideration Mr. Going's application, referred to in paragraph 5 of No. 1,061, to be permitted to draw the full salary of Chief Engineer during the absence of Mr. Beresford Anderson, together with his statement that the concession may be made not only without increasing the sanctioned cost of the Chief Engineer's Office establishment, but with a total saving of Rupees 6,272-11-0. This case being provided for by the sick and furlough regulations, the circumstances should be of an exceptional character to justify a departure from them; the Board, moreover, can only deal with it, subject to the orders of the Government of India of the 2nd May 1872, which require that "under no circumstances shall the Company pay more in the aggregate than the full salaries of the sanctioned appointments." Adverting to this restriction, the Board regret to find that Mr. Going is mistaken in supposing that, after making the concession asked for, there would be a saving during the first twelve months. The sanctioned salaries of the Chief Engineer's establishment amount to Rupees 2,863-10-2 per month, and if the cost of replacing Mr. Robinson's services be taken into consideration, it will be seen to be doubtful whether there would be any gain under existing circumstances, and that there would be a very considerable loss on making the proposed augmentation.

17. Although they are thus precluded from giving their sanction to Mr. Going's application, the Board are willing to take into consideration the exceptional length of time during which he and his Deputy will be acting in the superior grade, and the very heavy responsibility devolved upon them in carrying out the construction of the Cheyaur and Iluggry bridges, and the protective works to the Goriattum, Palar, and Poincy bridges, and as the concession may be made without transgressing the order of Government above referred to, they authorize them, subject to the sanction of Government, to draw full salaries from the date of Mr. Anderson's ceasing to draw sick allowance till his return, or till some other arrangement may be made.

(True Extract.)

(Signed)

R. B. ELWIN,
Agent and Manager.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 23rd April 1874, No. 348.

As requested in your letter, No. 362, of the 22nd instant, I have the honour to enclose you a copy of the Acting Chief Engineer's letter, No. 432, of the 7th July 1873.

*Proceedings of the Madras Government, Public Works Department,
1st June 1874.*

From T. H. GOING, Esq., Acting Chief Engineer, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 7th July 1873, No. 432.

I SHALL feel greatly obliged if you will kindly recommend to the Board of Directors the propriety of granting me the full salary attached to the office of Chief Engineer during the period of my occupancy.

I ground my request on the following considerations, viz. :—

1st.—Such a concession can be made without increasing the sanctioned cost of the Chief Engineer's Office Establishment.

2nd.—As I performed the duties of Chief Engineer on a previous occasion (1870-71) over a period of eighteen months, it does not seem unreasonable to expect that in taking those duties for a second lengthened period the full pay of the office should be allowed.

3rd.—A smaller salary is inadequate to meet the many pecuniary calls which the position entails.

2. On his leaving for Europe Mr. Elwin was kind enough to promise that he would advocate my claims with the Chairman, and as a sufficient time has now elapsed, I trust my official application may have your kind support.

3. I append a statement showing the amount which would be still available from the sanctioned salaries of this office establishment after debiting the amount of increase which I ask for.

MEMORANDUM.

	Sanctioned Pay.			Amount proposed to be drawn.		
	RS.	A.	P.	RS.	A.	P.
Chief Engineer	1,818	2	11	909	1	5
Acting Chief Engineer	1,045	7	3	1,818	2	11
Deputy Chief Engineer	863	10	2	954	8	9
Total	3,727	4	4	3,681	13	1

	RS.	A.	P.
Saving for twelve months, at Rs. 45-7-3 per mensem	515	7	0
For the six months following (Chief Engineer draws no pay)			
Rupees 45-7-3 + 909-1-5 x 6 =	5,727	4	0
Total	6,272	11	0

(Signed) T. H. GOING,
Acting Chief Engineer.

No. 12. ORDER THEREON, 1st June 1874, No. 1,438.

RAILWAY, No. 1.

His Excellency the Governor in Council concurs with the Consulting Engineer for Railways that Clauses II. and III. of the rules recorded with G. O., No. 282, dated 27th May 1862, must be read in connection with Clause I. which admits of only half the salary of the permanent appointment and half that of the officiating appointment being drawn by an officer acting in a superior grade. This view moreover is in accordance with the

Proceedings of the Madras Government, Public Works Department,
1st June 1874.

furlough regulations of the Company, and should be carried into effect in the cases
under reference.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

Railway Dept.

Levno: Engineer's Office
No. 250

From

Lieut Colonel J. H. Inshaw Stewart R.E.

Levno Engineer for Railways

To

Colonel G. W. Walker R.E.

Secretary to Government

P. W. Department

Fort. St. George.

Enclosures 4 Sir

I have the honour to
lay before Government for
consideration two letters from
the Agent of the Madras Railway
Company having reference to an
application from Mr. George the
Acting Chief Engineer that he
might be permitted to draw the
full

No 323. 15 April 1874 with enclosure
" 348. 23 April " with enclosure

"appointments"; and they stated that, as the conception might be made without transgressing that order, they authorised Messrs. Conig and Robinson subject to the sanction of Government to draw full salaries from the date of Mr. Anderson's ceasing to draw sick allowance till his return, or till some other arrangement might be made.

3. The order of Government quoted by the Board forms clause III of the Government of India's Circular dated the 2nd May 1862; and it appears to me that this clause, as well as clause II, cannot be read independently of clause I, which the other two clauses

clauses are only intended to limit. Clause I provides that "an officer acting in a higher appointment" "will draw half the salary of his permanent grade or appointment" "and half that of his officiating grade or appointment together" "with the allowances / as distinguished from salary / of the higher position only." In the revised furlough rules published by the Board in September 1872 the same principle rules the salary to be drawn by officers acting in appointments higher than their own.

4. It does not seem to me that there is anything in the circumstances

circumstances of the case now under consideration to justify a departure from the established rules. There is, and always must be, a very heavy responsibility attached to the post of the Chief Engineer of an Indian railway; but, even with the important works allotted to by the Board, the duties which now devolve upon the Chief Engineer are considerably less onerous than they were a few years ago when the greater part of the North-West line was under construction.

I have the honor to be
Sir

Yours most obedient Servant

Madras
24 April
1874

Wm. L. Holbe
Chief Engineer for Railway

P.W. 1854 Dept.
No. 2500.
From
The Consulting Engineer
for Railway
The Secretary to Govt
of the Department
Fort Saint George
Dated 20
1 Received 27 April 1854
Encl. 3
No 250

Submitting letter
from the agent Mr. J. V.
requesting sanction to
Mr. George Theobald Esq.
and Mr. Robinson Esq.
drawing the full salaries of their
respective offices

Ch. 17

10/10/1874

No. 323.

555
MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 15th April 1874.

From

R. B. Chinn Esq^r
Agent and Manager. M. R. Co.

To

Mr. J. H. Shaw Stewart, R.E.
Consulting Engineer for Railways.

SIR,

Referring to my letter to you of the 11th of March 1873, No. 182, I have the honour to inform you that after the 10th of the present month, Mr. Dunsford Anderson the Company's Chief Engineer, will cease to draw any sick leave allowance, he having been granted by the Board sick leave for eighteen months, during only twelve of which he was to be allowed Half Pay.

2. Under these circumstances I have the honour to solicit your attention to the enclosed extract from Ep. 577-26th a letter from the Secretary in which the authority of the Directors is given, subject to the sanction of Government, to Mr. Goring, the Acting Chief Engineer, and Mr. Robinson, the Acting Deputy Chief Engineer, drawing the full salaries of their respective Offices.

Ep. 577-26th
September 1873.

from the date on which Mr Anderson
ceased to draw his sick allowance,
until his return to duty, or some
other arrangement is made.

I request that you will be
so good as to obtain and communicate
to me the sanction of government
to the proposal at your early conve-
nience.

I have the honour to be,
Sir,

Your most obedient servant

W. P. Howe

Agent & Manager.

Extract from a letter from the Secretary
M. R. Co. No 577 dated London the
26th September 1873.

With reference
to Mr. Goring's
application
to be allowed
full salary of
Chief Engineer
while acting
for Mr. Anderson

Para 16. The Board have had
under consideration Mr. Goring's appli-
cation, referred to in para. 5 of 1061,
to be permitted to draw the full salary
of Chief Engineer during the absence of
Mr. Deresford Anderson; together
with his statement that the concession
may be made not only without increasing
the sanctioned cost of the Chief
Engineer's Office establishment, but
with a total saving of Rs. 6,272.11.0.
This case being provided for by the
Sick and Sallow regulations,
the circumstances should be of an
exceptional character to justify a
departure from them, the Board,
moreover, can only deal with it subject
to the Orders of the Government of India,
of the 2^d May 1872, which require that
"under no circumstances shall the
Company pay more in the aggregate
than the full salaries of the sanctioned
appointments." Adverting to this res-
triction, the Board regret to find
that Mr. Goring is mistaken in supposing
that, after making the concession
asked for, there would be a saving
during the first twelve months.

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MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

For Madras

Date 19th March 1874

Recd

W. 353

Respecting Mr. Goring's
application to be
Chief Engineer & Mr.
Anderson the cost of
Chief Engineer, drawing
the full salary,
of Mr. Anderson
appears.

1. Mr. Goring's
2

To Mr. Goring's account No 346, 1874
Received by Mr. Goring 1874

The sanctioned salaries of the Chief Engineer's establishment amount to Rs. 2863.10.2 per month, and if the cost of replacing Mr. Robinson's services be taken into consideration, it will be seen to be doubtful whether there would be any gain under existing circumstances, and that there would be a very considerable loss on making the proposed augmentation.

14. Although they are thus precluded from giving their sanction to Mr. Gouge's application, the Board are willing to take into consideration the exceptional length of time during which he and his Deputy will be acting in the superior grades, and the very heavy responsibility devolved upon them in carrying out the construction of the Cheyair and Hingrey bridges, and the protective works to the Joriatum, Palavi, and Poiner bridges; and as the concession may be made without transgressing the order of Government above referred to, they authorize them, subject to the sanction of Government, to draw full salaries from the date of Mr. Robinson's ceasing to draw sick allowance till his return, or till some other arrangement

may be made.

True Extract

[Signature]

Agent & Manager

[Signature]

No. 348

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE.

Madras, 23^d April 1874.

From

R. B. Clavin Esq.
Agent and Manager of the M. R. Co.

To

Mr. J. H. Shaw Stewart, R.E.
Consulting Engineer for Railways.

SIR,

As requested in your letter
No 362 of the 22^d instant, I have the honour
to enclose you a copy of the Acting Chief
Engineer's letter No 432 of the 7th July, 1873.

I have the honour to be,
Sir,
Your most obedient Servant

R. B. Clavin

Agent & Manager.

Recd. 23rd April 74.
129. 7/10/74
18. 11. 74

Madrax Railway Company
Chief Engineer's Office
Madrax July 7th 1873.

My dear Sir,

My dear Sir,
I shall feel greatly obliged if you will kindly recommend to the Board of Directors the propriety of granting me the full salary attached to the Office of Chief Engineer during the period of my occupancy.

I granted my request on the following considerations viz.

Such a concession can be made without increasing the sanctioned cost of the Chief Engineer's Office Establishment.

5. As I performed the duties of Chief Engineer on a previous occasion (1870-71) over a period of eighteen months, it does not seem unreasonable to expect that in taking those duties for a second lengthened period the full pay of the Office should be allowed.

5. A smaller salary is inadequate to meet the many pecuniary calls which the position entails.

On his leaving for Europe Mr Clavin was kind enough to promise that he would advocate my claims with the Government and as a sufficient time has now elapsed, I trust my official application may have your kind support.

Index

The Agent and Manager.

125. 2/12/2000

The Consulting Engineer

Dr. Hilwig,

Direct

233 Detroit

1574

Recd.

24.

No. 348.

Transcribing as requested
copy of Capt. Blair's
letter of April 3rd, applying
for the full salary of
the Blair Regiment.
We know he acts
for the Westfordians.

Yours very truly
J. H. Seawing

True Copy

Robert J. Lawrence
Agent & Manager.

1. Mr. 2500
5
174.
129. 2 106 June 74
L. 28 June 74

Sanctioned pay. August proposed
to be drawn.

	Rs	as	P	Rs	as	P
Chief Engineer 1818.	2.	11.		909.	1.	5
Asst. Chief Engineer 1045.	7.	3		1818.	2.	11
Dep. Chief Engineer 863.	10.	2		954.	8.	9

Rs. 3727. 4. 4. Rs. 3681. 13. 1

Leaving for 12 months at Rs. 45.7.3 per annum Rs. 545.7.-
 For the 6 months following (Chief Engineer
 does not pay) Rs. 45.7.3 + 909.1.5 x 6 = - Rs. 5727.4.-
Rupees 6272.11.-

for J. H. Loring

1 True Copy
W. J. K. M.
Agent & Manager.

1438

P. W. D.

Proceedings of the Madras Government,

Under date the

187

Read the following:—

and

The Consulting Engineer
for Railways

(H. E. No. 250 of 24 April 1871)

His Excellency the
Governor in Council
concurs with the
Consulting Engineer
for Railways that
clauses II and III of
the Rules recorded
with G. O. No. 282
dated 27th May 1862
must be read in
connection with Clause
I which admits of
only

MBL
30/11

Copy
2500/141.
3
125. 106 June 1871
L. B. 10/11

only half the salary
 of the permanent
 appointment and
 half that of the
 officiating appoint-
 ment being drawn
 by an officer acting
 in a superior grade.
 This view moreover
 is in accordance
 with the Lushington
 Regulations of the
 Company, and should
 be carried into effect
 in the cases under
 reference.

2500
 Govt. of 1874 Madras.
 PUBLIC WORKS.

The Comr. Supr. & Ry.

Dated
 Recd.
 Encl. 5.
 No. 1438
 11-12.

Salaries -
 Passing orders on papers
 submitted by the Comr.
 for Railways having re-
 ference to the salaries
 to which ~~the~~ Messrs.
 Goring & Robinson are en-
 titled to while acting
 in their respective posi-

36
 To Comr. Supr. & Ry.
 S. C. P. 11/6/74.
 11-12