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MADRAS RECORD OFFICE.

Government of Madras.

Financial DEPARTMENT.

G.O. No.	77	Press
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23-25		
Dated	12-2	1861..

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Not to be folded or roughly handled

*Proceedings of the Madras Government, Financial Department,
12th February 1861.*

No. 23. Read the following Proceedings of Government in the Public Works Department, dated 15th November 1860, No. 2,586.

With reference to Government Order, Financial Department, No. 529 of the 24th October 1860, communicate letter from the Chief Engineer containing remarks on the subject of the new rule relating to mileage allowance, &c. (Vide Proceedings Public Works Department, dated 15th November 1860, Nos. 253 & 254.)

No. 24. Read the following Proceedings of Government in the Revenue Department, dated 19th December 1860, No. 2,447.

Communicating Proceedings of the Board of Revenue who state that the rule proposed by the Civil Auditor is an equitable one, provided it is restricted to cases where there are means of travelling by an established line of packets or by a Railroad. (Vide Proceedings Revenue Department, dated 19th December 1860, Nos. 322 & 323.)

From W. J. RAYNOR, Esq., Officiating Civil Auditor, to T. PYCROFT, Esq., Chief Secretary to Government, Fort Saint George, dated 15th January 1861, No. 20.

With reference to your Memo: of the 3rd instant, requesting to be furnished with a Memo: shewing the rules which regulate the drawing of Travelling Allowance in the several Departments of this Presidency, I have the honor to state that it has heretofore been the practice to allow the prescribed mileage rates (except in cases where Officers proceeded by Sea, when, if not granted a free passage on a Government Vessel, they were allowed within reasonable limits, the actual amount of passage money, under the Financial Resolution of the Government of India, dated 14th January 1859, No. 378,) to all Officers required to travel on the public service, whether deputed on special duty, joining an acting appointment, or transferred from one appointment to another on equal salary and not at their own request, according to the most direct land route the distance being regulated by the Table published in the Supplement to the Fort St. George Gazette, dated 30th January 1857, Major Scott's Route Book, or information obtained from the Quarter Master General of the Army.

2nd. The Order of the Government of India, dated 29th September 1860, No. 10,109, Financial Department, which led to my predecessor's reference of the 19th October last, does not appear to have been before this Government, and I beg to annex a copy of it with a view to a better understanding of the rule of practice proposed to be adopted. I would suggest, however, in order to obviate any misapprehension as to the meaning of the concluding clause thereof, that it be modified thus:

"In sea voyages, in the case of a private vessel, an Officer must enter the actual passage money for himself and Servants (to the allowed number). If granted a free passage on a Government vessel, no charge must be made."

No. 25. ORDER THEREON, 12th February 1861, No. 77.

It is observed that in the replies made by the Civil Auditor of Bengal to the questions submitted by the Civil Auditor of Madras, which replies have apparently the approval of the Government of India, the following principles are laid down.

1st. That if a sea route be available to an Officer who has to join an appointment and the expence of it be less than the travelling allowance at 8 Annas a mile for the land journey, the Officer should charge Government with the amount which he would have had to pay for passage money had he proceeded by sea, in lieu of the mileage on the land route.

2nd. That if an Officer by using Ship or Rail can, although by a circuitous route, make the place of his destination more speedily and conveniently than he could were he to proceed by the direct land journey, he is bound to choose the former course, and to charge only according to the rates allowed by Government for the means of transport which he has actually employed.

*Proceedings of the Madras Government, Financial Department,
12th February 1861.*

2. It seems to Government that no further rule such as that submitted by Mr. Balmain in his letter of 19th October last is necessary, and that all that is required is to publish the Order of the Government of India, 29th September 1860, Financial Department, No. 10,109 in the Fort Saint George Gazette for general information and guidance.

3. It is observed that it is only when a journey can be accomplished *both* more speedily and conveniently by a mixed route, than by a land journey only, that the former need be adopted. Further that generally such route is to be selected which is both least expensive, and most speedily traversable. This will for the most part meet the objections taken by the Chief Engineer to Mr. Balmain's proposed rule. Under the spirit of Mr. Sandeman's answer to the second query it will not be incumbent on Officers of the Public Works Department in Districts traversed by a Railway, to take the Rail for short distances, when the place of departure and place of destination are at some distance from the line and when consequently the use of the line would not be convenient nor materially shorten the time spent in the journey. Such cases as that of Mr. Merrill would also come under the same answer.

(Signed) T. PYCROFT,
Chief Secretary.

Exd. F. Cartledge.

*PUBLIC WORKS DEPARTMENT.
Public.*

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following letter from Lieutenant-Colonel W. H. HORSLEY, Chief Engineer, to J. D. BOURDILLON, Esq., Secretary to Government, dated Chepauk, 1st November 1860, No. 6,525 :—

SIR,

1. With reference to the Proceedings of Government, No. 2,207, dated 26th October 1860, referring for my report a letter from the Officiating Civil Auditor No. 756, dated 19th idem, proposing a modification of the existing Rule regarding the grant of Mileage allowance to Officers in Civil employ, I have the honor to observe that in almost all cases the practice at present prevailing in the Department of Public Works is to pass Mileage allowance to Officers claiming the same according to the distance of one station from another, as shown in Major Scott's Road Book. But when the route to be taken cannot be traced by this means, the Map of the District is consulted, and Mileage passed according to the distance calculated by the most direct route available. In no case, however, is an Officer of the Department compelled to adopt a particular means of transit, as the Railway for example, and whenever even with a Railway available in a District an Officer claims Mileage allowance at 8 annas per mile, it is invariably passed to him, on a certificate being granted that no portion of the distance charged for was travelled by rail.

2. In cases similar to that of Mr. Merrill,* who was transferred from the Godavery to North Canara District, it may happen

* 2nd Assistant District Engineer, submitted to Government in letter, No. 5,512, dated 3rd October 1860.

that although a direct route is available, yet considering the difficulty of procuring carriage, the hardships that an Officer would have to endure by adopting a comparatively unfrequented route, and the time that would be lost in reaching his destination, I consider that it would be a wiser economy (the object being to secure the Officer's services at his new post in the shortest possible time) to allow the longer route, viz., from Dowlaishwaram by Steamer to Madras and from Madras to North Canara via Bangalore and Mercara, to be taken, although the distance, in the latter case would be 237 miles in excess of the direct route through Guntoor and the Nundi Kanama Pass to Bellary and thence to Shedashegur.

3. Moreover, in Districts where the rail is available, Officers frequently prefer travelling by the road, since, in the former case, the allowance (annas 3 per mile) passed to them is, when the distance is short, not only insufficient to cover the expenses of the marching establishment which they are compelled to maintain at a heavy expense, but, in many cases, owing to the high prices charged for carriage from the Stations on the line to the town or other place to which they are destined, the allowance to which they are entitled is less than the expenses actually incurred.

4. Under these circumstances, I am of opinion that the rules at present regulating the grant of Mileage allowance to Officers of the Public Works Department should not be disturbed.

ORDER THEREON, 15th November 1860, No. 2,367.

Resolved that the Board of Revenue be requested to submit as soon as possible the report called for in the Order of the 26th October 1860, No. 1,969.

(True Extract.)

Acting Secretary to Government.

To the Board of Revenue.
,, Chief Engineer.

Exd. S. T. Augustin.

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PUBLIC WORKS DEPARTMENT.
Financial.

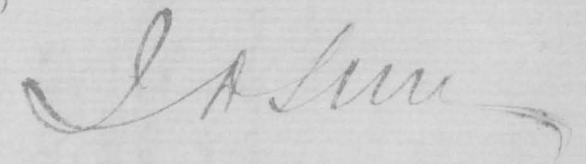
PROCEEDINGS OF THE MADRAS GOVERNMENT.

Dated 17th December 1860, No. 2,586.

Read again letter from the Chief Engineer, containing remarks on the subject of the new rule relating to mileage allowance furnished by the Civil Auditor, dated 1st and recorded in Proceedings of Government 15th November 1860, No. 2,367.

Ordered that the Chief Engineer's letter of the 1st November 1860, No. 6,525, be communicated to the Financial Department with reference to an order in that Department, dated 24th October 1860, No. 529.

(True Extract.)



Acting Secretary to Government.

To the Financial Department, with letter No. 6,525.

Exd. T. McMootry.

Exd.

REVENUE DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following Proceedings of the Board of Revenue, dated 30th November 1860, No. 5,596:—

Read Proceedings of the Madras Government, dated 15th November 1860, No. 2,367, Public Works Department.

(In Cons., 16th November 1860, No. 5,915.)

1. The Board are of opinion that the rule proposed by the Civil Auditor is an equitable one, provided that it is restricted to cases where there are means of travelling by an established line of packets or by a Railroad, but where these means do not exist they think the present rule should remain in force.

2. The Order of Government dated 26th October 1860, did not reach the Board till after the receipt of that now under reply.

(A true Extract.)

(Signed) W. HUDLESTON, Acting Secretary.

ORDER THEREON, 19th December 1860, No. 2,447.

Ordered that these Proceedings be communicated to the Financial Department with reference to an Order in that Department, dated 24th October 1860, No. 529.

(True Extract.)

[Signature]

Acting Secretary to Government.

To the Financial Department.

Exd. Thos. McMootry.

He is not

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Civil Audit Office,
 Port Saint George,
 15th January 1864.

N^o 20

From, W. J. Raynor, Esq.
 Offg Civil Auditor.

To, J. Pycroft, Esq.
 Chief Secretary to Govt.

Sir,
 With reference to your Memo: of the 3rd Instant, requesting to be furnished with a Memo: shewing the rules which regulate the drawing of Travelling Allowance in the several Departments of this Presidency, I have the honor to state that it has heretofore been the practice to allow the prescribed Mileage rates (except in cases where officers proceeded by Sea, when, if not granted a free passage on a Government Vessel, they were allowed within reasonable limits the actual amount of passage money, under the Financial Resolution of the Government of India dated 11th January 1859, N^o 378) to all Officers required to travel on the public Service - whether deputed on special duty; joining an acting appointment, or transferred from one appointment to another on equal salary & not at their own request - according to the most direct land route, the distance being regulated

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regulated by the Table published in the Supplement to the Fort Saint George Gazette dated 30th January 1857, Major Scott's Route Book, or information obtained from the Quarter Master General of the Army.

2^d. The Order of the Government of India dated 29th September 1860, N^o 10,109, Financial Department, which led to my predecessor's reference of the 19th October last, does not appear to have been before this Government, & I beg to annex a Copy of it with a view to a better understanding of the rule of practice proposed to be adopted. I would suggest, however, in order to obviate any misapprehension as to the meaning of the concluding clause thereof, that it be modified thus.

"In Sea Voyages, in the case of a private Vessel, an Officer must enter the actual passage money for himself & Servants (to the allowed number) - If granted a free passage on a Govt Vessel, no charge must be made."

I have the honor to be,

Sir,

Your most obed^t Servant,

M. Rafan

Off^r Civil Auditor

C. H. N.

N^o 2978.

From,

H. D. Sandeman, Esq^r

Officiating Civil Auditor.

To,

C. H. Lushington, Esq^r

Secy^r to the Government of India

Financial Department.

Dated Fort William 17th Sept^r 1860.

Sir,

I have the honor to acknowledge the receipt of your Memorandum N^o 9151, forwarding for report a letter in c^o Original, N^o 587 from the Civil Auditor of Fort Saint George, soliciting instructions in regard to the Method of Calculating travelling allowance - For the sake of easy reference, they to give the practice of this Office half marginally.

Mr. Balmain's questions.

In the case of an Officer proceeding by Sea, where the expense incurred is much below the amount which would be due at 8 annas a mile, if the journey were made by land, Should he draw according to the route by which he actually travels, or should he only be allowed to draw by the cheapest route available?

2. When by a round about journey, but performed partly or altogether by Steamer and by Rail, the allowance calculated

Reply.

It has been decided by Government (Vide Financial Resolution dated the 14th January 1859) that in the case of an Officer proceeding by sea from one station to another to an Officiating Post, he should charge the Government with the actual amount of his passage money, & it is submitted that according to the spirit of that rule, an Officer would not be warranted in inflicting the greater expense of a land journey upon the Government in cases where a sea route is available.

It is submitted that in the selection of his route it is the duty of an Officer to choose that which is the least

calculated at the reduced rate for these methods of conveyance, falls short of what would be drawn at 8 annas a mile for the direct distance, is the rate of 8 annas to be allowed on the direct distance, or is an Officer to draw only the allowance calculated on the route he actually travels, whether by sea steamer, by river steamer, by rail, or by the ordinary road?—

least expensive & the most speedily traversable. If therefore by using ships or rail he can, though by a round about journey, more speedily & conveniently make the place to which he is bound, he should select that route & charge only according to the rates allowed by Government for the means of transport which he has actually employed.—

I have &c
Signed / H. D. Sandeman.
Off^r Civil Auditor.—

N^o 10109.

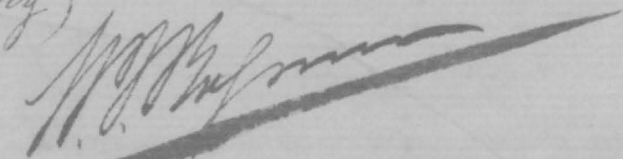
Fort William,
Financial Depart^t,
The 29th September 1860.—

Ordered that a Copy of the above letter be forwarded to the Civil Auditor at Madras for information & guidance, in reply to his letter N^o 587 dated the 28th Ultimo.—

By Order of the Governor General in Council.—

Signed / C. H. Lushington.—
Secy^r to the Gov^t of India.—

(True Copy)



Off^r Civil Auditor.—

By Order

12th Feb 1861
J. A. K. E. C.

Financial Department.

Proceedings of the Madras Government.

Read the following letter
from the ^{Official} Civil Auditor.
(Here enter 15 January 1861, No. 20.)

Order thereon 12 February 1861, No. 77.

It is observed that
in the replies made by
the Civil Auditor of
Bengal to the questions
submitted by the Civil
Auditor of Madras,
which replies have
apparently the ap-
proval of the Govt.
of India - the follow-
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laid

15 July 1859, 4th 27 1828.
24 July 1860, 5th 31 1852.

Final 1861 October

From

The Official Auditor

To

The Chief Secy. Govt.

Dated 15th

Received 17th January 1861.

No. 77.

No. 20.

No. 26.

Referring to the
rule which regulates the
allowance to officers
in the Public Service
- seeing on duty; from not
exceeding 100 Rs. in other

laid down. -

1st That if a sea route be available to an officer who has to join an appointment and the expence of it be less than the travelling allowance at 8 Rs. a mile for the land journey, the officer ~~should proceed by sea~~ and should charge Govt. with the ~~total amount of~~ ⁺ his ~~passage money~~ only, ~~or if he prefer~~ ~~going by land should~~ ~~draw such amount~~ only, in lieu of the mileage on the land route. -

2^d That if an officer by using ship or rail, can, altho' by a circuitous route, make the place of his destination more speedily, and conveniently than

than he could were he to proceed by the direct land journey, he is bound to choose the former course, & to charge only ~~ac-~~ ⁺ ~~cording~~ to the rates allowed by Govt. for the means of transport which he has actually employed.

2. It seems to Govt. that no further rule such as that submitted by Mr. Balmain in his letter of 29th Octr. last is necessary, and that all that is required is to publish the Order of the Govt. of India 29th September 1860 Financial Department ^{in the Fort St. George Gazette} ~~no. 15, 157th for~~ general information and guidance. -

3. It is observed that it is only when a journey can be accomplished both more

Amount which he would have had to pay for passage money had he proceeded by sea

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most part meet the
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the Chief Engineer to
Mr. Balmain's proposed
rule. Under the spirit
of Mr. Sandeman's
answer to the second
query it will not be
incumbent on officers
of the public works
Department in Districts
traversed by a railway
to take the rail for
short distances, when
the place of departure
and place of destination
are at some distance
from the line. and
when

when consequently
the use of the line
would not be, con-
venient nor mate-
rially shorten the time
spent in the journey.
Such cases as that
of Mr. ^{Merrall} ~~Merrall~~ would
also come under the
same answer.

J.P.

To the Civil Auditor }
" P. M. Depart^{mt} } Des^{pts} 14-2-61.
" Gen. Depart^{mt} }

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Respecting the rules
which regulate travelling
allowance to Officers
in the Public Service
proceeding on duty from
one appointment to another