Government of Madras.

PUBLIC WORKS DEPARTMENT.

(RAILWAY.)

Recd. } 1907. *Enclosures*

Regd. } *Spare copies*

G.O., Nos. 894, 895, 896 Ry., 29th May 1907.

N. P.

Public Works Department (Railway)

Communicating to Railway Administrations Proceedings of the Public Department stating that "The Public Works Department, Railway Branch," will in future be styled —, and directing that a copy of the Proceedings be forwarded to the Government of Bombay, Public Works Department (Railways), and to the Railway Board.

No. 894 Ry., 29th May 1907.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT

(RAILWAY).

Read—the following papers :—

I

G.O., No. 1161 Ry., dated 16th October 1899.

Read—the following paper :—

Order—No. 1032, *Public, dated* 14*th September* 1899.

The Joint Secretary, Public Works Department, Railway Branch, will in future be styled " Secretary to Government, Public Works Department, Railway Branch."

Endorsement—No. 1033, *Public, dated* 14*th September* 1899.

Copy to the Government of India, Public Works Department, for information.

Order—No. 1161 *Ry., dated* 16*th October* 1899.

Recorded.

(True Extract.)

Francis J. E. Spring,
Secretary.

II

G.O., No. 371, Public, dated 16th May 1907.

Read—the following paper :—

G.O., Nos. 1032, 1033, *Public, dated* 14*th September* 1899.

Abstract.—Directing that the Joint Secretary to Government, Public Works Department Railway Branch, be in future styled " Secretary to Government, Public Works Department, Railway Branch."

Order—No. 371, *Public, dated* 16*th May* 1907.

The Public Works Department, Railway Branch, will in future be styled " Public Works Department (Railway)."

(True Extract.)

H. Bradley,
Ag. Chief Secretary.

Order—No. 894 Ry., dated 29th May 1907.

Communicated to Railway Administrations for information.

2. A copy of these Proceedings will be forwarded to the Government of Bombay, Public Works Department (Railways), and to the Railway Board.

[Here enter Nos. 895, 896 Ry., dated 29th May 1907.]

(True Extract.)

G. A. Anderson,
Secretary to Government.

To the Agent and Manager, Madras Railway.
,, Agent, South Indian Railway.
,, Agent and Manager, His Highness the Nizam's Guaranteed State Railway.
,, Engineer-in-Chief, Coonoor-Ootacamund Railway.
,, Junior Consulting Engineer for Railways Dharwar.
,, ,, ,, ,, Calcutta.
,, Examiner, Public Works Accounts, Madras.
,, ,, Guaranteed Railway Accounts, Madras.
,, Consulting Engineer for Railways, Madras.

Endorsement—No. 895 Ry., dated 29th May 1907.

Forwarded.

(By order.)

G. A. Anderson,
Secretary to Government.

To the Secretary to the Government of Bombay, Public Works
Department (Railways).

Endorsement—No. 896 Ry., dated 29th May 1907.

Forwarded.

(By order.)

G. A. Anderson,
Secretary to Government.

To the Secretary to the Railway Board.

Government of Madras.

PUBLIC WORKS DEPARTMENT.

(RAILWAY.)

Recd. } 1907.
Regd. }

Enclosures

Spare copies

G.O., Nos. 894, 895, 896 Ry., 29th May 1907.

N. P.

Public Works Department (Railway)

Communicating to Railway Administrations Proceedings of the Public Department stating that "The Public Works Department, Railway Branch," will in future be styled —, and directing that a copy of the Proceedings be forwarded to the Government of Bombay, Public Works Department (Railways), and to the Railway Board.

Public Works Department (Railway).

NOTES CONNECTED WITH G.O., Nos. 894, 895, 896 Ry., DATED 29TH MAY 1907.

NOTES CONNECTED WITH G.O., No. 371, PUBLIC, DATED 16TH MAY 1907.

[SUBJECT.—*Status of the ministerial head of the Public Works Department, Railway.*]

His Excellency the Governor—

On joining my appointment in Madras last February a discussion concerning the proper designation of the Chief and Second Assistants in the Madras Government Secretariats disclosed a misunderstanding regarding the status of the Railway Branch of the Public Works Department which has resulted in an injustice to the head of the clerical staff.

2. The time was not opportune for setting the matter right because the dissolution of the Railway Secretariat of all Local Governments was then considered to be imminent. But as I have informed His Excellency there is now good reason to believe that the Railway Board have abandoned the idea of abolishing Railway Secretaries to Local Governments; it is therefore no longer premature to represent the matter.

3. Prior to September 1899 the Secretariat portion of the work of this office was done by the General or Buildings and Roads Branch of the Public Works Department, and the designation of the head of this office was "Joint Secretary, Public Works Department, Railway Branch", there being only one "Secretary" in the General Branch.

In G.O., No. 1032, Public, dated 14th September 1899, however, the Railway Branch of the Public Works Department was constituted a distinct Secretariat Department, the designation of the "Joint Secretary" was altered to "Secretary to Government, Public Works Department, Railway Branch," and the Secretariat portion of the work was entirely withdrawn from the General Branch.

4. In January 1904 the sanction of the Government of India was obtained to the Chief and First Assistants of four of the Madras Government Secretariats being declared to be gazetted officers. In applying to the Government of India for this sanction, the existence of the separate Railway Secretariat was overlooked, and the Public Works Department in all its branches was treated as a whole as if it was under one Secretary. Again in letter No. Ref. 2669, Public, dated 23rd September 1904, to the Government of India, which also issued without any reference to the Railway Department, its existence as a separate Secretariat was ignored and the Madras Government Secretariat was referred to as having only four departments (paragraph 6). In this letter the proposal was made to alter the designation of Chief Assistants and first Assistants in those four Secretariats, and in lieu of their fixed salaries to substitute certain progressive scales of pay.

G.O., No. 50, Public, dated 19th January 1904.

5. All the abovementioned proposals were sanctioned in G.O., No. 50, dated 19th January 1904, and in Government of India No. 946, dated 9th September 1905, and in G.O., No. 790, Public, dated 13th October 1905, it was ordered that "in order to bring the designations of appointments in the Secretariat of the Government of Madras into keeping with the designations in use in the Secretariats of other Governments, the Chief Assistants and First Assistants in the Local Secretariat will for the

future be designated "Registrar" and the Second Assistants "Deputy Registrar." Officers who are at present styled "Registrar" will hereafter be designated "Superintendent." The designation of "Registrar" should not be adopted in any Government office without the sanction of Government.

6. It was in connection with this order that my attention was drawn to the mistake that had occurred. When the various departments of the Secretariat were asked what changes of designation they had made in the head appointments of their clerical staff, my predecessor proposed to substitute "Registrar" and "Deputy Registrar" for "First Assistant" and "Second Assistant" and on its being pointed out that G.O., No. 50 of 1904 did not include the Railway Branch and that consequently the term "Registrar" could not be used in the Secretariat it was discovered for the first time that the head of the Railway Secretariat clerical staff had by a mistake been denied the privileges which had been accorded in all the other Secretariats. The Public Works Department Secretary also demurred to the term "Railway Department" as unauthorised, and claimed that "there is only one department here, *viz.*, the Public Works Department."

7. Provided the complete independence of the Railway Secretariat is recognised, the precise title by which it is known is a matter of little consequence. When in 1899 its independence of the Public Works Department (General) and its Irrigation Branch was recognised by this Government, the designation "Public Works Department, Railway Branch" was decided on because it was thought to agree with the designation of the Railway Secretariat in Bombay and Burmah. Whether this was correct or not in 1899 it is not so far as Bombay is concerned correct now, nor has it been correct since 1901 as will be seen from Government of India, No. 4509, dated 18th July 1901, and Bombay is the only parallel in India to Madras, the two being the only Presidency Governments under Governors appointed by the Secretary of State. Burma like the North-Western Provinces and Bengal is on a different plane. In Bombay with a precisely similar organisation for the management of Public Works to that in Madras, it will be seen that two entirely independent and co-equal Public Works Departments and Secretariats are officially recognised, their designations being :—

(i) The Public Works Department.

(ii) The Public Works Department (Railway).

One department to deal with Railways and another to deal with all other Public Works, and each under its own Secretary as in Madras. The Railway Secretariat, Madras, therefore, on the parallel of Bombay, should be called, what it actually is, a separate and highly specialized department as little interdependent with the Public Works Department, (General), as it is with any other department of the local Government.

8. The result of neglecting to include the Railway Department as an independent Secretariat under its own Secretary when asking the Government of India to improve the status of the heads of the Secretariat clerical staff is that the head officer in the Madras Railway office remains ungazetted, and is denied the progressive scale of pay and is thus left on a very inferior footing to his fellow and exact counterpart in Bombay, both being on the Imperial list and liable to interchange, and I think His Excellency will agree that the injustice should be remedied with the least possible delay, and that the matter should be rectified as soon as we are officially informed t[illegible] the Railway Secretariat is to continue.

[illegible] Meanwhile there need be no delay in settling the status of the Railway Secretariat. It exists under its own Secretary and has been recognized by this Government as independent of the Public Works Department, (General). The designation, however, of "Public Works Department, Railway Branch" given to it under the erroneous impression that it was the same as was in use in Bombay has apparently given rise to the idea that it is still subordinate to the General Department of the

Public Works, and in order to remove that wrong impression and put matters on their correct footing, I suggest that it now be given the same designation as the Government of India have given to the precisely similar Secretariat in Bombay, viz., "Public Works Department (Railway)".

G. A. ANDERSON.
30-11-06.

I have no objection.
We must, I suppose, address India.

A. L[AWLEY].
1-12-06.

The Hon'ble Mr. G. S. Forbes—

We must address the Government of India about making the head of the clerical staff a gazetted officer, but as I said in paragraph 8, I think we had better wait until we are more certain regarding the future of the Railway Department before taking any action on this point.

2. No reference to the Government of India is necessary regarding the designation of the Railway Secretariat. It was termed "Railway Branch" before by this Government without any such reference. In proposing to drop the word "Branch" and call the office "Public Works Department (Railway)" I only propose to adopt the designation already adopted in Bombay (paragraph 9 of previous note).

G. A. ANDERSON.
4-12-06.

A **A** This should be noted on first in Public Department. I think the general matter was dealt with in that department, I mean, as to designation, rank, etc., of the Secretariat clerical establishments. As to changing designation of the department, I see no objection; but perhaps Mr. Wilson should have an opportunity of noting.

G. S. F[ORBES].
5-11-06.

A A of the Honourable Member's note.

G.A.A.
6-12-06.

To the Public Department u.o.

Public Department.

Chief Secretary—

Submitted that before Public Department notes in this case the remarks of the Public Works Department (General Branch) may be invited as to the designation of the head of the clerical staff of the present Public Works Department [Railway Branch]. We are not acquainted with the facts of the case nor so far as is known here was there ever an officially recognised post designated "Chief" or "First" Assistant in the Railway Branch. The pay of the post in question is on a level, it is understood with the pay of the Deputy * Registrars in other Secretariat departments.

Submitted that Public Works Department [Railway Branch] may be asked, if there is no objection, to pass on the case to Public Works Department (General) with the request that it may be returned to Public.

C. M. SCHMIDT.
8-12-06.

H. BRADLEY.
10-12-06.

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* Formerly Second Assistants.

Public Works Department (Railway Branch).

It is submitted that the Public Department may be informed that the clerical staff of this office is not under the General Branch (see Public Department G.O., No. 1032, dated 14th September 1899, which constituted the Railway Branch of the Public Works Department, a distinct Secretariat Department) and that the present designation of the head of the ministerial staff was introduced in 1900 with the sanction of the Government of India. The present pay of the post is Rs. 300—10—350, but since the issue of the order of 1899 and the entire withdrawal in that year of the work of this office from the General Branch, it has been recognised that the head of the office is in regard to pay and status on a very inferior footing to his fellow and exact counterpart in Bombay. It will, however, be seen from paragraphs 8 and 1 of the notes, dated the 30th November and 4th December on pages 2 and 3 of this file that it is not proposed to deal with this matter until official intimation has been received that the Railway Secretariat is to continue.

To the Public Department u.o.

C. D. Wilson,
12-12-06.

G. A. Anderson.
13-12-06.

Public Department.

Chief Secretary—

The Public Works Department (Railway Branch) apparently object to this case going to Public Works Department (General Branch) because the staff of its office is not under the General Branch and G.O., No. 1032, Public, dated 14th September 1899, is quoted. But the object of the reference suggested was to obtain information as to the status and history of the appointment of ministerial head of the Railway Branch prior to 1899 as well as after that date.

A As regards the *designation* the statement attached to G.O., No 952, Ry., dated 4th July 1900, gives the designation as *Head* Assistant. The correspondence in G.O., No 50, Public, dated 19th January 1904, G.O., No. 710, Public, dated 23rd September 1905, and G.O., No. 790, Public, dated 13th October 1905, had reference to the posts of *Chief* Assistants and *First* Assistants in the Madras Secretariat. The difference in designation is doubtless small but it is submitted that there was a departure from the recognised Secretariat designation in Madras and it is on this point that information would be useful.

The counterparts in Bombay to Registrars are Assistant Secretaries.

C. M. Schmidt.
19-12-06.

Public Works Department (Railways) will perhaps waive their objection in consideration of the fact that we want to know what the position was before the change in 1899, and as far as I can see Mr. Wilson's office only can reply to this.

The pay of the Secretariat in Bombay is not of much importance in this matter. Bombay is notoriously more expensive than Madras, and the designation of the officer in Bombay is Assistant Secretary.

To the Public Works Department (Railways) u.o.

H. Bradley.
20-12-06.

Public Works Department (Railways).

I think this office is able to give the information asked for. However I have no objection to Mr. Wilson noting. Will he please return the file to me.?

G.A.A.
9-1-07.

Public Works Department.

The change made in 1899 made no real change in the routine work of the Railway office. Then as now the status and pay of the clerical staff of that office were matters dealt with by the Railway Joint Secretary, or Secretary as he afterwards became, and without any reference to the Secretary, Public Works Department. The railway work in Madras is quite independent of Public Works Department work and I see no objection to the word "Branch" being omitted from the title of the Secretary.

F. J. Wilson.
20-1-07

To the Public Works Department (Railway) u.o.

Public Works Department (Railway).

To the Public Department u.o.

G. A. Anderson.
24-1-07.

Public Department.

Chief Secretary—

Public Works Department (General) give no information as regards the former status of the ministerial head of the Railway office. In connection with the proposal to alter the designation of the post to Registrar, attention is solicited to the following points:—

(i) As pointed out at **A** in the note on page 4 there has apparently never been a *Chief* Assistant or *First* Assistant in the Railway office.

(ii) The pay of the appointment is Rs. 300—10—350 (average value 337½) which is lower than the average value (275—20—375 = 3[illegible]0) of the post of Deputy Registrar in the Chief Secretariat and the Revenue Secretariat.

2. As regards point (i) the Asylum Press Almanacks have been looked up and give the following information:—

1862.—Office of the Consulting Engineer for Railways mentioned for the first time.
1863.—The ministerial head of the above office shown for the first time and styled "Uncovenanted Assistant".
1870.—The designation was "Accountant Uncovenanted Assistant".
1871-1883.—The designation was "Assistant".
1884.—The "Head Clerk" was also shown besides the "Assistant".
1885.—The "Head Clerk" appears to have been converted into a "Manager".
1886.—From this year "Head Clerk" or "Manager" omitted, the "Assistant" only being shown.
1888.—"Assistant" shown under Consulting Engineer for Railways as well as under "Government office".
1889.—From this year the holder of the appointment is shown as "Assistant to the Consulting Engineer for Railways" under the heading "Consulting Engineer for Railways" and as mere "Assistant" under the head "Government office" or "Secretariat".

1901-1905.—There was a "Head Assistant" and a "Second Assistant" under "Consulting Engineer for Railways" and only an "Assistant" under "Secretariat" as before.

1906.—Not shown under "Secretariat," but only under "Consulting Engineer for Railways".

The Assistant or Second Assistant has never been mentioned in the Civil Lists.

3. It seems to be quite clear that there never has been in the Railway Branch an officer of the same description or standing as the former Chief Assistants and First Assistants in the Secretariat, so that there has been no mistake in the past in excluding the ministerial head of the Railway office from the proposals of 1905 in regard to the Chief and First Assistants (now Registrars) and the Second Assistants (now Deputy Registrars) in the Secretariat departments.

4. The question therefore arises on its own merits, it is submitted. The officer in question controls the establishment of the Secretary to Government, Public Works Department (Railways), as well as that of the Consulting Engineer for Railways. He is not a Secretariat officer pure and simple, and I would respectfully urge that taking all the facts into consideration he should not be given a status superior to the Deputy Registrars in this office and in the Revenue Secretariat who have a great deal more *Secretariat work* proper and the pay of whose posts is higher.

C. M. Schmidt.
20-2-07.

The Honourable Mr. Forbes, C.S.I.—

The case for making the head of the Public Works Department (Railways) office a gazetted officer does not appear very strong. The change in the name of the * office is of very little importance and has already been accepted.

* i.e., of "Secretary".

H. Bradley.
21-2-07.

The Head of the Public Works Department Railway office establishment is more the head of the Consulting Engineer's office than of the Secretary to Government in the Railway Department. The reason why this Secretary was so long entitled Joint Secretary to Government was because his Secretariat work was subordinate to his departmental work and he was a Secretary because he was Consulting Engineer. Because however he worked independently of *the* Secretary to Government in the Public Works Department, the prenomen "Joint" was dropped in 1899.

If we raised the office Manager or "Assistant" to gazetted rank and entitled him "Registrar" it would mean a claim to higher pay, for which there seems no sufficient reason.

I am not therefore in favour of Mr. Anderson's proposal.

G. S. F[orbes].
26-2-07.

The Honourable Mr. Hammick, C.S.I., C.I.E.—

His Excellency desires these papers to be sent to Honourable Member.

H.B.
1-3-07.

I agree with Mr. Forbes. I cannot see that any case has been made out for increasing the pay of the Assistant who is head of the office, Public Works Department (Railways), and unless the pay of the appointment is increased apparently the name of the appointment cannot be altered to that of Registrar nor can the appointment be made a gazetted one.

M. H[ammick].
2-3-07.

His Excellency the Governor—

H.B.
4-3-07.

In his original note Mr Anderson explained that the reasons for proposing that the treatment of the other Secretariats in Madras should be extended to the Railway Secretariat were—

(1) that it had already been extended to the identically similar Railway office in Bombay, and

(2) that the omission to include the Madras Railway Secretariat in the application to the Government of India in connection with the Chief and First Assistants of the other four Secretariats was apparently due to an oversight. The Public Works Department was treated as a whole and the existence of the Railway Department as a separate Secretariat was entirely overlooked.

The former reason does not weigh with me so much as the latter.

In the current notes it is acknowledged that the Railway Department is entirely separate from the Public Works Department

The titles of the Head and Deputy Head of the Railway office have varied considerably. Finally they were called Head and Second Assistants (or First and Second Assistants) and were shown as belonging to the Consulting Engineer's office and not to the Secretariat.

The deduction is that in consequence there never has been in the Railway Branch an officer of the same description or standing as the former Chief Assistant and First Assistant (now called Registrar and Deputy Registrar) in the other Secretariats.

But the question as it appears to me is not so much what these men were called as what was the object of the proposed changes in pay and prospects (at the time they were made) and to what class of officials they should apply. The first reason for the change was that "fixed salaries were considered unsuitable to appointments usually "held for many years and offering little or no prospect of advancement"—*vide* page 2 of G.O., No. 710 Public, dated 23rd September 1905. The second reason was that the two top men in local Government Secretariats might be placed on the same footing as the men who did similar work in the Secretariats of the Government of India.

It may be argued that the officer controlling the Railway Department is not a Secretariat officer pure and simple and that therefore the heads of his office cannot claim the privileges conceded to those who serve in a purely Secretariat office inasmuch as the work of Secretary is subordinate to the work of the Consulting Engineer. But as was pointed out in a recent file (dealing with the staff of the Railway Department proceeding to Ootacamund) this is hardly correct. For as a matter of fact as far as the Executive and Secretariat work can be divided at all it seems to me that it is the latter with which the two heads of the Railway office are chiefly concerned. The ultimate Secretariat form in which Railway questions appear, all correspondence with other Secretariats and the Government of India and all Secretariat procedure is primarily their business.

Mr. Anderson is Consulting Engineer, Senior Government Inspector, and Secretary, and the three spheres of work seem to me to be inseparable. That being so I find it difficult to refuse to the head of the office the privileges which are conceded to other heads of Secretariat offices. The argument might be applied with equal force to the Public Works Department; for the Secretary, Public Works Department, is as much an Executive officer as is the Secretary of Railways.

It is true that the raising of the head of the Railway office to gazetted rank would mean a claim to higher pay.

The gazetted rank and higher pay were conceded in the other Secretariats for the reasons which I have already quoted and so as to bring the heads of those offices to a level with men who did similar work in the Government of India Secretariats.

Taking the titles, pay and status of the two heads of offices in the Simla, Bombay and Madras Railway Departments I find as follows :—

	Pay. RS.
Simla.	
(1) Registrar (Gazetted) ...	400—40—600
(2) Senior Clerk ...	400—20—500
Bombay.	
(1) Assistant Secretary (Gazetted) ...	450—25—600
(2) Senior Superintendent ...	350
Madras.	
(1) Head Assistant ...	300—10—350
(2) Second Assistant ...	200—10—250

The Head Assistant and Second Assistant in Madras are now drawing the maximum of their appointments Rs. 350 and Rs. 250, respectively, and have nothing further to expect. The Head Assistant in Madras is also excluded from the privileges of gazetted rank.

Seeing that we have made the Railway Department a separate Secretariat and that we have refused to give up our Railway Secretary, we may, I think, fairly extend to the head of his office the same privileges as those granted to the heads of the other Secretariats.

A. L[AWLEY].
20-4-07.

The Hon'ble Mr. G. S. Forbes, C.S.I.—

The Hon'ble Mr. M. Hammick, C.S.I., C.I.E.—

His Excellency's note is submitted to the Honourable Members. If the Railway Department is to have gazetted officers at the head of its Secretariat with increased pay, it will be difficult to resist a similar concession in the case of the Irrigation Department.

H. BRADLEY.
23-4-07.

I regret to say that I do not think a sufficient case has been made out for the proposed changes.

G. S. F[ORBES].
24-4-07.

As I understood this question was not to be raised until the official intimation had been received that the Railway Secretariat is to continue. I am not aware that that intimation has come. In any case I am not of opinion that a sufficient case has been made out for the proposed change. Bombay is a bad precedent to follow—it is the most extravagant administration in India. I don't think at present we are justified in proposing to raise the pay of the head of the office establishment of the Secretary and Consulting Engineer, Public Works Department (Railways).

M. H[AMMICK].
25-4-07.

Council.

H.B.
26-4-07.

Very well!

There can be no alteration at present in the existing system.

A.L.
26-4-07.

To the Railway Department u.o.

H.B.
26-4-07.

His Excellency the Governor—

Hon'ble Mr. M. Hammick—

" *Mr. G.S. Forbes*—

His Excellency's orders in regard to the alteration of the status of the Head Assistant in the Railway Secretariat are noted. It will be remembered that it was not proposed to make any alteration in this respect until we had official intimation that the Railway Secretariat was to continue.

Paragraph 8 of my note, dated 30th November 1906, page 2 *ante*.

2. I put up a G.O. for approval dealing with the other point which has been settled, *i.e.*, that the "Public Works Department, Railway Branch", is to be styled the "*Public Works Department (Railway)*".

G. A. ANDERSON.
2-5-07.

A. L[AWLEY].
6-5-07.

M. H[AMMICK].
8-5-07.

Very well. This is to be understood as a nominal change merely.

G.S. F[ORBES].

Issue G.O.

C. D. WILSON.
9-5-07.

For the Secretary—

Please see the notes connected with G.O. No. 1032, Public, dated 14th September 1899. It is submitted for orders whether the present order should also be sent to the Public Department for issue.

G. D. PLUMMER.
9-5-07.

There is no objection to the order issuing in the Public Department.

C.D.W.
9-5-07.

G.A.A.
10-5-07.

Public Department u.o., with the request that the notes may be kindly returned.

Chief Secretary— PUBLIC DEPARTMENT.

May issue?

A. GALLETTI.
13-5-07.

C. M. SCHMIDT.
13-5-07.

Issue.

H. BRADLEY.
15-5-07.

[Issued as G.O., No. 371, Public, dated 16th May 1907.]

Draft submitted. After issue the Public Department will be asked to return the original notes* connected with the order or to supply a printed copy of them.

G. D. PLUMMER.
27-5-07.

Issue.

C. D. WILSON.
28-5-07.

G. A. ANDERSON.
28-5-07.

[Issued as G.O., No. 894 Ry., dated 29th May 1907.]

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* Since received back from the Public Department.

Prt

1P

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

Order—No. 1032, Public, dated 14th September 1899.

The Joint Secretary, Public Works Department, Railway Branch, will in future be styled "Secretary to Government, Public Works Department, Railway Branch."

Endorsement—No. 1033, Public, dated 14th September 1899.

Copy to the Government of India, Public Works Department, for information.

ORDER—No. 1161 Ry., dated 16th October 1899.

Recorded.

(True Extract.)

FRANCIS J. E. SPRING,
Secretary.

To the Consulting Engineer for Railways.
,, Examiner, Railway Accounts.

Exd. A. Rungasawmy Aiyangar.

RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

Recd. } 1899.
Regd.

Enclosures

Spare copies

G.O., No. 1161 Ry., 16th October 1899.

OCTOBER.

Secretary to Government, Public Works Department, Railway Branch

Recording Proceedings in the Public Department directing that the Joint Secretary to Government, Public Works Department, Railway Branch, be in future styled "—".

Print 2

25/5/7

SECRETARY
RECEIVED
23 MAY 1907
C. No. 784
GOVT. OF MAD

GOVERNMENT OF MADRAS.

PUBLIC DEPARTMENT.

Read—the following paper :—

XVI

G.O., Nos. 1032, 1033, Public, dated 14th September 1899.

Abstract.—Directing that the Joint Secretary to Government, Public Works Department, Railway Branch, be in future styled "Secretary to Government, Public Works Department, Railway Branch."

Order—No. 371, Public, dated 16th May 1907.

The Public Works Department, Railway Branch, will in future be styled "Public Works Department (Railway)."

(True Extract.)

for *Chief Secretary.*

To Departments of the Secretariat.
Copy to the Railway Board (with C.L.).
Editors' Table.

Public Works Department (Railway)

Government of Madras.

PUBLIC DEPARTMENT.

Recd. } 1907. *Enclosures*

Regd. *Spare copies*

G.O., No. 371, 16th May 1907.

Designation of a Secretariat Department.

Stating that the Public Works Department, Railway Branch, will in future be styled "Public Works Department (Railway)."

Form No. 9-R.
1.200—19-6-06.

A

Papers to be read in Proceedings:—

Print

G. O. No. 1161 Railway, dated 16th October 1899. flag XVI

G.O.No. 371 Public, dated 16th May 1907.

3P

ORDER. No. 894 Railway, dated 29 May 1907

Communicated to Railway Administrations for information.

2. A copy of these Proceedings will be forwarded to the Government of Bombay Public Works Department, (Railways), and to the Railway Board.

Cow
28/5/07

D. R.

To

The Agent, and Manager, Madras Ry. ✓
The Agent, South Indian Ry. ✓
The Agent and Manager, H.H. the N.G.S.Ry. ✓
The Engineer-in-Chief, Coonoor-Ooty Ry. ✓
The Junior Cong; Engr: for Rys, Dharwar. ✓
,, ,, ,, Calcutta. ✓
The Examiner, Public Works Accts, Madras. ✓
The Examiner, Guartd: Ry: Accounts. " ✓
The Cong; Engr: for Railways, Madras. ✓

Copy sent to the Supdt of Govt on 18/7/07

No. 895 Ry, dated 29 May 1907.
to the Govt of Bombay ✓

Forwarded.

896 Ry dated 29 May 1907
to the Ry Bd ✓

R.

G.B. .5.07

To the Secretary to the Govt. of Bombay ✓
Public Works Dept. (Railways) ✓
To the Secretary to the Railway Board.

Despatched on 17/7/07

4

NOTES.

1 P

Go. 894-95-96 Ry
29-5-07

371 Pub
16/5/07

16 MAY 1907
Rec.

5

On joining my appointment in Madras last February a discussion concerning the proper designation of the Chief and Second Assistants in the Madras Government Secretariats disclosed a misunderstanding regarding the status of the Railway Branch of the Public Works Department which has resulted in an injustice to the head of the clerical staff.

2. The time was not opportune for setting the matter right because the dissolution of the Railway Secretariat of all Local Governments was then considered to be imminent. But as I have informed His Excellency there is now good reason to believe that the Railway Board have abandoned the idea of abolishing Railway Secretaries to Local Governments; it is therefore no longer premature to represent the matter.

3. Prior to September 1899 the Secretariat portion of the work of this office was done by the General or Buildings and Roads Branch of the Public Works Department, and the designation of the head of this office was "Joint Secretary, Public Works Department, Railway Branch" - there being only one "Secretary" in the General Branch.

flag Q

In G.O.No.1032 Public, dated 14th September 1899, however, the Railway Branch of the Public Works Department was constituted a distinct Secretariat Department, the designation of the "Joint Secretary" was altered to "Secretary to Government, Public Works Department, Railway Branch," and the Secretariat portion of the work was entirely withdrawn from the General Branch.

GO No 50 Public, d/ 19-1-04. flag A

4. In January 1904 the sanction of the Government of India was obtained to the Chief and First

Assistants

894-5-6 Ry

3 P

~~28~~

Assistants of four of the Madras Government Secretariats being declared to be gazetted officers. In applying to the Government of India for this sanction, the existence of the separate Railway Secretariat was overlooked, and the Public Works Department in all its branches was treated as a whole as if it was under one Secretary. Again in letter No. Ref 2669, Public, dated September 23rd 1904, to the Government of India, which also issued without any reference to the Railway Department, its existence as a separate Secretariat was ignored, and the Madras Government Secretariat was referred to as having only 4 Departments (para 6). In this letter the proposal was made to alter the designation of Chief Assistants and First Assistants in those 4 Secretariats, and in lieu of their fixed salaries to substitute certain progressive scales of pay.

flag O
page 3

5. All the above mentioned proposals were sanctioned in G.O.No.50, dated January 19th, 1904, and in Government of India No.946 dated September 9th, 1905, and in G.O.No.790 Public, dated October 13th, 1905, it was ordered that "in order to bring the designations of appointments in the Secretariat of the Government of Madras into keeping with the designations in use in the Secretariats of other Governments, the Chief Assistants and First Assistants in the Local Secretariat will for the future be designated "Registrar" and the Second Assistants "Deputy Registrar". Officers who are at present styled "Registrar" will hereafter be designated "Superintendent." The designation of "Registrar" should not be adopted in any Government office without the sanction of Government."

flag A
p12 flag O
p12 flag S

894-5-6 Ry

4 P

38/

Flag HH. p 2 of notes

flag A

6. It was in connection with this order that m attention was drawn to the mistake that had occurred. When the various Departments of the Secretariat were asked what changes of designation they had made in th head appointments of their clerical staff, my predecessor proposed to substitute "Registrar" and "Deputy Registrar" for "First Assistant" and "Second Assistant and on its being pointed out that G.O.No.50 of 1904 did not include the Railway Branch and that consequent the term "Registrar" could not be used in the Secretariat it was discovered for the first time that the head of the Railway Secretariat clerical staff had by a mistake been denied the privileges which had been accorded in all the other Secretariats. The Public Works Department Secretary also demurred to the term "Railway Department" as unauthorised, and claimed that "there is only one Department here viz the Public Works Department."

page 3 of notes attached to G.O. 134, Public, dated 22-2-06 (flag HH)

7. Provided the complete independence of the Railway Secretariat is recognised, the precise title by which it is known is a matter of little consequence. When in 1899 its independence of the Public Works Department General and its Irrigation Branch was recognised by this Government, the designation "Public Works Department, Railway Branch" was decided on because it was thought to agree with the designation of the Railway Secretariat in Bombay and Burmah. Whether this was correct or not in 1899 it is not so far as Bombay is concerned correct now, nor has it been correct since 1901 as will be seen from Government of India No.4509, dated July 18th 1901, and Bombay is the

Flag MM. notes p 17

flag C

894-5-6 Ry

only

8

only parallel in India to Madras, the two being the only Presidency Governments under Governors appointed by the Secretary of State. Burmah like the North Western Provinces and Bengal is on a different plane. In Bombay with a precisely similar organisation for the management of Public Works to that in Madras, it will be seen that two entirely independent and coequal Public Works Departments and Secretariats are officially recognised, their designations being

I. The Public Works Department.

II. The Public Works Department (Railway), ~~one~~ One Department to deal with Railways, and another to deal with all other Public Works, and each under its own Secretary as in Madras. The Railway Secretariat Madras, therefore, on the parallel of Bombay, should be called what it actually is, a separate and highly specialized Department as little interdependent with the Public Works Department, General, as it is with any other Department of the Local Government.

8. The result of neglecting to include the Railway Department as an independent Secretariat under its own Secretary when asking the Government of India to improve the status of the heads of the Secretariat clerical staff, is that the head officer in the Madras Railway office remains ungazetted, and is denied the progressive scale of pay and is thus left on a very inferior footing to his fellow and exact counterpart in Bombay, both being on the Imperial list and liable to interchange, and I think His Excellency will agree that the injustice should be remedied with the least possible delay, and that the matter should be rectified

as

894-5-6 Ry

Recd

as soon as we are officially informed that the Railway Secretariat is to continue.

9. Meanwhile there need be no delay in settling the status of the Railway Secretariat. It exists under its own Secretary and has been recognised by this Government as independent of the Public Works Department, General. The designation, however, of "Public Works Department, Railway Branch" given to it under the erroneous impression that it was the same as was in use in Bombay has apparently given rise to the idea that it is still subordinate to the General Department of the Public Works, and in order to remove that wrong impression and put matters on their correct footing, I suggest that it now be given the same designation as the Government of India have given to the precisely similar Secretariat in Bombay viz., "Public Works Department (Railway)."

97

Ellis 30/11/06

R.

His Excellency the Governor.

I have no objection

We must, I suppose, address India

1.12.06.

894-5-6 Ry

We must address the G of India about

making the Head of the Clerical Staff

Cir 30-11-06
Retd 1-12-06

Ital 29/11

Recd

page 4

a gazetted officer. but as I said in para. 8 I think we had better wait until we are more certain regarding the future of the Ry Deptt. before taking any action on this point.

2) No reference to the G of I is necessary. Regarding the designation of the Ry Assistant he was termed "Ry Branch" before by this Govt. without any such reference. ~~Bay~~ In proposing to drop the word 'Branch' and call the officer 'P W D (Railway)' I only propose to adopt the designation already adopted in Bombay. (para 9 of previous note)

Flag M M

[illegible] 11/12/06

The Hon Mr G. S. Forbes.

A This sh^d be noted on first in Public Dept. I think the general matter was dealt with in that dept., I mean, as to designation, rank &c of the Secretariat clerical estab^t. A

894-5-6 Ry

11

As to changing designation of the Dept., I see no objection: but perhaps Mr. Wilson sh^d have an opportunity of noting

S.F.

5/12

Blue 415
6-12-06.

to Public Dept. v/o

RECD. CHIEF SECY.
8 DEC 1906
MADRAS

CURRENT NO.
4766
PUBLIC

Reg^d 8-12-06

Public Department

For the C.S.

Sub^d. that before Public Dept. notes in this case the remarks of the Public Works Department (General Branch) may be invited as to the designation of the head of the clerical staff of the present P.W.D. [Railway (Branch)] We are not acquainted with the facts of the case nor so far as is known here was there ever an officially recognised post designated "Chief" or "First" Assistant in the Railway Branch. The pay of the post in question is on a level, it is understood with the pay of the Deputy* Registrars in other Secretariat Depts. Sub^d. that

* Formerly Second Assistants

P. W.D [Ry (Branch)] may be asked if there is no objection, to the [illegible] then pass on the case to P. W.D (General) with the request that it may be returned to Public

Cml.
8. 12 06

Pub no D4766-1
10-12-06

SECRETARY TO GOVT. OF MADRAS RYS.
RCVD
11 DEC 1906
C. No.

PWD Railway Branch

JHB
10 12 06

P. W. D. Railway Branch.

It is submitted that the Public Department may be informed that the clerical staff of this office is not under the General Branch (see Public Department G.O.No.1032, dated 14th September 1899 which constituted the Railway Branch of the P.W.D. a distinct Secretariat Department) and that the present designation of the head of the ministerial staff was introduced in 1900 with the sanction of the Government of India. The present pay of the post is Rs.300-10-350 but since the issue of the order of 1899 and the entire withdrawal in that year of the work of this office from the General Branch, it has been recognised that the head of the office is in regard to pay and status on a very inferior footing to his fellow and exact counterpart in Bombay. It will however be seen from paras 8 and 1 of the notes dated the 30th November and 4th December on pages 4 and 6 of this file that it is not proposed to deal with this matter until official intimation has been received that the Railway Secretariat is to continue.

Q

894-5-6 Ry

Pub no 435
17-12-06

18 DEC 1906
MADRAS GOV.

Aro
12/12/06

R
Public Dept. o/o

Ellis 13/12/06

13

Qu?

Public Department

C.S.

The P. W. D. (Ry Branch) apparently object to this case going to P. W. D. (General Branch) because the staff of its office is not under the General Branch ~~But the~~

Q. G.O. No. 1032 Pub. of 14. 9. 99 is quoted ~~[illegible]~~ ~~[illegible]~~ But the object of the reference suggested was to obtain information as to the status & history of the appt. of ministerial head of the Railway Branch ~~Prior~~ prior to 1899 as well as after that date.

As regards the designation the [paper referenced as J in the margin of the P. W. D. note statement attached to G.O. 952 Ry of 4. July 1900 – gives the designation as Head Assistant – The correspondence in G.O. 50 Pub. A of 19. 1. 04 G.O. 710 Pub. of 23. 9. 05 & G.O. 790 Pub. S of 13. x. 05 had reference to the posts of Chief Assistants & First Assistants in the Madras Secretariat. The difference in designation is doubtless small but it is subd. that ~~[illegible]~~ ~~[illegible]~~ there was a departure from the recognised Secretariat designation in Madras.]

A

It is on this point that information wd. be useful.

The counter. parts in Bombay to Registrar are Assistant Secretaries –

Cul
19. 12. 06

824-5-6 Ry

P. T. O.

Recd

P.W.D. Railways will perhaps waive their objection in consideration of the fact that we want to know what the position was before the change in 1899, and as far as I can see Mr Wilson's Office only can reply to this.

The pay of the Secretariat in Bombay is not of much importance in this matter. Bombay is notoriously more expensive too than Madras, and the designation of the officer in Bombay is Asst Secretary

HB 20.12.06

Public D 4766-2

SECRETARY TO GOVT. OF MADRAS RYS.
RECEIVED
22 DEC 1906
C. No.............

P.W. D. (Ry) u.o.

R

Cw 8/1/07

I think this office is able to give the information asked for. However I have no objection to Mr Wilson noting. Will he please return the file to me.

EMC 9/1/07

Mr Wilson.

894-5 6 Ry

Read/

12 p

118 p

The change made in 1899 made no real change in the routine work of the Railway Office. Then as now the status and pay of the clerical staff of that office were matters dealt with by the Railway Joint Secy., or Secy. as he afterwards became, and without any reference to the Secy. Public Works Dept.

The railway work in Madras is quite independant of P. W. Dept. work and I see no objection to the word "Branch" being omitted from the title of the Secretary —

J.L.

20/1/07

To
P.W.D. Ry. w.o.

Bpuo 30
24.1.07

Qaa 24/1/07

Public Dept. o/o

REGR. CHIEF SECT.
20 JAN 1907
MADRAS GOVT.

CURRENT NO.
376
PUBLIC

Registered 28.1.07

894-5-6 Ry

16

Public Department.

37 Public. 25/3/07.

Read

C.S.

P.W.D. (General) give no information as regards the former status of the ministerial head of the Railway office. In connection with the proposal to alter the designation of the post to Registrar, attention is solicited to the following points:-

(i) As pointed out at A in the note on page 9 there has apparently never been a Chief Assistant or First Assistant in the Railway office.

(ii) The pay of the appointment is Rs.300-10-350 (average value 337½) which is lower than the average value (275--20--375 = 350) of the post of Deputy Registrar in the Chief Secretariat & the Revenue Secretariat.

2. As regards point (i) the Asylum Press Almanacks have been looked up and give the following information:-

1862. Office of the Consulting Engineer for Railways mentioned for the first time.

1863. The ministerial head of the above office shown for the first time and styled "Uncovenanted Assistant".

1870. The designation was "Accountant Uncovenanted Assistt."

1871-1883. The designation was "Assistant".

1884. The 'Head Clerk' was also shown besides the 'Assistant.'

1885. The 'Head Clerk' appears to have been converted into a 'Manager'.

1886. From this year 'Head Clerk' or 'Manager' omitted, the 'Assistant' only being shown.

884-5-6 Ry

17

1888

1888. 'Assistant' shown under Consulting Engineer for Railways as well as under 'Government Office'.

1889. From this year the holder of the appointment is shown as 'Assistant to the Consulting Engineer for Railways' under the heading 'Consulting Engineer for Railways' and as mere 'Assistant' under the head 'Government office' or 'Secretariat'.

1901-1905. There was a 'Head Assistant' and a 'Second Assistant' under 'Consulting Engineer for Railways' and only an 'Assistant' under 'Secretariat' as before.

1906. Not shown under 'Secretariat', but only under 'Consulting Engineer for Railways'.

This Assistant or Second Assistant has never been mentioned in the Civil Lists.

3. It seems to be quite clear that there never has been in the Railway Branch an officer of the same description or standing as the former Chief Assistants and First Assistants in the Secretariat so that there has been no mistake in the past in excluding the ministerial head of the Railway office from the proposals of 1905 in regard to the Chief and First Assistants now Registrars and the Second Assistants (now Dy. Regrs) in the Secretariat departments.

4. The question therefore arises on its own merits, it is submitted. The officer in question controls the establishment of the Secretary to Government, P.W.D. (Railways) ~~and~~ as well as that of the Consulting Engineer for Railways. He is not a Secretariat officer pure and simple, and I would respectfully urge that taking all

8/4-5-6 Ry

BAG No. XIII

C-22.2.07
R.28.2.07

all the facts into consideration he should not be given a status superior to the Deputy Registrars in this office and in the Revenue Secretariat who have a great deal more Secretariat work proper and ~~who~~ the ~~draw higher~~ pay of whose posts is higher

C.M.S.
20-2-07.

The Hon Mr Forbes CSI

The case for making the head of the PWD (Railways) Office a Gazetted Officer does not appear very strong. The change in the name of the Office* is ~~very~~ of very little importance & has already been accepted

* i.e. of "Secretary"

HB
21.2.07

The Head of the P.W.D. Railway office establishment is more the head of the Consulting Engineer's office than of the Secy to Govt in the Ry Dept. The reason why this Secy was so long entitled

8964-5-6 Ry

C1.3.7
R4.3.7

~~Dep~~ Joint Sec^d to Gov^t. was because his Secretariat work was subordinate to his departmental work & he was a Sec^d. because he was Consulting Engineer. Because however he worked independently of the Sec^d to Gov^t. in the D.P.W. the praenomen "Joint" was dropped in 899.

5

If we raised the office Manager or "Assistant" to gazetted rank & entituled him "Registrar" it w^d. mean a claim to higher pay, for which there seems no sufficient reason.

I am not therefore in favour of M^r. Anderson's proposal.

G.F. 2/3/7

H.B.

The Hon Mr Hammick CSI CIE
H.E. desires these papers to be sent to H.Qrs.

H.B. 1307

8/4-5-6 Ry

I agree with M^r Forbes. I cannot see that any case

BOX No. 16
C4-3-07

371 Patents
16/5/07

has been made out for increasing the pay of the Assistant also to head of the Office P.W.D. (Rail) And unless the pay of the appointment is increased apparently the name of the appointment cannot be altered to that of Registrar nor can the appointment be made a Gazetted one —

Hn
2. iii. 07.

H. E. the Governor

HB
4.3.07

8/4-5-6 Ry

C. No.______, From the______________, No.______, Dated__________190

DEPARTME

[G. 3]
5,000-2-3-03.

In his original note Mr. Anderson explained that the reasons for proposing that the treatment of the other Secretariats in Madras should be extended to the Railway Secretariat were

1. that it had already been extended to the identically similar Railway Office in Bombay &
2. that the omission to include the Madras Railway Secretariat in the application to the Government of India in connection with the Chief and First Assistants of the other 4 Secretariats was apparently due to an oversight. The Public Works Department was treated as a whole and the existence of the Railway Department as a separate Secretariat was entirely overlooked.

The former reason does not weigh with me so much as the latter.

In the Current notes it is acknowledged that the Railway Department is entirely separate from the Public Works Department.

The titles of the Head and Deputy Head of the Railway Office have varied considerably. Finally they were called Head and Second Assistants (or First and Second Assistants) and were shown as belonging to the Consulting Engineer's Office and not to the Secretariat.

The deduction is that in consequence there never has been in the Railway Branch an Officer of the same description or standing as the former Chief Assistant and First Assistant (now called Registrar and Deputy Registrar) in the other Secretariats.

But the question as it appears to me is not so much what these men were called as what was the object of the proposed changes in pay and

prospects

894-5-6 Ry

22

19 P. ~~1886~~

prospects (at the time they were made) and to what class of officials they should apply. The first reason for the change was that "fixed salaries were considered unsuitable to appointments "usually held for many years and offering little "or no prospect of advancement" - vide G. O. 710, page 2, flag O. The second reason was that the two top men in local Government Secretariats might be placed on the same footing as the men who did similar work in the Secretariats of the Government of India.

It may be argued that the Officer controlling the Railway Department is not a Secretariat Officer pure and simple and that therefore the heads of his Office cannot claim the privileges conceded to those who serve in a purely Secretariat Office inasmuch as the work of Secretary is subordinate to the work of the Consulting Engineer. But as was pointed out in a recent file (dealing with the staff of the Railway Department Proceeding to Ootacamund) this is hardly correct. For as a matter of fact as far as the Executive and Secretariat work can be divided at all it seems to me that it is the latter with which the two heads of the Railway Office are chiefly concerned. The ultimate Secretariat form in which Railway questions appear, all correspondence with other Secretariats and the Government of India and all Secretariat procedure is primarily their business.

Mr. Anderson is Consulting Engineer, Senior Government Inspector and Secretary and the three spheres of work seem to me to be inseparable. That being so I find it difficult to refuse to the head of the office the privileges which are

834-5-6 Ry

conceded

23

208 198

conceded to other heads of Secretariat Offices. The argument might be applied with equal force to the D.P.W.; for the Secretary, D.P.W., is as much an Executive Officer as is the Secretary of Railways.

5

It is true that the raising of the head of the Railway Office to gazetted rank would mean a claim to higher pay.

The gazetted rank and higher pay were conceded in the other Secretariats for the reasons which I have already quoted and so as to bring the heads of those offices to a level with men who did similar work in the Government of India Secretariats.

Taking the titles, pay and status of the two heads of Offices in the Simla, Bombay and Madras Railway Departments I find as follows:-

Simla.

1.	Registrar (Gazetted)	Pay. Rs. 400-40-600
2.	Senior Clerk	Rs. 400-20-500

Bombay.

1.	Assistant Secretary (Gazetted)	Rs. 450-25-600
2.	Senior Superintendent	Rs. 350.

Madras.

1.	Head Assistant	Rs. 300-10-350
2.	Second Assistant	Rs. 200-10-250

The Head Assistant and Second Assistant in Madras are now drawing the maximum of their appointments Rs350 and Rs.250 respectively and have nothing further to expect. The Head Assistant in Madras is also excluded from the privileges of Gazetted rank.

Seeing that we have made the Railway Department a separate Secretariat and that we have refused to give up our Railway Secretary, we

824-5-6 Ry

24

may

371 Public
16/5/07

XIV
C 23.4.07
R 26.4.07

21 P

208p

may, I think, fairly extend to the head of his office the same privileges as those granted to the heads of the other Secretariats.

20.4.07.

The Hon Mr Forbes CSI
The Hon Mr Hammick CSI CIE

H.S.'s note is submitted to the Hon Members. If the Railway Department is to have gazetted officers at the head of its Secretariat with increased pay, it will be difficult to resist a similar concession in the case of the Irrigation Department

HB
23.4.07

I regret to say that I do not think a sufficient case has been made out for the proposed changes

G.F.
24/4

As I understood this question was not to be raised until the official intimation had been received that the Railway Secretariat is to continue - I am not aware that

Jgh-5-6 Ry

that intimation has come - In any ca
I am not of opinion that a sufficient case has been made out for the proposed change. Bombay is a bad precedent to follow - it is the most extravagant admini
in India - I don't think at present we are justified in proposing to raise the pay
the head of the Office Establishment of the Secretary & Consulting Engineer P.W.D. Railway

M
25.IV.07.

Council
H.B.
26.4.07

Very well!
There can be no alteration at present in the existing system

26.IV.07.

Railway Dept u.o.
H.B.
26.4.07

Ahr no 4266-1
29.4.07

SECRETARY TO
RECEIVED
29 APR 1907
C. No..........
GOVT. OF MADRAS RYS.

R Cu
29/4

8945-6 Ry

893 Ry. 4/P

Form No. 7 R. A.
5 000—8-3-07.

23 228

H.E.'s orders in regard to the alteration of the status of the Head Assistant in the Ry. Secretariat are solicited. It will be remembered that I was not prepared to make any alteration in this respect until we had official intimation that the Railway Secretariat was to continue.

para 8 of my note of 30-11.06 page 4 & 5 ante

2). I put up a G.O. for approval dealing with the other point which has been settled, viz. that the "Public Works Dept. Railways Branch" is to be styled "The Public Works Dept. (Railway)"

[illegible] 1/5/07

H.E. the Govr.
Hon. Mr. M. Hammick
- - - G.S. Tabor.

6.5.07

8.v.07

Issue G.O.
9/5/07

Very well. This is to be [illegible] [illegible]
27

894 5-6 Ry

Cir to H.E. S.[illegible] 10/5/07
Recd 9/5/07

P.T.O.

Form No. 7 R.
5 000—8-3-07. A.

PUBLIC WORKS DEPARTMENT, RAILWAYS.

24 P

238

For the Secretary.

P

Please see the notes connected w

G.O. No 1032, Public, dated 14th Septr 1899.

is submitted for orders whether the present o

should also be sent to the Public Deptt for

G.R.
9.5.07

There is no objection to the order issuing in the Public Depptt.

Cre
9/5/07

E.M.M. 10/5/07

Public Deptt No 176
10.5.07

Public Deptt. &c., with the request that the notes may be kindly returned.

(Precedent copy the pamphlet)

CURRENT NO.
1898
PUBLIC

18

Regd 11.5.07

Chief Secretary.

Public Department

May issue?

Mg 13.5.7

~~Public No 1040~~ Cmd
~~13.5.07~~

PWD (R) may be asked to send us copy of the notes

Cmd
13.5.07

Very well

Issue

HB 5
15.5.07

854 — 5-6 My

28

Form No. 7 R.
5,000—8-3-07. A.

258

5

Receipt No. 784 of 23rd May 07
From the Public Dt.
No 371 Pub of 16.5.07
Subject:— Stating that the P. work Dt. Ry Branch, will in future be styled "Public Works Dt. (Railway)".

GR 25/5

Draft Submitted. After issue the Public Depts will be asked to return ⊕ the original notes connected with the order or to supply a printed copy of them.

⊕ since received back from the Public Deptt.

GR 27.5.07

Issue Cn 28/5/07

R

28/5/07

DR

G.O. No 371 Public of 16th May/07 was placed on E.T. by the Chief Secretariat For orders whether our G.O. is also to be placed on E.T.

JR 30/5

Not necessary

Cn 31/5/07

It has already been sent to E T by Public and has appeared in the Madras Mail.

DR. 31.5.07

Cn 31/5/07

3

894-5-6 Ry

29

2-proof
Ans
26/6/07.

Checked
26.6.07

DR
For approval.
26/6/07

Approved
10/7/0

No. 894 Ry., 29th May 1907.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.
(RAILWAY.)

Read—the following papers :—

I

G.O., No. 1161 Ry., dated 16th October 1899.

Read—the following paper :—

Order—No. 1032, *Public, dated* 14*th September* 1899.

The Joint Secretary, Public Works Department, Railway Branch, will in future be styled "Secretary to Government, Public Works Department, Railway Branch."

Endorsement—No. 1033, *Public, dated* 14*th September* 1899.

Copy to the Government of India, Public Works Department, for information.

Order—No. 1161 *Ry., dated* 16*th October* 1899.

Recorded.

(True Extract.)

FRANCIS J. E. SPRING,
Secretary.

II

G.O., No. 371, Public, dated 16th May 1907.

Read—the following paper :—

G.O., Nos. 1032, 1033, *Public, dated* 14*th September* 1899.

ABSTRACT.—Directing that the Joint Secretary to Government, Public Works Department, Railway Branch, be in future styled "Secretary to Government, Public Works Department, Railway Branch."

Order—No. 371, *Public, dated* 16*th May* 1907.

The Public Works Department, Railway Branch, will in future be styled "Public Works Department (Railway)."

(True Extract.)

H. BRADLEY,
Ag. Chief Secretary,

Order—No. 894 Ry., dated 29th May 1907.

Communicated to Railway Administrations for information.

2. A copy of these Proceedings will be forwarded to the Government of Bombay, Public Works Department (Railways), and to the Railway Board.

[Here enter No. 895, 896 Ry., dated 29th May 1907.]

(True Extract.)

G. A. Anderson,
Secretary to Government.

To the Agent and Manager, Madras Railway.
„ Agent, South Indian Railway.
„ Agent and Manager, His Highness the Nizam's Guaranteed State Railway.
„ Engineer-in-Chief, Coonoor-Ootacamund Railway.
„ Junior Consulting Engineer for Railways Dharwar.
„ „ „ „ Calcutta.
„ Examiner, Public Works Accounts, Madras.
„ „ Guaranteed Railway Accounts, Madras.
„ Consulting Engineer for Railways, Madras.

Forwarded to the

(By order.)

First Assistant.

RAILWAY~~S~~.

Public Works Department (Railway)

Communicating to Railway Administrations the Proceedings of the Public Department stating that "The Public Works Department, Railway Branch," will in future be styled —, and directing that a copy of the Proceedings be forwarded to the Government of Bombay, Public Works Department (Railways), and to the Railway Board.

Endorsement—No. 895 Ry., dated 29th May 1907.

Forwarded.
(By order.)

G. A. Anderson,
Secretary to Government.

To the Secretary to the Government of Bombay, Public Works Department (Railways).

Endorsement—No. 896 Ry., dated 29th May 1907.

Forwarded.
(By order.)

G. A. Anderson,
Secretary to Government.

To the Secretary to the Railway Board.

Public Works Department (Railways).

NOTES CONNECTED WITH G.O., Nos. 894, 895, 896 Ry., DATED 29TH MAY 1907.

NOTES CONNECTED WITH G.O., No. 371, PUBLIC, DATED 16TH MAY 1907.

[SUBJECT.—*Status of the ministerial head of the Public Works Department, Railways.*]

His Excellency the Governor—

On joining my appointment in Madras last February a discussion concerning the proper designation of the Chief and Second Assistants in the Madras Government Secretariats disclosed a misunderstanding regarding the status of the Railway Branch of the Public Works Department which has resulted in an injustice to the head of the clerical staff.

2. The time was not opportune for setting the matter right because the dissolution of the Railway Secretariat of all Local Governments was then considered to be imminent. But as I have informed His Excellency there is now good reason to believe that the Railway Board have abandoned the idea of abolishing Railway Secretaries to Local Governments; it is therefore no longer premature to represent the matter.

3. Prior to September 1899 the Secretariat portion of the work of this office was done by the General or Buildings and Roads Branch of the Public Works Department, and the designation of the head of this office was "Joint Secretary, Public Works Department, Railway Branch", there being only one "Secretary" in the General Branch.

In G.O., No. 1032, Public, dated 14th September 1899, however, the Railway Branch of the Public Works Department was constituted a distinct Secretariat Department, the designation of the "Joint Secretary" was altered to "Secretary to Government, Public Works Department, Railway Branch," and the Secretariat portion of the work was entirely withdrawn from the General Branch.

G.O., No. 50, Public, dated 19th January 1904.

4. In January 1904 the sanction of the Government of India was obtained to the Chief and First Assistants of four of the Madras Government Secretariats being declared to be gazetted officers. In applying to the Government of India for this sanction, the existence of the separate Railway Secretariat was overlooked, and the Public Works Department in all its branches was treated as a whole as if it was under one Secretary. Again in letter No. Ref. 2669, Public, dated 23rd September 1904, to the Government of India, which also issued without any reference to the Railway Department, its existence as a separate Secretariat was ignored and the Madras Government Secretariat was referred to as having only four departments (paragraph 6). In this letter the proposal was made to alter the designation of Chief Assistants and first Assistants in those four Secretariats, and in lieu of their fixed salaries to substitute certain progressive scales of pay.

5. All the abovementioned proposals were sanctioned in G.O., No. 50, dated 19th January 1904, and in Government of India No. 946, dated 9th September 19/5, and in G.O., No. 790, Public, dated 13th October 1905, it was ordered that "in order to bring the designations of appointments in the Secretariat of the Government of Madras into keeping with the designations in use in the Secretariats of other Governments, the Chief Assistants and First Assistants in the Local Secretariat will for the future be designated "Registrar" and the Second Assistants "Deputy Registrar." Officers who are at present styled "Registrar" will hereafter be designated "Superintendent." The designation of "Registrar" should not be adopted in any Government office without the sanction of Government.

6. It was in connection with this order that my attention was drawn to the mistake that had occurred. When the various departments of the Secretariat were asked what changes of designation they had made in the head appointments of their

clerical staff, my predecessor proposed to substitute "Registrar" and "Deputy Registrar" for "First Assistant" and "Second Assistant" and on its being pointed out that G.O., No. 50 of 1904 did not include the Railway Branch and that consequently the term "Registrar" could not be used in the Secretariat it was discovered for the first time that the head of the Railway Secretariat clerical staff had by a mistake been denied the privileges which had been accorded in all the other Secretariats. The Public Works Department Secretary also demurred to the term "Railway Department" as unauthorised, and claimed that "there is only one department here, *viz.*, the Public Works Department."

7. Provided the complete independence of the Railway Secretariat is recognised, the precise title by which it is known is a matter of little consequence. When in 1899 its independence of the Public Works Department (General) and its Irrigation Branch was recognised by this Government, the designation "Public Works Department, Railway Branch" was decided on because it was thought to agree with the designation of the Railway Secretariat in Bombay and Burmah. Whether this was correct or not in 1899 it is not so far as Bombay is concerned correct now, nor has it been correct since 1901 as will be seen from Government of India, No. 4509, dated 18th July 1901, and Bombay is the only parallel in India to Madras, the two being the only Presidency Governments under Governors appointed by the Secretary of State. Burma like the North-Western Provinces and Bengal is on a different plane. In Bombay with a precisely similar organisation for the management of Public Works to that in Madras, it will be seen that two entirely independent and co-equal Public Works Departments and Secretariats are officially recognised, their designations being:—

(i.) The Public Works Department.
(ii.) The Public Works Department (Railway).

One department to deal with Railways and another to deal with all other Public Works, and each under its own Secretary as in Madras. The Railway Secretariat, Madras, therefore, on the parallel of Bombay, should be called, what it actually is, a separate and highly specialized department as little interdependent with the Public Works Department, (General), as it is with any other department of the local Government.

8. The result of neglecting to include the Railway Department as an independent Secretariat under its own Secretary when asking the Government of India to improve the status of the heads of the Secretariat clerical staff is that the head officer in the Madras Railway office remains ungazetted, and is denied the progressive scale of pay and is thus left on a very inferior footing to his fellow and exact counterpart in Bombay, both being on the Imperial list and liable to interchange, and I think His Excellency will agree that the injustice should be remedied with the least possible delay, and that the matter should be rectified as soon as we are officially informed that the Railway Secretariat is to continue.

9. Meanwhile there need be no delay in settling the status of the Railway Secretariat. It exists under its own Secretary and has been recognized by this Government as independent of the Public Works Department (General). The designation, however, of "Public Works Department, Railway Branch" given to it under the erroneous impression that it was the same as was in use in Bombay has apparently given rise to the idea that it is still subordinate to the General Department of the Public Works, and in order to remove that wrong impression and put matters on their correct footing, I suggest that it now be given the same designation as the Government of India have given to the precisely similar Secretariat in Bombay, viz., "Public Works Department (Railway)".

G. A. ANDERSON.
30-11-06.

I have no objection.
We must, I suppose, address India.

A. L[AWLEY].
1-12-06.

pvc

The Hon'ble Mr. G. S. Forbes—

We must address the Government of India about making the head of the clerical staff a gazetted officer, but as I said in paragraph 8, I think we had better wait until we are more certain regarding the future of the Railway Department before taking any action on this point.

2. No reference to the Government of India is necessary regarding the designation of the Railway Secretariat. It was termed "Railway Branch" before by this Government without any such reference. In proposing to drop the word "Branch" and call the office "Public Works Department (Railway)" I only propose to adopt the designation already adopted in Bombay (paragraph 9 of previous note).

G. A. Anderson.
4-12-06.

A A This should be noted on first in Public Department. I think the general matter was dealt with in that department, I mean, as to designation, rank, etc., of the Secretariat clerical establishments. As to changing designation of the department, I see no objection: but perhaps Mr. Wilson should have an opportunity of noting.

G. S. F[orbes].
5-11-06.

A A of the Honourable Member's note.

G.A.A.
6-12-06.

To the Public Department u.o.

Public Department.

Chief Secretary—

Submitted that before Public Department notes in this case the remarks of the Public Works Department (General Branch) may be invited as to the designation of the head of the clerical staff of the present Public Works Department [Railway Branch]. We are not acquainted with the facts of the case nor so far as is known here was there ever an officially recognised post designated "Chief" or "First" Assistant in the Railway Branch. The pay of the post in question is on a level, it is understood with the pay of the Deputy * Registrars in other Secretariat departments.

* Formerly Second Assistants.

Submitted that Public Works Department [Railway Branch] may be asked, if there is no objection, to pass on the case to Public Works Department (General) with the request that it may be returned to Public.

C. M. Schmidt.
8-12-06.
H. Bradley.
10-12-06.

Public Works Department (Railway Branch).

8/

It is submitted that the Public Department may be informed that the clerical staff of this office is not under the General Branch (see Public Department G.O., No. 1032, dated 14th September 1/99, which constituted the Railway Branch of the Public Works Department, a distinct Secretariat Department) and that the present designation of the head of the ministerial staff was introduced in 1900 with the sanction of the Government of India. The present pay of the post is Rs. 300—10—350, but since the issue of the order of 1899 and the entire withdrawal in that year of the work of this office from the General Branch, it has been recognised that the head of the office is in regard to pay and status on a very inferior footing to his fellow and exact counterpart in Bombay. It will, however, be seen from paragraphs 8 and 1 of the notes, dated the 30th November and 4th December on pages 2 and 3 of this file that it is not proposed to deal with this matter until official intimation has been received that the Railway Secretariat is to continue.

C. D. Wilson.
12-12-06.

G. A. Anderson.
13-12-06.

To the Public Department u.o.

Public Department.

Chief Secretary—

The Public Works Department (Railway Branch) apparently object to this case going to Public Works Department (General Branch) because the staff of its office is not under the General Branch and G.O., No. 1032, Public, dated 14th September 1899, is quoted. But the object of the reference suggested was to obtain information as to the status and history of the appointment of ministerial head of the Railway Branch prior to 1899 as well as after that date.

A As regards the *designation* the paper referenced as J in the margin of the Public Works Department note—statement attached to G.O., No. 952, dated 4th July 1900—gives the designation as *Head* Assistant. The correspondence in G.O., No. 50, Public, dated 19th January 1904, G.O., No. 710, Public, dated 23rd September 1905, and G.O., No. 790, Public, dated 13th October 1905, had reference to the posts of *Chief* Assistants and *First* Assistants in the Madras Secretariat. The difference in designation is doubtless small but it is submitted that there was a departure from the recognised Secretariat designation in Madras and it is on this point that information would be useful.

Ry/

The counterparts in Bombay to Registrars are Assistant Secretaries.

C. M. Schmidt.
19-12-06.

Public Works Department (Railways) will perhaps waive their objection in consideration of the fact that we want to know what the position was before the change in 1899, and as far as I can see Mr. Wilson's office only can reply to this.

The pay of the Secretariat in Bombay is not of much importance in this matter. Bombay is notoriously more expensive than Madras, and the designation of the officer in Bombay is Assistant Secretary.

H. Bradley.
20-12-06.

To the Public Works Department (Railways) u.o.

Public Works Department (Railways).

I think this office is able to give the information asked for. However I have no objection to Mr. Wilson noting. Will he please return the file to me.

G.A.A.
9-1-07.

4/

Public Works Department.

The change made in 1899 made no real change in the routine work of the Railway office. Then as now the status and pay of the clerical staff of that office were matters dealt with by the Railway Joint Secretary, or Secretary as he afterwards became, and without any reference to the Secretary, Public Works Department. The railway work in Madras is quite independent of Public Works Department work and I see no objection to the word "Branch" being omitted from the title of the Secretary.

F. J. Wilson.
20-1-07.

To the Public Works Department (Railway) u.o.

Public Works Department (Railway).

To the Public Department u.o.

G. A. Anderson.
24-1-07.

Public Department.

Chief Secretary—

Public Works Department (General) give no information as regards the former status of the ministerial head of the Railway office. In connection with the proposal to alter the designation of the post to Registrar, attention is solicited to the following points :—

(i) As pointed out at **A** in the note on page 4 there has apparently never been a *Chief* Assistant or *First* Assistant in the Railway office.

(ii) The pay of the appointment is Rs. 300—10—350 (average value 337½) which is lower than the average value (275—20—375 = 350) of the post of Deputy Registrar in the Chief Secretariat and the Revenue Secretariat.

2. As regards point (i) the Asylum Press Almanacks have been looked up and give the following information :—

1862.—Office of the Consulting Engineer for Railways mentioned for the first time.
1863.—The ministerial head of the above office shown for the first time and styled "Uncovenanted Assistant".
1870.—The designation was "Accountant Uncovenanted Assistant".
1871-1883.—The designation was "Assistant".
1884.—The "Head Clerk" was also shown besides the "Assistant".
1885.—The "Head Clerk" appears to have been converted into a "Manager".
1886.—From this year "Head Clerk" or "Manager" omitted, the "Assistant" only being shown.
1888.—"Assistant" shown under Consulting Engineer for Railways as well as under "Government office".
1889.—From this year the holder of the appointment is shown as "Assistant to the Consulting Engineer for Railways" under the heading "Consulting Engineer for Railways" and as mere "Assistant" under the head "Government office" or "Secretariat".
1901-1905.—There was a "Head Assistant" and a "Second Assistant" under "Consulting Engineer for Railways" and only an "Assistant" under "Secretariat" as before.
1906.—Not shown under "Secretariat," but only under "Consulting Engineer for Railways".

The Assistant or Second Assistant has never been mentioned in the Civil Lists.

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3. It seems to be quite clear that there never has been in the Railway Branch an officer of the same description or standing as the former Chief Assistants and First Assistants in the Secretariat, so that there has been no mistake in the past in excluding the ministerial head of the Railway office from the proposals of 1905 in regard to the Chief and First Assistants (now Registrars) and the Second Assistants (now Deputy Registrars) in the Secretariat departments.

4. The question therefore arises on its own merits, it is submitted. The officer in question controls the establishment of the Secretary to Government, Public Works Department (Railways), as well as that of the Consulting Engineer for Railways. He is not a Secretariat officer pure and simple, and I would respectfully urge that taking all the facts into consideration he should not be given a status superior to the Deputy Registrars in this office and in the Revenue Secretariat who have a great deal more *Secretariat work* proper and the pay of whose posts is higher.

C. M. SCHMIDT.
20-2-07.

The Honourable Mr. Forbes, C.S.I.—

The case for making the head of the Public Works Department (Railways) office a gazetted officer does not appear very strong. The change in the name of the * office is of very little importance and has already been accepted.

* *i.e.*, of "Secretary".

H. BRADLEY.
21-2-07.

The Head of the Public Works Department Railway office establishment is more the head of the Consulting Engineer's office than of the Secretary to Government in the Railway Department. The reason why this Secretary was so long entitled Joint Secretary to Government was because his Secretariat work was subordinate to his departmental work and he was a Secretary because he was Consulting Engineer. Because however he worked independently of *the* Secretary to Government in the Public Works Department, the prenomen "Joint" was dropped in 1899.

If we raised the office Manager or "Assistant" to gazetted rank and entitled him "Registrar" it would mean a claim to higher pay, for which there seems no sufficient reason.

I am not therefore in favour of Mr. Anderson's proposal.

G. S. F[ORBES].
26-2-07.

The Honourable Mr. Hammick, C.S.I., C.I.E.—

His Excellency desires these papers to be sent to Honourable Member.

H.B.
1-3-07.

I agree with Mr. Forbes. I cannot see that any case has been made out for increasing the pay of the Assistant who is head of the office, Public Works Department (Railways), and unless the pay of the appointment is increased apparently the name of the appointment cannot be altered to that of Registrar nor can the appointment be made a gazetted one.

M. H[AMMICK].
2-3-07.

His Excellency the Governor—

H.B.
4-3-07.

In his original note Mr. Anderson explained that the reasons for proposing that the treatment of the other Secretariats in Madras should be extended to the Railway Secretariat were—

(1) that it had already been extended to the identically similar Railway office in Bombay, and

(2) that the omission to include the Madras Railway Secretariat in the application to the Government of India in connection with the Chief and First Assistants of the other four Secretariats was apparently due to an oversight. The Public Works Department was treated as a whole and the existence of the Railway Department as a separate Secretariat was entirely overlooked.

The former reason does not weigh with me so much as the latter.

In the current notes it is acknowledged that the Railway Department is entirely separate from the Public Works Department.

The titles of the Head and Deputy Head of the Railway office have varied considerably. Finally they were called Head and Second Assistants (or First and Second Assistants) and were shown as belonging to the Consulting Engineer's office and not to the Secretariat.

The deduction is that in consequence there never has been in the Railway Branch an officer of the same description or standing as the former Chief Assistant and First Assistant (now called Registrar and Deputy Registrar) in the other Secretariats.

But the question as it appears to me is not so much what these men were called as what was the object of the proposed changes in pay and prospects (at the time they were made) and to what class of officials they should apply. The first reason for the change was that "fixed salaries were considered unsuitable to appointments usually "held for many years and offering little or no prospect of advancement"—*vide* page 2 of G.O., No. 710 ted 23rd tember 1905 ~~page 2, flag O~~. The second reason was that the two top men in local Government Secretariats might be placed on the same footing as the men who did similar work in the Secretariats of the Government of India.

It may be argued that the officer controlling the Railway Department is not a Secretariat officer pure and simple and that therefore the heads of his office cannot claim the privileges conceded to those who serve in a purely Secretariat office inasmuch as the work of Secretary is subordinate to the work of the Consulting Engineer. But as was pointed out in a recent file (dealing with the staff of the Railway Department proceeding to Ootacamund) this is hardly correct. For as a matter of fact as far as the Executive and Secretariat work can be divided at all it seems to me that it is the latter with which the two heads of the Railway office are chiefly concerned. The ultimate Secretariat form in which Railway questions appear, all correspondence with other Secretariats and the Government of India and all Secretariat procedure is primarily their business.

Mr. Anderson is Consulting Engineer, Senior Government Inspector and Secretary, and the three spheres of work seem to me to be inseparable. That being so I find it difficult to refuse to the head of the office the privileges which are conceded to other heads of Secretariat offices. The argument might be applied with equal force to the Public Works Department; for the Secretary, Public Works Department, is as much an Executive officer as is the Secretary of Railways.

It is true that the raising of the head of the Railway office to gazetted rank would mean a claim to higher pay.

The gazetted rank and higher pay were conceded in the other Secretariats for the reasons which I have already quoted and so as to bring the heads of those offices to a level with men who did similar work in the Government of India Secretariats.

Taking the titles, pay and status of the two heads of offices in the Simla, Bombay and Madras Railway Departments I find as follows :—

	Pay.
	RS.
Simla.	
(1) Registrar (Gazetted)	400—40—600
(2) Senior Clerk	400—20—500
Bombay.	
(1) Assistant Secretary (Gazetted)	450—25—600
(2) Senior Superintendent	350
Madras.	
(1) Head Assistant	300—10—350
(2) Second Assistant	200—10—250

The Head Assistant and Second Assistant in Madras are now drawing the maximum of their appointments Rs. 350 and Rs. 250, respectively, and have nothing further to expect. The Head Assistant in Madras is also excluded from the privileges of gazetted rank.

Seeing that we have made the Railway Department a separate Secretariat and that we have refused to give up our Railway Secretary, we may, I think, fairly extend to the head of his office the same privileges as those granted to the heads of the other Secretariats.

A. L[AWLEY].
20–4–07.

The Hon'ble Mr. G. S. Forbes, C.S.I.—
The Hon'ble Mr. M. Hammick, C.S.I., C.I.E.—

His Excellency's note is submitted to the Honourable Members. If the Railway Department is to have gazetted officers at the head of its Secretariat with increased pay, it will be difficult to resist a similar concession in the case of the Irrigation Department.

H. BRADLEY.
23–4–07.

I regret to say that I do not think a sufficient case has been made out for the proposed changes.

G. S. F[ORBES].
24–4–07.

As I understood this question was not to be raised until the official intimation had been received that the Railway Secretariat is to continue. I am not aware that that intimation has come. In any case I am not of opinion that a sufficient case has been made out for the proposed change. Bombay is a bad precedent to follow—it is the most extravagant administration in India. I don't think at present we are justified in proposing to raise the pay of the head of the office establishment of the Secretary and Consulting Engineer, Public Works Department (Railways).

M. H[AMMICK].
25–4–07.

Council.

H.B.
26–4–07.

Very well !
There can be no alteration at present in the existing system.

A.L.
26–4–07.

To the Railway Department u.o.

H.B.
26–4–07.

His Excellency the Governor—
Hon'ble Mr. M. Hammick—
" Mr. G.S. Forbes—

His Excellency's orders in regard to the alteration of the status of the Head Assistant in the Railway Secretariat are noted. It will be remembered that it was not proposed to make any alteration in this respect until we had official intimation that the Railway Secretariat was to continue.

Paragraph 8 of my note, dated 30th November 1906, page 2 *ante.*

2. I put up a G.O. for approval dealing with the other point which has been settled, *i.e.*, that the "Public Works Department, Railway Branch", is to be styled "*the Public Works Department (Railway)*".

G. A. ANDERSON.
2-5-07.

A. L[AWLEY].
6-5-07.

M. H[AMMICK].
8-5-07.

Very well. This is to be understood as a nominal change merely.

G.S. F[ORBES].

Issue G.O.

C. D. WILSON.
9-5-07.

For the Secretary—

Please see the notes connected with G.O. No. 1032, Public, dated 14th September 1899. It is submitted for orders whether the present order should also be sent to the Public Department for issue.

G. D. PLUMMER.
9-5-07.

There is no objection to the order issuing in the Public Department.

C.D.W.
9-5-07.

G.A.A.
10-5-07.

Public Department u.o., with the request that the notes may be kindly returned.

PUBLIC DEPARTMENT.

Chief Secretary—

May issue?

A. GALLETTI.
13-5-07.

C. M. SCHMIDT.
13-5-07.

Issue.

H. BRADLEY.
15-5-07.

[Issued as G.O., No. 371, Public, dated 16th May 1907.]

Cl.

Draft submitted. After issue the Public Department will be asked to return the original notes* connected with the order or to supply a printed copy of them.

G. D. PLUMMER.
27-5-07.

Issue.

C. D. WILSON.
28-5-07.

G. A. ANDERSON.
28-5-07.

[Issued as G.O., No. 894 Ry., dated 29th May 1907.]

mil?

Under Secretary—

G.O., No. 371, Public, dated 16th May 1907, was placed on Editors' Table by the Chief Secretariat. For orders whether our G.O. is also to be placed on Editors' Table.

P. THANIGACHELLAM,
30-5-07.

Not necessary.

C.D.W.
31-5-07.

G. D. PLUMMER.
31-5-07.

It has already been sent to Editors' Table by Public and has appeared in the *Madras Mail*.

C.D.W.
31-5-07.

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* Since received back from the Public Department.

C

Press Clerk

Please return this G.O. ~~for~~ to Press for striking off fresh copies. Spare copies need not be sent to those to whom the order has been communicated but should be printed for office record only, also ~~that~~ copies of the notes need not be sent to the Public Depts unless they apply for them

DAK wants 6 copies

12/7/07

Only one copy of the G.O. only [illegible] the notes is to be sent to those to whom the order is commtd. The office copies will be printed for office record only with the notes.

12/7

Reminded 16/7/07

G.O. No. 894-95-96R

29/5/07

Copies of the G.O. will be distributed as below:-

G.O. with notes No. 894-95-96R

Desptd 17/7

Govt. office — 6 ✓

Madras office — 24 ✓

30

894-95-96R

G.O. without notes

Govt. office — 3 ✓

Madras office — 7 ✓

10.

Fresh copies of the

G.O. No. 894R — 9 ✓

Endt. No. 895-R — 1 ✓

Endt. No. 896R — 1 ✓

11

Desptd 17/7/07

A.P. 12/7/07

Press asked to print off copies accordingly

A.P. 12/7/07