



4770

Allahabad

August 27<sup>th</sup>

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Dear Pippe

I'm grieved to see you  
have taken leave of your senses  
and flown off in a passion  
to swell the Swadeshi and  
pro-Douglas ranks - Of course  
it is due to your being  
quite tired of hearing the  
Agent's blame sung so long  
and so harmoniously -

However I do not think you  
are right in this case at any



rate about the heads of the Traffic department being to blame -

It is no doubt true that it was high time something was done for the native staff; - but I beg to point out that their real grievance was simply that they were doing ten times the work on the same scale of pay as twenty years ago, and that this grievance applies equally to District Traffic Superds. - You are certainly wrong in thinking that there was not a

genuine desire on the part of the higher Traffic officers to improve the Balab's position - As a matter of fact ~~that~~ if anyone on the railway is responsible for the crisis - it is, I think, the Audit department with their absurd system of authorizations, by which a district officer is unable to give increases of pay - although within the margin allowed by the rules - It is a fact that the system is this: Audit takes your actual expenditure at each station for a  $\frac{1}{2}$  year, and fixes that as the limit of your authorization

for the next  $\frac{1}{2}$  year — No margin  
is allowed for increases — You  
see what results: ~~in~~ you have  
a senior ~~man~~ Station master  
drawing say Rs 60/- — He  
resigns in October & you  
promote a man drawing Rs 45/- —  
You give him Rs 5/- on promotion  
and all works well for the  
1<sup>st</sup>  $\frac{1}{2}$  year of the next year, your  
sanction being still 60/- — From  
1<sup>st</sup> July you find it cut down  
to Rs 50/- just when you want  
to give him another increase!  
~~This~~ The result is that  
your sanction can only go  
down and not up — very



economical no doubt — This  
 may sound incredible, but I  
 can assure you it is a fact,  
 and one which the district  
 officer is always knocking  
 his head against — (Of course  
 the result is that we all  
 make a point of working  
 right up to our authorisations,  
 and would sooner give a  
 big increase to an undeserving  
 man than lose sanction ~~to~~  
 & thus not be able to give  
 an increase to a good man  
 later on — ~~This~~ This is where the  
 economy looks thin —)



Rule 1 of Railway Management: -

The department which has to do the work must pay the wages -  
→ If it is found that the wages bill is too high for the work done and profits earned, let the outsiders criticise the head of the department - To allow a non-railway department to interfere ~~with the~~ directly with the wages, is as just on the same footing as to allow this same Audit department to limit the quantity of coal <sup>engine</sup> to be allowed for each <sup>trip</sup> -

So you see where I am aiming at in my defence of my

department; we are not allowed a free hand, nor even an approach to one - And I decline (pro W.A.D.) to take the responsibility for the crisis - We have all protested till we are sick against this impossible position of the Audit department - But I regret to say the Board seems to take a different view, and to look to the Audit department to make economies in expenses all round - in my opinion a fundamentally wrong view of the functions of an Auditor -  
So, madam -

The Auditor's position should be purely that of a critic; let him go to the Agent and say "You

traffic has decreased 10% but your  
traffic department wages bill has  
gone up 15% - The Agent then  
calls on the G. T. M for an  
explanation, and if no satisfactory  
one is forthcoming haul him over  
the coals - The point is that there  
may be a perfect explanation  
for it, which the Auditor is  
utterly unqualified to judge of -  
(I will not ~~do~~ more than refer  
to the Agent's qualifications - as  
it seems to pain you!) At any  
rate he (the Agent) is there for  
that purpose, and the Auditor is  
not - or should not be -  
I imagine allowing the Auditor to  
decide what pay I am to give  
my station master - It's a farce!



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It is in these matters that the Americans are so excellent - They really do give a man a chance to run his job himself, - and kick him out sharp if he can't do it -

The strike still drags itself on - The first batch of main investigators were dismissed with loss of Co's proportion of Provident fund; a few days later the next batch of reprobaters was dismissed without this penalty - A few days





more and a notice was issued to the other strikers (who of course were meantime under suspension) telling them that if ① they apologized ② they promised to be good for the future, they could be allowed to return to duty, only they would not for another year get the benefits which a kind Company had decided to give the rest of its native servants - Unfortunately they haven't come back; and

so after a season these also were dismissed - And now we have gradually to replace them (some 400 men) and meanwhile to work in pain short-handed - Jewell & I have most men short, for my men are still down at Howrah, poor things - Beyond one case of vitriol throwing (at one of Jewell's loyal men, not mine) there has <sup>not</sup> been much violence - That was a horrid case - Still it must be very unpleasant for them working down there, in a hostile country



and having left their 'female members' at a moment's notice -

The agitation moreover has not subsided - For otherwise; three days ago, Diny, wrote to say that he was afraid Asansole district might go en bloc, and that he might have to ask me for more men - Nothing's happened since, so I suppose it's subsided; but I gather Bengali agitators are now at work organising an Amalgamated Society -

It's really very tedious -

I've recently met two



people of curious interest -

① A Raper - D.L.O. on  
the G.I.P. at Sublypore - He  
is one of the Rapers and  
flows about Aunt Eliza  
and all sorts of other people  
I'm sure I ought to know  
about but don't.

② Col. Townsend who is  
acting General here - He  
is (a) heir to the unfortunate  
Marquis, and babbles freely  
about the whole thing - He  
has a millionaire wife and  
has himself bought all the



pictures etc so they wont leave  
the country - (b) he is the  
hero of the Clitoral affair  
in '95; it was he who was  
in command of the fort - He  
has also been in every other  
show, ~~in~~ from the  
failure to relieve Gordon to  
S. Africa -

I've started to write  
a book, which may surprise  
you - Its to be a Primer  
or text book of Transportation -  
No such thing exists, and  
one is badly wanted for good

young Rudolphi - As it is, it  
takes years to get any glimmering  
of what its all about -

I've at present written 2½  
chapters and am already in  
a perfect maze - Any  
Rudolph on reading the 2½  
would instantly resign or  
commit suicide - Still on it  
goes -

I find from various sources  
that I have been awarded  
a prize (a verbal one)  
for the strike affair - So  
thats a comfort - Still  
I fear the block just above

we on the E.I.R. of about  
7 people all between 29 & 36  
(including the infant Colin)

is too brittle to be hopped  
over by any means at all -

I shall have to look outside  
- to things like secretaryships  
of Conferences etc - I don't  
feel as though another 15 years  
of D.T.S. would suit me.

This letter is too too long

Your affectionate brother

David Charley