

Public Works (1890) Department.

RAILWAY BRANCH.

G.O., No. 677 Ry.

DATED 16th May.

[Despatch Abstract.]

Colonel Sedgwick, R.E. — Permitting to draw travelling allowance by rail instead of by sea for joining his appointment as Deputy Consulting Engineer for Railways, Madras, from Calcutta.

BACK PAPERS.

FURTHER PAPERS.

PAPER PAPERS.							
G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Madras

13th January 1890.

Team

Lt. Colonel. W. Hedgwick Cb.

Offg Deputy Comdg Engineer

Lo

The Consulting Engineer
for Railways
Madras.

Her

I have the honour to request the favour of your submitting to the Government of Madras, for transmission for favourable consideration to the Government of India this my application to be allowed full pay and travelling allowance from the 1st January 1890 (the date on which I reported myself at Calcutta ^{on return from leave}) as a special case under the circumstances set forth below.

2 ————— I regret to have to give a somewhat detailed statement, but

under the peculiar circumstances in which I found myself on landing at Bombay, I was compelled to balance the probabilities on both sides of the case in deciding as to the course I should take and therefore to take account of all the circumstances connected with it.

3. ————— I must premise that I went to England in March 1888 on special leave for one year and 291 days with a last pay certificate showing that the special leave could be extended to two years: and that at the expiration of the leave I was by no means anxious to leave the work I had taken up and return to India unless I was really wanted.

4. ————— However I received in October last an order from the Government of India, copy attached, directing me to return to Calcutta on the expiration of my leave. And on applying to the India Office for an extension of special leave, the application was refused, though I pointed out that my papers showed

showed that the leave could be extended and also offered to pay the cost of a telegram to the Government of India to inquire if I was wanted. I should add that a verbal consent to grant the extension was at first given provided that I paid the cost of a telegram to the Government of India, and the reply was such as to admit of it; but was rescinded absolutely afterwards on the ground, as I understood it, that special leave was only intended for those who were not wanted and that in my case there was no room for doubt as to my services being wanted.

5. ————— On arriving at Bombay then on the morning of the 29th December last I had strongly before me two facts viz. that my services were wanted and wanted in Calcutta.

6. ————— I was therefore taken completely by surprise when Colonel Merriam R.E. told me shortly afterwards

afterwards that he had seen a statement in the newspapers that I was going to Madras, though he could not remember exactly where or when he had seen the statement.

7. — It did not indeed seem probable that my services could be urgently wanted in Madras seeing amongst other facts that I had never been stationed in the South of India before and knew nothing of any of the languages in Southern India and therefore should labour under a very great disadvantage in taking up work of any kind there. I remembered however that Major Croker R.E. had been sent up in 1887 from Madras to Calcutta in the face of the strongest representations from Colonel Duard R.E. as will be seen from the attached copy of his letter No 1255 dated the 16th May 1887.

8. — It therefore seemed just possible that Colonel Merriman's recollection

recollection of what he had seen might be correct: and I proceeded accordingly without delay to the Public Works office and inquired from the man who gave me the Arrival report book to sign whether there were any letters for me. On hearing that there were no letters at the desk and that no clerk could be found as the office was closed for Sunday, I drove out to Malabar Hill to inquire from Major Selby in the absence of Colonel Fiebrice from Bombay whether he had heard of my transfer to Madras. He had heard nothing however of my transfer but explained that the office was closed not only for Sunday but also for the Christmas holidays and that he had himself been away for a time; and advised me to go to Captain Burn Murdoch who had been opening the letters

letters. On going to Captain Burn
Murdoch's bungalow I found that
he had gone out of Bombay the
night before.

9. ——— I had then done all I
could reasonably do to test the
accuracy of Colonel Merriam's state-
ment which did not profess to be
based on anything else than a somewhat
vague recollection of a mere newspaper
report; whilst I was myself in actual
possession of the clearest orders to
go to Calcutta.

10. ——— It was getting late in the
day and there was a probability
that the train would be crowded.
I therefore proceeded to the station
to get my luggage weighed and
booked and then returned to the
Hotel to get dinner.

11. ——— Whilst waiting for
dinner I happened to find a file
of

of back newspapers and on looking
through them came upon a reference
to the Gazette of India stating that
I was transferred to Madras.

12. ——— I immediately sent off
a telegram to the Secretary to the
Government of India in the P. W. De-
partment asking whether the report
was correct; and then went on to the
station to take back my luggage
intending to wait at Bombay for
a reply to my telegram.

13. ——— I found then that my
luggage had been put into the
Brake Van with the other luggage
and the Brake van locked up
and the key taken away by the
Guard who would not return until
an hour before the train started.

14. ——— I could not go to Madras
without at least a portion of the
luggage which was in the Brake Van.

I therefore proceeded to Calcutta
under the orders from the Government
of India contained in letter No. 2557 G,
of the 9th September 1889 copy attached,
and arrived there on the morning
of the 1st January

Under the above circumstances
I venture to hope that my claim
to full pay and travelling allowance
from the date of arrival at Calcutta
will be ^{conceded} ~~considered~~ as a special
case.

I have the honour to be
Sir,

Your most obed^t servant

W. Sedgwick
Rt. Col R. E.

Offg Deputy Comd^g Infy

enclos¹
P.W. 405
90

No. 1255.

From,

The Consulting Engineer
to the Government of
India, for Railways,
Calcutta.

To

The Secretary to the Govern-
ment of India, P. W.
Department,
Calcutta.

16th May 1887.

Sir,

I expressed semi-officially
to Sir J. Hope and I think also
to Colonel Pemberton my hopes that
during my absence from India on
six months' leave Major Sedgwick
might be appointed to be my
locum tenens.

2. And subsequently where
I

I saw a rumour in the press that Major Coaker was to act for me. I wrote to Colonel Pemberton demi-officially and begged that my letter might be submitted in the proper quarter. I received a reply from Colonel Pemberton that my letter had been submitted to Sir St. Hope, but that Major Sedgwick was not to act.

3. I now have the honour to lay the matter before the Government of India officially not in the hope that, at this late hour the decision come to can be altered; but to express a strong hope that the fact of Major Sedgwick's not acting now may not prejudice him in the future when other opportunities arise.

4. Major Sedgwick it may be admitted is different from many
men.

men. He has ideas and he has the courage to state them. It cannot be expected that they will always meet with agreement from others and therefore he rests in less security than those men who either have no ideas to put forward or do not venture to advance them.

5. But it cannot be denied that his work is often of very great value. I will give two instances with which I am acquainted and which have been recognised by the Government of India.

6. In 1883, he wrote a note on the upwards coal rates of the East Indian Railway which had the effect of reducing the rates from $\frac{1}{6}$ to about $\frac{1}{8}$ of a pie per
maund.

made.

7. That note was adopted by the Government of India as its own policy; it was sent by the Governor General in Council to the Secretary of State and owing to the pressure that was brought by him in England upon the Board of Directors the reduction I have mentioned was made.

8. It is not too much to say that the thoroughness and ability with which Major Sedgwick treated the subject led to that result.

Again
9. Again as the Government of India is aware, the East Indian Railway Company whenever they have the opportunity have been protesting against the reduction of the lowest passenger fare from 3 to $2\frac{1}{2}$ pice which was made

made under the orders of the Government of India; and recently produced a document in which was thought by the Company to show conclusively that the $2\frac{1}{2}$ pice fare had resulted in diminished receipts.

10. The flaw was not easy to discover but Major Sedgwick by patient investigation and a knowledge of past events showed that factors of importance had been omitted and that so far from the reduction of fare having been a loss to the Company it had in fact been a gain.

11. For that note the Government of India in its letter No 1290 R. G. dated 15th December 1886 thanked Major Sedgwick -

12. Now here are two cases in which Major Sedgwick has by his ability added Government in a most important policy, that of establishing low rates and fares, a policy which nearly always meets with opposition from Railway Managers, and which can only be overcome by the most careful marshalling and treating of statistics. In one case he has received the thanks of Government in the other the highest approval was shown for his views were made its own.

13. I do not think that consideration can have been given to these facts when recently the opportunity was omitted of giving that practical effect to the thanks

and

and approval that he has received at the hands of Government, which makes such things of value. For he is not to be in the higher post which is for a short period ^{2 years} but finds himself passed by. And not only this. An officer of his own regiment who is only 11 months senior to Major Sedgwick in the Public Works Department and upwards of $1\frac{1}{2}$ years his junior in the army is placed in immediate authority over him.

14. That he must feel hurt at finding himself in this position of humiliation is undoubted. No man not lost to all self respect, could do otherwise.

15. Sentiment as a governing power

power cannot I submit be disregarded and therefore I venture to doubt if placed under such conditions as I have described the best work can be expected from any man even though of stoical and determined character; and I submit also that the placing of an officer in immediate subordination to his junior is therefore not consistent with the best interests of the public service.

16. I have dwelt only upon Major Sedgwick's very valuable official work; but his work out of doors is equally conscientious and painstaking. The objection sometimes taken that it is too much so, is really a compliment.

compliment and not a reproach.

17. I lay this matter before Government for its careful consideration, and I wish Government to understand that I do it on my own motion entirely. Major Sedgwick has been too proud to move in the matter though his feelings are naturally known to me.

18. And I trust that Government will take into consideration the good work that Major Sedgwick has done and is doing as my subordinate and will give him an early step in departmental promotion.

I have etc

(sd) G. H. Luard, Col. R.E.

8 1222 28

no 2551 8

Government of India
Public Works Department

General

To

Lt. Colonel W. Sedgwick Re

1 Devon a Terrace

Cambridge, England.

Simla, the 9th September 1889.

Sir

With reference to your letter
dated 20th June 1889, I am directed
to state that, on the expiration of
your leave you should rejoin the
Office of Consulting Engineer for
Railways, Calcutta.

I am &c

(Sd) G. H. W. Walker

Under Secy. to the
Govt. of India

enclos 2
P.W.D. 405-
90

no 25518

Government of India
Public Works Department
General

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Sine die, the 9th September 1889.

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P.W.D. 405-
90

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General of India

Secretary to the Government of India

General

enclos 3
P.W. Ch. 405
90



Form No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 14th January 1890.

Application dated 13th January 1890 from
Lieut: Col. W. Padguguet R.E. to be allowed full
pay and Travelling allowance from 1st January 1890
(the date on which he reported himself at
Calcutta on return from leave)
No. 29
SUBMITTED _____ for the orders of _____ Government.

Sidney Smith

Major R.E.

for Genl: by: for by

W.L.

110621-21-21-21

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B. No. 113 R 21 Jan 1900.

Form No. 3.

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS,

No. 29

Dated

Received

14th 15th January 1890.

No. of ENCLOSURES. 3

Subject.

Application from Lt Col.
W. Sedgwick R.E. to be allowed
full pay and travelling allow-
ance from 1st January 1890;
submitted for the orders of
Government.

B

No. 113-14 R 21 Jan 1900.

brengli

P.W.C. No. 405

No. 517 G.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

GENERAL.

Calcutta, the 21st February 1890.

The following is forwarded to the Joint-
Secretary to the Government of Madras Public Works
Department Railway Branch with reference
to his No. 114 R dated 21st January 1890 with the
remark that Colonel Sedgwick may under the
circumstances explained be considered to have
reported himself at Calcutta on his return
from leave -

By order

G. H. Walker

Under Secretary to the
Government of India

Copy of the Government of India -
Public Works Department Notification No. 8
dated

All communications
should be addressed to
the Secretary.

forwarded for the
favourable consideration
of the Govt. of India.

No. 114 R 21 Jan 1890.

Forwarded.

C.L.S.
15.1.90
R.

22/1

29/1

16-1-90. R. 18-1-90

ated the 20th February 1890.

P.W. C. 12. 2115

Lieutenant Colonel W. Sedgwick, R.E. Deputy
Consulting Engineer for Railways, Calcutta
was on return from furlough, transferred
to Madras for employment as officiating Deputy
Consulting Engineer for Railways in that
Presidency.

This cancels Public Works Department
Notification No. 396 dated the 17th December 1889.

o.c.k.

No. 113-4 R d/ 21-1-90

Rd 3-3-90

22/1

R

5-3-90 R 7-3-90

No. 341 R

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 15th March 1890.

again
READ the following

Progs. of the Madras } M.O. No. 113-14 R of 21st Jan'y 1890
Govt. P.W. Dept. —

Read also the following.

Letter from the Govt. } M.O. No. 517 G of 21st Feb'y 1890
of India P.W. Dept. —

M.O.
bureau
21/1

Communicated to
the Consulting Engineer for Rail-
ways with reference to his
endorsement No. 29 dated 14th
January 1890.

C.L.S.
3.3.90

R

To
The Commg. Engr for Rys
— Exr P.W. accounts

No 1146. 21.1.90.

No 341 R. 710. March 1890.

No 5-3-90 R 7-3-90

No 816 E

From

The Deputy Consulting Engineer
Central Division.

To

The Consulting Engineer
for Railways, Madras.

Dated Jhansi the 18th April 1890

Sir,

In returning with necessary
Explanation the Disallowance List
which was forwarded with your memo
No 702 of the 10th Current I have the
honour to bring to your notice the fact
that the Examiner of Public Works
Accounts has disallowed my claim
to Travelling allowance by rail and
passed steamer allowance only
for my journey from Calcutta to
Madras between the 2nd and 6th January
last.

2. The circumstances under which
the journey was done are detailed

in

in my letter of the 10th January
referred to in the proceedings of the
Madras Government Public Works Depart-
ment N^o 113-14R dated 21st January 1890
from which it will be seen that
it was necessary for me to proceed
with all expedition from Calcutta
to Madras in order to join my new
appointment and draw pay at the
Indian rate and also to avoid overstay my
leave.

3. I may state that I made inquiries
at Calcutta in regard to the dates
of sailing of steamers for Madras
and failed to ascertain that any
steamer would be sailing before
if I remember rightly the 9th or 10th
January. At all events it appeared
clear that great detention and
corresponding loss of pay would ensue
if I waited for a steamer and in
addition that I should overstay my
leave.

4. I therefore proceeded by rail
from Calcutta to Madras on the

2nd

2nd January as being under the
circumstances the only practicable
route.

5. The Government of India has since
by Public Works Department Endorse-
ment N^o 517 G dated 21st February
1890 Copy forwarded with your
N^o 535 dated 13th March 1890 ad-
mitted my claim to pay and Travelling
allowance for the journey and
I have therefore the honor to request
that you will kindly move the Govt^y
of Madras to allow me under
article 1090 of the Civil Service Regu-
lations to draw Travelling allowance
by the route by which I actually
travelled namely by rail ^{via Kalyan} for the
special reasons recorded above.

I have the honour to be
Sir

Your most Obedt^y Servant

W. Tedgwick
Lt Col. R.E.

Offg. Dy. Consulting Engineer

256/1
27 APR 1890



£2
MW 4366/80

FORM No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 8th May 1890.

Letter from Lieut. Col. W. Sedgwick R.E.,
Deputy Consulting Engineer for Railways,
Central Division, No. 816, dated 18th April
1890.

No. 326

SUBMITTED for the orders of Government.

2. The circumstances -
under which Lieut. Col.
Sedgwick R.E., reported
himself at Calcutta on
return from furlough,
and thence proceeded
to Madras to take up
his appointment as Deputy
Consulting Engineer for
Railways are detailed
in the letter from that
officer embodied in G.O.
No. 113 R, dated 21st January
1890.

3. The Government of India were pleased to admit Lieut Col Sedgwick's claim to pay and travelling allowance for the journey; but the Examiner, Public Works Accounts, takes objection to the rail route, by which Lieut Col Sedgwick actually travelled and has passed steamer allowance only.

G.O. No 3412, dated
10th March 1890.

4. The explanation given by Lieut. Col. Sedgwick for travelling by rail is that no steamer was due to sail for Madras for some days, and that it was necessary for him to proceed with all expedition from Calcutta to Madras

in order to join his new appointment, to draw pay at the Indian rate and also to avoid over-staying leave.

5. Under article 1090 Civil Service Regulations the Local Government may for special recorded reasons allow Lieut. Col. Sedgwick to draw travelling allowance for the journey by railway instead of by the sea route and this is also provided for in Madras P.W.D. Code Appendix A Rule 28 (Standing order No 807).

Sidney Smith
Major R.E.

By Consq: Engr. for Rys.
9th

Form No. 3.

B. 677 R of 16. May 1900.

for Bm 341 R of 10. 3. 90

" " 113. 14 A of 21. 1. 90

14 May

Under the circumstances explained Lieutenant Colonel Sedgwick is permitted to draw travelling allowance by rail instead of by sea.

Pneon
12.5.80
for R.

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS,

No. 326

Dated 8th

Received 9

} May 1890

No. of ENCLOSURES. 2

Subject.

Submitting for orders, letter from Col. Sedgwick R.E., claiming, for reasons stated, travelling allowance by rail from Calcutta to Madras in January last, to join his appointment as Deputy Consulting Engineer for Railways Madras.

B. 677 R of 16. May 1900.

The Consulting Engineer

for R. R. A. C. C.

12.5.80

12.5.80 R 14.5.90