Financial (1897) Department

ORDINARY MS.

G.O., No. 849

Dated 11-10-97

Perm
Please print to
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show proof.

55/55

NOTES
PRINTED.

[Despatch Abstract.]

Requesting the Agent
I Ry, with reference to his complaints
as regards delays in granting treasury
receipts for remittances paid into the
Trichinopoly treasury, to arrange
for daily remittances being made into
the above treasury, or to divide his pay-
ments between Trichinopoly, Madras,
Cuddalore, Tanjore & other Government
centres

T 15/1077

over-land delivery to Government
Financial Department.

BACK PAPERS.

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

FURTHER PAPERS.

G O	No.	Department.	Date.	G.O	No.	Department.	Da
3685/97							
3449/98							
3137/98							

Government {1897} of Madras.

FINANCIAL.

MISCELLANEOUS.

Recd. } 1897. *Enclosures*

Regd. *Spare copies*

G.O., No. 849, 11th October 1897.

NP

OCTOBER.

Collections of the South Indian Railway.

Requesting the Agent, South Indian Railway, with reference to his complaints as regards delays in granting treasury receipts for remittances paid into the Trichinopoly treasury, to arrange for daily remittances being made into the above treasury or to divide his payments between Trichinopoly, Madras, Cuddalore, Tanjore and other convenient centres.

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

Read—again the following papers :—

G.O., No. 237, Financial, dated 18th March 1897.

Abstract.—Sanctioning payment into the Trichinopoly treasury of the money of the South Indian Railway Company.

G.O., No. 392, Financial, dated 11th May 1897.

Abstract.—Communicating to the Public Works Department letter from the Accountant-General offering remarks in regard to the shroffage on the day of receipt of railway collections remitted to the Trichinopoly treasury.

Read—also the following papers :—

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, Madras, dated 26th June 1897, No. 664.

In continuation of my letter No. 388, dated 10th April 1897, to which I request the favour of an early reply, I have the honour to forward a further statement of delays by the Trichinopoly treasury in shroffing the payments made by this company.

Enclosure.

South Indian Railway.

Statement showing instances of delay in granting receipts by the Treasury Officer, Trichinopoly, for Railway remittances.

Date of remittance.	Amount of remittance.	Date of acknowledgment.	Remarks.
	Rs. A. P.		
21st April 1897	1,83,606 11 7	30th April ..	Nine days after payment.
25th May ,, ...	1,07,423 9 2	29th May ..	Four do.
9th June ,, ...	1,05,553 0 3	10th June ..	One day after payment.
23rd ,, ,, ...	1,28,910 5 11	....	Not acknowledged up to date.

From the Consulting Engineer for Railways, Madras, to the Agent, South Indian Railway, dated 5th July 1897, No. 2224.

With reference to correspondence ending with your letter No. 664, dated 26th June 1897, I have the honour to enquire whether you could arrange to fix certain hours (say 2 o'clock on ordinary days and 12 o'clock on Saturdays and other days when the treasury closes early) as the latest up to which payments should be made into treasury. I believe that if you are able to adopt this arrangement the treasury staff will be willing to undertake to furnish receipts before closing hours on the day of payment.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, Madras, dated Trichinopoly, 13th July 1897, No. 715.

In reply to your letter No. 2224, dated 5th July 1897, I have the honour to inform you that I am advised by the Chief Auditor that remittances to the Trichinopoly treasury are despatched from his office at or before 11 A.M. daily (Saturdays as well as other week days) and arrive there at 11–30 at the latest. The present procedure can of course be continued.

Memorandum No. 1584, *dated 27th July* 1897.

With reference to the correspondence ending with G.O., No. 392, Financial, dated 11th May 1897, the Accountant-General is requested to be so good as to report what the cost of sending 50 lakhs of treasure from Trichinopoly to Madras would be as also the monthly cost of the extra staff which would be required to shroff the Railway remittances on the day of receipt.

(By Order.)

L. DAVIDSON,
Under Secretary.

From the Agent, South Indian Railway, Trichinopoly, to the Consulting Engineer for Railways, Madras, dated 27th August 1897, No. 873.

I have the honour to invite attention to my letter No. 388 of 10th of April last regarding the staff maintained at the Trichinopoly treasury and shall be glad if early orders can be passed in the matter.

In continuation of my letter No. 664 of 26th June 1897, I forward herewith a further statement of delays by the abovementioned Treasury in granting receipts for payments made.

Enclosure.

South Indian Railway.

Statement showing instances of delay in granting receipts by the Treasury Officer, Trichinopoly, for Railway remittances.

Date of remittance.	Amount of remittance.	Date of acknowledgment.	Delay of
	Rs. A. P.		
3rd August 1897	76,941 5 7	4th August	1 day.
13th ,, ...	49,428 15 5	16th ,, ...	3 days.
17th ,, ...	49,184 15 2	18th ,, ...	1 day.

Memorandum No. 1343-*D.*, *dated 9th September* 1897.

Transferred to the Financial department in continuation of correspondence ending with Public Works department memorandum, dated 16th July 1897.

F. J. E. SPRING,
Offg. Joint Secretary.

Endorsement No. 1927, *dated 16th September* 1897.

Referred in continuation of Memorandum No. 1584, dated 27th July 1897, to the Accountant-General.

(By Order.)

L. DAVIDSON,
Under Secretary.

From F. C. HARRISON, Esq., Officiating Accountant-General, to the Chief Secretary to Government, dated Fort St. George, 23rd September 1897, No. I.D./529.

With reference to your official memorandum No. 1584, dated the 27th of July 1897, I have the honour to forward a copy of the Collector's letter No. 398/Try., dated 15th September 1897, in which he estimates the necessary increase to his establishment at two shroffs drawing Rs. 35 per mensem, *i.e.*, Rs. 420 per annum.

2. I am unable to estimate the cost of remitting 50 lakhs here as the calculation varies according to the quantity remitted on each occasion. If remitted all at once the cost would be in round figures Rs. 1,530. In reality it would be more than this as the remittances would be several in number.

3. I do not admit for a moment the correctness of the Agent's argument, that Government is bound to give instantly a full receipt. If an individual owes Government a crore of rupees and desires to pay it in rupees neither Government nor any private creditor would consent to give a quittance until the money was counted nor could a debtor complain so long as reasonable expedition was employed in counting the coin tendered. On the whole generally speaking these remittances are promptly counted and acknowledged. But I think orders might be issued requiring no delay to exceed 24 hours unless the remittance exceeds Rs. 50,000 in which case a further 24 hours can be allowed for each Rs. 50,000. To secure this the establishment might be increased by one shroff. On their side the South Indian Railway should be required to make remittances daily and before 12 A.M.

4. The Agent writes as if he had made a concession and asks for one to be made to him in return. This is not a correct view of the case. Under the contract (article 45) the Secretary of State fixes the treasury in which the earnings are to be paid. Trichinopoly has been fixed upon at the request of the railway and as compliance with this request means inconvenience to Government, I made arrangements with the railway that in return for this concession it should remit 50 lakhs to Madras free of charge. I reported this arrangement to the Comptroller-General who has approved it. I regard it as a reasonable arrangement for all parties. Government is interested in the railway and it is a complicated question what terms are the best from its (the Government's) point of view.

Enclosures.

From B. MACLEOD, Esq., M.A., I.C.S., Barrister-at-Law, Collector of Trichinopoly, to the Accountant-General, Madras, dated 15th September 1897, No. 398-S.O./Try.

With reference to your letter No. I.D./436, dated 25th August 1897, I have the honour to submit that, as the amount and particulars of coins remitted vary largely, it is not possible to guarantee the shroffing of the remittances on the day of receipt in all cases. Even if additional establishment be sanctioned, it may still happen, though more rarely, that the shroffing is not completed on the day of receipt—one or more shroffs are frequently absent accompanying remittances; when a number of holidays intervene, the remittances on the succeeding days are much larger than usual and during the kist months, the taluk remittances have to be shroffed in addition to the railway remittances. Also the recent orders to reject strictly, all rupees which have lost weight abnormally, require that more time should be taken for examining the coin.

2. The remittances received on Tuesdays are generally heavier than those of other days of the week, and the accompanying statement shows the particulars of such remittances since 25th May 1897, and the number of shroffs which will be required to shroff the specie received on each day. The number of shroffs required varies from 3 to 8 and the average number is 4.

3. Under these circumstances, I think that if two more shroffs are sanctioned, the shroffing of the railway remittances can generally be finished on the day of receipt, and if the Railway Company should still insist that there should be no exceptions whatever, it should be required to regulate its remittances with reference to the number of shroffs available.

4. The pay of the shroffs on the lowest scale should be Rs. 15 each, but as there are already three shroffs on this pay, I would suggest that one of the shroffs may be paid Rs. 20, there being none of this grade at present.

Particulars of Remittances from the South Indian Railway.

—	Rupees.	Half rupees.	Quarter rupees.	Two-anna pieces.	Double pice.	Single pice.	Pie pieces.	Total.	Currency notes.	Credit notes, cheques, etc.	Total.	1
	Rs.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	..	Rs. A. P.	Rs.	Rs. A. P.	Rs. A. P.	
25th May 1897	71,350	1,254 8 0	1,937 4 0	1,314 10 0	213 13 0	289 1 3	..	76,359 4 3	25,995	10,879 0 11	1,13,238 5 2	7
1st June ,,	33,220	639 0 0	1,075 8 0	201 12 0	115 3 6	137 9 10	..	35,389 1 4	11,675	4,282 10 11	51,346 12 3	3
9th ,,	64,002	1,228 8 0	1,691 4 0	1,002 0 0	217 15 0	302 10 9	..	68,444 5 9	21,660	15,448 10 6	1,05,553 0 3	6
15th ,,	33,133	385 8 0	562 12 0	414 8 0	69 14 6	124 3 10	..	34,689 14 4	7,425	5,498 15 8	47,613 14 0	3
23rd ,,	86,263	1,795 8 0	2,610 12 0	1,821 6 0	290 0 6	372 1 0	..	93,152 11 6	27,155	8,602 10 5	1,28,910 5 17	8
30th July ,,	35,895	674 8 0	1,089 0 0	750 0 0	133 14 0	165 7 9	..	38,707 13 9	9,660	13,372 4 10	61,730 2 7	4
6th ,,	33,637	820 0 0	1,149 4 0	710 4 0	133 7 6	146 2 8	..	36,596 2 2	9,135	3,563 3 5	49,294 5 1	3
13th ,,	39,108	710 8 0	1,045 8 0	764 12 0	126 5 0	138 3 8	..	41,893 4 8	11,865	1,286 6 6	55,044 11 8	4
20th ,,	30,734	626 0 0	996 4 0	706 2 0	137 2 6	153 9 9	..	33,353 2 3	7,570	7,919 6 5	48,842 7 3	3
27th ,,	33,410	663 8 0	1,133 12 0	889 6 0	134 14 6	158 15 0	..	36,380 7 6	9,945	3,032 12 9	49,358 4 7	3
3rd August 1897	49,967	1,197 0 0	1,667 4 0	1,283 2 0	83 7 0	88 4 1	..	54,276 1 1	15,785	6,880 4 6	76,941 5 8	5
10th ,,	34,496	497 8 0	883 0 0	648 10 0	121 12 6	160 9 10	..	36,807 8 4	6,820	8,900 14 4	52,528 6 8	3
17th ,,	34,290	744 8 0	1,165 4 0	826 14 0	151 4 0	161 7 8	..	37,328 4 2	6,175	5,681 11 0	49,184 15 2	3
24th ,,	29,783	793 0 0	1,277 0 0	908 2 0	213 10 0	196 6 0	..	33,108 12 0	6,820	8,596 15 2	48,525 11 2	3
1st September 1897	50,713	1,169 0 0	1,869 8 0	1,371 6 0	161 11 0	258 8 4	..	55,595 0 4	7,245	3,133 12 7	65,973 12 11	5
7th ,,	37,771	844 8 0	1,280 8 0	962 6 0	2,444 9 0	192 0 6	..	41,212 1 6	7,405	1,575 10 3	50,192 11 9	4
Total ..	6,97,762	14,043 0 0	21,423 12 0	14,575 4 0	2,444 9 0	3,045 5 11	..	7,53,293 14 11	1,92,325	1,08,655 5 1	10,54,274 4 0	68
Average ..	43,610	884 0 0	1,338 15 0	910 15 0	152 12 6	190 5 4	..	47,086 15 10	12,020	6,790 15 3	65,897 15 1	4

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, Madras, dated 25th September 1897, No. 963.

With reference to my letter No. 873, dated 27th August 1897, I have the honour to request that the matter may again be brought to the notice of Government. As will be seen from the accompanying statement, the delay in acknowledging receipt of our treasury remittances still continues.

Enclosure.

Statement showing instances of the delay in granting Receipts by the Treasury officer of Trichinopoly for Railway Remittances.

Date of remittance.	Amount of remittance.	Date of acknowledgment.	Remarks.
	Rs. A. P.		
23rd August 1897 ..	85,480 15 5	25th August 1897 ..	Two days after payment.
24th " " ..	48,525 11 2	28th " " ..	Four " "
1st September 1897 ..	65,973 12 11	4th September 1897 ..	Three " "
7th " " ..	50,192 11 9	16th " " ..	Nine " "
14th " " ..	54,566 13 6	....	Not acknowledged up to date.
15th " " ..	23,633 5 0	23rd September 1897 ..	....
20th " " ..	46,500 8 7	....	Not acknowledged up to date.
21st " " ..	50,445 12 2	....	" "

Memorandum No. 1537-*D.*, *dated* 1*st October* 1897.

Transferred to the Financial Department in continuation of Public Works Department endorsement No. 1343-D., dated 9th September 1897.

F. J. E. SPRING,
Offg. Joint Secretary.

Order—No. 849, Financial, dated 11th October 1897.

The Government is not prepared, under present circumstances, to sanction additional establishments. The Agent, South Indian Railway, should be requested to arrange for *daily* remittances being made into the Trichinopoly treasury. If the system is then found to be productive of delay, the Agent may decrease the work at Trichinopoly by dividing his payments between that station, Madras, Cuddalore, Tanjore and other convenient centres.

(True Extract.)

G. S. FORBES,
Ag. Chief Secretary.

To the Public Works Department (Railway Branch).
" Accountant-General.

Exd. C. Parthasarathy

NOTES CONNECTED WITH G.O., No. 849, FINANCIAL, DATED 11th OCTOBER 1897.

[Subject.—*Delay in granting Treasury receipts for South Indian Railway remittances paid into the Trichinopoly treasury.*]

Public Works Department.

From the Financial department, No. 392, *dated* 11*th May* 1897.

With case forwarded to the Examiner of Railway Accounts for favour of remarks with reference to the Under Secretary's remarks.

F. D. Fowler—22-5-97.

Office of the Exr. of Ry. Accounts.

The rule quoted by the Accountant-General applies to the resource remittances made by one Government Treasury to another; in my opinion it cannot be held as in any way applicable to the payments made by private persons into treasuries of sums due by them to Government; such persons are clearly entitled to full receipt for their payments before the treasury closes for the day. The South Indian Railway Company in this matter are in the position of a private person paying sums due to Government into the treasury, and if they insist on the point, I consider that they are entitled to a receipt the same day for money paid in within the official business hours of the treasury. Another point is that the payments made by the Railway Company, unlike periodical treasury remittances, are regular daily payments, holidays alone excepted; so that absolutely no time is saved or gained by spreading the examination of one day's receipts over a great number of days; the counting and examination of these receipts must in like manner be disposed of from day to day unless arrears are to accumulate hopelessly and indefinitely.

2. The sums paid in by the Railway in cash and small coin are however very large and in order not to cause extra expense and unduly embarrass the treasury staff some mutual concessions and some forbearance on the part of the Railway Company seem required.

3. In another province, where within my experience exactly the same difficulty arose in regard to the payments of Railway collections into a small district treasury, the question was settled by the Railway Company undertaking not to avail themselves of the last possible business hours for making their payments, that is, if I remember right, 2 o'clock on ordinary working days and 12 o'clock on Saturdays and other days when the treasury closes early, were mutually agreed upon as the latest hours up to which Railway payments should be made, and the treasury staff then undertook to furnish receipts before closing hours the same day. The difficulty might be settled here too by some such mutual arrangement, but I certainly think the Railway Company as a private corporation are only within their rights if they insist on a clear acquittance being furnished the same day for all cash paid over by them to Government.

E. A. Waller.

Public Works Department.

I pass on the file in original, with this note, for the Chief Secretary's perusal of the note by the Examiner, Guaranteed Railway Accounts.

2. Major Waller's contention seems to me to be correct. The South Indian Railway Company are not in a parallel position, in their relationship to the Government treasuries, with that of civil officers of Government. They are, I think, entitled to claim a clear receipt on the day of payment.

3. If the Chief Secretary does not dispute this contention, I propose to address the Company's Agent with a view to as much time as possible being left each day for shroffing.

F. J. E. Spring—1-6-97.

Financial Department.

Chief Secretary—

The receipts of the old South Indian Railway Company were lodged in the Government treasury at Trichinopoly and the same practice has been continued by the new company, although formal sanction to the arrangement was given only recently (G.O., No. 237, Financial, dated 18th March 1897).

2. The contract between the new company and the Secretary of State is dated 24th November 1890, but no complaint appears to have been made to Government regarding delays in shroffage until the beginning of this year, when two cases occurred in which a fortnight elapsed before receipts were given for remittances, each of which amounted to nearly a lakh. The Accountant-General, to whom the matter was referred, has issued instructions to the Collector to ensure that no undue delay is allowed to occur, but considers that no substantial remedy can be provided unless an increase to existing establishments is sanctioned, and that the company has no more right to insist on prompt receipts than Government officers sending in remittances. The Agent of the South Indian Railway insists that receipts should be granted on the very day of payment into the treasury. The Consulting Engineer for Railways and the Examiner, Gauranteed Railway Accounts, are of opinion that the South Indian Railway Company is not in a parallel position in its relationship to the Government treasuries to civil officers of Government, and that it is entitled to a clear receipt on the day of payment. In view, however, of the very large payments daily made in cash and small coin, the Examiner suggests a compromise to the effect that the Railway Company should not avail itself of the *last possible business hours* for making its payments; but that 2 o'clock on ordinary working days and 12 o'clock on Saturdays and other days when the treasury closes early should be agreed upon as the latest hours up to which railway payments should be made, the treasury staff undertaking to furnish receipts before closing hours on the same day.

3. Submitted, however, that the present company is not "in this matter in the position of a private person paying sums due to Government into the treasury" as stated by the Examiner, and that in view of the services rendered by Government establishments both in guarding the treasury and shroffing no undue pressure should be brought to bear upon the shroffs.

4. The Agent mentions it as a concession to Government that he has agreed to carry *free* to Madras or any station nearer to Trichinopoly a total sum not exceeding 50 lakhs *per annum*, but the Accountant-General points out that this arrangement was made with a view to compensate Government for the cost of removal to Madras of the large surplus accumulating at Trichinopoly on account of the earnings of the Railway Company. The benefit thus accruing to Government is, however, a relief to the Imperial Exchequer, whereas the cost of entertaining any additional establishments and the loss of efficiency due to overworking existing establishments would fall on Provincial.

5. Submitted that the contention that the company is entitled to claim a clear receipt on the day of payment cannot be admitted, but that there is no objection to arrangements being made by the company for early payment so as to leave as much time as possible for shroffage.

C. M. Schmidt—25-6-97.

The question as to how far the company is *entitled* to a receipt on the day of payment for monies remitted into the Government treasury is open to argument, but there seems no need to discuss it at present. It will be time enough to do this if the compromise which is suggested by the Examiner is approved and found on trial to be a failure.

J. F. Price—28-6-97.

Public Works Department (Railway).

If the suggestion about early payment into treasury is accepted as practicable by the Agent of the Railway Company, and if at the same time Government, Financial Department, will consent to issue instructions that the Trichinopoly treasury officials shall make every effort to complete shroffage on the same day, this compromise ought, I hope, to work.

F. J. E. Spring—28-6-97.

Financial Department.

The best course will be for Public Works Department to bring the Examiner's suggestion regarding early payment into the treasury to the notice of the Agent of the Railway Company and at the same time to ask Financial Department to issue instructions regarding expediting shroffing.

C.M.S.—28-6-97.

J.F.P.—29-6-97.

Public Works Department.

From the Agent, South Indian Railway, No. 664, *dated* 26*th June* 1897.

[Letter to the Agent, South Indian Railway, No. 2224, dated 5th July 1897.]

From the Agent, South Indian Railway, No. 715, *dated* 13*th July* 1897.

Chief Secretary—

Please see Agent's letter No. 715 of 13th July 1897. It appears that ample time has always been given by the Railway people, much more than was proposed in Examiner's note and yet delays have occurred. The only remedy appears to be an increase of staff as suggested in Agent's previous letter No. 388 of 10th April 1897.

F. D. Fowler—16-7-97.

Financial Department.

It will be seen from the letter from the Agent, South Indian Railway, dated 13th July 1897, and from the note in the Railway Department which follows it, that the railway remittances are sent to the Trichinopoly treasury so as to reach there by 11-30 A.M. daily (Saturdays included) and that the Railway Department presses for an increase in the treasury staff.

Orders are solicited.

C.M.S.—24-7-97.

I don't think that this is yet quite ripe for orders. What would be the cost of sending 50 lakhs of treasure up to Madras—that is the set off we get. What is the extra staff which would be required to shroff the railway remittances on the date of receipt and what would it cost a month ?

J. F. Price—26-7-97.

[Memorandum No. 1584, dated the 27th July 1897.]

From the Agent, South Indian Railway, No. 873, *dated 27th August* 1897.

Endorsement of the Public Works Department (Railway), No. 1543, *dated 9th September* 1897.

[Endorsement to the Accountant-General, No. 1927, dated 16th September 1897.]

From the Accountant-General, No. T. D./529, dated 23rd September 1897.

From the Agent, South Indian Railway, No. 963, *dated 25th September* 1897.

Endorsement of the Public Works Department (Railway), No. 1537 *D., dated 1st October* 1897.

The Accountant-General estimates (Letter No. T.D./529, dated 23rd September 1897), that the extra establishment required would be two shroffs costing Rs. 35 *per mensem* or Rs. 420 *per annum*. He computes the cost of remitting 50 lakhs from Trichinopoly to Madras at Rs. 1,530 approximately, but explains that this estimate is based on the assumption that the 50 lakhs would be remitted all at once. The Accountant-General does not admit the Agent's argument in regard to receipts being granted on the day of payment and instances the case of Government or a private creditor being paid a debt of a crore of rupees. Mr. Harrison suggests that orders might be issued requiring no delay to exceed 24 hours unless the remittance exceeds Rs. 50,000, in which case a further 24 hours should be allowed for each Rs. 50,000. To secure this the treasury establishment would require to be increased by one shroff (Rs. 20 *per mensem*) ? The South Indian Railway on its side should, he considers, be required to make remittances daily and before 12 A.M. (*sic* noon ?). In paragraph 4 of his letter the Accountant-General points out that the Agent is under a misapprehension as regards the arrangement about remitting 50 lakhs.

2. The other papers read above contain further complaints from the Agent, South Indian Railway, as regards delays in granting acquittances.

C.M.S.—4-10-97.

Honourable Member—

The Accountant-General's suggestions may be accepted and an additional shroff on Rs. 20 entertained.

G. S. Forbes—5-10-97.

I don't think so. As things are, I am not prepared to sanction additional expenditure. Let the Agent pay in daily. There should then be little or no trouble. He seems to forget that it is for the convenience of the railway that he is allowed to pay into the Trichinopoly treasury. If daily payments won't work, why should he not make part of his payments into the Bank of Madras, part to the Collectors at Tanjore, Cuddalore, etc., and so decrease the work at Trichinopoly ?

H. W. B[liss]—6-10-97.

A draft order is submitted.

C.M.S.—10-10-97.

Issue.

G. S. Forbes—11-10-97.

[G.O., No. 849, Financial, dated 11th October 1897.]

[illegible]
1,000—25-11-96.

Financial (1897) Department.

CURRENT No. 1672

From The P.W.D. (Ry: Branch)

Order

No. 3998

Dated 1st June 1897

Received 1st June 1897

Registered 2nd June 1897

Enclosures :— File in original

Spare copies. —

SUBJECT.

Forwarding with remarks the file, in original, relating to the Shroffing of Railway remittances at Treasury offices.

BACK PAPERS.

G.O.	No.	Department.	Date.
	392	Fin[illegible]	11.5.97
	237	"	18.3.97.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Office of the Consulting Engineer
for Railways.
Madras, 22nd May 1897.

No. 1730.

Office Note.

Financial Department G.O. No. 392,
dated 11th May 1897.

With care forwarded to the Examiner of
Railway Accounts for favour of remarks with
reference to D^o remarks.

Examiner's Reply.

The rule quoted by the Accountant
General applies to the resource remittances
made by one Government Treasury to another;
in my opinion it cannot be held as in any
way applicable to the payments made by
private persons into treasuries of sums due
by them to Government; such persons are
clearly entitled to full receipt for their payments
before the Treasury closes for the day. The
S. I. R. Co. in this matter are in the position
of a private person paying sums due to Govt
into the Treasury, and if they ~~insist~~ on the
point, I consider that they are entitled to a
receipt

receipt the same day for money paid in within the official business hours of the Treasury. Another point is that the payments made by the Railway Company unlike periodical Treasury remittances, are regular daily payments, holidays alone excepted; so that absolutely no time is saved or gained by spreading the examination of one day's receipts over a great number of days; the counting & examination of these receipts must in like manner be disposed of from day to day unless arrears are to accumulate hopelessly & indefinitely.

The sums paid in by the Railways in cash and small coin are however very large, and in order not to cause extra expense and undully embarrass the Treasury staff some mutual concessions, and some forbearance on the part of the Railway Company seem required.

In another Province, where within my experience exactly the same difficulty arose in regard to the payments of Railway collections into a small district Treasury, the question was settled by the Railway Company undertaking not to avail themselves of the last possible business hours for making their payments, that is, if I remember right, 2 o' clock on ordinary working days & 12 o'clock on Saturdays & other days when the Treasury close early, were mutually agreed upon as the latest hours up to which Railway

Railway payments should be made, and the Treasury staff then undertook to furnish receipts before closing hours the same days. The difficulty might be settled here too by some such mutual arrangement, but I certainly think the Railway Company as a private corporation are only within their rights if they insist on a clear acquittance being furnished the same day for all cash paid over by them to Government.

(R). Form No. 9.

300 —16-4-95.

PUBLIC WORKS SECRETARIAT,
RAILWAY BRANCH.

Station Dolacaonend date 1st June 1897.

Recd 1/6/97

OFFICE NOTE. No 3990

From Jt. Sec. P.W.D. Railways

To Chief Sec. (Financial Dept)

I pass on the file in original, with this Note for the Chief Secretary's perusal of the Note just below by the Examiner, Accounts & Records.

Major Walker's contention seems to me to be correct. The South Indian R.C., are not in a parallel position, in their relationship to the Govt. Treasuries, with that of Civil Officers of Government. They are I think entitled to claim a clear receipt on the day of payment.

If the Chief Secretary does not support this contention I propose to address the Company's Agent with a view to as much time as possible being kept each day for shoeing. J.R.S.

1897
Financial Dept.
Branch. No. 4
To
G. No. 3990

Copy of letter from the Agent, South Indian Railway, No. 664, dated 26th June 1897 to the Consulting Engineer for Railways, Madras.

In continuation of my letter No. 388, dated 10th April 1897, to which I request the favour of an early reply, I have the honour to forward a further statement of delays by the Trichinopoly Treasury in throffing the payments made by this Company.

2

South Indian Railway

Statement showing instances of delay in granting Receipts by the Treasury Officer, Trichinopoly, for Railway Remittances.

Date of Remittance		Amount of Remittance			Date of Acknowledgment.		Remarks.
1897 April	21	1,83,606	11	7	April	30	9 days after payment
May	25	1,07,423	9	2	May	29	4 days — do —
June	9	1,05,653	0	3	June	10	1 day — do —
June	23	1,28,910	5	11			not acknowledged up to date.

Agent's Office
Trichinopoly,
2nd June 1897

(Signed) A. D. G. Shelley
Capt. R. E.
Agent

Madras, 5th July 1897

3

To

Agent. S. I. R.

No. 2224 Reply No. 715, dated 13.7.97

Sir,

With reference to correspondence ending with your letter No. 6614 dt 26/6/97 I have the honour to enquire whether you could arrange to fix certain hours (say 2 o' clock on ordinary days and 12 o' clock on Saturdays & other days when the treasuries early) as the latest up to which payments should be made into treasuries. I believe that if you are able to adopt this arrangement the Treasury Staff will be willing to undertake to furnish receipts before closing hours on the day of payment.

I have &c.

30/6/97

South Indian Railway Co., Ltd.
Agent's office,
Trichinopoly, 13th July 1897.

No. 7/15.

From

The Agent,
South Indian Railway,

To

The Consulting Engineer for Railways,
Madras.

Sir,

In reply to your letter No. 2224 dated 5th July 1897, I have the honour to inform you that I am advised by the Chief Auditor that remittances to the Trichinopoly Treasury are despatched from his office at or before 11 A.M. daily (Saturdays as well as other week days) and arrive there by 11-30 at the latest. The present procedure can of course be continued.

I have the honour to be,
Sir,
Your most obedient Servant.
(Signed) A. D. G. Shelley
Capt. R.E.
Agent.

[G. 73] 5,000—25-11-96.

SERIAL No. 13

Encl No 12467 of 30th June 1897

NOTE FOR THE P. W. Dept. (Railway)

The papers are returned.

The best course will be for P.W.D. to bring the Examiner's suggestion regarding early payment into the Treasury to the notice of the Agent of the Railway Co. and at the same time to ask Finl Dept. to issue instructions regarding ~~the~~ expediting ~~throttling~~ Circulation of the papers appears to be unnecessary now.

Cash 28.6.97

29/6/97.

Chief Secretary

Please see Agent's letter No. 715 of 13/7/97 wherein it appears that ample time has always been given by the Railway people, much more than was proposed in Examiner's note, and yet delays have occurred. The only remedy appears to be an increase of staff as suggested in previous letter No. 388 of 10/4/97 by Agent.

16/7/97

Recd 16/7/97

Rec'd

Put up slag Finl. papers (as previous Finl note) putting back the original papers in this file in their proper places in the Finl file. Arrange the remainder of this file chronologically. It is all upside down now.

Done Dec 20-7-97

Cash 17/7/97

1897 Finl. Dept. Enclos. No. 5 To G. No. 3020

2,000—5-3-97.

Financial

~~Judicial~~ (190 —)

Financial Dept.

Memorandum. No. 1584
dt 27.7.97

With reference to the Correspondence ending with Go No. 392 Fmil. dated 11.5.97 the Acct. Genl is requested to be so good as to ~~report~~ what the Cost of Sending 50 lakhs of treasure from Trichinopoly to Madras would be as also the monthly cost of the extra staff which would be required to ~~Shroff~~ the Railway remittances on the daily of receipt ~~together with the monthly Cost of such staff~~

From CS's orders

CurS
for CS
27/7/97

To

The A.G. (MSmr only) with enclosure 2 to Go No. 1268 in Go No. 392 Fin 11.5.97
~~to be returned.~~

To be rep'd

+ copies of papers flagged ~~[illegible]~~ and Y
and [illegible] + in

[52.]
2,000 -5-3-97.

Financial
~~Judicial~~ (1897) Department.

CURRENT No. 2816

When did last reminder go to A.G. on memo. No 1584
27.7.97

CA No reminder has been sent to A.G. C no 1672 does not appear in the arrears list. under CA's instructions it was closed by O.N. to R.D No 13468 30.6.97.

RC 14.9.97.

Cust. 24/9/97

~~Order~~

From

The P.W.D. Dept. (Rly branch)

No. 1343

Endorsement No 1927
Sec. Referred ~~to the~~ 11.9.97.
in continuation of
Memorandum No. 1584
dated 27th July 1897, to
the Accountant General

Cust. In Ch. 16/9/97

Dated
Received 9
Registered 9 } 9-97.
Enclosures 10
Spare copies — 2

SUBJECT.

Re the delay in granting receipts by the treasury officer Trichinopoly for Rs. remittances.

To
The Accountant General
(Rly) with current in orgl. & 4 cds.

Dec/2d 15/9/97

BACK PAPERS.

G.O.	No.	Department.	Date.
	Memo	P.W.D	97

FURTHER PAPERS.

G.O.	No.	Department.	Date.

CURRENT No. 2816

R. Form No. 11

No. 1343 D

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

MEMORANDUM.

Rcd 9/9/97

Dated Madras, 9th September 1897.

Letter from the Agent, South Indian Railway, No. 873 dated 27th August 1897.

Transferred to the Financial Department in continuation of correspondence ending with P. W. D. Memo. dated 16th July

Offg. Joint Secretary.

To,

The Financial Department.

Copy of letter from the Agent, South Indian Railway, Trichinopoly, No. 873, dated 27th August 1897, to the Consulting Engineer for Railways, Madras.

I have the honour to invite attention to my letter No. 388 of 10th April last regarding the staff maintained at the Trichinopoly Treasury and shall be glad if early orders can be passed in the matter.

In continuation of my letter No. 664 of 26th June 1897, I forward herewith a further statement of delays by the above mentioned Treasury in granting receipts for payments made.

1897
Finl. Dept.
Enclos. No. 11
To
C. No. 3010

South Indian Railway.

Statement showing instances of delay in granting Receipts by the Treasury Officer, Trichinopoly, for Railway Remittances.

Date of Remittance		Amount of Remittance			Date of acknowledgment.		Delay of
August 1897	3	76,944	5	7	August	4	1 day.
" "	13	49,428	15	5	"	16	3 days.
" "	17	49,184	15	2	"	18	1 day.

Agent's Office.
Trichinopoly
18th August 97

(Signed) ——

for Agent.

receipt No. One R
into the Treasury

Fund 849-Miscl.

Financial (1897) Department.

CURRENT No. 3030

From The Accountant-Gen.
Madras.

Order

No. 10
529

Dated 23rd September 1897

Received 26 SEPT 97

Registered 27 SEPT 97

Enclosures 8 + Fnd Duo 2816 sends rcpt.

Spare copies

SUBJECT.

Forwarding copy of letter from the Collector of Trichinopoly in which he estimates the necessary increase to the Establishments regarding shroffage of coin and discussing about the practicability of furnishing full receipts on the day of receipt of the railway collections into the Treasury

BACK PAPERS.

G.O.	No.	Department.	Date.
Mis	392	Jud	11-5-97
"	237	"	18-3-97

FURTHER PAPERS.

G.O.	No.	Department.	Date.

CURRENT No 3030

Resource

DEPARTMENT.

FORT ST. GEORGE,

Accountant-General's Office,

23 September 1897.

No. 29/529

From F. C. Harrison Esqre,

Offg. ACCOUNTANT-GENERAL TO THE GOVERNMENT OF MADRAS,

To THE Chief Secretary to Government

Financial Department.

SIR,

With reference to your official memorandum No 1584, dated the 27th of July 1897, I have the honour to forward a copy of the Collector's letter No 398/Irrg, dated 15th September '97, in which he estimates the necessary increase to his establishment at 2 shroffs drawing 35 Rs per mensem i.e Rs 420 per annum.

2. I am unable to estimate the cost of remitting 50 lakhs here as the calculation varies according to the quantity remitted on each occasion. If remitted all at once

the cost would be in round figures Rs 1530. In reality it would be more than this as the remittances would be several in number.

3. I do not admit for a moment the correctness of the Agents argument, that Government is bound to give instantly a full receipt. If an individual owes Government a crore of rupees and desires to pay it in rupees neither Government nor any private creditor would consent to give a quittance until the money was counted nor could a debtor complain so long as reasonable expedition was employed in counting the coin tendered.

On the whole generally speaking these remittances are promptly counted and acknowledged. But I think orders might be issued requiring no delay to exceed twenty four hours unless the remittance exceeds 50,000 Rs in which case a further twenty four hours can be allowed for each 50,000 Rs. To secure this the establishment

might be increased by one shroff. On their side the South Indian Railway should be required to make remittances daily and before 12 a.m.

4. The agent writes as if he had made a concession and asks for one to be made to him in return. This is not a correct view of the case. Under the contract (Article 45) the Secretary of State fixes the treasury in which the earnings are to be paid. Trichinopoly has been fixed upon at the request of the railway and as compliance with this request means inconvenience to Government, I made arrangements with the Railway that in return for this concession it should remit 50 lakhs to Madras free of charge. I reported this arrangement to the Comptroller General who has approved it. I regard it as a reasonable arrangement for all parties. Government is interested in the railway and it is a complicated

question

question what terms are the best from its (the Government's) point of view.

I have the honour to be,
Sir,
Your most obedt. Servant,
J. Mannisa
Accountant General.

1185

From

Bannatyne Macleod Esqre. M.A.
Bar-at-law. Collector of Trichinopoly.

To

The Accountant General,
Madras.

Sir,

With reference to your letter No. $\frac{22}{436}$, dated 25 August 1897, I have the honour to submit that as the amount and particulars of coins remitted vary largely, it is not possible to guarantee the shroffing of the remittances on the days of receipt in all cases. Even if additional establishment be sanctioned, it may still happen though more rarely, that the shroffing is not completed on the day of receipt - one or more shroffs are frequently absent accompanying remittances; when a number of holidays intervene, the remittances on the succeeding days are much larger than usual and during the rush months, the Taluk remittances have to be shroffed in addition to the Railways remittances. Also the recent orders to reject strictly, all Rupees which have lost weight abnormally, require that more time should be taken for examining the coin.

2. The remittances received on Tuesdays are generally heavier than those of other days of the week, and the accompanying statement shews the particulars of such remittances since 25 May 1897, and the number of shroffs which

which will be required to shroff the Specie received on each day. The number of Shroffs required varies from 3 to 8 and the average number is 4.

3. Under these circumstances I think that if two more Shroffs are Sanctioned, the shroffing of the Railway remittances can generally be finished on the day of receipt, and if the Railway Company should still insist that there should be no exceptions whatever, it should be required to regulate its remittances with reference to the number of shroffs available.

4. The pay of the Shroffs on the lowest Scale should be Rs 15 each, but as there are already 3 Shroffs on this pay, I would suggest that one of the Shroffs may be paid Rs 20, there being ~~more~~ none of this grade at present.

I have &c.

(Sd) A. Shunmuga Sundaram Pillai

For Ag: Collector

(True copy)

Fort Saint George
Accountant Genl: office
September 1897

I. O. B. Bowes
Chief Superintendent.

1897
Finl. Dept.
Enclos. No. 1
To
C. N. 3030

South Indian Railway

Particulars of Remittances for 10 days

	Rupees	Half Rupees	Quarter Rupees	Two Anna pieces	Total	Currency Notes	Credit Notes Cheques &c.	Total	Re pieces	Total
25-5-97	7450	1254 8	4	1314 10	213 13 .	25995	10879	113233	.	76359 4 3
1-6-97	33220	.	1075 .	201 12	115 3 6	11675	4282 10 11	51346	.	35389 1 4
9-6-97	64002	1228 8	1091 4	1002 .	217 15 .	21660	5448 10 6	105553	.	68444 5 9
15-6-97	33133	385 8	562 12	414 8	69 14 6	7425	2498 15 8	47613	.	34689 14 4
23-6-97	86263	1795 8	2610 12	1821 .	290 . 6	27155	8602 10 5	128910	.	93152 11 6
29-6-97	35895	674 8	1089 .	750 .	133 14 .	9650	13372 4 10	61750	.	38707 13 9
6-7-97	33037	820 .	1149 4	710 4	133 7 6	9135	3563 5	49994	.	36596 2 2
13-7-97	39108	710 8	1045 8	764 12	126 5 .	11865	1286 6 5	55044	.	41893 4 8
20-7-97	30734	626 .	996 4	706 2	137 2 6	7570	7919 5 5	48842	.	33353 2 3
27-7-97	33610	663 8	1123 12	889 6	134 14 6	9945	3032 12 9	49358	.	36380 7 6
3-8-97	49957	1197 .	1667 4	1283 2	83 7 .	15985	6880 4 6	76941	.	54276 1 1
10-8-97	34496	497 8	883 .	648 10	121 12 6	6820	6900 14 4	52528	.	36807 8 4
17-8-97	34290	744 8	1165 4	826 14	140 2 6	6175	5081 11 .	49184	.	37328 4 2
24-8-97	29783	793 .	1277 .	908 2	151 4 .	6820	8596 15 2	48525	.	33108 12 .
1-9-97	50713	1169 .	1869 8	1371 6	213 10 .	7245	3133 12 7	65973	.	55595 4 4
7-9-97	37771	844 8	1280 8	962 6	161 11 .	7405	1575 10 3	50192	.	41212 1 6
Total	697762	14043 .	21423 12	14575 4	2044 9 .	192325	108655 5 1	1054274	.	753293 14 11
Average	43610	884 .	1338 15	910 15	127 12 6	12020	6790 15 3	65897	15	47086 15 10

(True copy)
Jaffnapatam Collectors office
16 September 1897

A. Shunmuga Sundaram Pillai
For ag: Collector

12

[F. / 28]
1,000—25-11-96.

Financial (1897) Department.

CURRENT No. 3082

From

The P. W. D
R/Y Branch

Order

No. 1537 D

Dated 1. 10. 97

Received } 1. 10. 97
Registered }

Enclosures 2

Spare copies.

SUBJECT.

Transp'd letter from the agent, S. I. R'y, requesting that the delay in the grant of receipts by the Treas'y Officer of Trichinopoly for R'y remittances may again be brought to the notice of Govt.

C/F. p. 10 97 Subd. in Contingencies.

1897.
Financial Dept.
Bundle. No. 2
To
G. No. 3082

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

15

Statement showing instances of the delay in granting Receipts by the Treasury Officer of Trichinopoly for Railway Remittances.

Date of Remittance	Amount of Remittance			Date of Acknowledgment		Remarks.
1897	Rs	a.	p.	1897		
August 23	85,480	15	5	August	25	2 days after payment.
" 24	48,525	11	2	"	28	4 do do do
September 1	65,973	12	11	September	4	3 do do do
" 8	50,192	11	9	"	16	9 do do do
" 14	54,566	13	6			Not acknowledged up to date
" 15	23,633	5	0	September	23	
" 20	46,500	8	9			Not acknowledged up to date
" 21	50,445	12	2			do do do

Agents Office.
Trichinopoly,
25th September 1897.

(Signed) A. D. G. Shelley
Capt. R.E.
Agent.

Copy of letter from the Agent, South Indian Railway, No 963. of 25th September 1897 to the Consulting Engineer for Railways, Madras.

With reference to my letter No 873 dated 27th August 1897 I have the honour to request that the matter may again be brought to the notice of Government. As will be seen from the accompanying statement, the delay in acknowledging receipt of our treasury remittances still continues.

R. Form No. 11

CURRENT NO. 3082

No. 1537 D.

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

MEMORANDUM.

Rec'd 1/X/97

Dated ~~Madras~~ Ootacamund, 1st October 1897.

Letter from the Agent, South Indian Railway, No. 963, dated 25th September 1897.

Transferred to the Financial Department in continuation of P. W. D. Endorsement No. 1343 D. dated 9th September 1897.

F. Lamb for V. K. Lyons
Offg: Joint Secretary.

To,

The Financial Department.

Delay in granting Treasury receipts for S.I.R. remittances paid into the Trichinopoly treasury.

The Hon'ble Sir Henry Bliss K.C.I.E. Std. the Governor

The Honourable Sir Henry Bliss K.C.I.E.

His Excellency the Governor

P.W.D. (Ry.) for remarks

If the suggestion about early payment into Treasury is accepted as practicable by the Agent of the Railway Company, and if at the same time Government, Financial Dept. will consent to issue instruction that the Trichinopoly Treasury officials shall make every effort to complete shroffage on the same day, the compromise might, I hope, work.

7/6/97

28/6/97 Secy to Govt.

To Chief Secretary

28/6/97.

(B)

Why "other"? the Agent is in no respect a Government Officer but a servant of a London Company. Leaseholders of a Store

7/6/97

"other" should not be

If the suggestion about early payment into Treasury is accepted as practicable by the Agent of the Railway Company, and if at the same time Government, Financial Dept. will consent to issue instruction that the Trichinopoly Treasury officials shall make every effort to complete shroffage on the same day, the compromise might, I hope, work.

28/6/97

To Chief Secretary

28/6/97.

(B)

Why "other"? the Agent is in no respect a Government Officer but a servant of a London Company. Leaseholders of a Store

7/6/97

SERIAL No. 12

C 6/10/97

Financial Dept:

C.No.1672

FOR ORDERS

The receipts of the old S.I.R.Company were lodged in the Govt. treasury at Trichinopoly, and the same practice has been continued by the new Company although formal sanction to the arrangement was given only recently [G.O. No.257 Finl., d/ 18th March 1897.]

2. The contract between the new Company and the Secy. of State is dated 24th November 1890, but no complaint appears to have been made to Govt. regarding delays in shroffage until the beginning of this year, when two cases occurred in which a fortnight elapsed before receipts were given for remittances, each of which amounted to nearly a lakh. The Acct. Genl., to whom the matter was referred, has issued instructions to the Collector to ensure that no undue delay is allowed to occur, but considers that no substantial remedy can be provided unless an increase to existing establishments is sanctioned and that the Company has no more right to insist on prompt receipts than Govt. officers sending in remittances. The Agent of the S.I.R. insists that receipts should be granted

on

on the very day of payment into the treasury. The Consulting Engineer for Railways and the Examiner. Guaranteed Railway Accounts, are of opinion that the S.I.R. Co: is not in a parallel position, in its relationship to the Govt. treasuries , to Civil officers of Govt. and that it is entitled to a clear receipt on the day of payment. In view however of the very large payments daily made in cash and small coins, the Examiner suggests a compromise to the effect that the Railway Company should not avail itself of the last possible business hours for making its payments; but that 2 o'clock on ordinary working days and 12 o'clock on Saturdays and other days when the Treasury closes early should be agreed upon as the latest hours up to which Railway payments should be made, the Treasury staff undertaking to furnish receipts before closing hours on the same day.

5. Submitted however that the present Company is not "in this matter "in the position of a private person "paying sums due to Govt. into the "Treasury" as stated by the Examiner, and that in view of the services rendered by Govt. establishments both in guarding and shroffing the treasury, no undue pressure should be brought to bear upon the ~~latter~~ shroffs.

4. The Agent mentions it as a concession to Govt. that he has agreed to carry free to Madras or any station nearer to Trichinopoly a total sum not exceeding 50 lakhs per annum , but the Acct. Genl points out that this arrangement was made with a view to compensate Govt. for the cost of removal to Madras of the large surplus accumulating at Trichinopoly on account of the earnings of the Railway Company. The benefit thus accruing to Govt. is however a relief to the Imperial exchequer, whereas the cost of entertaining any additional establishments and the loss of efficiency due to overworking existing establishments would fall on Provincial.

5 Submitted that the contention that the Company is entitled to claim a clear receipt on the day of payment cannot be admitted but that there is no objection to arrangements being made by the Company for early payment, so as to leave as much time as possible for shroffage.

Accts. 26/6/92 The question as to how far the Company is entitled to receipts for moneys remitted into the Govt. Treasury is open to argument, but there seems no need to disturb existing practice at present. It will be time enough to do this when the compromise which is suggested by the Exr. is approved and found in practice to be a failure.

AO 28/6/92.

It will be seen from the letter from the Agent S. I. Ry. of 13. July 1892 (flagged Y) & from the note in the Ry. Dept.

which follows is that the railway remittances are sent to the Trichinopoly Treasury so as to reach there by 11.30 A.M daily (Saturdays included) and that the Railway depot proceed for an increase in the Treasury staff.

Orders are solicited

CWB
24.7.22

Here cover (A)

Delay in granting treasury receipts for S.I.R. remittances paid into the Trichinopoly treasury.

~~To the Hon'ble the Acting Chief Secretary to the Government.~~

Financial Department.

G.No. 1670. 24/6

3080 & 3082

FOR ORDERS.

A The receipts of the old S.I.R. Company were lodged in the Govt. treasury at Trichinopoly and the same practice has been continued by the new company although formal sanction to the arrangement was given only recently (G.O. No. 257, Financial, d/ 13th March 1897.)

B 2. The contract between the new company and the Secretary of State is dated 24th November 1890, but no complaint appears to have been made to Government

C regarding delays in shroffage until the beginning of this year, when two cases occured in which a fortnight elapsed before receipts were given for remittances

D each of which amounted to nearly a lakh. The Acct. Genl. to whom the matter was referred, has issued instructions to the

E Collector to ensure that no undue delay is allowed to occur, but considers that no

F substantial remedy can be provided unless an increase to existing establishments is sanctioned and that the company has no more right to insist on prompt receipts than Govt. ~~of~~ officers sending in remittances. The Agent of the S.I.R. insists that receipts should be granted on the very day of payment into the treasury.

The

The Consulting Engineer for Railways and the Examiner, Guaranteed Railway Accounts, are of opinion that the S.I.R. Company is not in a pareliel position, in its relationship to the Govt. Treasuries to Civil Officers of Govt. and that it is entitled to a clear receipt on the day of payment. In view however of the very large payments daily made in cash and small coin the Examiner suggests a compromise to the effect that the Railway Company should not avail itself of the last possible business hours for making its payments ; but that 2 o' clock on ordinary working days and 12 o' clock on Saturdays and other days when the treasury closes early should be agreed upon as the latest hours upto which Railway payments should be made, the treasury staff undertaking to furnish receipts before closing hours on the same day.

3. Submitted however that the present company is not "in this matter in the position of a private person paying sums due to Govt. into the treasury" as stated by the examiner, and that in view of the services rendered by Govt. Establishments both in gaurding the treasury and shroffing no undue pressure should be brought to bear upon the shroffs.

4. The Agent mentions it as a concession to Govt. that he has agreed to carry free to Madras or any station nearer to Trichinopoly a total sum not exceeding 50 lakhs per annum, but the Acct. Genl. points out that this arrangement was made with a view to compensate Govt. for the cost of removal to Madras of the large surplus accumulating at Trichinopoly on account of the earnings of the Railway company. The benefit thus accruing to Govt. is however a relief to the Imperial exchequer, whereas the cost of entertaining any additional establishments and the loss of efficiency due to overworking existing establishments would fall on Provincial.

5. Submitted that the contention that the company is entitled to claim a clear receipt on the day of payment cannot be admitted but that there is no objection to arrangements being made by the company for early payment so as to leave as much time as possible for shroffage.

(Initld.) C.M.S.
25.6.97

The question as to how far the Company is entitled to a receipt on the day of payment for monies remitted into the Govt. Treasury is open to argument, but there seems no need to discuss it at present. It will be time enough to do this if the compromise which is suggested by the Examiner is approved and found on trial to be a failure.

(Intd.) J.P.P.
28-6-97

P.W.D. (RW) for remarks

If the suggestion about early payment into treasury is accepted as practicable by the Agent of the Railway Company

sury

ter

y

r-

ry

ure

re

way

nd

what would it cost a month?

(Intd.) J.K.P.

26-7-97.

The Accd. Genl estimates (C. No. 3030 flagged F) that the extra establishment required would be 2 Shroffs costing Rs 35 per mensem or Rs 420 pr. ann. - We compute the cost of remitting 50 lakhs from Trichinopoly to Madras at Rs 1530 approximately, but explains that the estimate is based on the assumption that the 50 lakhs would be remitted all at once. The A.G. does not admit the Agents' argument in regard to receipts being granted on the day of payment and instances the case of Govt. or a private creditor being paid a debt of a crore of rupees. Mr. Harrison suggests that orders might be issued requiring no delay to exceed 24 hours unless the remittance exceeds Rs 50,000 in which case a further 24 hours should be allowed for each Rs 50,000. To secure this the treasury establishment would require to be increased by one shroff

Rs 20 p.m. [illegible] the S. I. Ry
on his side should, he considers,
be required to make remittances
daily & before 12 A.M (Sic
Noon?). In para 4 of his
letter the Ag. points out
that the Agent is under
a misapprehension as regards
the arrangement about remitting
50 Lakhs.

C. No. 2816 & 3082
contain further complaints
from the Agent, S. I. R, as
regards delays in granting
acquittances.

Cmrs.
4 & 5/2

H.M.

The Ag's suggestions
may be accepted & an
additional staff at R20
entertained.

5/10/97

I don't think so. As things are, I
am not prepared to sanction addl. ex-
penditure. Let the Agent pay in
daily. There should then be little
or no trouble. He seems to forget
that it is for the convenience
of the railway that he is allowed
to deal with the Trichy treasury.
If daily payments won't work, they
should be sent make part of his
payments with the Bank of Madras,
Bank & the Govt at Tanjore, Cuddalore
&c &c & decrease the work at
Trichy?

6/10/97

(A)

Some Hints Required
Who is yet Quoted
Ref. for Orders.
What would be the
Cost of sending 50 Lakhs
of Treasure Rs 2
Months — Mail Rs
Wire Off we get —
What is the Extra
Staff which would
be required & Staff
the Bill remittances
on the date of receipt
and what would
it cost a month.

9/2. Jr. 26/11/97

Ref

Draft memo to Ag
asking him the necessary
Rates (as required &
possible) & send the
Govt 26/11/97

Financial DEPARTMENT.

[G. 24.] —15-11-95.

Papers to be read in proceedings :—

Again G.O., dated 18. 3. 1897, No. 227 AS
Again G.O., dated 11. 5 1897, No. 1372
Current No. 1672 of 1897, dated 1/6, from The S. Ry. — (a) — (b)
" " 2816 " 1897, " 9/9, " do — (g) — (a)
" " 3030 " 1897, " 23/9, " AS — (a) — (b)
— 3082 - 7 11/10 — PWD — (g) — (a)

ORDER. W. 849 & 11th Octr 97.

The Govt is not prepared, under present circumstances, to sanction additional establishments. The Agent S. I. Ry should be requested to arrange for daily remittances being made into the Tuticorin Treasury & that the system is found to be productive of delay, the Agent may decrease the work at Tuticorin by dividing the payments between that station, Madras, Cuddalore, Tanjore & other convenient centres.

Govt 10.10.97 (From Orders)

Pl. D. (Ry) with orgl papers vide Accts Genl

x Above Kept while Copies of the Govt

FROM ORDERS.

C. S.

No. 849, FINANCIAL, 11TH OCTOBER 1897.

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

READ—again the following papers :—

G.O., No. 237, Financial, dated 18th March 1897.

" " 392 " " 11th May "

READ—also the following papers :—

Office-note from F. J. E. SPRING, Esq., Joint Secretary to Government, Public Works Department (Railway Branch), to the Chief Secretary to Government, dated Ootacamund, 1st June 1897, No. 399-D.

I pass on the file in original, with this note, for the Chief Secretary's perusal of the note just below by the Examiner, Guaranteed Railway Accounts.

Major Waller's contention seems to me to be correct. The South Indian Railway Company are not in a parallel position, in their relationship to the Government Treasuries, with that of Civil Officers of Government. They are, I think, entitled to claim a clear receipt on the day of payment.

If the Chief Secretary does not dispute this contention, I propose to address the Company's Agent with a view to as much time as possible being left each day for shroffing.

ENCLOSURES.

Office-note No. 1730, *dated* 22*nd May* 1897.

Financial Department G.O., No. 392, dated 11th May 1897.

With case forwarded to the Examiner of Railway Accounts for favour of remarks with reference to remarks.

Examiner's Reply.

The rule quoted by the Accountant-General applies to the resource remittances made by one Government Treasury to another; in my opinion it cannot be held as in any way applicable to the payments made by private persons into treasuries of sums due by them to Government; such persons are clearly entitled to full receipt for their payments before the treasury closes for the day. The South Indian Railway Company in this matter are in the position of a private person paying sums due to Government into the treasury, and if they insist on the point, I consider that they are entitled to a receipt the same day for money paid in within the official business hours of the treasury. Another point is that the payments made by the Railway Company unlike periodical Treasury remittances, are regular daily payments, holidays alone excepted; so that absolutely no time is saved or gained by spreading the examination of one day's receipts over a great number of days; the counting and examination of these receipts must in like manner be disposed of from day to day unless arrears are to accumulate hopelessly and indefinitely.

The sums paid in by the Railway in cash and small coin are however very large and in order not to cause extra expense and unduly embarrass the treasury staff some mutual concessions and some forbearance on the part of the Railway Company seem required.

In another province, where within my experience exactly the same difficulty arose in regard to the payments of Railway collections into a small district treasury, the question was settled by the Railway Company undertaking not to avail themselves of the last possible business hours for making their payments, that is, if I remember right, 2 o'clock on ordinary working days and 12 o'clock on Saturdays and other days when the treasury closes early, were mutually agreed upon as the latest hours up to which Railway payments should be made, and the treasury staff then undertook to furnish receipts before closing hours the same day. The difficulty might be settled here too by some such mutual arrangement, but I certainly think the Railway Company as a private corporation are only within their rights if they insist on a clear acquittance being furnished the same day for all cash paid over by them to Government.

No. 849, FINANCIAL, 11TH OCTOBER 1897.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, Madras, dated 26th June 1897, No. 664.

In continuation of my letter No. 388, dated 10th April 1897, to which I request the favour of an early reply, I have the honour to forward a further statement of delays by the Trichinopoly treasury in shroffing the payments made by this company.

SOUTH INDIAN RAILWAY.

STATEMENT showing instances of delay in granting receipts by the Treasury Officer, Trichinopoly, for sail way remittances.

Date of remittance.	Amount of remittance.	Date of acknowledgment.	Remarks.
	RS. A. P.		
21st April 1897	1,83,606 11 7	30th April ..	Nine days after payment.
25th May ,, ...	1,07,423 9 2	29th May ..	Four do. do.
9 h June ,, ...	1,05,553 0 3	10th June ..	One day after payment.
23rd ,, ,, ...	1,28,910 5 11	....	Not acknowledged up to date.

From the Consulting Engineer for Railways, Madras, to the Agent, South Indian Railway, dated 5th July 1897, No. 2224.

With reference to correspondence ending with your letter No. 634, dated 26th June 1897, I have the honour to enquire whether you could arrange to fix certain hours (say 2 o'clock on ordinary days and 12 o'clock on Saturdays and other days when the treasury closes early) as the latest up to which payments should be made into treasury. I believe that if you are able to adopt this arrangement the treasury staff will be willing to undertake to furnish receipts before closing hours on the day of payment.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, Madras, dated Trichinopoly, 13th July 1897, No. 715.

In reply to your letter No. 2224, dated 5th July 1897, I have the honour to inform you that I am advised by the Chief Auditor that remittances to the Trichinopoly treasury are despatched from his office at or before 11 A.M. daily (Saturdays as well as other week days) and arrive there at 11-30 at the latest. The present procedure can of course be continued.

Endt. No. 1346, dated 30th June 1897.

The papers are returned. The best course will be for Public Works Department to bring the Examiner's suggestion regarding early payment into the treasury to the notice of the Agent of the Railway Company and at the same time to ask Financial Department to issue instructions regarding expediting shroffing.

Circulation of the papers appears to be unnecessary now.

J. F. PRICE,
Chief Secretary.

Memorandum No. 1584, dated 27th July 1897.

With reference to the correspondence ending with G.O., No. 392, Financial, dated 11th May 1897, the Accountant-General is requested to be so good as to report what the cost of sending 50 lakhs of treasure from Trichinopoly to Madras would be as also the monthly cost of the extra staff which would be required to shroff the Railway remittances on the day of receipt.

(By order.) J. F. PRICE,
Chief Secretary.

L. Davidson
Under Secy.

To the Accountant-General.

Memorandum No. 1343-D., dated 9th September 1897.

Read—the following paper :—

From the Agent, South Indian Railway, Trichinopoly, to the Consulting Engineer for Railways, Madras, dated 27th August 1897, No. 873.

I have the honour to invite attention to my letter No. 388 of 10th of April last regarding the staff maintained at the Trichinopoly treasury and shall be glad if early orders can be passed in the matter.

In continuation of my letter No. 664 of 26th June 1897, I forward herewith a further statement of delays by the abovementioned Treasury in granting receipts for payments made.

ENCLOSURE.

SOUTH INDIAN RAILWAY.

STATEMENT showing instances of delay in granting receipts by the Treasury Officer, Trichinopoly, for Railway remittances.

Date of Remittance.	Amount of Remittance.	Date of acknowledgment.	Delay of
	Rs. A. P.		
3rd August 1897	76,941 5 7	4th August	1 day.
13th ,, ...	49,428 15 5	16th ,, ...	3 days.
17th ,, ...	49,184 15 2	18th ,, ...	1 day.

Memorandum—No. 1343-D., dated 9th September 1897.

Transferred to the Financial department in continuation of correspondence ending with Public Works Department memorandum, dated 16th July 1897.

F. J. E. SPRING,
Offg. Joint Secretary.

Endt. No. 1927 & 16th Septr. 1897
Referred in Continuation of Memo. No. 1584
dated 27th July 1897, to the A.G.
(By order.)
L. Davidson
Under Secy.

From F. C. HARRISON, Esq., Officiating Accountant-General, to the Chief Secretary to Government, dated Fort St. George, 23rd September 1897, No. I.D./529.

With reference to your official memorandum No. 1584, dated the 27th of July 1897, I have the honour to forward a copy of the Collector's letter No. 398/Try., dated 15th September 1897, in which he estimates the necessary increase to his establishment at two shroffs drawing Rs. 35 per mensem, *i.e.*, Rs. 420 per annum.

2. I am unable to estimate the cost of remitting 50 lakhs here as the calculation varies according to the quantity remitted on each occasion. If remitted all at once the cost would be in round figures Rs. 1,530. In reality it would be more than this as the remittances would be several in number.

3. I do not admit for a moment the correctness of the Agent's argument, that Government is bound to give instantly a full receipt. If an individual owes Government a crore of rupees and desires to pay it in rupees neither Government nor any private creditor would consent to give a quittance until the money was counted nor could a debtor complain so long as reasonable expedition was employed in counting the coin tendered. On the whole generally speaking these remittances are promptly counted and acknowledged. But I think orders might be issued requiring no delay to exceed 24 hours unless the remittance exceeds Rs. 50,000 in which case a further 24 hours can be allowed for each Rs. 50,000. To secure this the establishment might be increased by one shroff. On their side the South Indian Railway should be required to make remittances daily and before 12 A.M.

4. The Agent writes as if he had made a concession and asks for one to be made to him in return. This is not a correct view of the case. Under the contract (article 45) the Secretary of State fixes the treasury in which the earnings are to be paid. Trichinopoly has been fixed upon at the request of the railway and as compliance with this request means inconvenience to Government, I made arrangements with the railway that in return for this concession it should remit 50 lakhs to Madras free of charge. I reported this arrangement to the Comptroller-General who has approved it. I regard it as a reasonable arrangement for all parties. Government is interested in the railway and it is a complicated question what terms are the best from its (the Government's) point of view.

ENCLOSURES.

From B. MACLEOD, Esq, M.A., I.C.S., Barrister-at-Law, Collector of Trichinopoly, to the Accountant-General, Madras, dated 15th September 1897, No. 398-S.O./Try.

With reference to your letter No. I.D./436, dated 25th August 1897, I have the honour to submit that as the amount and particulars of coins remitted vary largely, it is not possible to guarantee the shroffing of the remittances on the day of receipt in all cases. Even if additional establishment be sanctioned, it may still happen, though more rarely, that the shroffing is not completed on the day of receipt—one or more shroffs are frequently absent accompanying remittances; when a number of holidays intervene, the remittances on the succeeding days are much larger than usual and during the kist months, the taluk remittances have to be shroffed in addition to the railway remittances. Also the recent orders to reject strictly, all rupees which have lost weight abnormally, require that more time should be taken for examining the coin.

2. The remittances received on Tuesdays are generally heavier than those of other days of the week, and the accompanying statement shows the particulars of such remittances since 25th May 1897, and the number of shroffs which will be required to shroff the specie received on each day. The number of shroffs required varies from 3 to 8 and the average number is 4.

3. Under these circumstances, I think that if two more shroffs are sanctioned, the shroffing of the railway remittances can generally be finished on the day of receipt, and if the Railway Company should still insist that there should be no exceptions whatever, it should be required to regulate its remittances with reference to the number of shroffs available.

4. The pay of the shroffs on the lowest scale should be Rs. 15 each, but as there are already three shroffs on this pay, I would suggest that one of the shroffs may be paid Rs. 20, there being none of this grade at present.

Particulars of Remittances from the South Indian Railway.

—	Rupees.	Half rupees.	Quarter rupees.	Two-anna pieces.	Double pice.	Single pice.	Pie pieces.	Total.	Currency notes.	Credit notes, cheques, etc.	Total.	—
	Rs.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs.	Rs. A. P.	Rs. A. P.	
25th May 1897	71,350	1,254 8 0	1,937 4 0	1,314 10 0	213 13 0	289 1 3	..	76,359 4 3	25,995	10,879 0 11	1,13,233 5 2	7
1st June ,, ...	33,220	639 0 0	1,075 8 0	201 12 0	115 3 6	137 9 10	..	35,389 1 4	11,675	4,282 10 11	51,346 12 3	3
9th ,, ,, ...	64,002	1,228 8 0	1,691 4 0	1,002 0 0	217 15 0	302 10 9	..	68,444 5 9	21,660	15,443 10 6	1,05,553 0 3	6
15th ,, ,, ...	33,133	385 8 0	562 12 0	414 8 0	69 14 6	124 3 10	..	34,689 14 4	7,425	5,498 15 8	47,613 14 0	3
23rd ,, ,, ...	86,263	1,795 8 0	2,610 12 0	1,821 6 0	290 0 6	372 1 0	..	93,152 11 6	27,155	8,602 10 5	1,28,910 5 17	8
29th ,, ,, ...	35,895	674 8 0	1,089 0 0	750 0 0	133 14 0	165 7 9	..	38,707 13 9	9,650	13,372 4 10	61,730 2 7	4
6th July ,, ...	33,637	820 0 0	1,149 4 0	710 4 0	133 7 6	146 2 8	..	36,596 2 2	9,135	3,563 3 5	49,294 5 1	3
12th ,, ,, ...	39,108	710 8 0	1,045 8 0	764 12 0	126 5 0	138 3 8	..	41,893 4 8	11,865	1,286 6 5	55,044 11 8	4
A ,, ,, ...	30,734	626 0 0	996 4 0	706 2 0	137 2 6	153 9 9	..	33,353 2 3	7,570	7,919 5 5	48,842 7 3	3
27th ,, ,, ...	33,410	663 8 0	1,123 12 0	889 6 0	134 14 6	158 15 0	..	36,380 7 6	9,945	3,032 12 9	49,358 4 7	4
3rd August 1897	49,957	1,197 0 0	1,667 4 0	1,283 2 0	83 7 0	88 4 1	..	54,276 1 1	15,785	6,880 4 6	76,941 5 8	5
10th ,, ,, ...	34,496	497 8 0	883 0 0	648 10 0	121 12 6	160 9 10	..	36,807 8 4	6,820	8,900 14 4	52,528 6 8	3
17th ,, ,, ...	34,290	744 8 0	1,165 4 0	826 14 0	140 2 6	161 7 8	..	37,328 4 2	6,175	5,681 11 0	49,184 15 2	3
24th ,, ,, ...	29,783	793 0 0	1,277 0 0	908 2 0	151 4 0	196 6 0	..	33,108 12 0	6,820	8,596 15 2	48,525 11 2	3
1st September 1897	50,713	1,169 0 0	1,869 8 0	1,371 6 0	213 10 0	258 8 4	..	55,595 0 4	7,245	3,133 12 7	65,973 12 11	5
7th ,, ,, ...	37,771	844 8 0	1,280 8 0	962 6 0	161 11 0	192 0 6	..	41,212 1 6	7,405	1,575 10 3	50,192 11 9	4
Total ..	6,97,762	14,043 0 0	21,423 12 0	14,575 4 0	2,444 9 0	3,045 5 11	..	7,53,293 14 11	1,92,325	1,08,655 5 1	10,54,274 4 0	68
Average ..	43,610	884 0 0	1,338 15 0	910 15 0	152 12 6	190 5 4	..	47,086 15 10	12,020	6,790 15 3	65,897 15 1	4

Memorandum No. 1537-D., dated 1st October 1897.

Read—the following paper:—

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, Madras, dated 25th September 1897, No. 963.

With reference to my letter No. 873, dated 27th August 1897, I have the honour to request that the matter may again be brought to the notice of Government. As will be seen from the accompanying statement, the delay in acknowledging receipt of our treasury remittances still continues.

Enclosure.

Statement showing instances of the delay in granting Receipts by the Treasury officer of Trichinopoly for Railway Remittances.

Date of remittance.	Amount of remittance.	Date of acknowledgment.	Remarks.
	Rs. A. P.		
23rd August 1897 ..	85,480 15 5	25th August 1897 ..	Two days after payment.
24th ,, ,, ..	48,525 11 2	28th ,, ,, ..	Four ,, ,,
1st September 1897 ..	65,973 12 11	4th September 1897 ..	Three ,, ,,
7th ,, ,, ..	50,192 11 9	16th ,, ,, ..	Nine ,, ,,
14th ,, ,, ..	54,566 13 6	....	Not acknowledged up to date.
15th ,, ,, ..	23,633 5 0	23rd September 1897 ..	....
20th ,, ,, ..	46,500 8 7	....	Not acknowledged up to date.
21st ,, ,, ..	50,445 12 2	....	,, ,,

Memorandum—No. 1537-D., dated 1st October 1897.

Transferred to the Financial Department in continuation of Public Works Department endorsement No. 1343-D., dated 9th September 1897.

F. J. E. SPRING,
Offg. Joint Secretary.

Order—No. 849, Financial, dated 11th October 1897.

The Government is not prepared, under present circumstances, to sanction additional establishments. The Agent, South Indian Railway, should be requested to arrange for *daily* remittances being made into the Trichinopoly treasury. If the system is then found to be productive of delay, the Agent may decrease the work at Trichinopoly by dividing his payments between that station, Madras, Cuddalore, Tanjore and other convenient centres.

(True Extract.)

G. S. FORBES,
Ag. Chief Secretary.

To the Public Works Department (Railways Branch).
,, Accountant-General.
Rxd.

MISCELLANEOUS.
G.O., No. 849, 11th October 1897.
OCTOBER.

Requesting the Agent, South Indian Railway, with reference to his complaints as regards delays in granting treasury receipts for remittances paid into the Trichinopoly treasury to arrange for daily remittances being made into the above treasury or to divide his payments between Trichinopoly, Madras, Cuddalore, Tanjore and other convenient centres.

Received from Press 2 " 3 " 1906

Sent to Fin. Supdt. 2 " 3 " 1906

FINANCIAL DEPARTMENT.

NOTES CONNECTED WITH G.O., No. 849, FINANCIAL, DATED 11TH OCTOBER 1897.

[SUBJECT.—*Delay in granting Treasury receipts for South Indian Railway remittances paid into the Trichinopoly treasury.*]

From the P. W. D. No. 399 D. dated 1st June 1897.

For Orders—

The receipts of the old South Indian Railway Company were lodged in the Government treasury at Trichinopoly and the same practice has been continued by the new company, although formal sanction to the arrangement was given only recently (G.O., No. 237, Financial, dated 18th March 1897).

2. The contract between the new company and the Secretary of State is dated 24th November 1890, but no complaint appears to have been made to Government regarding delays in shroffage until the beginning of this year, when two cases occurred in which a fortnight elapsed before receipts were given for remittances, each of which amounted to nearly a lakh. The Accountant-General, to whom the matter was referred, has issued instructions to the Collector to ensure that no undue delay is allowed to occur, but considers that no substantial remedy can be provided unless an increase to existing establishments is sanctioned, and that the company has no more right to insist on prompt receipts than Government officers sending in remittances. The Agent of the South Indian Railway insists that receipts should be granted on the very day of payment into the treasury. The Consulting Engineer for Railways and the Examiner, Guaranteed Railway Accounts, are of opinion that the South Indian Railway Company is not in a parallel position in its relationship to the Government treasuries to civil officers of Government, and that it is entitled to a clear receipt on the day of payment. In view, however, of the very large payments daily made in cash and small coin, the Examiner suggests a compromise to the effect that the Railway Company should not avail itself of the *last possible business hours* for making its payments; but that 2 o'clock on ordinary working days and 12 o'clock on Saturdays and other days when the treasury closes early should be agreed upon as the latest hours up to which railway payments should be made, the treasury staff undertaking to furnish receipts before closing hours on the same day.

3. Submitted, however, that the present company is not "in this matter in the position of a private person paying sums due to Government into the treasury" as stated by the Examiner, and that in view of the services rendered by Government establishments both in guarding the treasury and shroffing no undue pressure should be brought to bear upon the shroffs.

4. The Agent mentions it as a concession to Government that he has agreed to carry *free* to Madras or any station nearer to Trichinopoly a total sum not exceeding 50 lakhs *per annum*, but the Accountant-General points out that this arrangement was made with a view to compensate Government for the cost of removal to Madras of the large surplus accumulating at Trichinopoly on account of the earnings of the Railway Company. The benefit thus accruing to Government is, however, a relief to the Imperial Exchequer, whereas the cost of entertaining any additional establishments and the loss of efficiency due to overworking existing establishments would fall on Provincial.

5. Submitted that the contention that the company is entitled to claim a clear receipt on the day of payment cannot be admitted, but that there is no objection to arrangements being made by the company for early payment so as to leave as much time as possible for shroffage.

C. M. SCHMIDT—25-6-97.

The question as to how far the company is *entitled* to a receipt on the day of payment for monies remitted into the Government treasury is open to argument, but there seems no need to discuss it at present. It will be time enough to do this if the compromise which is suggested by the Examiner is approved and found on trial to be a failure.

J. F. PRICE—28-6-97.

Public Works Department (Railway) for remarks.

PUBLIC WORKS DEPARTMENT (RAILWAY).

If the suggestion about early payment into treasury is accepted as practicable by the Agent of the Railway Company, and if at the same time Government, Financial Department, will consent to issue instructions that the Trichinopoly treasury officials shall make every effort to complete shroffage on the same day, this compromise ought, I hope, to work.

F. J. SPRING—28-6-97.

P. W 2

From the Fin. dept No. 3928 dated 11.5.97

With case forwarded to the Examiner of Railway Accounts for favour of remarks with reference to ~~the~~ remarks.

F. D. Fowler 22-5-97.

~~Examiner's Reply.~~

The rule quoted by the Accountant-General applies to the resource remittances made by one Government Treasury to another; in my opinion it cannot be held as in any way applicable to the payments made by private persons into treasuries of sums due by them to Government; such persons are clearly entitled to full receipt for their payments before the treasury closes for the day. The South Indian Railway Company in this matter are in the position of a private person paying sums due to Government into the treasury, and if they insist on the point, I consider that they are entitled to a receipt the same day for money paid in within the official business hours of the treasury. Another point is that the payments made by the Railway Company unlike periodical Treasury remittances, are regular daily payments, holidays alone excepted; so that absolutely no time is saved or gained by spreading the examination of one day's receipts over a great number of days; the counting and examination of these receipts must in like manner be disposed of from day to day unless arrears are to accumulate hopelessly and indefinitely.

The sums paid in by the Railway in cash and small coin are however very large and in order not to cause extra expense and unduly embarrass the treasury staff some mutual concessions and some forbearance on the part of the Railway Company seem required.

In another province, where within my experience exactly the same difficulty arose in regard to the payments of Railway collections into a small district treasury, the question was settled by the Railway Company undertaking not to avail themselves of the last possible business hours for making their payments, that is, if I remember right, 2 o'clock on ordinary working days and 12 o'clock on Saturdays and other days when the treasury closes early, were mutually agreed upon as the latest hours up to which Railway payments should be made, and the treasury staff then undertook to furnish receipts before closing hours the same day. The difficulty might be settled here too by some such mutual arrangement, but I certainly think the Railway Company as a private corporation are only within their rights if they insist on a clear acquittance being furnished the same day for all cash paid over by them to Government.

the under Secretary's office of the Ex. of Ry. accts

E. A. Waller.

P. W D.

I pass on the file in original, with this note, for the Chief Secretary's perusal of the note just below by the Examiner, Guaranteed Railway Accounts.

Major Waller's contention seems to me to be correct. The South Indian Railway Company are not in a parallel position, in their relationship to the Government Treasuries, with that of Civil Officers of Government. They are, I think, entitled to claim a clear receipt on the day of payment.

If the Chief Secretary does not dispute this contention, I propose to address the Company's Agent with a view to as much time as possible being left each day for clearing.

F. J. E. Spring 1.6.97

Chief Secretary—

Seen.

J.F.P.—28-6-97.

It will be seen from the letter from the Agent, South Indian Railway, dated 13th July 1897, and from the note in the Railway Department which follows it, that the railway remittances are sent to the Trichinopoly treasury so as to reach there by 11-30 A.M. daily (Saturdays included) and that the Railway Department presses for an increase in the treasury staff.

Orders are solicited.

C.M.S.—24-7-97.

I don't think that this is yet quite ripe for orders. What would be the cost of sending 50 lakhs of treasure up to Madras—that is the set off we get. What is the extra staff which would be required to shroff the railway remittances on the date of receipt and what would it cost a month?

[Memo. No 1584 dated the 27th July 97.] J.F.P.—26-7-97.

The Accountant-General estimates (~~C. No. 3040~~) that the extra establishment required would be two shroffs costing Rs. 35 *per mensem* or Rs. 420 *per annum*. He computes the cost of remitting 50 lakhs from Trichinopoly to Madras at Rs. 1,530 approximately, but explains that this estimate is based on the assumption that the 50 lakhs would be remitted all at once. The Accountant-General does not admit the Agent's argument in regard to receipts being granted on the day of payment and instances the case of Government or a private creditor being paid a debt of a crore of rupees. Mr. Harrison suggests that orders might be issued requiring no delay to exceed 24 hours unless the remittance exceeds Rs. 50,000, in which case a further 24 hours should be allowed for each Rs. 50,000. To secure this the treasury establishment would require to be increased by one shroff (Rs. 20 *per mensem*)? The South Indian Railway on its side should, he considers, be required to make remittances daily and before 12 A.M. (see noon?) In paragraph 4 of his letter the Accountant-General points out that the agent is under a misapprehension as regards the arrangement about remitting 50 lakhs.

C. Nos. 2816 and 3032 contain further complaints from the Agent, South Indian Railway, as regards delays in granting acquittances.

C.M.S.—4-10-97.

Honourable Member—

The Accountant-General's suggestions may be accepted and an additional shroff on Rs. 20 entertained.

G. S. Forbes—5-10-97.

I don't think so. As things are, I am not prepared to sanction additional expenditure. Let the Agent pay in daily. There should then be little or no trouble. He seems to forget that it is for the convenience of the railway that he is allowed to pay into the Trichinopoly treasury. If daily payments won't work, why should he not make part of his payments into the Bank of Madras, part to the Collectors at Tanjore, Cuddalore, etc., and so decrease the work at Trichinopoly?

H. W. B[liss]—6-10-97.

[G.O., No. 849, Financial, dated 11th October 1897.]

From the Agent, S. I. Ry. No 873 & 27-8-97
Endt. of the P. WD (Ry) No 1343 & 9-9-97
Endt. of the A.G. No 1927 & 16-9-97
From the A.G. No. T.D 529 & 23-9-97
From the Agent, S. I. Ry. No 963 & 25-9-97
Endt. of the P. WD (Ry) No. 1537 D & 1-10-97

A draft order is subs.
C.M.S. 10.10.97

Issue

Endt. No. 1346, dated 30th June 1897.

The papers are returned. The best course will be for Public Works Department to bring the Examiner's suggestion regarding early payment into the treasury to the notice of the Agent of the Railway Company and at the same time to ask Financial Department to issue instructions regarding expediting shroffing.

Circulation of the papers appears to be unnecessary now.

J. F. PRICE, 29-6-97
~~Chief Secretary.~~

C.M.S- 28.6.97.

PWD

From the ~~Agent~~, S. I. Ry No. 6648 26.6.97

[~~Letter to the Agent~~ S.I.Ry. No. ~~715~~ 2224 & ~~13~~ 5. 7. 97]

From the Agent, S. I. Ry No. 715 & 13 7 97

Chief Secretary

Please see Agents' letter No. 715 of 13.7.97. It appears that ample time has always been given by the Railway people, much more than was proposed in Examiner's note and yet delays have occurred. The only remedy appears to be an increase of staff as suggested in Agents previous letter No. 388 of 10.4.97 —

F.D. Fowler 16.7.97

G.O. 237 Fin., 8-3-97

Sanctioning payment into the Trichinopoly treasury of the money of the South India Railway Company.

Received from ... Supdt. 14-3-1905.

G.O. 392 Fin., 8-3-97 Sent to Fin. Supdt.

Communicating to the Public Works department letter from the Accountant-General in regard to remarks about the shroffage on the day of receipt of railway collections remitted to the Trichinopoly treasury.

No. 849, FINANCIAL, 11TH OCTOBER 1897.

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

READ also the following papers:—

From the Agent, South Indian Railway, to the Consulting Engineer for Railways,

Madras, dated 26th June 1897, No. 664.

In continuation of my letter No. 388, dated 10th April 1897, to which I request the favour of an early reply, I have the honour to forward a further statement of delays by the Trichinopoly treasury in shroffing the payments made by this company.

ENCLOSURE.

South Indian Railway.

STATEMENT showing instances of delay in granting receipts by the Treasury Officer, Trichinopoly, for Railway remittances.

Date of remittance.	Amount of remittance.	Date of acknowledgment.	Remarks.
	Rs. A. P.		
21st April 1897	1,83,606 11 7	30th April ..	Nine days after payment.
25th May ,, ...	1,07,423 9 2	29th May ..	Four do. do.
9th June ,, ...	1,05,553 0 3	10th June ..	One day after payment.
23rd ,, ,, ...	1,28,910 5 11	....	Not acknowledged up to date.

From the Consulting Engineer for Railways, Madras, to the Agent, South Indian Railway, dated 5th July 1897, No. 2224.

With reference to correspondence ending with your letter No. 664, dated 26th June 1897, I have the honour to enquire whether you could arrange to fix certain hours (say 2 o'clock on ordinary days and 12 o'clock on Saturdays and other days when the treasury closes early) as the latest up to which payments should be made into treasury. I believe that if you are able to adopt this arrangement the treasury staff will be willing to undertake to furnish receipts before closing hours on the day of payment.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, Madras, dated Trichinopoly, 13th July 1897, No. 715.

In reply to your letter No. 2224, dated 5th July 1897, I have the honour to inform you that I am advised by the Chief Auditor that remittances to the Trichinopoly treasury are despatched from his office at or before 11 A.M. daily (Saturdays as well as other week days) and arrive there at 11-30 at the latest. The present procedure can of course be continued.

No. 849, FINANCIAL, 11TH OCTOBER 1897.

Memorandum No. 1584, dated 27th July 1897.

With reference to the correspondence ending with G.O., No. 392, Financial, dated 11th May 1897, the Accountant-General is requested to be so good as to report what the cost of sending 50 lakhs of treasure from Trichinopoly to Madras would be as also the monthly cost of the extra staff which would be required to shroff the Railway remittances on the day of receipt.

(By Order.)

L. DAVIDSON,
Under Secretary.

From the Agent, South Indian Railway, Trichinopoly, to the Consulting Engineer for Railways, Madras, dated 27th August 1897, No. 873.

I have the honour to invite attention to my letter No. 388 of 10th of April last regarding the staff maintained at the Trichinopoly treasury and shall be glad if early orders can be passed in the matter.

In continuation of my letter No. 664 of 26th June 1897, I forward herewith a further statement of delays by the abovementioned Treasury in granting receipts for payments made.

ENCLOSURE.

South Indian Railway.

STATEMENT showing instances of delay in granting receipts by the Treasury Officer, Trichinopoly, for Railway remittances.

Date of remittance.	Amount of remittance.	Date of acknowledgment.	Delay of
	RS. A. P.		
3rd August 1897	76,941 5 7	4th August	1 day.
13th ,, ...	49,428 15 5	16th ,, ...	3 days.
17th ,, ...	49,184 15 2	18th ,, ...	1 day.

Memorandum No. 1343-D., dated 9th September 1897.

Transferred to the Financial department in continuation of correspondence ending with Public Works department memorandum, dated 16th July 1897.

F. J. E. SPRING,
Offg. Joint Secretary.

Endorsement No. 1927, dated 16th September 1897.

Referred in continuation of Memorandum No. 1584, dated 27th July 1897, to the Accountant-General.

(By Order.)

L. DAVIDSON,
Under Secretary.

No. 849, FINANCIAL, 11TH OCTOBER 1897.

From F. C. HARRISON, Esq., Officiating Accountant-General, to the Chief Secretary to Government, dated Fort St. George, 23rd September 1897, No. I.D./529.

With reference to your official memorandum No. 1584, dated the 27th of July 1897, I have the honour to forward a copy of the Collector's letter No. 398/Try., dated 15th September 1897, in which he estimates the necessary increase to his establishment at two shroffs drawing Rs. 35 per mensem, *i.e.*, Rs. 420 per annum.

2. I am unable to estimate the cost of remitting 50 lakhs here as the calculation varies according to the quantity remitted on each occasion. If remitted all at once the cost would be in round figures Rs. 1,530. In reality it would be more than this as the remittances would be several in number.

3. I do not admit for a moment the correctness of the Agent's argument, that Government is bound to give instantly a full receipt. If an individual owes Government a crore of rupees and desires to pay it in rupees neither Government nor any private creditor would consent to give a quittance until the money was counted nor could a debtor complain so long as reasonable expedition was employed in counting the coin tendered. On the whole generally speaking these remittances are promptly counted and acknowledged. But I think orders might be issued requiring no delay to exceed 24 hours unless the remittance exceeds Rs. 50,000 in which case a further 24 hours can be allowed for each Rs. 50,000. To secure this the establishment might be increased by one shroff. On their side the South Indian Railway should be required to make remittances daily and before 12 A.M.

4. The Agent writes as if he had made a concession and asks for one to be made to him in return. This is not a correct view of the case. Under the contract (article 45) the Secretary of State fixes the treasury in which the earnings are to be paid. Trichinopoly has been fixed upon at the request of the railway and as compliance with this request means inconvenience to Government, I made arrangements with the railway that in return for this concession it should remit 50 lakhs to Madras free of charge. I reported this arrangement to the Comptroller-General who has approved it. I regard it as a reasonable arrangement for all parties. Government is interested in the railway and it is a complicated question what terms are the best from its (the Government's) point of view.

ENCLOSURES.

From B. MACLEOD, Esq., M.A., I.C.S., Barrister-at-Law, Collector of Trichinopoly, to the Accountant-General, Madras, dated 15th September 1897, No. 398-S.O./Try.

With reference to your letter No. I.D./436, dated 25th August 1897, I have the honour to submit that as the amount and particulars of coins remitted vary largely, it is not possible to guarantee the shroffing of the remittances on the day of receipt in all cases. Even if additional establishment be sanctioned, it may still happen, though more rarely, that the shroffing is not completed on the day of receipt—one or more shroffs are frequently absent accompanying remittances; when a number of holidays intervene, the remittances on the succeeding days are much larger than usual and during the kist months, the taluk remittances have to be shroffed in addition to the railway remittances. Also the recent orders to reject strictly, all rupees which have lost weight abnormally, require that more time should be taken for examining the coin.

2. The remittances received on Tuesdays are generally heavier than those of other days of the week, and the accompanying statement shows the particulars of such remittances since 25th May 1897, and the number of shroffs which will be required to shroff the specie received on each day. The number of shroffs required varies from 3 to 8 and the average number is 4.

3. Under these circumstances, I think that if two more shroffs are sanctioned, the shroffing of the railway remittances can generally be finished on the day of receipt, and if the Railway Company should still insist that there should be no exceptions whatever, it should be required to regulate its remittances with reference to the number of shroffs available.

4. The pay of the shroffs on the lowest scale should be Rs. 15 each, but as there are already three shroffs on this pay, I would suggest that one of the shroffs may be paid Rs. 20, there being none of this grade at present.

Particulars of Remittances from the South Indian Railway.

—	Rupees.	Half rupees.	Quarter rupees.	Two-anna pieces.	Double pice.	Single pice.	Pie pieces.	Total.	Currency notes.	Credit notes, cheques, etc.	Total.	—
	Rs.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs.	Rs. A. P.	Rs. A. P.	
25th May 1897	71,350	1,254 8 0	1,937 4 0	1,314 10 0	213 13 0	289 1 3	..	76,359 4 3	25,995	10,879 0 11	1,13,233 5 2	7
1st June ,, ...	33,220	639 0 0	1,075 8 0	201 12 0	115 3 6	137 9 10	..	35,389 1 4	11,675	4,282 10 11	51,346 12 3	3
9th ,, ,, ...	64,002	1,228 8 0	1,691 4 0	1,002 0 0	217 15 0	302 10 9	..	68,444 5 9	21,660	15,448 10 6	1,05,553 0 3	6
15th ,, ,, ...	33,133	385 8 0	562 12 0	414 8 0	69 14 6	124 3 10	..	34,689 14 4	7,425	5,498 15 8	47,613 14 0	3
23rd ,, ,, ...	86,263	1,795 8 0	2,610 12 0	1,821 6 0	290 0 6	372 1 0	..	93,152 11 6	27,155	8,602 10 5	1,28,910 5 17	8
29th ,, ,, ...	35,895	674 8 0	1,089 0 0	750 0 0	133 14 0	165 7 9	..	38,707 13 9	9,650	13,372 4 10	61,730 2 7	4
6th July ,, ...	33,637	820 0 0	1,149 4 0	710 4 0	133 7 6	146 2 8	..	36,596 2 2	9,135	3,563 3 5	49,294 5 1	3
13th ,, ,, ...	39,108	710 8 0	1,045 8 0	764 12 0	126 5 0	138 3 8	..	41,893 4 8	11,865	1,286 6 5	55,044 11 8	4
20th ,, ,, ...	30,734	626 0 0	996 4 0	706 2 0	137 2 6	158 9 9	..	33,353 2 3	7,570	7,919 5 5	48,842 7 3	3
27th ,, ,, ...	33,410	663 8 0	1,123 12 0	889 6 0	134 14 6	158 15 0	..	36,380 7 6	9,945	3,032 12 9	49,358 4 7	4
3rd August 1897	49,957	1,197 0 0	1,667 4 0	1,283 2 0	83 7 0	88 4 1	..	54,276 1 1	15,785	6,880 4 6	76,941 5 8	5
10th ,, ,, ...	34,496	497 8 0	883 0 0	648 10 0	121 13 6	160 9 10	..	36,807 8 4	6,820	8,900 14 4	52,528 6 8	3
17th ,, ,, ...	34,290	744 8 0	1,165 4 0	826 14 0	140 2 6	161 7 8	..	37,328 4 2	6,175	5,681 11 0	49,184 15 2	3
24th ,, ,, ...	29,783	793 0 0	1,277 0 0	908 2 0	151 4 0	196 6 0	..	33,108 12 0	6,820	8,596 15 2	48,525 11 2	3
1st September 1897	50,713	1,169 0 0	1,869 8 0	1,371 6 0	213 10 0	258 8 4	..	55,595 0 4	7,245	3,133 12 7	65,973 12 11	5
7th ,, ,, ...	37,771	844 8 0	1,280 8 0	962 6 0	161 11 0	192 0 6	..	41,212 1 6	7,405	1,575 10 3	50,192 11 9	4
Total ..	6,97,762	14,043 0 0	21,423 12 0	14,575 4 0	2,444 9 0	3,045 5 11	..	7,53,293 14 11	1,92,325	1,08,655 5 1	10,54,274 4 0	68
Average ..	43,610	884 0 0	1,338 15 0	910 15 0	152 12 6	190 5 4	..	47,086 15 10	12,020	6,790 15 3	65,897 15 1	4

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, Madras, dated 25th September 1897, No. 963.

With reference to my letter No. 873, dated 27th August 1897, I have the honour to request that the matter may again be brought to the notice of Government. As will be seen from the accompanying statement, the delay in acknowledging receipt of our treasury remittances still continues.

Enclosure.

Statement showing instances of the delay in granting Receipts by the Treasury officer of Trichinopoly for Railway Remittances.

Date of remittance.	Amount of remittance.	Date of acknowledgment.	Remarks.
	Rs. A. P.		
23rd August 1897 ..	85,480 15 5	25th August 1897 ..	Two days after payment.
24th " " ..	48,525 11 2	28th " " ..	Four " "
1st September 1897 ..	65,973 12 11	4th September 1897 ..	Three " "
7th " " ..	50,192 11 9	16th " " ..	Nine " "
14th " " ..	54,566 13 6	....	Not acknowledged up to date.
15th " " ..	23,633 5 0	23rd September 1897 ..	....
20th " " ..	46,500 8 7	....	Not acknowledged up to date.
21st " " ..	50,445 12 2	....	" "

Memorandum No. 1537-D., dated 1st October 1897.

Transferred to the Financial Department in continuation of Public Works Department endorsement No. 1343-D., dated 9th September 1897.

F. J. E. SPRING,
Offg. Joint Secretary.

Order—No. 849, Financial, dated 11th October 1897.

The Government is not prepared, under present circumstances, to sanction additional establishments. The Agent, South Indian Railway, should be requested to arrange for *daily* remittances being made into the Trichinopoly treasury. If the system is then found to be productive of delay, the Agent may decrease the work at Trichinopoly by dividing his payments between that station, Madras, Cuddalore, Tanjore and other convenient centres.

(True Extract.)

G. S. FORBES,
Ag. Chief Secretary.

To the Public Works Department (Railways Branch).
Accountant-General.
Rxd."

MISCELLANEOUS.
G.O., No. 849, 11th October 1897.
OCTOBER.

Requesting the Agent, South Indian Railway, with reference to his complaints as regards delays in granting treasury receipts for remittances paid into the Trichinopoly treasury to arrange for daily remittances being made into the above treasury or to divide his payments between Trichinopoly, Madras, Cuddalore, Tanjore and other convenient centres.

Received from Press 14 - 3 - 1898

Sent to Supdt. 14 - 3 - 1898

NOTES CONNECTED WITH G.O., No. 849, FINANCIAL, DATED 11TH OCTOBER 1897.

[SUBJECT.—*Delay in granting Treasury receipts for South Indian Railway remittances paid into the Trichinopoly treasury.*]

PUBLIC WORKS DEPARTMENT.

From the Financial department, No. 392, *dated* 11*th May* 1897.

With case forwarded to the Examiner of Railway Accounts for favour of remarks with reference to the Under Secretary's remarks.

F. D. FOWLER—22-5-97.

OFFICE OF THE EXR. OF RY. ACCOUNTS.

The rule quoted by the Accountant-General applies to the resource remittances made by one Government Treasury to another; in my opinion it cannot be held as in any way applicable to the payments made by private persons into treasuries of sums due by them to Government; such persons are clearly entitled to full receipt for their payments before the treasury closes for the day. The South Indian Railway Company in this matter are in the position of a private person paying sums due to Government into the treasury, and if they insist on the point, I consider that they are entitled to a receipt the same day for money paid in within the official business hours of the treasury. Another point is that the payments made by the Railway Company, unlike periodical treasury remittances, are regular daily payments, holidays alone excepted; so that absolutely no time is saved or gained by spreading the examination of one day's receipts over a great number of days; the counting and examination of these receipts must in like manner be disposed of from day to day unless arrears are to accumulate hopelessly and indefinitely.

The sums paid in by the Railway in cash and small coin are however very large and in order not to cause extra expense and unduly embarrass the treasury staff some mutual concessions and some forbearance on the part of the Railway Company seem required.

In another province, where within my experience exactly the same difficulty arose in regard to the payments of Railway collections into a small district treasury, the question was settled by the Railway Company undertaking not to avail themselves of the last possible business hours for making their payments, that is, if I remember right, 2 o'clock on ordinary working days and 12 o'clock on Saturdays and other days when the treasury closes early, were mutually agreed upon as the latest hours up to which Railway payments should be made, and the treasury staff then undertook to furnish receipts before closing hours the same day. The difficulty might be settled here too by some such mutual arrangement, but I certainly think the Railway Company as a private corporation are only within their rights if they insist on a clear acquittance being furnished the same day for all cash paid over by them to Government.

E. A. WALLER.

PUBLIC WORKS DEPARTMENT.

I pass on the file in original, with this note, for the Chief Secretary's perusal of the note by the Examiner, Guaranteed Railway Accounts.

Major Waller's contention seems to me to be correct. The South Indian Railway Company are not in a parallel position, in their relationship to the Government Treasuries, with that of Civil Officers of Government. They are, I think, entitled to claim a clear receipt on the day of payment.

If the Chief Secretary does not dispute this contention, I propose to address the Company's Agent with a view to as much time as possible being left each day for shroffing.

F. J. E. SPRING—1-6-97.

K.W. 849, Financial, 11th October 1897.

Financial Department.

~~For~~ *Chief Secretary*—

The receipts of the old South Indian Railway Company were lodged in the Government treasury at Trichinopoly and the same practice has been continued by the new company, although formal sanction to the arrangement was given only recently (G.O., No. 237, Financial, dated 18th March 1897).

2. The contract between the new company and the Secretary of State is dated 24th November 1890, but no complaint appears to have been made to Government regarding delays in shroffage until the beginning of this year, when two cases occurred in which a fortnight elapsed before receipts were given for remittances, each of which amounted to nearly a lakh. The Accountant-General, to whom the matter was referred, has issued instructions to the Collector to ensure that no undue delay is allowed to occur, but considers that no substantial remedy can be provided unless an increase to existing establishments is sanctioned, and that the company has no more right to insist on prompt receipts than Government officers sending in remittances. The Agent of the South Indian Railway insists that receipts should be granted on the very day of payment into the treasury. The Consulting Engineer for Railways and the Examiner, Gauranteed Railway Accounts, are of opinion that the South Indian Railway Company is not in a parallel position in its relationship to the Government treasuries to civil officers of Government, and that it is entitled to a clear receipt on the day of payment. In view, however, of the very large payments daily made in cash and small coin, the Examiner suggests a compromise to the effect that the Railway Company should not avail itself of the *last possible business hours* for making its payments; but that 2 o'clock on ordinary working days and 12 o'clock on Saturdays and other days when the treasury closes early should be agreed upon as the latest hours up to which railway payments should be made, the treasury staff undertaking to furnish receipts before closing hours on the same day.

3. Submitted, however, that the present company is not "in this matter in the position of a private person paying sums due to Government into the treasury" as stated by the Examiner, and that in view of the services rendered by Government establishments both in guarding the treasury and shroffing no undue pressure should be brought to bear upon the shroffs.

4. The Agent mentions it as a concession to Government that he has agreed to carry *free* to Madras or any station nearer to Trichinopoly a total sum not exceeding 50 lakhs *per annum*, but the Accountant-General points out that this arrangement was made with a view to compensate Government for the cost of removal to Madras of the large surplus accumulating at Trichinopoly on account of the earnings of the Railway Company. The benefit thus accruing to Government is, however, a relief to the Imperial Exchequer, whereas the cost of entertaining any additional establishments and the loss of efficiency due to overworking existing establishments would fall on Provincial.

5. Submitted that the contention that the company is entitled to claim a clear receipt on the day of payment cannot be admitted, but that there is no objection to arrangements being made by the company for early payment so as to leave as much time as possible for shroffage.

C. M. Schmidt—25-6-97.

The question as to how far the company is *entitled* to a receipt on the day of payment for monies remitted into the Government treasury is open to argument, but there seems no need to discuss it at present. It will be time enough to do this if the compromise which is suggested by the Examiner is approved and found on trial to be a failure.

J. F. Price—28-6-97.

If the suggestion about early payment into treasury is accepted as practicable by the Agent of the Railway Company, and if at the same time Government, Financial Department, will consent to issue instructions that the Trichinopoly treasury officials shall make every effort to complete shroffage on the same day, this compromise ought, I hope, to work.

F. J. Spring—28-6-97.

Chief Secretary

Seen

J. F. Price—28-6-97.

Endt. No. 1346, dated 30th June 1897.

The papers are returned. The best course will be for Public Works Department to bring the Examiner's suggestion regarding early payment into the treasury to the notice of the Agent of the Railway Company and at the same time to ask Financial Department to issue instructions regarding expediting shroffing.

Circulation of the papers appears to be unnecessary now.

C.M.S.—28-6-97.

J. F. E. Price—29-6-97.

Public Works Department.

From the Agent, South Indian Railway, No. 664, *dated* 26*th June* 1897.
[Letter to the Agent, South Indian Railway, No. 2224, dated 5th July 1897.]
From the Agent, South Indian Railway, No. 715, *dated* 13*th July* 1897.

Chief Secretary—

Please see Agent's letter No. 715 of 13th July 1897. It appears that ample time has always been given by the Railway people, much more than was proposed in Examiner's note and yet delays have occurred. The only remedy appears to be an increase of staff as suggested in Agent's previous letter No. 388 of 10th April 1897.

F. D. Fowler—16-7-97.

It will be seen from the letter from the Agent, South Indian Railway, dated 13th July 1897, and from the note in the Railway Department which follows it, that the railway remittances are sent to the Trichinopoly treasury so as to reach there by 11-30 A.M. daily (Saturdays included) and that the Railway Department presses for an increase in the treasury staff.

Orders are solicited.

C.M.S.—24-7-97.

I don't think that this is yet quite ripe for orders. What would be the cost of sending 50 lakhs of treasure up to Madras—that is the set off we get. What is the extra staff which would be required to shroff the railway remittances on the date of receipt and what would it cost a month?

J.F.P.—26-7-97.

[Memorandum No. 1584, dated the 27th July 1897.]
From the Agent, South Indian Railway, No. 873, *dated* 27*th August* 1897.
Endorsement of the Public Works Department (Railway), No. 1343, *dated* 9*th September* 1897.
[Endorsement to the Accountant-General, No. 1927, dated 16th September 1897.]

K.W. 849, Financial, 11th October 1905.

From the Accountant-General, No. T. D./529, dated 23rd September 1897.
From the Agent, South Indian Railway, No. 963, dated 25th September 1897.
Endorsement of the Public Works Department (Railway), No. 1537 D., dated 1st October 1897.

The Accountant-General estimates (Letter No. T.D./529, dated 23rd September 1897), that the extra establishment required would be two shroffs costing Rs. 35 *per mensem* or Rs. 420 *per annum*. He computes the cost of remitting 50 lakhs from Trichinopoly to Madras at Rs. 1,530 approximately, but explains that this estimate is based on the assumption that the 50 lakhs would be remitted all at once. The Accountant-General does not admit the Agent's argument in regard to receipts being granted on the day of payment and instances the case of Government or a private creditor being paid a debt of a crore of rupees. Mr. Harrison suggests that orders might be issued requiring no delay to exceed 24 hours unless the remittance exceeds Rs. 50,000, in which case a further 24 hours should be allowed for each Rs. 50,000. To secure this the treasury establishment would require to be increased by one shroff (Rs. 20 *per mensem*)? The South Indian Railway on its side should, he considers, be required to make remittances daily and before 12 A.M. (*sic* noon?) In paragraph 4 of his letter the Accountant-General points out that the Agent is under a misapprehension as regards the arrangement about remitting 50 lakhs.

The other papers read above contain further complaints from the Agent, South Indian Railway, as regards delays in granting acquittances.

C.M.S.—4-10-97.

Honourable Member—

The Accountant-General's suggestions may be accepted and an additional shroff on Rs. 20 entertained.

G. S. Forbes—5-10-97.

I don't think so. As things are, I am not prepared to sanction additional expenditure. Let the Agent pay in daily. There should then be little or no trouble. He seems to forget that it is for the convenience of the railway that he is allowed to pay into the Trichinopoly treasury. If daily payments won't work, why should he not make part of his payments into the Bank of Madras, part to the Collectors at Tanjore, Cuddalore, etc., and so decrease the work at Trichinopoly?

H. W. B[liss]—6-10-97.

A draft order is submitted.

C.M.S.—10-10-97.

Issue.

G. S. F[orbes]—11-10-97.

[G.O., No. 849, Financial, dated 11th October 1897.]

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n signed

GAIN G.O., No. DATED
18

ENT No.

LOSURES TO C. No.

GOVERNMENT	A	A	A	A	A	A	A	
ER GOVERNMENT								
STATEMENT WITH DITTO								
PAPERS NOT FILED UP, BEING MEANT FOR DESPATCH IN ORIGINAL.								

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