

G.O., No. 583 R

DATED

16 August 1897

21/8/97

[Despatch Abstract.]

Pay of the Chief and the first Assistant Auditors
Madras Railway: Govt of India letter ^{with remarks} sanctioning
the proposal that the — be increased from Rs. 1200
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G.O.	No.	Department.	Date.
	409	R-13	16-6-77

[illegible]

Government of India letter sanctioning, with remarks, the proposal that the — be increased from Rs. 1,200 and 700 to Rs. 1,500 and 900 per mensem by annual increments of Rs. 75 and 50, respectively, with effect from 1st July 1897, communicated to the Agent and Manager.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

From the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, Simla, dated Ootacamund, 16th June 1897, No. 407 R.

I am directed to invite a perusal of the correspondence ending with your No. 177 A.E., dated the 31st July 1896, upon the subject of certain proposals for an improvement of the pay of the Chief and First Assistant Auditors of the Madras Railway.

2. In forwarding the Agent's proposals a year ago this Government did not see its way to support them in the light of the information which was then at its disposal, and the Government of India replied by rejecting the proposals in question.

3. The Agent has now come forward again, after correspondence with his Board of Directors, and he supports his appeal for improved salaries for the two members of his staff referred to by the arguments contained in his letter, No. 8867/526 of 2nd June 1897, and in the Chief Auditor's letter of the 4th December 1895, and in the same officer's late memorandum, dated the 1st March 1897. Copies of these documents, as well as of the Agent's correspondence with his Board, are hereto appended.

4. These arguments appear to this Government to be reasonable; and I am desired to say that His Excellency the Governor of Madras is now prepared to recommend the increases of salaries approved of in paragraph 9 of the Board of Directors' letter, No. 953, dated 7th May 1897, for the sanction of the Government of India.

5. The increases asked for are, for Mr. Dunsterville, Chief Auditor, from Rupees 1,200 by annual increments of Rs. 75 to a maximum of Rs. 1,500; and for Mr. Wake, First Assistant Auditor, from Rs. 700 by annual increments of Rs. 50 to a maximum of Rs. 900.

ENCLOSURES.

From the Acting Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 2nd June 1897, No. 8867/526.

With reference to G.O., No. 740 R. of the 3rd September last, in which the Government declined to sanction the increases to the salaries of the Chief and First Assistant Auditors which had been approved by the Board of Directors, I have the honour, under the instruction of my Board, to re-submit the application for the sanction of the Government.

2. I beg to enclose a complete copy of the Chief Auditor's memorandum of the 4th December 1895 (only extracts of which appear to have been forwarded previously) also copy of a further memorandum by the Chief Auditor, dated 1st March 1897, in which additional arguments are advanced in support of the increases applied for. All the figures quoted in these memoranda are obtained from the Government printed statements.

3. It is urged that although the Government of India in 1889 fixed the pay of the Chief and First Assistant Auditors at Rs. 1,200 and Rs. 700, respectively, Mr. Dunsterville did not draw Rs. 1,200 until two years after he had been appointed to the former post, and therefore cannot be considered as having received any increase over and above this figure; but on the contrary he was subjected to a loss for the period until he attained to the fixed salary of Rs. 1,200. Mr. Wake was appointed in 1893 as First Assistant Auditor on Rs. 700, so that it is evident that neither of these officers has received any increase since their appointment four years ago.

Messrs. Dunsterville and Wake have already been further sufferers by the delay which has occurred in obtaining sanction to these increases; even if sanction be accorded from 1st July 1897 the former officer will have forfeited Rs. 3,600, and the latter Rs. 2,400, and this, it is urged, is a very severe hardship.

4. Attention is further invited to the fact that the officers of the Audit department on the Madras Railway are very unfavourably placed in regard to salary when compared with the position of those on contiguous lines. On the South Indian Railway, with a revenue of Rupees 89,14,947, the Chief Auditor's maximum is Rs. 1,300 per mensem; on the Southern Mahratta Railway, with a revenue of Rs. 64,68,011, the Chief Auditor's maximum is Rs. 1,500 (*plus* Rs. 275 pension allowance), whereas on an old established line, as the Madras Railway is, with a revenue of Rs. 1,12,08,407, the same officer, with a service of nearly 19 years, draws Rs. 1,200 only.

5. I would also point out that since 1889 when the Government fixed the salary of the Chief Auditor at Rs. 1,200, and more especially since March 1893 when Mr. Dunsterville was appointed to that office, the work of the Audit department has greatly increased. It has now to deal not only with the accounts of the Company's own system but also with those of the Kolar Gold Fields Railway, and the Madras-Ennūr section of the Bezwada-Madras State Railway, the Capital and Revenue Accounts of both of which have to be prepared in entirely separate forms, and this alone materially enhances the work of the department. In addition to this, the transfer to the Audit office of the Engineers' accounts, the Ticket Printing office as well as the work in connection with the reduction of capital locked up in stores, have enormously increased the duties of the Audit office in recent years.

6. The comparative figures given in the Chief Auditor's memorandum further show conclusively that the Audit department on the Madras Railway is worked with far more economy, when viewed as percentage on net earnings, than on the Southern Mahratta Railway, and this very important point deserves special consideration.

7. It is hoped that the figures now furnished in the Chief Auditor's memorandum will convince the Government that the present salaries of the Chief and First Assistant Auditors are wholly incommensurate with the responsible duties devolving on these officers, and it is respectfully submitted that they are unquestionably underpaid. Messrs. Dunsterville and Wake are two of the most competent officers on the Company's Indian Staff and the administration of the Audit department cannot be spoken of except in the highest terms. Mr. Wake acted as Chief Auditor from 5th May 1894 to 3rd October 1895 during Mr. Dunsterville's absence on furlough.

8. In conclusion attention is specially invited to the very favourable condition of the traffic receipts of the Madras Railway at the present time. Up to 31st May these are as follows for the last three years:—

	RS.									
1895	...	...	...	...	...	...	...	...	...	46,93,000
1896	...	...	...	...	...	...	...	...	...	45,47,400
1897	...	...	...	...	...	...	...	...	...	47,81,900

from which it will be observed that there is an improvement of nearly a lakh in excess of the receipts of 1895 when surplus profits of over one lakh were declared; it may therefore be fairly presumed that the current half-year will show surplus profits of 2 lakhs approximately. On the Kolar Gold Fields Railway and the Ennūr section of the Bezwada-Madras Railway the receipts are 50 per cent. more than in 1896, and these increased earnings throughout the system must of necessity materially enhance the work in the Audit office.

9. It is presumed that, had the Government of Madras been in possession of the figures and additional information now submitted, they would not have refrained from according their support to the proposed increases, and it is hoped that, in the representation of the case now made, both the Government of Madras and the Government of India will be induced to reconsider their decision, and accord their sanction to a proposal which has received the full approbation of the Board.

10. I beg to forward herewith extract paragraph No. 9 from the Board's letter, No. 953, dated 7th May 1897, in which they authorise me to re-submit the application for the favourable consideration of the Government.

From the Chief Auditor, Madras Railway Company, to the Agent and Manager, Madras Railway Company, dated Madras, 4th December 1895.

In consequence of your approaching departure on furlough, from which I understand you will not return until the middle of 1897, I take the present opportunity of writing you on the subject of the salaries of myself and my First Assistant.

2. According to the scheme approved by the Board in 1887, the Chief Auditor's salary was fixed at Rs. 1,000 to Rs. 1,300 and that of the Deputy (now First Assistant) Auditor at Rs. 650 to Rs. 800 per mensem. The Government of India, however, took exception to these salaries being incremental and they were therefore fixed and sanctioned at Rs. 1,200 and Rs. 700, respectively.

3. The salary of the First Assistant Auditor from the commencement has been Rs. 700, but on my appointment in March 1893 as Chief Auditor, the Board were pleased to direct a return to the system of incremental salaries and I accordingly received a commencing salary of Rs. 1,000 rising to Rs. 1,200 by yearly increments of Rs. 100.

4. I need scarcely say much on the subject of the largely increased amount of work done in all parts of the Audit office since I assumed charge thereof, nor of the largely increased responsibility that devolves upon myself and the First Assistant, as most of the details have come before your notice in other ways. The increases are specially in the amount of revenue to be audited, the additional work in the way of statistics of all kinds, much extra work on account of revision of stores accounts and in connection with stores balances, inspection and audit of up-country divisional and station accounts of the Engineering, Locomotive and Traffic departments, and the taking over of the Chief Engineer's accounts, &c. The general system of accounts has been largely revised, the result being the prompter furnishing of all the Company's accounts, both monthly and half-yearly.

5. As compared with other railways, I may ask your attention to the following figures:—

Railway.	Pay of Chief Auditor.	Revenue.
Madras Railway	Rs. 1,364 (1886)	Rs. 79,66,098 (1886)
Do.	Rs. 1,200 (1895)	Rs. 1,03,21,012 (1894)
Southern Mahratta Railway	Rs. 1,500 (1895)	Rs. 79,87,447 (1894)
South Indian Railway	Rs. 1,300 (1895)	Rs. 82,10,019 (1894)
Great Indian Peninsula Railway	Rs. 1,800 (1895)	
Bombay-Baroda and Central India Railway	Rs. 1,800 (1895)	
East Indian Railway	Rs. 2,000 (1895)	

6. Further, in comparison with the heads of other departments, the rates of pay are—

Department.	Madras.	Great Indian Peninsula.	Bombay-Baroda and Central India.	East Indian.	South Indian.	Southern Mahratta.
Chief Engineer	Rs. 1,800	Rs. 2,000	Rs. 1,800	Rs. 2,000	Rs. 1,500	Rs. 1,600
Locomotive Superintendent	Rs. 1,636	Rs. 1,800	Rs. 1,600	Rs. 1,500	Rs. 1,500	Rs. 1,500
Traffic Manager	Rs. 1,500	{ P. A. 1,800 }	Rs. 1,800	Rs. 1,800	Rs. 1,500	Rs. 1,500
Chief Auditor	Rs. 1,200	Rs. 1,500	Rs. 1,800	Rs. 2,000	Rs. 1,300	Rs. 1,500

showing that on four lines out of five, the Chief Auditor is at least placed on an equality with other heads of departments, while on two of them he receives more than some of the others.

7. So far as I personally am concerned, I leave the case entirely in your hands.

8. As regards my First Assistant, I beg most strongly to recommend Mr. Wake for your support; he has been continuously in the department since his first arrival in November 1884, and his services have been highly appreciated by former Chief Auditors and myself: he has not only proved himself in every way to be a most competent Assistant Auditor, but his able conduct of the department, while acting as Chief Auditor during my recent 17 months' leave, shows that the work and responsibility of the higher appointment are well within his powers. I may further point out that, had his services not been considered indispensable in the Audit office, he might probably before this have secured another appointment in another department on considerably higher pay.

9. The salary of the First Assistant (or Deputy) Auditor does not compare favourably with those of the other departmental Deputies. In the Traffic department, the Deputy draws Rs. 850 to Rs. 1,000, in the Locomotive department from Rs. 700 to Rs. 900, while in the Engineering department the Deputy drew Rs. 1,164, and since the abolition of that post the Personal Assistant to the Chief Engineer (a Second-class Engineer, fifth in seniority in the department) draws Rs. 900.

10. On the East Indian Railway, the Deputy Auditor draws Rs. 1,200, on the Great Indian Peninsula Railway, Rs. 1,200, and on the Bombay-Baroda and Central India Railway, Rupees 1,100 a month. On the last-named line the Third Assistant draws Rs. 800.

11. The following figures show comparison of the First Assistant Auditor's position with that of other Deputies or First Assistants of other departments on the Railways referred to:—

Maximum pay on various Railways of the second man in each Department.

	Madras Railway.	East Indian Railway.	Bombay-Baroda and Central India Railway.	Great Indian Peninsula Railway.
	Rs.	Rs.	Rs.	Rs.
Deputy (Personal Assistant) Chief Engineer	900	1,000	1,200	1,000
Do. Locomotive Superintendent	700 to 900	1,000	1,000	900
Do. Traffic Manager	850 to 1,600	1,200	1,200	1,200
Do. (First Assistant) Auditor	700	1,200	1,100	1,200

12. I trust under these circumstances, you will feel justified in transmitting the cases to the Board with a favourable recommendation in support thereof, for which both Mr. Wake and myself will be greatly obliged.

MEMORANDUM.

As the reason assigned by the Government of Madras for their refusal to recommend for the sanction of the Government of India the increases of pay approved of by the Board of Directors of the Madras Railway for the Chief and First Assistant Auditors is merely that they were only appointed in March 1893 and that the Chief Auditor had received increases, it is very difficult to know what further reasons to urge why the increases sanctioned by the Board should no longer be deferred, but it seems desirable to point out that owing to the first three paragraphs of the Chief Auditor's letter to the Agent and Manager of the 4th December 1895 having been omitted from the correspondence recorded in the Government Order (and which were presumably not forwarded), His Excellency the Governor in Council has been misled as to the supposed increases.

Firstly it may be pointed out that the Government of India in 1889 declined to sanction incremental salaries for the Audit officials (although it is difficult to see why they alone of almost all Railway officials in India should be selected for such adverse ruling) and they finally fixed the pay of the Chief and First Assistant Auditors at Rs. 1,200 and Rs. 700, respectively: had fixed salaries not been ordered, the maximum in each case would have necessarily been much higher!

The First Assistant Auditor received his Rs. 700 from the date of appointment in March 1893 and has consequently received no increase whatever for four years: the Chief Auditor however did not arrive at his Rs. 1,200 until March 1895, but having in the first two years received Rs. 3,600 less than the pay fixed by the Government of India, it is scarcely fair to say that he has been receiving increases when at last he attains to the fixed Rs. 1,200.

The Chief Auditor is not complaining of the reduction of the fixed rate on his first appointment, but he does think it is extremely hard that this reduction, by which he is Rs. 3,600 out of pocket, should be made the reason for refusing the increase when sanctioned and approved by the Board.

From the above statements it is therefore quite clear that, from a Government of India point of view, neither the Chief nor the First Assistant Auditor has received the smallest increase since their first appointment four years ago.

The Audit officers of the Madras Railway are placed in a very unfavourable position when compared with those of the other Railways contiguous to theirs: it is impossible to say why this should be so, as the work and responsibility, and also length of service of the Madras

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showing that on four lines out of five, the Chief Auditor is at least placed on an equality with other heads of departments, while on two of them he receives more than some of the others.

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Do. (First Assistant) Auditor	700	1,200	1,100	1,200

12. I trust under these circumstances, you will feel justified in transmitting the cases to the Board with a favourable recommendation in support thereof, for which both Mr. Wake and myself will be greatly obliged.

MEMORANDUM.

As the reason assigned by the Government of Madras for their refusal to recommend for the sanction of the Government of India the increases of pay approved of by the Board of Directors of the Madras Railway for the Chief and First Assistant Auditors is merely that they were only appointed in March 1893 and that the Chief Auditor had received increases, it is very difficult to know what further reasons to urge why the increases sanctioned by the Board should no longer be deferred, but it seems desirable to point out that owing to the first three paragraphs of the Chief Auditor's letter to the Agent and Manager of the 4th December 1895 having been omitted from the correspondence recorded in the Government Order (and which were presumably not forwarded), His Excellency the Governor in Council has been misled as to the supposed increases.

Firstly it may be pointed out that the Government of India in 1889 declined to sanction incremental salaries for the Audit officials (although it is difficult to see why they alone of almost all Railway officials in India should be selected for such adverse ruling) and they finally fixed the pay of the Chief and First Assistant Auditors at Rs. 1,200 and Rs. 700, respectively: had fixed salaries not been ordered, the maximum in each case would have necessarily been much higher!

The First Assistant Auditor received his Rs. 700 from the date of appointment in March 1893 and has consequently received no increase whatever for four years: the Chief Auditor however did not arrive at his Rs. 1,200 until March 1895, but having in the first two years received Rs. 3,600 less than the pay fixed by the Government of India, it is scarcely fair to say that he has been receiving increases when at last he attains to the fixed Rs. 1,200.

The Chief Auditor is not complaining of the reduction of the fixed rate on his first appointment, but he does think it is extremely hard that this reduction, by which he is Rs. 3,600 out of pocket, should be made the reason for refusing the increase when sanctioned and approved by the Board.

From the above statements it is therefore quite clear that, from a Government of India point of view, neither the Chief nor the First Assistant Auditor has received the smallest increase since their first appointment four years ago.

The Audit officers of the Madras Railway are placed in a very unfavourable position when compared with those of the other Railways contiguous to theirs: it is impossible to say why this should be so, as the work and responsibility, and also length of service of the Madras

Railway officers are far ahead of those of the South Indian and Southern Mahratta Railways. From the following figures it will be seen that the pay is in *inverse* ratio to the work performed, i.e., the hardest worked gets the least pay:—

Date of joining the service.		Auditor's pay.	Revenue 1895.
		RS.	RS.
1878 ...	Madras Railway ...	1,200	1,12,08,407
1893 ...	South Indian Railway ...	1,300	89,14,947
1897 ...	Southern Mahratta Railway ...	1,775	
	latest sanction to 30-6-1897.		64,68,011

In length of service the same rule is in force, the latest appointed officer draws the highest pay, while the Madras Railway Auditor with 19 years' service draws the lowest!

It has previously been explained in the Auditor's letter of December 1895 that in 1886 when the Madras Railway revenue was only Rs. 79,66,000, the pay of the Chief Auditor was Rs. 1,364 per mensem, while at the present time with a revenue of about Rs. 1,12,00,000 (an increase of 40 per cent.) the pay is only Rs. 1,200, a decrease of over 12 per cent.

It has also been pointed out that at the present time, not only is the ordinary work over 40 per cent. more than in 1886, but that there has been an immense amount of entirely new work thrown upon the Audit Office, since the present Chief Auditor was appointed in March 1893, for which the official staff receive no remuneration whatever: the opening of the Kolar Gold Fields and Madras-Ennūr Railways, the transfer of the Engineers' Accounts and Ticket Printing office, the preparation of new and continuously increasing statistics for the Board and Government, the supervision of rail-borne traffic details, and the very great amount of work done by the Audit office since 1893 in connection with the reduction of the amount of capital locked up in stores, may be mentioned as some only of the recent additions to the Audit office work, none of which were foreseen when the present scale of pay was fixed in 1889.

There has been more than work enough for an additional Assistant performed in connection with the reduction of stores balances alone and the result of the Audit office supervision is that the capital locked up in new stores has been reduced from over 26 lakhs in 1893 to 20½ lakhs on 30th April 1896, a reduction of 5½ lakhs.

The Chief Auditor's report on this question, dated 29th June 1896, goes fully into the subject; and not only has the Government of India called for copies of this report, but it has had to be reprinted to comply with requests for further copies for Government.

The following figures show how the Audit officials on the Madras Railway and Southern Mahratta Railway compare:—

Revenue 1895.	Madras Railway. Rs. 1,12,08,407.	Southern Mahratta Railway. Rs. 64,68,011.
Chief Auditor's present fixed pay ...	RS. 1,200	Present maximum ... RS. 1,775
1st Assistant Auditor do. ...	700	Do. ... 800
2nd do. do. ...	550	Do. ... 815
3rd do. do. ...	400	Do. ... 500
4th do. do. ...	400	Do. ... 400
Total ...	3,250	Total ... 4,200

or 73 per cent. more work and 24½ per cent. less pay for the Madras Railway Company officers. To pay the Madras Railway Audit "Officers" in the same proportion to their work as those of the Southern Mahratta Railway, the sum of Rs. 2,500 per month would have to be added to their pay! The Chief Auditor would draw Rs. 2,378 and the First Assistant about Rs. 1,100 per mensem.

The whole Audit office on the Madras Railway is worked on the most economical principles and it performs over 70 per cent. more work than the Southern Mahratta Railway Audit office for 3 per cent. less money: the following figures show the cost of the Madras Railway Audit office now and 10 years ago—

Half-year to 30th June 1886	Total cost.	Percentage on net earnings.
Do. 1896	RS.	[PER CENT.]
...	72,866	1.860
...	73,629	1.817

that is, in the last 10 years, revenue alone has increased the work by 15½ lakhs of rupees (leaving out of consideration all the rest of the *new* work detailed above), while the cost of the Audit office has increased merely by Rs. 127 per mensem or about 1 per cent; this is in clerks only.

Attached hereto is a copy of the Chief Auditor's original letter of 4th December 1895, which gives details of comparison between the pay of Chief and Deputy Auditors on several Railways and also between the pay of Audit and other departmental officials on various Railways in India.

MADRAS,
1st March 1897.

(Signed) FRED. DUNSTERVILLE,
Chief Auditor.

EXTRACT from Madras Railway Agent's letter to Board, dated 18th March 1897, No. 2299.

13. *As to salary of Chief and First Assistant Auditor.*—With reference to paragraph 9 of my letter, No. 2275, I beg to invite the Board's further consideration of G.O., No. 740 R. of 3rd September 1896, in which the Government of India declined to sanction the increases to the salaries of the Chief and First Assistant Auditors which had been approved by the Board. In their letter, No. 945, the Board expressed their regret that the sanction of Government to these increases which had been so strongly recommended by their Agent and Manager and sanctioned by the Directors, should have been withheld.

It is more than 12 months now since the application was submitted, and it would appear to be very desirable to bring forward the question again with a view to induce the Government to reconsider the subject in the light of the further arguments advanced in support of these increases in the enclosed copy of a memorandum, dated 1st March 1897, received from the Chief Auditor.

The cases of Messrs. Dunsterville and Wake were clearly represented in the Chief Auditor's original letter of 4th December 1895, a copy of which was forwarded to the Board with my No. 2233, but an extract only of which was embodied in the Government Order referred to above. In the memorandum now submitted, the Chief Auditor points out that the omission in the Government Order of paragraphs Nos. 1, 2 and 3 of his original letter may possibly have led to the reasons for the proposed increases not having been fully understood by the Government of Madras when the proposals did not receive their support.

It is urged that, although the Government of India in 1889 fixed the pay of the Chief and First Assistant Auditors at Rs. 1,200 and Rs. 700, respectively, Mr. Dunsterville did not draw Rs. 1,200 until two years after he had been appointed to the former post and therefore cannot be considered as having received any increase over and above this figure; but on the contrary he was subjected to a loss for the period until he attained to the fixed salary of Rs. 1,200. Mr. Wake was appointed in 1893 as First Assistant Auditor on Rs. 700, so that it is evident that neither of these officers has received any increase since their appointment four years ago.

The Board's attention is further invited to the fact that the officers of the Audit department on the Madras Railway are very unfavourably placed in regard to salary when compared with the position of those on contiguous lines. On the South Indian Railway, with a revenue of Rs. 89,14,947, the Chief Auditor draws Rs. 1,300 per mensem; on the Southern Mahratta Railway, with a revenue of Rs. 64,68,011, the Chief Auditor draws Rs. 1,775; whereas on an old established line, as the Madras Railway is, with a revenue of Rs. 1,12,08,407, the same officer, with a service of 18½ years, draws Rs. 1,200 only.

On the Madras Railway, moreover, the Audit department has to deal, not only with the accounts of the Company's own system, but also with those of the Kolar Gold Fields Railway, and the Madras-Ennūr Section of the Bezwada-Madras State Railway, the Capital and Revenue Accounts of both of which have to be prepared in entirely separate forms, and this alone materially enhances the work of the department. In addition to this, the transfer to the Audit office of the Engineers' Accounts, the Ticket Printing office, as well as the work in connection with the reduction of capital locked up in stores have enormously increased the duties of the Audit office in recent years.

The comparative figures given in the Chief Auditor's memorandum further show conclusively that the Audit department on the Madras Railway is worked with far more economy—when viewed as percentage on net earnings—than on the Southern Mahratta Railway, and this very important point deserves special consideration.

It is hoped that the figures now furnished in the Chief Auditor's memorandum will convince the Government that the present salaries of the Chief and First Assistant Auditors are wholly incommensurate with the responsible duties devolving on these officers, and it is respectfully submitted that they are unquestionably underpaid. Messrs. Dunsterville and Wake are two of the most competent officers on the Company's Indian Staff, and the administration of the Audit department under their control cannot be spoken of except in the highest terms. Mr. Wake acted as Chief Auditor from 5th May 1894 to 3rd October 1895 during Mr. Dunsterville's absence on furlough.

It is presumed that had the Government of Madras had the above particulars and figures clearly submitted before them, they would not have refrained from according their support to the proposed increases. It is, however, hoped that, in the representation of the case now made, and in the light of the additional information now furnished, both the Government of Madras and the Government of India will be induced to reconsider their decision and accord their sanction to a proposal which has received the full approbation of the Board.

In these circumstances, I request that the Board will be so good as to authorise me to re-submit the subject for the consideration of Government, and their early instructions will be awaited to enable me to do so without loss of time.

EXTRACT from a letter from the Secretary, dated 7th May 1897, No. 953.

9. *Salaries of Chief Auditor and First Assistant.*—The Board have further considered the question of the salary of the Chief Auditor and of the First Assistant Auditor, referred to in paragraph 13 of No. 2299, together with the memorandum by the Chief Auditor, dated 1st March 1897, submitted herewith, and they have no hesitation in authorizing you to address the Government again on behalf of these officers. The subject is so well put in your letter under acknowledgment that the Board have nothing to add to what they said on a former occasion, in their letter, No. 934, dated 27th March 1896. They trust that, on reconsideration, both the Government of Madras and that of India will be induced to accord their sanction to the increase recommended in the salaries of the above officers, viz., in the case of Mr. Dunsterville, Chief Auditor, to a maximum of Rs. 1,500, by annual increments of Rs. 75, and as regards Mr. Wako, First Assistant, to a maximum of Rs. 900, by annual increments of Rs. 50, with effect in each case from the 1st July 1897. I am desired to add that the Board find that the maximum salary of the Auditor of the Southern Mahratta Railway is Rs. 1,500, not Rs. 1,775, as supposed by Mr. Dunsterville.

From the Officiating Deputy Secretary to the Government of India, Public Works Department (Account—Establishment), to the Officiating Joint Secretary to the Government of Madras, Public Works Department (Railway Branch), dated Simla, the 3rd August 1897, No. 218 A.E.

I am directed to acknowledge the receipt of your letter, No. 407 R., dated the 16th June last, forwarding, with the recommendation of the Government of Madras, a copy of letter and connected correspondence from the Agent and Manager of the Madras Railway in which it again asked that the pay of the Chief and First Assistant Auditors be increased from Rs. 1,200 and 700 to Rs. 1,500 and 900 per mensem by annual increments of Rs. 75 and 50, respectively.

2. In reply, I am to state that, under the circumstances now represented, the Government of India are pleased to sanction the proposal with effect from the 1st July 1897, but I am at the same time to express a hope that every effort will be made to exercise economy in the Audit branch of the Railway, the expenditure on which is in the opinion of the Government of India somewhat high at present. It is considered that the existing establishment should be quite capable of dealing with increased earnings and capital expenditure when extensions are under construction without any further expansion.

ORDER—No. 563 R., dated 16th August 1897.

Communicated to the Agent and Manager, Madras Railway, for information with reference to G.O., No. 740 R., dated 3rd September 1896.

(True Extract.)

Under Secy. to Govt.,
Railway Branch.

To the Agent and Manager, Madras Railway.
„ Examiner, Guaranteed Railway Accounts.

MADRAS RAILWAY COMPANY,

CHIEF AUDITOR'S OFFICE,

MADRAS, 4th December 1895.

THE AGENT AND MANAGER.

DEAR SIR,

1. In consequence of your approaching departure on furlough, from which I understand you will not return until the middle of 1897, I take the present opportunity of writing you on the subject of the salaries of myself and my First Assistant.

2. According to the scheme approved by the Board in 1887, the Chief Auditor's salary was fixed at Rs. 1,000 to 1,300 and that of the Deputy (now first Assistant) Auditor at Rs. 650 to 800 per mensem. The Government of India, however, took exception to these salaries being incremental and they were therefore fixed and sanctioned at Rs. 1,200 and Rs. 700 respectively.

3. The salary of the First Assistant Auditor from the commencement has been Rs. 700, but on my appointment in March 1893 as Chief Auditor, the Board were pleased to direct a return to the system of incremental salaries and I accordingly received a commencing salary of Rs. 1,000 rising to Rs. 1,200 by yearly increments of Rs. 100.

4. I need scarcely say much on the subject of the largely increased amount of work done in all parts of the Audit office since I assumed charge thereof, nor of the largely increased responsibility that devolves upon myself and the First Assistant, as most of the details have come before your notice in other ways. The increases are specially in the amount of revenue to be audited, the additional work in the way of statistics of all kinds, much extra work on account of revision of stores accounts and in connection with stores balances, inspection and audit of up-country divisional and station accounts of the Engineering, Locomotive and Traffic departments, and the taking over of the Chief Engineer's accounts, &c., &c. The general system of accounts has been largely revised, the result being the prompter furnishing of all the Company's accounts, both monthly and half-yearly.

5. As compared with other Railways, I may ask your attention to the following figures:—

Railway.	Pay of Chief Auditor.	Revenue.
	RS.	RS.
Madras Railway	(1886) 1,364	(1886) 79,66,098
Do.	(1895) 1,200	(1894) 1,03,21,012
Southern Mahratta Railway	(1895) 1,500	(1894) 79,87,417
South Indian Railway	(1895) 1,300	(1894) 82,10,019
Great Indian Peninsula Railway	(1895) 1,800	
Bombay-Baroda and Central India Railway	(1895) 1,800	
East Indian Railway	(1895) 2,000	

6. Further, in comparison with the heads of other departments, the rates of pay are:—

Department.	Madras.	Great Indian Peninsula.	Bombay- Baroda and Central India.	East Indian.	South Indian.	Southern Mahratta.
	RS.	RS.	RS.	RS.	RS.	RS.
Chief Engineer	1,800	2,000	1,800	2,000	1,600	1,600
Locomotive Superintendent	1,636	1,800	1,600	1,800	1,500	1,500
Traffic Manager	1,500	{ P. A. 200 }	1,800	1,800	1,500	1,500
Chief Auditor	1,200	1,800	1,800	2,000	1,300	1,500

showing that on four lines out of five, the Chief Auditor is at least placed on an equality with other heads of departments, while on two of them he receives more than some of the others.

7. So far as I personally am concerned, I leave the case entirely in your hands.

8. As regards my First Assistant, I beg most strongly to recommend Mr. Wake for your support; he has been continuously in the department since his first arrival in November 1884, and his services have been highly appreciated by former Chief Auditors and myself: he has not only proved himself in every way to be a most competent Assistant Auditor, but his able conduct of the department, while acting as Chief Auditor during my recent 17 months' leave, shows that the work and responsibility of the higher appointment are well within his powers. I may further point out that, had his services not been considered indispensable in the Audit office, he might probably before this have secured another appointment in another department on considerably higher pay.

9. The salary of the First Assistant (or Deputy) Auditor does not compare favourably with those of the other departmental Deputies. In the Traffic Department, the Deputy draws Rs. 850 to Rs. 1,000, in the Locomotive Department from Rs. 700 to Rs. 900, while in the Engineering Department the Deputy drew Rs. 1,164, and since the abolition of that post the Personal Assistant to the Chief Engineer (a second-class Engineer, fifth in seniority in the department) draws Rs. 900.

10. On the East Indian Railway, the Deputy Auditor draws Rs. 1,200, on the Great Indian Peninsula Railway, Rs. 1,200, and on the Bombay-Baroda and Central India Railway, Rs. 1,100 a month. On the last-named line the Third Assistant draws Rs. 800.

11. The following figures show comparison of the First Assistant Auditor's position with that of other Deputies or First Assistants of other departments on the Railways referred to:—

Maximum pay on various Railways of the second man in each Department.

	Madras Railway.	East Indian Railway.	Bombay- Baroda and Central India Railway.	Great Indian Peninsula Railway.
	RS.	RS.	RS.	RS.
Deputy (Personal Assistant) Chief Engineer	900	1,000	1,200	1,000
Do. Locomotive Superintendent	700 to 900	1,000	1,000	900
Do. Traffic Manager	850 to 1,000	1,200	1,200	1,200
Do. (First Assistant) Auditor	700	1,200	1,100	1,200

12. I trust under these circumstances, you will feel justified in transmitting the cases to the Board with a favourable recommendation in support thereof, for which both Mr. Wako and myself will be greatly obliged.

Yours faithfully,

(Signed) F. DUNSTERVILLE,
Chief Auditor,
Madras Railway Company.

MEMORANDUM.

As the reason assigned by the Government of Madras for their refusal to recommend for the sanction of the Government of India the increases of pay approved of by the Board of Directors of the Madras Railway for the Chief and First Assistant Auditors is merely that they were only appointed in March 1893 and that the Chief Auditor had received increases, it is very difficult to know what further reasons to urge why the increases sanctioned by the Board should no longer be deferred, but it seems desirable to point out that owing to the first three paragraphs of the Chief Auditor's letter to the Agent and Manager of the 4th December 1895 having been omitted from the correspondence recorded in the G. O., (and which were presumably not forwarded), His Excellency the Governor in Council has been misled as to the supposed increases.

Firstly it may be pointed out that the Government of India in 1889 declined to sanction incremental salaries for the Audit Officials (although it is difficult to see why they alone of almost all Railway Officials in India should be selected for such adverse ruling) and they finally fixed the pay of the Chief and First Assistant Auditors at Rs. 1,200 and Rs. 700 respectively: had fixed salaries not been ordered, the maximum in each case would have necessarily been much higher!

The First Assistant Auditor received his Rs. 700 from the date of appointment in March 1893 and has consequently received no increase whatever for 4 years: the Chief Auditor however did not arrive at his Rs. 1,200 until March 1895, but having in the first two years received Rs. 3,600 less than the pay fixed by the Government of India, it is scarcely fair to say that he has been receiving increases when at last he attains to the fixed Rs. 1,200.

The Chief Auditor is not complaining of the reduction of the fixed rate on his first appointment, but he does think it is extremely hard that this reduction, by which he is Rs. 3,600 out of pocket, should be made the reason for refusing the increase when sanctioned and approved by the Board.

From the above statements it is therefore quite clear that, from a Government of India point of view, neither the Chief nor the First Assistant Auditor has received the smallest increase since their first appointment four years ago.

The Audit Officers of the Madras Railway are placed in a very unfavourable position when compared with those of the other Railways contiguous to theirs: it is impossible to say why this should be so, as the work and responsibility, and also length of service of the Madras Railway Officers are far ahead of those of the South Indian and Southern Mahratta Railways. From the following figures it will be seen that the pay is in *inverse* ratio to the work performed, i.e., the hardest worked gets the least pay:—

Date of joining the service.		Auditor's pay.	Revenue 1895.
1878...	... Madras Railway	...Rs. 1,200	... Rs. 1,12,08,407
1893...	... South Indian Railway	... " 1,300	... " 89,14,947
1897...	... Southern Mahratta Ry...	... " 1,775	... " 64,68,011
		latest sanction to 30-6-97.	

In length of service the same rule is in force, the latest appointed Officer draws the highest pay, while the Madras Railway Auditor with 19 years' service draws the lowest!

It has previously been explained in the Auditor's letter of December 1895 that in 1886 when the Madras Railway Revenue was only Rs. 79,66,000, the pay of the Chief Auditor was Rs. 1,364 per mensem, while at the present time with a Revenue of about Rs. 1,12,00,000 (an increase of 40 per cent.) the pay is only Rs. 1,200, a decrease of over 12 per cent.

It has also been pointed out that at the present time, not only is the ordinary work over 40 per cent. more than in 1886, but that there has been an immense amount of entirely new work thrown upon the Audit Office, since the present Chief Auditor was appointed in March 1893, for which the official staff receive no remuneration whatever: the opening of

the Kolar Gold Fields and Madras-Ennur Railways, the transfer of the Engineers' Accounts and Ticket Printing Office, the preparation of new and continuously increasing statistics for the Board and Government, the supervision of Rail-borne traffic details, and the very great amount of work done by the Audit Office since 1893 in connection with the reduction of the amount of Capital locked up in stores, may be mentioned as some only of the recent additions to the Audit Office work, none of which were foreseen when the present scale of pay was fixed in 1889.

There has been more than work enough for an additional Assistant performed in connection with the reduction of stores balances alone and the result of the Audit Office supervision is that the Capital locked up in new stores has been reduced from over 26 lacs in 1893 to 20½ lacs on 30th April 1896, a reduction of 5½ lacs.

The Chief Auditor's report on this question, dated 29th June 1896, goes fully into the subject; and not only has the Government of India called for copies of this report, but it has had to be reprinted to comply with requests for further copies for Government.

The following figures show how the Audit Officials on the Madras Railway and Southern Mahratta Railway compare:—

Madras Railway.		Southern Mahratta Railway.	
Revenue 1895.		Rs. 64,68,011	
Rs.		Rs.	
Chief Auditor's present fixed pay.	1,200	Present maximum	1,775
1st Asstt. Auditor	700	Do.	800
2nd "	550	Do.	815
3rd "	400	Do.	500
4th "	400	Do.	400
	Rs. 3,250		Rs. 4,290

or 73 per cent. more work and 24½ per cent. less pay for the M. R. C. Officers.

To pay the Madras Railway Audit "Officers" in the same proportion to their work as those of the Southern Mahratta Railway, the sum of Rs. 2,500 per month would have to be added to their pay! The Chief Auditor would draw Rs. 2,378 and the First Assistant about Rs. 1,100 per mensem.

The whole Audit Office on the Madras Railway is worked on the most economical principles and it performs over 70 per cent. more work than the Southern Mahratta Railway Audit Office for 3 per cent. less money: the following figures show the cost of the Madras Railway Audit Office now and 10 years ago—

	Total Cost.	Percentage on net Earnings.
Half-year to 30th June 1886	Rs. 72,866	1·860 per cent.
Do. 1896	Rs. 73,629	1·347 "

that is, in the last 10 years, Revenue alone has increased the work by 15½ lacs of rupees, (leaving out of consideration all the rest of the new work detailed above) while the cost of the Audit Office has increased merely by Rs. 127 per mensem or about 1 per cent.; this is in Clerks only.

Attached hereto is a copy of the Chief Auditor's original letter of 4th December 1895, which gives details of comparison between the pay of Chief and Deputy Auditors on several Railways and also between the pay of Audit and other departmental Officials on various Railways in India.

(Signed) FRED. DUNSTERVILLE,

Chief Auditor.

MADRAS,
1st March 1897.

A

Mr. Barefoot's retirement.

As to salary of Chief and 1st Assistant Auditor.

Madras Railway Agent's letter to Board
No. 2299 of 18.3.97.

12. Adverting to para. 2 of your letter, No. 943, I beg to forward herewith copy of a letter from the Locomotive Superintendent, dated the 2nd instant, with enclosures, relative to the retirement from the Company's service of Locomotive Foreman William Barefoot. The circumstances under which Mr. Barefoot is necessitated to retire are fully set forth in the correspondence, and I invite the attention of the Board to the highly appreciative terms in which Mr. Phipps speaks of the valuable services rendered to the Company by Mr. Barefoot during a long period of 35 years. In the event of the Board deciding to accept his resignation, I would recommend, for the favourable consideration of the Board, the grant to him of a gratuity of 12 months' pay, and shall be glad to receive their approval to it in due course. I enclose for their information, a memorandum showing Mr. Barefoot's subscriptions to the Provident Institution and the amount contributed from Revenue.

13. With reference to para. 9 of my letter No. 2275, I beg to invite the Board's further consideration of G. O., No. 740 R., of 3rd September 1896, in which the Government of India declined to sanction the increases to the salaries of the Chief and First Assistant Auditors which had been approved by the Board. In their letter, No. 945, the Board expressed their regret that the sanction of Government to these increases which had been so strongly recommended by their Agent and Manager and sanctioned by the Directors, should have been withheld.

It is more than 12 months now since the application was submitted, and it would appear to be very desirable to bring forward the question again with a view to induce the Government to reconsider the subject in the light of the further arguments advanced in support of these increases in the enclosed copy of a memorandum, dated 1st March 1897, received from the Chief Auditor.

The cases of Messrs. Dunsterville and Wake were clearly represented in the Chief Auditor's original letter of 4th December 1895, a copy of which was forwarded to the Board with my No. 2233, but an extract only of which was embodied in the G. O. referred to above. In the memorandum now submitted, the Chief Auditor points out that the omission in the G. O. of paras. Nos. 1, 2 and 3 of his original letter may possibly have led to the reasons for the proposed increases not having been fully understood by the Government of Madras when the proposals did not receive their support.

It is urged that, although the Government of India in 1889 fixed the pay of the Chief and First Assistant Auditors at Rs. 1,200 and Rs. 700, respectively, Mr. Dunsterville did not draw Rs. 1,200 until two years after he had been appointed to the former post and therefore cannot be considered as having received any increase over and above this figure; but on the contrary he was subjected to a loss for the period until he attained to the fixed salary of Rs. 1,200. Mr. Wake was appointed in 1893 as First Assistant Auditor on Rs. 700, so that it is evident that neither of these officers has received any increase since their appointment four years ago.

The Board's attention is further invited to the fact that the officers of the Audit Department on the Madras Railway are very unfavourably placed in regard to salary when compared with the position of those on contiguous lines. On the South Indian Railway, with a revenue of Rs. 89,14,947, the Chief Auditor draws Rs. 1,300 per mensem; on the Southern Mahratta Railway, with a revenue of Rs. 64,68,011, the Chief Auditor draws Rs. 1,775; whereas on an old established line, as the Madras Railway is, with a revenue of Rs. 112,08,497, the same officer, with a service of 18½ years, draws Rs. 1,200 only.

On the Madras Railway, moreover, the Audit Department has to deal, not only with the accounts of the Company's own system, but also with those of the Kolar Gold Fields Railway, and the Madras-Ennur section of the Bezwada-Madras State Railway, the Capital and Revenue Accounts of both of which have to be prepared in entirely separate forms, and this alone materially enhances the work of the Department. In addition to this, the transfer to the Audit Office of the Engineers' accounts, the Ticket-printing office, as well as the work in connection with the reduction of Capital locked up in stores have enormously increased the duties of the Audit office in recent years.

The comparative figures given in the Chief Auditor's memorandum further show conclusively that the Audit Department on the Madras Railway is worked with far more economy—when viewed as percentage on net earnings—than on the Southern Mahratta Railway, and this very important point deserves special consideration.

It is hoped that the figures now furnished in the Chief Auditor's memorandum will convince the Government that the present salaries of the Chief and First Assistant Auditors are wholly incommensurate with the responsible duties devolving on these officers, and it is respectfully submitted that they are unquestionably underpaid. Messrs. Dunsterville and Wake are two of the most competent officers on the Company's Indian Staff, and the administration of the Audit Department under their control cannot be spoken of except in the highest terms. Mr. Wake acted as Chief Auditor from 5th May 1894 to 3rd October 1895 during Mr. Dunsterville's absence on furlough.

It is presumed that had the Government of Madras had the above particulars and figures clearly submitted before them, they would not have refrained from according their support to the proposed increases. It is, however, hoped that, in the representation of the case now made, and in the light of the additional information now furnished, both the Government of Madras and the Government of India will be induced to reconsider their decision and accord their sanction to a proposal which has received the full approbation of the Board.

In these circumstances, I request that the Board will be so good as to authorise me to re-submit the subject for the consideration of Government, and their early instructions will be awaited to enable me to do so without loss of time.

14. Government Orders and Correspondence with the Consulting Engineer.

G.O. No. and Date.	Letter No. and Date.	Subject.	Previous reference, if any.
		TO THE CONSULTING ENGINEER.	
	199 4-3-97.	Forwarding for countersignature Indent No. 798 for cement-testing machine required by the Engineering Department.	
		The Consulting Engineer with his letter, No. 912, of 9th instant, returned the indent duly countersigned.	
	209 6-3-97.	Forwarding for countersignature Indent No. 800 for a fifty-feet engine turntable required by the Engineering Department.	
		The Consulting Engineer with his letter, No. 915, dated the 11th instant, returned the indent duly countersigned.	

I have the honour to be,

Sir,

Your most obedient servant,

HENRY C. WEST,

Ag. Agent and Manager.

Extract from letter from the Secretary, no. 953 of 7-5-97-

The Board have further considered the question of the salaries of the Chief Auditor and the First Assistant Auditor, referred to in item 13 of the report of the Chief Auditor, dated 1st March 1897, and have decided to grant an increase of Rs. 1,200 to the Chief Auditor and Rs. 700 to the First Assistant Auditor, with effect from 1st January 1898. The Board have also decided to grant an increase of Rs. 1,200 to the Chief Auditor and Rs. 700 to the First Assistant Auditor, with effect from 1st January 1898. The Board have also decided to grant an increase of Rs. 1,200 to the Chief Auditor and Rs. 700 to the First Assistant Auditor, with effect from 1st January 1898.

(One extract)

Henry C. West.

Ag. Agent and Manager.

2. I beg to enclose a complete copy of the Chief Auditor's Memorandum of the 4th December 1895 (only extracts of which appear to have been forwarded previously) also copy of a further Memorandum by the Chief Auditor, dated 1st March 1897, in which additional arguments are advanced in support of the increases applied for. All the figures quoted in these Memoranda are obtained from the Government printed statements.

3. It is urged that although the Government of India in 1889 fixed the pay of the Chief and First Assistant Auditors at Rs. 1,200 and Rs. 700, respectively, Mr. Dunsterville did not draw Rs 1,200 until two years after he had been appointed to the former post, and therefore cannot be considered as having received any increase over and above this

Eng. No. 2 TO E. E. No. 2462 of 1397
LET. NO. 526 of 2.6.97
FROM *Am*

5,000-15-3-88
MADRAS RAILWAY.
From The Agent and Manager
To The Consulting Engineer
for Railways.
188
No.
Dated
Recd.

in these circumstances, I request that the Board will be so good as to authorise me to re-submit the subject for the consideration of Government, and their early instructions will be awaited to enable me to do so without loss of time.

14. Government Orders and Correspondence with the Consulting Engineer.

G.O. No. and Date.	Letter No. and Date.	Subject.	Previous reference, if any.
		TO THE CONSULTING ENGINEER.	
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		The Consulting Engineer with his letter, No. 912, of 9th instant, returned the indent duly countersigned.	
	209 6-3-97.	Forwarding for countersignature Indent No. 800 for a fifty-feet engine turntable required by the Engineering Department.	
		The Consulting Engineer with his letter, No. 915, dated the 11th instant, returned the indent duly countersigned.	

I have the honour to be,
Sir,
Your most obedient servant,
HENRY C. WEST,
Ag. Agent and Manager.

(No. III.)
No. 8867.
526 MADRAS RAILWAY.
AGENT AND MANAGER'S OFFICE,
MADRAS, 2nd June, 1897.
5,000-15-3-88.
SERIAL
No. 17

From
To
Ag.
The Agent and Manager,
M. R. Co.,
The Consulting Engineer for Railways.
MADRAS.

With reference to G. O. No. 740 R. of the 3rd September last in which the Government declined to sanction the increases to the salaries of the Chief and First Assistant Auditor which had been approved by the Board of Directors, I have the honor under the instruction of my Board to resubmit the application for the sanction of the Government.

2. I beg to enclose a complete copy of the Chief Auditor's Memorandum of the 4th December 1895 (only extracts of which appear to have been forwarded previously) also copy of a further Memorandum by the Chief Auditor, dated 1st March 1897, in which additional arguments are advanced in support of the increases applied for. All the figures quoted in these Memoranda are obtained from the Government printed statements.

3. It is urged that although the Government of India in 1889 fixed the pay of the Chief and First Assistant Auditors at Rs. 1,200 and Rs. 700, respectively, Mr. Dunsterville did not draw Rs 1,200 until two years after he had been appointed to the former post, and therefore cannot be considered as having received any increase over and above this

figure; but on the contrary he was subjected to a loss for the period until he attained to the fixed salary of Rs. 1,200. Mr. Wake was appointed in 1893 as First Assistant Auditor on Rs 700, so that it is evident that neither of these officers has received any increase since their appointment four years ago.

Messrs Dunsterville & Wake have already been further sufferers by the delay which has occurred in obtaining sanction to these increases; even if sanction be accorded from 1st July 1897 the former officer will have forfeited Rupees 3600, and the latter Rupees 2400, and this, it is urged, is a very severe hardship.

4. Attention is further invited to the fact that the officers of the Audit department on the Madras Railway are very unfavourably placed in regard to salary when compared with the position of those on contiguous lines. On the South Indian Railway, with a Revenue of Rs. 89,14,947, the Chief Auditor's maximum is Rupees. 1,300 per mensem; on the Southern Mahratta Railway, with a revenue of Rupees. 64,68,011, the Chief Auditor's maximum is Rupees 1500 (plus Rs. 275 pension allowance); whereas on an old established line, as the Madras Railway is, with a revenue of Rs. 112,08,407, the same officer, with a service of nearly 19 years, draws Rs. 1,200 only.

5. I would also point out that since 1889 when the Government fixed the salary of the Chief Auditor at Rs. 1200, and more especially since March 1893 when Mr. Dunsterville was appointed to that office, the work of the Audit Department has greatly increased.

MADRAS RAILWAY.

From

The Agent and Manager,

M. R. Co.,

To

The Consulting Engineer
for Railways.

Dated

188

Recd.

No.

8. In conclusion attention is specially invited to the very favorable condition of the traffic receipts of the Madras Railway the present time. Up to 31st May these are as follows for the last years :-

1895 -	Rs. 46,93,000
1896 -	Rs. 45,47,400
1897 -	Rs. 47,81,900

from which it will be observed that there is an improvement of near a lakh in excess of the receipts of 1895 when surplus profits of over one lakh were declared; it may therefore be fairly presumed that the current half year will show surplus profits of 2 lakhs approximately. On the Kolar Gold Fields Railway and the Ennur Section of the Bezwada Madras Railway the receipts are 50 per cent more than in 1896, and these increased earnings throughout the system must of necessity materially enhance the work in the Audit Office.

9. It is presumed that, had the Government of Madras been in possession of the figures and additional information now submitted, they would not have refrained from according their support to the proposed increases, and it is hoped that, in the representation of the case now made, both the Government of Madras and the Government of India will be induced to reconsider their decision, and accord their sanction to a proposal which has received the full approbation of the Board.

10. I beg to forward herewith extract para No. 9 from the Board's letter No. 953 dated 7th May 1897 in which they authorise me to resub-

(No. 12.)

5,000-14-11-85.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

188

Recd.

No.

mit the application for the favourable consideration of the
Government.

I have the honor to be,

Sir,

Your most Obedient Servant,

Georg C. Wrenth

Ag. Agent and Manager..

*Encl
2
M.P.*

(No. 12)

5,000-14-11-83.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

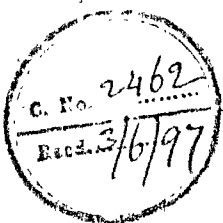
for Railways.

Dated

188

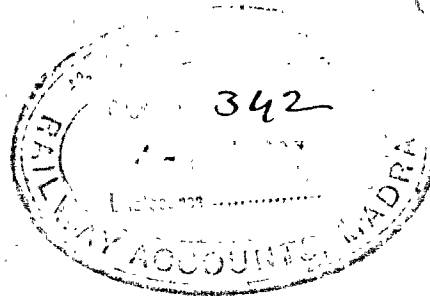
Recd.

No.



(No. 12) 5,000-11-11-85.
MADRAS RAILWAY.
From
The Agent and Manager.
To
The Consulting Engineer
for Railways.
Dated 188
Recd. No.

Form No. 21.
500-7-1-97.



OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 3² June 1897.

No. 1874.

OFFICE NOTE.

Letter from the Agent, *Manager Madras* Railway, No. *8867*
dated 2² June 1897, forwarded to the Examiner of Railway
Accounts *for remarks.*

[Signature]
for E. R.

EXAMINER'S REPLY.

E. R.

This is an application made to Govt, with the Board's approval
for a reconsideration of the refusal communicated under G.O. No. 740 R
of 3.9.96 to grant increases to the salaries of the Chief & First Assistant
Inspectors of the Madras Ry.

The application may be submitted for orders of the Govt of India, if
the Govt Govt considers that the additional reasons put forward by the Co.
warrant a reconsideration of the case.

I can add nothing especially to the representation given in my previous
note, beyond remarking that in the comparisons made between the
Madras Ry and the S. P. R. & S. M. R., the salaries of worked lines

9.6.97

appears to be omitted from consideration, which makes
the comparison slightly more unfavorable to the two
other lines than it actually is

W. Allen

C.R. 5/6/97

Mr
It is not our fault that our extracts
of the Auditor's letter were forwarded
the AM. omitted the first three pages
himself. The same may be
submitted to India with the
recommendation

W.A.
11/6/97

Cons: Ingers Current
No 2462

W

H. R. The Governor

W. Allen
11/6/97

I do not suppose the actual merits of the case
have changed much since last year, when
we declined to recommend these increments
of pay. But, the case is now more
fully put before us, and I think it is
shown that these officers of the Andaman
Railway Company are not as well paid
as the men holding similar offices in
the other Andaman Railways. Moreover,
the Board of Directors at home and the
Agent and managers out here strongly
desire the grant. They are the bodies
most concerned, although the
Govt. of India is also interested. On the
other side, I think we may now forward the
case to India, saying that in the light
of the fuller information now furnished,
we withdraw our previous objection

A.S. 10.697

Inclosure of salary applied for. for the
Audit Office of the Andam. Ry. Co.

Your Enclosure's orders on which on G.O.
No. 740 B. dated 3-9-96 was drafted (Flag E)
will be found at Flag E.

The Agent has now just forwarded return
which appears to him and to his Board to be
sufficient to show that Li Ching Auditor and
his first Assistant Auditor deserve an increase
of pay. My own opinion is that, as a general
thing, a man ought to have some hope of
advancement in front of him, or else he will
be continually on the look out for more remunerative
employment elsewhere, and work will suffer.

Financially the matter is no concern of ours
but we are to a considerable extent the guardian
of the Govt. of India's financial interest in the
Andam. Ry. I do not think that we ought to
refuse to send forward this application, ^{suggested} ~~original~~
of the Memorandum and the Board's letter which
accompany it. Personally I think that we with
the status, experience, and responsibility of the
Audit Office refuse to be shamefully under-
paid. If the standard at which work is the
"India Civil Service" is to be taken as a criterion.

I recommend that we send on to the Govt. of
India this latest application, with a recommendation
that in the light of the representation now made, the
improved salary may be granted.

F.R.S. 11/6/97

Government of Madras.

PUBLIC WORKS DEPARTMENT.
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

S. S. S. S.

Cotacombu 16th June 1897.

SIR,

I am directed to send a printed copy of the correspondence relating with your No. 177-A-E dated the 31st July 1896. upon the subject of

certain proposals for an improvement of the pay of the Chief and Joint Assistant, Auditors of the R. W. 2. - In forwarding the report proposed a year ago the Government did not see its way to supporting them in the light of the information which was then at its disposal, and the Govt of India replied by rejecting the proposal in question.

3. - The report has now been forward again, after correspondence with his Board of Directors, and he supports his appeal for improved salaries for the two members of his staff referred to by ^{the} argument ^{contained} in his

18/6/97

letter No. $\frac{8867}{526}$ of June 2nd 97, as in the Chf Auditor's letter
of the 4th Dec. 95. as in the same official letter memorandum
dated the 1st March 97. Copies of these documents, as well as
of the legal correspondence with his Board are herewith appended.

4. These arguments appear to this Government to be
reasonable; and I am desired to say that H.E. the
Governor of Madras is now prepared to recommend that
the increase of salaries approved of in June 9 of the
Board of Directors' letter No. 953. dated 7-5-97 ^{for} may
^{the sanction of} ~~unopposedly~~ the Govt of India.

5. The increase asked for me, for the District
Chf Auditor, from Rs. 1200 of annual increments of Rs 75
to a maximum of Rs 1500; and for the Works & Fort
Assistant Auditor, from Rs 700 of annual increments of
Rs ⁵⁰ ~~75~~ to a maximum of Rs 900.

I have &

F.W.S.

15/6/97

Documents to accompany:

(1) Copy of letter from H.E.

No. 8867 of 2/6/97 with its enclosure

(2) ~~2~~ ⁵²⁶ from same letter to Board No. 2299 of 18-3-97.

Public Works (1897) Department.

CURRENT No. 8049

SERIAL

21

From Government of India

Order

No. 218 A.E

Dated 3rd August 1897.

Received

Registered } 13.8.97

Enclosures

Spare copies

Communicated to M.A.R.

MA 14/8/97

SUBJECT.

Pay of the Chief & First Assistant
Auditors M.R. Co.

Communicating sanction to the ^{with remarks}
being increased from
Rs 1200/- & 700/- to Rs 1500/- and 900/-
per annum with effect from the
1st July 1897.

AR
14/8/97

406

construction without any further expansion.

(L.) Form No. 3.

N. 563. R dated 16/8/97
P.O. DEPARTMENT.
By Branch

I have the honour to be,

Sir,

Your most obedient servant,

Chenicher

Offg: Dy. Secy. to the Govt. of India.

18/8/97

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Letter to the Govt of }
India with enclosure } H.E. No 407 Rg 16 June 1897

Letter from do - - - 218 AE of 3 August 1897

Communicated to
the Agent & Manager Madras
Railway for information
with reference to H.E. No. 740R
of 3rd Sept 1896.

18/8/97
S.R.

Documents accompanying:-

Nil.

The Agent & Manager Madras Railway
for H.E. No. 740R
2-12/97

5
A/-
No 563. R dated 16/8/97.