

Public Works (1898) Department.

RAILWAY BRANCH.

G.O., No. 870. Ry

DATED 28th June 1898.

Incloses

G.O. No. 615-16 Ry 8723 April 1898.

[Despatch Abstract.]

Gratuity to Mr G. R. Byron late asst
Traffic Manager, Ry

Letter from the Govt of India sanctioning
the payment of 9 months pay to Mr G. R. Byron
late asst Traffic Manager, Massas Railway
on his retirement from the Service of the
Company. Comm. to the Agent & Manager
of the Railway for info & guidance

BACK PAPERS.

FURTHER PAPERS.

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

Famine work at Salt-Coteau goods
Depot 1877 to 1878.

In the year 1877-8 I was officer in charge of the Goods Depot at Salt Cotair, Madras. These were the famine years. From the month of June 1877 the price of food grains was very high and unusual quantities of grain began to be forwarded by the Railway. From September the continually increasing quantity very considerably tried the carrying power of the Railway and not only caused much labour to the Staff, but involved on me more than usual attention and Supervision with increased hours of attendance at office. The increase of grain forwarded above the normal traffic in 1877, was from 70 to 150 wagon loads a day. With the commencement of the year 1878, the increase was so great that it was found necessary to hire stock from Foreign Railways, and it became a question how the demands from the public to forward grain was to be met. One proposal was, that wagons should be daily sold by auction to the highest bidders, but it was doubted if this would be legitimate or wise, as the system if carried out would no doubt have placed the wagons in the hands of rich and unscrupulous men; to the great detriment of merchants, ryots and country people generally, who were the real purchasers and forwarders of grain. To me then was left by the Agent and Manager (Mr. Edwin) and the Traffic Manager (Mr. F. Church) to devise a system for best meeting the wants of the Public. I proposed that the wagons should be given by allotment, only to actual purchasers and owners of grain. This proposal

was

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

Dated
188

Recd.
No.

was adopted. I first allotted wagons in proportion to their standing to the European and native merchants in ~~India~~ ^{Madras}. To Messrs. Arbutnot & Co, as the firm in the first position were allotted 10. wagons a day and a further allotment of 60. wagons a day as Agents for the Government, for purchasing grain. The next firm was allotted 7. wagons a day and so on in order of their capacity and standing down to 2 wagons a day. Known Kuffussil Merchants were allotted 1 or 2 wagons on alternate days. In addition a sufficient-ly large number of wagons were reserved daily to meet the continually increasing demands of petty merchants, ryots and inhabitants of the famine stricken districts, who were always coming to Madras to purchase grain. The pressure of work was enormous and the daily mental and physical strain on me was excessive. All wagons were allotted or given by myself personally. All forwarding notes issued for the wagons when returned with grain were brought to my office and filed in two large heaps on my table, one for the S. W. Line and one for the N. W. Line. No wagons were allowed to be loaded till I gave the forwarding notes in rotation for the wagons to be loaded each time the sheds were filled with empties. So that the clerks and checkers had no opportunities of loading except for persons authorized by me. The number of wagons at this time loaded every day was from 300 to 450. The shed platforms were kept clear, but in the verandahs and out in the yard there were always thousands of bags stacked. Messrs. Arbutnot & Co with their own and the Government grain

MADRAS RAILWAY.

From	To	Dated
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grain had generally about 10,000 bags piled. The work of loading was kept up incessantly. The clerks and the loading staff were always kept working at high pressure and I was always about urging them to renewed efforts. The office hours were from 6 A.M. to 9 P.M. and often later. On Sundays there was no rest; the offices being closed to the public on this day there was more loading than on any week day. In addition to the famine work, the usual correspondence and traffic work had to be carried on. To this work I devoted entirely on each day from 6 A.M. to 9 A.M. and the remainder of the day up to 9 P.M. to Famine work. All persons claiming to have grain to forward were personally interviewed by me. Their names, nationality, caste and addresses were written down. They were then examined and cross-examined and their demands granted or refused according to their merits or demerits. I found that many continually returned under different names and characters, these were always noted; so that I knew almost every individual. There often came men of wealth; but who had no grain. Their object being to obtain wagons, i.e., forwarding notes to sell. These were publicly sold in the bazaars for Rs. 10/- to Rs. 40/- a piece. When these men found they could obtain nothing from me, they presented themselves to the Agent and Manager Mr. Elwin or to the Traffic Manager. Mr. Church returned to me with their recommendations. I was however again obliged to refuse their requests. All forwarding notes issued by me were numbered and registered by the gate clerks, so that

I knew when they were fraudulently used and the use of wagons for individuals so discovered were cancelled. Numbers appeared before me each day clad in fine Muslins and Silks and loaded with jewelry to increase their importance. All day money, jewels of various kinds, watches, bracelets, necklaces, diamonds, rubies, emeralds and other precious stones were placed before me as bribes. By each postal delivery from 10 to 40 letters were received and in them were frequently found currency notes for Rs 500/- or Rs 1000/- offered to me for wagons. So had I been disposed I could have privately sold wagons at Rs 10/- to 40/- a piece and thus have realised from Rs 3000/- to Rs 12,000/- a day besides jewelry received. The jewelry and money I refused and the notes were handed over to the cashkeepers to be returned, if enquired for, if not to be remitted to the Cashier. So great was the crowd of persons seeking me that a large staff of extra constables had to be engaged to control the crowds coming in at the station gates and in the yard. Extra peons were also necessary to protect the entrances and doors to my office. At my private residence I had two police constables stationed from early morning to late at night to prevent persons entering to seek me or Mrs. Byron. In addition to natives, assistants from the European merchants and houses of agency were daily in my office worrying for additional wagons for natives and others applying to them. Europeans and Eurasians of all denominations not merchants, were frequent applicants; also attorneys called on behalf of their so called clients. The

merchants

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

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merchants charged natives purchasing grain, annas 4 per bag extra if a wagon was required, so practically they were selling wagons at about Rs 27/- a piece. I never gave wagons unless I thought the applications were made by bonafide holders of grain. The public roads from the goods Depot to the sea beach were so blocked with grain carts and people, that passage was only possible through the People's Park. Driving down to office in the morning I was obliged to stop my carriage inside the Park gates and get out there. A body of Police constables then forced a way for me to my office. During the height of the famine a heavy rain fell one night. I cannot now remember the date but I think it was in March 1878. On the sea beach which was covered with mountains of rice unloaded from ships thousands of bags of rice were wetted and destroyed by the rain and had to be buried. At Salt cotawrs I fortunately saw that rain was threatening and three days before it fell I ordered the station gates to be closed and refused admittance to all grains. The grain in the yard was then ordered to be loaded and the work went on without interruption continuously day and night. All that could not be loaded was brought into the sheds or under the verandahs. When the rain came I had only 10 bags damaged and the owner of these was not known. I thus saved both the company and the merchants from great loss. Before the loading commenced there were about 240⁰⁰⁰ bags in the yard.

During the time the scarcity lasted and the traffic was heavy—about one year, I never was absent from office

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

188

Recd.

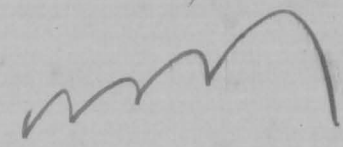
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office for a day. The famine was practically over in July 1878. After this owing to the tremendous strain to the system and through the vitiated air of the goods Depot, owing to the crowds of natives, healthy, sick and famine stricken, to the evil smells from rotten grain and the foul air from bad drainage and the Municipal Sweepings and sewage which was deposited on the lands surrounding the station, I was struck down with dysentery. I was ill to death's door for about two months and then recovered. but after another three weeks having returned from a trip up-country, chronic dysentery set in and I was invalided home; where the dysentery continued for about 10 months. I returned to India after 2 years leave. I was stationed at Madras, but I was always subject to the same complaint. The Madras climate not agreeing with me; in August 1882 I was transferred to Podanur, where I remained to the end of my service on 31st December 1897, as it was thought inadvisable for me to return to Madras.

27th January 1898.

Sd/ G. R. Byron.

/True copy/


Agent and Manager.

Atts.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

188

Recd.

No.

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From Am

MADRAS RAILWAY.

From
To
The Agent and Manager.
The Consulting Engineer
for Railways.
Dated
Recd.
No.
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Madras Railway Company.

Traffic Manager's Office,

Central Station, Madras, 4th February '98.

The Agent and Manager,

Rayapetam.

Dear Sir.

Mr G. R. Byron's Retirement.

Mr G. R. Byron, who until the 31st December 1897 was the senior District Traffic Officer on the Madras Railway and whose period of service terminated under the orders of the Board on account of advancing years, now writes to me as follows: -

"Having retired from the Madras Railway Service on the 31st December 1897 after an un-
"interrupted service of nearly 29 years, I request
"that you will, through the Agent and Manager,
"apply to the Board of Directors for a full gratuity
"to be paid to me as a reward for long and
"meritorious service. I have had the honour and
"pleasure of serving with and under you for
"about 12 years, and so you are both officially
"and privately acquainted with my character
"and conduct during that period. I feel sure
"in trusting to you for such a recommendation
"as will realize the accomplishment of my applica-
"tion."

2. Mr Byron entered the Company's service as a
junior

junior Traffic officer in June 1869, and, as he has been known to you both officially and privately during the whole of his service, it seems to be almost superfluous for me to allude to his conscientious devotion to duty during such service with the Madras Railway.

3. In Government of India Circular No. XIV, Railway, dated the 5th November 1894 on the subject of gratuities, para 7, clause III, provides for the grant of a gratuity on retirement in cases where special services have been rendered, while clause IV provides for the grant of gratuities to officers who are compelled to retire prematurely in consequence of sickness met with in the performance of their duty.

4. The services of Mr Byron, it is believed, as will be explained later, clearly bring his case under clause III of the rule in question, but in addition to this, it seems to me that clause IV, in a measure would also apply to his case.

5. The period during which Mr Byron performed work of an exceptional character was during the years 1877 and 1878, when he was the officer in charge of the Goods Depot at Salt Coteaux, during the great famine. In order that some of the details of Mr Byron's services on that occasion might be placed on record, I requested him to send me a note of the duties he was called upon to perform at Salt Coteaux during the famine, and I have pleasure in attaching a copy of that note for the information of yourself, the Board and the Government.

Sir,

To

From

Consulting Engineer for Railways.

Agent and Manager.

MADRAS,

188

AGENT AND MANAGERS OFFICE,

MADRAS RAILWAY.

No.

(No. 1.)

MADRAS RAILWAY.

AGENT AND MANAGERS OFFICE,

MADRAS, 188

No.
(No. 1.)

From

Agent and Manager.

To

Sir,

Consulting Engineer for Railways.

6. An opinion has been expressed that decorations have been bestowed for work in connection with famines of considerably less merit than the services which Mr. Byron performed at Salt Cotours during the famine of 1877-78, and, as stated in the last para of his note, the chronic illness which followed his period of work at Salt Cotours precluded the possibility of his future employment in Madras and consequently made it impossible that he could be promoted to the position of either Deputy or Traffic Manager. I therefore venture to hope that the Board will be pleased to approve of the maximum gratuity of 12 months pay or Rs. 9818/2, being paid to Mr. Byron and that his application will be supported by the Government of Madras and sanctioned by the Government of India. That it will receive your strongest support I am confident.

Yours faithfully,

sd/ F. W. Read,

Traffic Manager.

/True copy/

Agent and Manager.

aks

Eng. No. 1	To E. No. C. No. 2221	1028
1012710	410	7.5-98
From	Am	

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

Dated
188

Recd.
No.

Extract from the Agent and Manager's letter to the Board, M.Ry. No. 2348 of 10th Feb. 189

Mr Byron recommended for gratuity

11. I forward for the Board's proposal, Copy of a letter addressed to me, on the 4th instant, by the Traffic manager, and Copy of the Enclosure which accompanied Mr. Read's letter. I can confirm all that is stated with reference to Mr Byron's Special Service at the Madras Goods Station during the famine years of 1876, 1877 and 1878, as I held at the time the Office of the Deputy Traffic manager, and I, from my own knowledge, can testify to the fact that Mr Byron's presence at the Goods Depôts at a time when the subordinate staff had become demoralised, relieved the management and the Government in the Railway branch of grave anxiety. Mr Byron's charge of the Madras Goods Depôts and his zeal in guarding the Company's interests, resulted undoubtedly in the saving of many lacs of rupees.

On two separate occasions, I have had the pleasure of offering to Mr Byron promotion to the Office of Deputy Traffic manager, but the serious illness he contracted from devotion to duty and in grappling with the difficulties created

by famine pressure prevented his residing permanently in Madras, and very reluctantly on each occasion he was obliged to refuse promotion.

His case seems to me to be in every way deserving of the Board's sympathy, and I beg to ask that he be granted 12 months' salary as a bonus on retirement. The Company has contributed the sum of Rs 2297. 13. 6 to Mr Byron's credit in the Provident Fund since the Fund was started in 1891.

Extract from Board's letter to the Agent & Manager
In Rev: No: 970 dated 11th March 1898.

Gratuity to Mr Byron on retirement

13. The Board have had under consideration para 11 of your letter No: 2348, together with the Traffic Manager's communication to you of the 4th ultimo, in which the hope is expressed that the Board will be pleased to approve of the maximum gratuity being granted to Mr L. R. Byron, Assistant Traffic Manager, on his compulsory retirement, on account of advancing age, on the 31st December last, after serving the Company for nearly 29 years. Mr Byron rendered special service during the famine of 1876, 1877 and 1878 by devising and carrying out a system for the allotment of wagons to actual purchasers and owners of grain, and the great exertions and responsibilities which devolved upon him, in addition to his ordinary duties, seriously affected his health. You bear testimony to the fact that Mr Byron's presence at the Goods Depôts at a time when the Subordinate Staff had become demoralised, relieved the Management, and the Government in the Railway Branch, of grave anxiety, and that his zeal in guarding the Company's interests resulted undoubtedly in the saving of many lakhs of rupees. You also state that

that the serious illness Mr Byron contracted from his devotion to duty, and in grappling with the difficulties created by the famine, prevented him residing permanently in Madras, and that in consequence he was obliged on two occasions to refuse promotion to the office of Deputy Traffic Manager. The amount now standing to Mr Byron's credit in the Provident Institution would seem to be about Rs 7,500, of which Rs 2,298 has been contributed by the Company. Under the circumstances above stated the Board consider that Mr Byron fairly comes under the provisions of the Government of India Circular No. 114 of the 5th November 1894 (para 7, Clause 3), and they trust that Government will be pleased to sanction the grant to Mr Byron of a gratuity of Rs 9,000, equal to one year's salary.

(No. 1.)
No. 8655.

316

MADRAS RAILWAY.

AGENT AND MANAGERS OFFICE,
Madras, 14th April, 1898.

From

To

SIR,

The Agent and Manager.

Madras Railway.

The Consulting Engineer for Railways.

Madras.

I have the honor to forward herewith an extract, para 11, from my letter to the Board No. 2348 dated the 10th February 1898, together with the enclosures referred to therein, recommending Mr. G. R. Byron, late Assistant Traffic Manager, for a retiring bonus of 12 months' pay. I also enclose the Board's reply, para 13 of letter No. 970 dated the 11th Ultimo, in which their approval to the grant of the proposed bonus is accorded.

It will be observed that the application is based on the specially good service which Mr. Byron rendered to the Company during the famine years of 1876, 1877 and 1878, and on the subsequent illness of a chronic nature which he then contracted and which permanently incapacitated him for long residence at Madras, thereby necessitating his refusal on two occasions to accept promotion

to

(2)

to the office of Deputy Traffic Manager.

I trust that in consideration of these circumstances, the Government will be pleased to accord sanction to the payment to him of the amount of the gratuity approved by the Board, viz Rupees. 9818-2-0 equal to one year's salary.

The Company has contributed the sum of Rupees. 2297-13-6 to Mr. Byron's credit in the Provident Institution since the fund was started in 1891.

I have the honor to be,

Sir,

Your most Obedient Servant,

Amis. S.M. W.

Agent & Manager.

Amis.



OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 15th April 1898.

No. 1070

OFFICE NOTE.

Letter from the Agent *Manager Madras* Railway, No. 8655
dated 14th April 1898, forwarded to the Examiner of Railway
Accounts. *for favor of remarks.*

for E. R.

EXAMINER'S REPLY.

If the Local Govt. is satisfied
that the services rendered by
Mr. Byron were exceptional
and financially beneficial
to the Railway, in terms of Govt.
of India Cis. No. XIV Ry. of 1894,
the application may be sub-
mitted to the Govt. of India for
sanction.

Endeavour

C. R.
18.4.98.
9/5

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Serial 2

18.4.98

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

188

Recd.

No.

H.E. The Governor

I shall be glad of your Excellency's order on this case. The Board of the Indian R. Co. ask for a bonus of a year's salary for one of their officers, Mr. Bygon, on his retirement. The grant will come wholly from Government (Income) if allowed, because there are no surplus profits accruing to the Company out of which it could be paid, so the Company can afford to press before their servant as being very generous; while, if it is refused, Government will be called very close fist.

The rule under which such bonuses are granted are just up. I ask your Excellency to please them as we must deal with this matter in accordance with what we conceive to be their intention. Personally I do not feel very sure that we ought to strongly support the application. Though the case may perhaps be considered as fitting in fairly well with the intention of Rule 7. III of the Circular XIV. P. 5th Nov. 94.

The ground on which the Board ask for the indulgence is that 20 years ago Mr. Bygon effected such measures in the handling of a grain of traffic as resulted in a saving of "many lakhs of rupees". But it is the duty of every employee of every organization to work his best, and it can be said of ~~the~~ ^{most} men of nearly 30 years service that they have at one time or another ~~done~~ ^{done} something exceptionally energetic.

My advice is that we send this case up to Her Majesty's Government, saying that the matter is one not financially affecting in any way, and that on all the materials for the exercise of a judgment in the matter are sent forward we prefer that the Govt of India, with whom the decision must rest, should make up their own mind.

I think there was surplus profit last half year and a recent previous year.

* H.E. Z

It was, but the circumstances were special. There was an unusually heavy grain traffic, and a month or so nothing at all. Mr. Bygon did his work well under difficult conditions.

I think the Board's recommendation may be favored with our support. I do not think we should ever shrink our own responsibilities. We are in a better position to judge for them than they are. I think we should exercise our judgment.

Papers to be read in Proceedings:—

Again G.O., dated 189 , No.
Again G.O., dated 189 , No.
Current No. 1761 of 1898, dated 15.4.98, from Agent, Madras R.
" 189 , " , "
" 189 , " , "

ORDER.

By order of the Govt. dated 23/4/98.

The Government of India will be addressed.

H.E. No. 1761 dt 23/4/98

7/11
R
23/4/98

Agent Madras R.
Cony Engrs to Govt.
I 26/4/98

24/2/98

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Shula

Cotacmandu 23rd April 1898.

SIR,

In forwarding for the order of the Government of India the accompanying copy of a letter from the Agent & Manager Madras R. No. 8655. 316 dated the 14th April 98, with its enclosures, I am directed to say that in the opinion of this Government Mr. J. R. Bygon's case is covered by the provisions of Clause 7, I and III of part of Indian Circular No. XIV. By. dated the 5th Nov. 94.

The proposal to grant a bonus of twelve months salary to Mr. Bygon on his retirement, on the grounds set forth in the Agent's letter, has received the approval of his Board of Directors and is supported by this Government.

I have &

F.M.

23/4/98

Documents accompanying:

Copy of letter from the Agent &

to the Secy. to Govt. of India No. 8655 of 14/4/98

With enclosures.

316

The enclosed copy of
found in original.
The Agent's letter
ask for more than 8.0. for
a good copy to send.

F.M.

Drop the same 8.0. to
F.M.
23/4/98

Works
Public (1898) Department.
Railway
CURRENT No. 760

18p
New gen. S.O. dated 23rd April 98. No. 615-16. R.
.. also P.W. R. Current No. 760. 1898. dated the
23rd June 98. from Genl. of India.

From

The Govt. of India

Order

No. 870. Dated 28/6/98.

Communities to the Agent
and Manager Madras Ry. Co.
for information and guidance

No. 1694 Co.

Dated 15th June 1898

Received } 23. 6. 98

Registered

Enclosures

Spare copies

F.R.S.
24/6/98 R.

To. Agent & Manager M.R.
.. Mr. Gt. Ry. Genl. India.

Despatched on 1/7/98

SUBJECT.

Gratuity

Sanctioning the payment
of 9 months pay to Mr
S.R. Byram, late Asst.
Traffic Manager, in Ry.
on his retirement from
the service of the Coy.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

All communications should be addressed to the Secretary.

No. 1694 G.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

GENERAL.

To

The Joint Secretary to the Government of Madras
Public Works Department, Railway Branch.

Simla, the 15th June 1898.

Sir,

With reference to your letter No.616 Railway.,dated the 23rd April last, I am directed to state that the Government of India are unable to agree to the grant of a higher gratuity than the equivalent of 9 months pay, to Mr. G.R.Byron, late Assistant Traffic Manager, Madras Railway, on his retirement from the service of the Company.

2. The payment of that amount to Mr.Byron is accordingly hereby sanctioned.

I have the honour to be,

Sir,

Your most obedient servant.

Sulimanshe

Offg.Under Secy.to the Govt.of India.

Documents accompanying :-

Nil.

ABCT

J.B.M.