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.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	113	Rys.	21-1-90				
	341	-"-	10-3-90				

FURTHER PAPERS.

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

Madras.
13th January 1890.

From

Lt. Colonel W. Sedgwick R.E.
Offg Deputy Consltg Engineer

To

The Consulting Engineer
for Railways
Madras.

Sir,

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

und

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that I paid the cost of a telegram to the Government of India; and the reply was such as to admit of it; but was rescinded absolutely afterwards on the ground, as I understood it, that special leave was only intended for those who were not wanted and that in my case there was no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 wante and wanted in Calcutta.

6. ——— I was therefore taken completely by surprise when Colonel Merriman 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 Cooke R.E. had been sent up in 1887 from Madras to Calcutta in the face of the strongest representations from Colonel Luard 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 Firebrace 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 Merriman's statement 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. Department 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

I therefore proceeded to Calcutta under the orders from the Government of India contained in letter No. 255/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 ~~considered~~ conceded as a special case.

I have the honour to be
Sir,
Your most obdt Servant
W. Sedgwick
Lt: Col R.E.
Offg Deputy Consg Engr

Enclos1 / P.W.C. No: 405/90

No: 1255.

From,

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

To

The Secretary to the Government of India, P.W.
Department,
Calcutta,

16th May 1887.

Sir,

I expressed semi officially to Sir T. Hope and I think also to Colonel Pemberton my hope that during my absence from India on six months' leave Major Sedgwick might be appointed to be my locum tenens.

2. And subsequently when

I

I saw a rumour in the press that Major Coaker was to act for me I wrote to Colonel Pemberton demiofficially and begged that my letters might be submitted in the proper quarter I received a reply from Colonel Pemberton that my letter had been submitted to Sir T. 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 recognized 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 1/6th to about 1/8th of a pie per

maund

manned.

7. That rate 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.

9. ~~Again~~ 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 2½ pies which was made under the orders of the Government of India; and recently produced a document which was thought by the Company to show conclusively that the 2½ pies 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 rate the Government of India in its letter No. 1290 R. T. dated 15th December 1886 thanked Major Sedgwick –

12. Now here are two cases in which Major Sedgwick has by his ability aided 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 there he 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 make such things of value. For he is not to be in the higher post which is for a short period vacant 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 4 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 not unknown 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 &c

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

Enclos 2
P.W.C No: 405/90

No 2551 G

Government of India
Public Works Department
General

To

Lt: Colonel W. Sedgwick R.E.
1 Devana 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 have &c

(Sd) G. H. W. Walker
Under: Secy: to the
Govt: of India

Enclos. 2

P.W.C. No: 405/90

No 2551 G

Government of India

Public Works Department

General

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1 Devana Terrace

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I have &c

(Sd) G. H. W. Walker

Under Secy. to the

Govt. of India

enclos 3
P.W. Chs: 485/90

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. Sedgwick 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 No. leave

No. 29

SUBMITTED —— for the orders of —— Government.

Sidney Smith
Major R.E.
for Consg: Engr: for Rys

W.

B. No. 113 R of 21 Jany/90.

Form No. 3.

P.W.C. No: 405

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS,

No. 29

Dated 14th
Received 15th } January 1890.

No. OF ENCLOSURES. 3

Subject.

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

B

No. 113-14 R of 21st Jany/90.

1410
17 Jan

Ordered to be forwarded for the favourable consideration of the Govt. of India.

A.G. No. 114 R of 21st Jany 1890.

Forwarded.

C.L.S.
15. 1. 90

R.

J 21/1

J
29/1

[illegible]. 16-1-90. R 18-1-90

All communications should be addressed to the Secretary.

No. 517 G.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

GENERAL.

Calcutta, the 21st February 189

The following is forwarded to the Joint-Secretary to the Government of Madras Public Work 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 D Walker

Under Secretary to the
Government of India

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

P.W. C No 2115

ated the 20th February 1890.

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

Rd 3-3-90

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

D.C.R.

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

R.

u. 5-3-90 R 7-3-90

No. 341 R

B.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 10th March/90.

READ again the following

Progs: of the Madras Govt. P.W. Deptt. } G.O. No. 113-14 R d/ 21st Jany 1890

Read also the following.

Letter from the Govt. of India P.W. Deptt. } G.O. No: 517 G d/ 21st Feby 1890

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

C.A.S.
3.3.90

R

To
The Consg: Engr for Rys
" Exr P.W. Accounts

No 113-114 N. 21.1.90.

B.

No. 341 R. 7/10 - March 1890.

2/15/3

Ans. 5-3-90 R 7-3-90

No 816 E

From

The Deputy Consulting Engineer
Central Division.

To

The Consulting Engineer
for Railways, Madras.

Ltd 23/4/90

2o C/

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.

Explained by C

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 Department No. 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 overstaying 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 Endorsement No. 517 G dated 21st February 1890 copy forwarded with your No. 535 dated 13th March 1890 admitted 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. of Madras to allow me under article 1090 of the Civil Service Regulations 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 Obdt. Servant

W. Sedgwick
Lt Col. R.E.
Offg. Dy. Consulting Engineer

2541
24 APR 1890

REGISTER
No 256
FILE

E2
MW 4366/90

Am. 8-5-90 R/

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, E, 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. 113R, 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. 341 R, 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 overstaying 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 N Rule 28 (Standing order No 887).

Sidney Smith
Major R.E.,
Dy. Consg: Engr. for Rys.

~~[illegible]~~

Form No. 3.

B. No. 677 R of 16th May /90.

Fo. Bns 341 R of 10. 3. 90

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

HS 14 May

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

RMcN
12. 5. 90
for
for R.

To

The Cons Engr for Rys }
" Exr. P. W. Accts }

~~[illegible]~~ 9. 5. 90

Adm. 12. 5   R 14. 5. 90

PWC No 4366

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. No. 677 R of 16th May /90.