M.R.O. 1—39,000—16-10-29.

MADRAS RECORD OFFICE.

Government of Madras.

Judicial **DEPARTMENT.**

G.O. No. 966 Press Mis.

9-10

Dated 1—8— 1860

9/10

Not to be folded or roughly handled

Proceedings of the Madras Government, Judicial Department,
1st August 1860.

No. 9. Read the following Proceedings of Government, in the Financial Department, dated 27th July 1860, No. 369.

Communicating certain correspondence from the Government of India on the subject of travelling allowance in the Civil Departments throughout India. (Vide Proceedings, Financial Department, dated 27th July 1860, Nos. 58 and 59.)

No. 10. ORDER THEREON, 1st August 1860, No. 966.

To be recorded.

(Signed) T. PYCROFT,
Chief Secretary.

Exd. S. T. Augustin.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following Proceedings of the Government of India, in the Financial Department, dated 14th June 1860, No. 5,267.

Read again Financial Consultation, 29th July 1859, Nos. 29 to 31.

No. 29.

From B. H. ELLIS, Esq., Acting Secretary to the Government of Bombay, to C. H. LUSHINGTON, Esq., Secretary to the Government of India, No. 761, dated 11th July 1859.

Financial Department.

Communicated to the Bombay Government, with Financial Secretary's memorandum, No. 5,519, dated 8th October 1858.

On receipt of the Resolution of the Government of India, dated the 10th September 1858, the Accountant General at this Presidency was requested to prepare, in communication with the Civil Auditor, a draft of Rules regarding travelling allowances to Civil functionaries of all grades.

2. Mr. Elliot was informed that the Rules should prescribe not only the rate per mile or day at which travelling allowances are payable, but also the time to be allowed for moving from one station to another, considering the means of conveyance by Railways and Steam boats now available, but which were not in existence when the present Rules were framed.

3. Mr. Elliot accordingly submitted a draft of Rules which after being revised, modified and re-arranged, have been approved by this Government.

4. But as any alteration in the Rules fixing the time for joining appointments and travelling allowances would affect the established Civil Absentee Rules, no change can be made except with the sanction of the Government of India or the Home Authorities.

5. I am therefore directed to enclose a copy of the Revised Rules, and to request that His Excellency the Governor General of India in Council will be pleased to declare them applicable to this Presidency.

6. In the event of this suggestion being acceded to, it may be a matter for the consideration of the Government of India whether any portion of these Rules should be made applicable to the other Presidencies.

No. 30.

Amended Draft Rules for travelling allowance in the Civil Department.

THE FOLLOWING RULES APPLY ONLY TO OFFICERS TRAVELLING FROM ONE DISTRICT TO ANOTHER, AND NOT TO OFFICERS TRAVELLING ON DEPUTATION IN THE DISTRICTS COMPRIZED WITHIN THEIR CHARGE.

General.

Covenanted officers, including Military and Medical officers in Civil employ, proceeding on duty by the ordinary roads, whether by dâk or otherwise, will receive travelling allowance at the rate of eight (8) Annas a mile.

2. Uncovenanted officers appointed by Government, such as Deputy Collectors and Assistant Commissioners of Customs, will, under similar circumstances, receive travelling allowance at the rate of four (4) Annas a mile. All others on the fixed establishment will receive during the days occupied in travelling extra allowance at the rates fixed in the Notification of 4th April 1849, and appended to these Rules for general information.

3. No officer, whether Covenanted, Uncovenanted, Military or Medical, and no Chaplain or Assistant Chaplain, is entitled to travelling allowance.

(1*st.*) When removed from one permanent appointment to another of superior emoluments.

(2nd.) When removed from an acting to a permanent appointment.

(3rd.) When removed from one appointment to another at his own request.

4. An officer appointed to act for another at a different station or ordered on special duty, is entitled to travelling allowance, both when proceeding to take up the acting appointment and when resuming his own.

Junior Civilians.

5. A Junior Civil Servant is entitled to eight (8) Annas per mile when proceeding from the Presidency up-country either to study the languages or to join his first appointment. But only one grant is admissible under this Section, and it will not be granted if applied for in arrears.

6. A Civil officer appointed for the first time after return to India from furlough or leave on private affairs, is not entitled to travelling allowance.

7. An officer is entitled to the pay of an appointment for the day on which he takes charge, provided the office be a new or a vacant one. In all other cases he will receive pay from the day following that on which he takes charge.

Chaplains, &c.

8. Chaplains and Assistant Chaplains, whether belonging to the Established or Presbyterian Church, when visiting out-stations on duty, may at their option draw travelling allowance at the rate of Rupees two hundred a month for the period occupied on the journey or mileage at the rate of eight (8) Annas per mile.

9. Roman Catholic priests when authorized to visit out-stations on duty or removed from one station to another, are entitled to an allowance of eight (8) Annas per mile.

Joining Appointments.

10. When a journey can be made either wholly or partially by Railway or by a Steam vessel, those modes of travelling are to be resorted to.

Travelling by Railway.

11. An officer travelling by Railway will be entitled to Railway fare for himself, servants and baggage, according to the following scale, and to no other allowance for the period he may thus travel :—

COVENANTED CIVIL OFFICERS.

	Fare.	*Servants.*	*Baggage.*
		3rd Class	lbs. In. Mds.
1st and 2nd Class.....	1st Class	8	800 = 10
3rd and 4th "	do.	6	600 = 7½
5th and 6th "	do.	4	400 = 5

UNCOVENANTED OFFICERS.

Whose salaries amount to Rupees 400 per month and upwards.....	1st Class	4	400 = 5
Uncovenanted officers with salaries above Rupees 100.....	2nd "	2	300 = 3¾
All other clerks.....	2nd "	1	100 = 1¼
Office peons and menial servants...	3rd "	0	41 = ½

12. Military officers in Civil employ will be entitled to Railway fare and the carriage of their baggage as follows:—

Political Residents.....	As 1st and 2nd Classes of Covenanted Civil Officers.
Chief Engineers.....	
Military Secretary to Government..	
Political Agents.....	3rd and 4th Classes.
" Superintendents,.....	
Commandants of Local Corps,.....	
Superintendents of Police.....	
Civil Surgeons,.....	
Heads of Commissions and Departments,.....	

Assistant to Political Agents.....	5th and 6th Classes.
Assistant or Deputy Commissioners or Collectors,.....	
Officers 2nd in Command and Adjutants of Local Corps,.....	
Assistant Surgeons,.....	

13. Chaplains will be entitled to Railway fares and carriage of baggage as 3rd and 4th Class Covenanted Civilians, and Assistant Chaplains as 5th and 6th Class Civilians.

Travelling by Sea by Private Vessels.

14. When an officer travels by a private Steamer or other Vessel, he will be entitled to his passage money.

(1st.) As a 1st Class passenger, if a Covenanted Civilian, a Military or Medical officer in Civil employ, or an Uncovenanted officer on Rupees 400 per mensem and upwards.

(2nd.) As a 2nd Class passenger, if an Uncovenanted officer or clerk on a salary of upwards of Rupees 100.

(3rd.) As a deck passenger, if his salary do not exceed Rupees 100.

15. If the quantity of baggage or number of servants be in excess of that allowed by the Rules of the Steam Vessel Company in regard to each class of passenger, the difference is not to be charged to Government.

16. Second Class passengers by private Steamers will be entitled, if Christians or others dining at the 2nd Class table, to table allowance at the rate of Rupees (3) three per day, provided their messing be not included in the charge for their passage.

17. A receipt for the payment of passage money is to be forwarded as a voucher for the charge.

Travelling by Sea by Government Vessels.

18. When an officer is provided with a passage in a Government vessel or transport, he is not entitled to any travelling allowance. The authorized table allowance will be defrayed by Government.

19. The scale for baggage and servants on Board Government vessels and transports is as follows: —

	Servants.	*Tons.*
1st and 2nd Class Covenanted Civilians.	8	11
3rd and 4th do.....	6	7
5th and 6th do.....	4	5½
And Uncovenanted officers appointed by Government.....		
Other Uncovenanted officers with salary exceeding Rupees 100.....	2	2
Other clerks.....	1	¼

Time for joining.

20. A week is allowed to prepare and to make the necessary arrangements for a journey, unless an officer be specially ordered to join his appointment without delay.

21. In the event of an officer being detained beyond a week from having to await the departure of a steam vessel, or from any other cause beyond his control, the circumstance is to be certified at the foot of the bill for the passage money or travelling allowance.

22. The time allowed for joining is to be computed from the date on which the order notifying the appointment may be received by the party concerned.

23. The rate of travelling on ordinary roads is to be calculated at the rate of 15 miles per diem. The Quarter Master General's Polymetrical Tables are to be referred to in computing distances or ordinary roads.

NOTE.—*As printed on the Route Map. A copy is appended.*

24. Travelling by Railway to be calculated at the rate of 100 miles a day, and by steam vessel according to the time actually occupied in the voyage.

25. An officer failing to join his appointment within the prescribed period forfeits all pay and allowances for the time in excess, and if such excess be more than one month his appointment is forfeited.

26. No interval is allowed between vacating an appointment and assuming a new one at the same station.

27. On an appointment being changed during leave of absence, travelling time will be allowed after the expiration of the leave according to the distance from the old to the new station, provided that the time added to the unexpended leave do not exceed the time authorized for absence with retention of appointment.

28. An officer removed from one station to another must submit a certificate shewing the dates on which he gave and assumed charge, and the manner in which the journey was made, whether by land, sea, or Railway; otherwise his Abstracts for pay and allowances will not be passed.

NOTIFICATION.

The Right Honorable the Governor in Council, considering it desirable that the various rates of batta for public establishments at present existing should be modified, and that the allowance should be regulated under classes, is pleased to publish for general information the following revised scale of batta, and to order that they be made applicable to all Government establishments under this Presidency, both Civil and Military, from the 1st of May 1849:—

Scale of Batta for Europeans, Indo-Britons and Native-born Portuguese.

	Daily rate.			Result of a month of 30 days.		
	R.	A.	P.	R.	A.	P.
Class 1st, Salaries from Rupees 10 to 20 per month...	0	4	0	7	8	0
„ 2nd „ „ „ 21 to 35 „	0	6	0	11	4	0
„ 3rd „ „ „ 36 to 55 „	0	9	0	16	14	0
„ 4th „ „ „ 56 to 75 „	0	12	0	22	8	0
„ 5th „ „ „ 76 to 100 „	0	14	0	26	4	0
„ 6th „ „ „ 101 to 125 „	1	0	0	30	0	0
„ 7th „ „ „ 126 to 150 „	1	2	0	33	12	0
„ 8th „ „ „ 151 to 175 „	1	4	0	37	8	0
„ 9th „ „ „ 176 to 200 „	1	6	0	41	4	0
„ 10th „ „ „ 201 to 250 „	1	9	0	46	14	0
„ 11th „ „ „ 251 to 300 „	1	12	0	52	8	0
„ 12th „ „ „ 301 and upwards „	2	0	0	60	0	0
Scale of Batta for Natives.						
Class Peons and Menial Servants and all of this class... ...	0	1	0	1	14	0
Havildars of Peons and Chobdars...	0	1	6	2	13	0
Jemadar of Peons	0	2	0	3	12	0
Writers, Carcoons, &c.						
Class 1st, All drawing salaries up to Rupees 10 inclusive	0	2	0	3	12	0
„ 2nd from Rupees 11 to 20	0	3	0	5	10	0
„ 3rd „ „ 21 to 35	0	5	0	9	6	0
„ 4th „ „ 36 to 55	0	7	0	13	2	0
„ 5th „ „ 56 to 75	0	9	0	16	14	0
„ 6th „ „ 76 to 100	0	11	0	20	10	0
„ 7th „ „ 101 to 150	0	14	0	26	4	0
„ 8th „ „ 151 to 200	1	2	0	33	12	0
„ 9th „ „ 201 to 250	1	6	0	41	4	0
„ 10th „ „ 251 to 300	1	9	0	46	14	0
„ 11th „ „ 301 to 400	1	12	0	52	8	0
„ 12th „ „ 401 and upwards	2	0	0	60	0	0

By order of the Right Honorable the Governor in Council.

BOMBAY CASTLE,
the 4th April 1849.

(Signed) J. G. LUMSDEN,
Secretary to Government.

No. 31.

From C. H. LUSHINGTON, Esq., Secretary to the Government of India, Financial Department, to the Acting Secretary to the Government of Bombay, dated 29th July 1859, No. 6,531.

Financial Department.

In reply to your letter No. 761 dated the 11th instant, and its enclosure, I am directed to state that, as the question of travelling allowances to Civil functionaries of all grades, has been fully discussed in the Report of Mr. Ricketts, the Commissioner for the Revision of Civil Salaries and Establishments throughout India, the Governor General in Council does not think it necessary to pass any orders in respect to the Rules of travelling allowance now proposed in your letter, pending the orders of the Home Government on the above Report.

From B. H. ELLIS, Esq., Acting Secretary to the Government of Bombay, to C. H. LUSHINGTON, Esq., Secretary to the Government of India, dated 15th December 1859, No. 1,149.

Financial Department.

Under date the 11th July last, No. 761, I had the honor to submit for the consideration of the Government of India a revised scheme for travelling allowances which His Lordship in Council had approved as applicable to this Presidency.

2. In your reply it was intimated that His Excellency the Governor General in Council did not consider it advisable to pass any Rules regarding travelling allowances pending the receipt of the instructions of the Home Government regarding Mr. Ricketts' Report.

No. 6,531, *of* 29*th July* 1859.

3. But I have now to acknowledge the receipt of copy of a Resolution by the Honorable the President in Council confirming an order of the Government of Bengal in which a new Rule is laid down regarding the travelling allowances of officers proceeding by rail.

No. 9,889, 17*th November* 1859.

4. I am directed to submit that this was one of the points provided for in the Rules proposed by this Government, and it is in the opinion of His Lordship in Council preferable that the revision should be general rather than confined to but one of the many points on which, owing to the introduction of Railways and Steam boats, modified orders are now called for.

5. I am further desired to remind the Government of India that the old rate of (8) eight Annas per mile was intended to include all reasonable travelling expenses of an officer removed from one station to another, whereas the proposed rate of Annas three per mile will provide only for his personal conveyance without a servant or luggage.

6. His Lordship in Council would refer the Government of India to the 11th of the Rules in the accompaniment to my letter above quoted, in which provision was made for officers travelling by rail.

7. The Rules proposed by this Government, I am in conclusion to remark, did not interfere with deputation or travelling allowances for moving about districts, but had reference solely to the allowances for officers travelling from one appointment to another, and therefore they were submitted in the first instance without any reference to Mr. Ricketts' propositions.

No. 1, *Financial Department, Fort William, the* 3*rd January* 1860.

Forwarded to the Officiating Civil Auditor, Fort William, for report as to whether there is any objection to the Rules for travelling allowance proposed by the Government of Bombay in its letter No. 761 of 11th July 1859.

From BABOO K. M. CHATTERJEE, Officiating Civil Auditor, Fort William, to C. H. LUSHINGTON, Esq., Secretary to the Government of India, Financial Department, dated 20th January 1860, No. 241.

I have the honor to acknowledge the receipt of your endorsement No. 1 of the 3rd instant, forwarding for my report a letter in original No. 1,149, dated the 15th ultimo, from the Acting Secretary to the Government of Bombay, together with its enclosures, having reference to a draft of Rules regarding travelling allowance to Civil functionaries of all grades.

2. With reference to paragraph 1 of the draft Rules in question, I have the honor to state, for the information of His Honor the President in Council, that the travelling allowance of Military and Medical officers in Civil employ in the Bengal Presidency is restricted alone to the occasions of their deputations from substantive appointments to officiate for others in Civil employ, while the Covenanted Civil servants, when forced to travel on public service, are allowed 8 Annas per mile for the distance travelled.

3. With regard to the Rules from 2nd to 8th, I would remark, that the principles contained therein coincide with those observed in Bengal, with the exception of the Rule 7, inasmuch as the Junior members of the Civil service of this Presidency are entitled to the salary of Assistant Magistrates and Collectors from the date of being reported qualified for the public service, and in all other cases the salary of the appointment commencing from the date of taking charge.

4. There being no Rule for regulating travelling allowance of the Roman Catholic priests, each case is determined by Governments on its own merits, and the suggestion contained in the 9th Rule may be adopted.

5. Adverting to the journey performed partly by land and partly by water or by Railway for joining appointments, the mileage allowance is not granted in Bengal throughout the whole distance, as alluded to in the Rule 10; but it is restricted to such portion only as the party travels by dâk, and for the remaining portion to the fare fixed by the Government of Bengal on the 6th August 1856, if he travels by the Railway. Should he perform the voyage on board a Steamer or orther vessel, he is reimbursed for the passage money when no passage could be provided for him in a Government Steamer.

6. With respect to the propositions contained in the Rules from 11th to 19th, I am aware of no objections to their being adopted for this Presidency, unless it be from a financial point of the view, because the new rates for the Railway fares for the officers themselves, their servants, and for the baggage, would no doubt exceed the rate already laid down by Government.

7. As regards the Rules from 20th to 28th for the period occupied in transit in joining appointments, I beg to state that there are in Bengal two distinct modes of calculating the time, the one for the Covenanted Civil servants, as laid down in the Rules of 8th June 1855, allowing one, two, or three months inclusive of preparation according to the distance exceeding 300 or 600 miles, and the other for the Uncovenanted branch of the service, as provided for in the Rules of 22nd February 1856, calculating the distance at 15 miles a day with a week for preparation, and the number of Sundays intervening between the date of starting for the journey and that of arrival at the new station. But should it appear necessary to dispense with the distinction, I do not see any objection to the new mode of calculation being carried into effect in this Presidency also.

8. In conclusion, I beg to add that the Rules themselves do not appear to me to be complete, inasmuch as there is no provision made for Divisional Commissioners' travelling allowance when visiting Mofussil Police and Local Treasuries, nor for other Covenanted or Uncovenanted servants when proceeding into the interior of their respective districts for inspecting Police and Settlement affairs.

9. Original documents are herewith returned.

From C. H. LUSHINGTON, Esq., Secretary to the Government of India, Financial Department, to the Civil Auditor, North Western Provinces, dated Fort William, Council Chamber, 25th January 1860.

Financial Department.

The Government of Bombay having submitted for the consideration of this Government a draft of Rules regarding travelling allowances to Civil functionaries of all grades, I am directed to forward to you the papers* in the case, with a request that you will report whether there is any objection to make the Rules applicable to the North Western Provinces and, if so, that you will suggest such modifications as may appear to you to be necessary with reference to the local peculiarities of those Provinces.

* *Letter from Bombay Government, No.* 761, *dated* 11*th July* 1859, *with* 1 *enclosure.*
Reply from Financial Department, No. 6,531, *dated* 29*th July* 1859.
Letter from Bombay Government, No. 1,149, *dated* 15*th December* 1859.
Report from Officiating Civil Auditor, Fort William, No. 241, *dated* 20*th instant.*

The same to the Civil Auditor, Punjab, and Acting Civil Auditor, Madras, with the necessary alterations.

From E. F. HARRISON, Esq., Civil Auditor, Fort Saint George, to C. H. LUSHINGTON, Esq., Secretary to the Government of India, Financial Department, Fort William, No. 307, dated 26th April 1860.

Contingent Department.

I have the honor to acknowledge the receipt on the 27th of February, of your letter No. 1,092, dated the 25th January last, forwarding for my report the papers specified in the margin thereof, being amended draft of rules for all travelling allowances in the Civil Department submitted by the Government of Bombay.

2. In reply, I have the honor to state that paragraph 1 and the first Clause of paragraph 2 of the draft rules accord with the practice at this Presidency. Subordinate officers on the several fixed establishments of this Presidency receive under the present rules the following travelling allowances :—

*1. *Batta at* 3-10*ths of their salary with* 4 *Annas per mile for distance actually travelled.*	*1. Those on the establishments of the Director of Public Instruction and of the Chief Commissioner of Mofussil Police.
†2. *Batta at* 3-10*ths of their salary with* 4 *Annas per mile to those on salary of* 40 *Rupees and upwards, and* 2 *Annas per mile to those on salary less than* 40 *Rupees per month.*	† 2. Ditto of the Director of Revenue Settlemet. Ditto of the Inam Commissioner and of his special Assistants and of the Deputy Collectors under him.
Batta at 3-10*ths of their salary, and when travelling dâk,* 4 *Annas per mile in addition.*	3. Ditto of the Post Master General.
Batta at 3-10*ths of their salary.*	4. Head Writer and Draftsman of the Conservator of Forests. Do. of the several Collectors.
The hire of 8 *Coolies, as Batta at* 3 *Annas* 9 *Pie each or Rupees* 1-14-0 *a day.*	To servants whose pay amounts to or exceeds Rupees 200.

Ditto of 4 *ditto or* 15 *Annas a day.* — To ditto whose pay amount to or exceeds Rupees 100, but less than 200.

Ditto of 2 *ditto or* 7½ *Annas a day.* — To ditto whose pay amounts to or exceeds Rupees 35, but is less than Rupees 100.

Ditto of 1 *ditto or Annas* 3 *and Pies* 9 *a day.* — Ditto whose pay amounts to or exceeds Rupees 10, but is less than Rupees 35.

The above rates are on the whole higher than the rates shown in the Notification of the Bombay Government of the 4th April 1849; there is however no apparent reason why rates sufficient for Bombay should be insufficient for this Presidency.

Draft Rule No. 3.—The practice at this Presidency is the same as stated in this rule, excepting in the case of Chaplains and Assistant Chaplains who draw only the salary of their *grade* and no deputation allowance, whether appointed to act for an officer in receipt of higher emoluments or permanently transferred to a station where a superior salary had been drawn by their predecessors. Since the promotion of these officers takes place only by right of succession to the higher grade and not in consequence of appointment to any particular church or station, and it is only when they are removed *at their own request*, that they have no claim to the usual travelling allowance.

Rule No. 4 coincides with the practice at Madras.

Rule No. 5 seems unobjectionable except in so far as it prohibits the travelling allowance to junior Civil Servants being passed in arrears; the reason for this provision is not apparent.

Rule No. 7.—This rule is unobjectionable; though the practice at Madras is to give the pay of the appointment to the officer taking charge from another only when he does so in the forenoon of the day, the relieved officer is considered entitled to the pay if he reports that he performed the duties of the day before giving over charge.

Rule 8.—The only rate of travelling allowance to Chaplains, whether of the English or Presbyterian church, for visiting the out-stations of their chaplaincies, has hitherto been at 8 Annas per mile; any higher rate such as that of Rupees 200 per mensem for the period occupied on the journey is considered to be prohibited by the order of the late Court of Directors dated the 12th April 1842.*

* *Communicated with order of the Government of India, 6th July* 1842, *No.* 36, *General Department.*

Rule 9.—This rule is the same at Madras; but all allowances to Roman Catholic Priests are audited and paid in the Military Department.

Rules 10 to 13.—Three Annas a mile is allowed to officers proceeding by Railway when they are of a class entitling them to mileage of 8 Annas, and one and a half Anna when entitled to the four Annas rate; but no provision is made for servants or baggage; the proposed rules appear equitable.

Rule 14 is the same as in this Presidency; but the class of accommodation for the various grades is not fixed.

Rules 16 and 18.—When Commissioned Military and Medical or Uncovenanted officers not being of the rank of Clerks in the Civil Department are provided with passage at the expense of Government, an allowance is made to the Commander of the vessel for table money at 4 Rupees a day, of which 2 Rupees *are recovered* from the party when his salary is below 600 Rupees per mensem, and the whole 4 Rupees when it is above that sum. For Clerks of Public Offices,

Overseers and Warrant Officers of every grade and their families, the whole charge is defrayed by Government. When the passage provided is on a vessel of the *Indian Navy*, table allowance is paid at the rates laid down in the Bombay Naval Code. Government bear the charge for table money only in the case of subordinate officers.

Rule 19 is not in force at Madras.

Rules 20 to 28 represent generally the rules applicable to Uncovenanted servants, and if made of universal application in Bengal and Bombay, there seems to be no reason for making any special rule in favor of this Presidency.

From R. W. LODWICK, Esq., Civil Auditor, North Western Provinces, Allahabad, to C. H. LUSHINGTON, Esq., Secretary to the Government of India, Financial Department,
Fort William, No. 269-26, dated Allahabad, 23rd February 1860.

I have the honor to acknowledge the receipt of your official memorandum No. 1,093 of the 25th ultimo, calling on me for a report on certain rules proposed by the Government of Bombay to be introduced into that Presidency, regarding travelling allowance to Covenanted and Uncovenanted officers in Civil employ.

If I understand your directions rightly, I am not required (as the Civil Auditor, Bengal, would seem to have read your orders) to compare these rules with those now in existence, but to state whether they are or are not suited to adoption in these Provinces. I shall therefore confine my remarks to these points.

I have no objection to urge against any of the rules as far as No. 9, which are to a great extent the same in substance as those now in force.

With regard to Rule No. 10, I would observe that when Railways are completed throughout the length of the North Western Provinces, it will be quite proper to insist on Civil officers making use of them when travelling; but it seems to me neither fair nor advisable to compel persons to travel by steamer in this Presidency. The steamers of Bombay being mostly sea-going vessels, the mode of transit by them is expeditious and healthy, and Civil servants would therefore gladly avail themselves of them at all seasons of the year. Here however steamers ply up rivers, and not only take much longer to convey passengers from place to place than land conveyances from being liable to constant detention on sand banks, &c., and from the route they traverse being very circuitous, but also are not well adapted for travelling in, in the hot weather.

I would therefore suggest that the words "or by a steam vessel" be omitted in this rule should these regulations be adopted here, and "that mode" substituted for "these modes," thus making Railways the only compulsory mode of travelling in the North West.

The number of servants allowed in Rule 11 to the higher classes of Civil servants appears to me to be much too great. As it is distinctly laid down in Government Orders that Civil Auditors are bound to take objection to any thing which appears to them a burthen to the State, I conceive it to be my duty strongly to express my dissent to the proposition contained in this rule. I cannot conceive that the State is bound to convey a Civilian's whole establishment from place to place for him. If it conveys a sufficient number to minister to his wants, it does in my opinion all that is requisite: 4 servants should I think be the very outside allowed to any officer in his travels.

It should also be specified in the rules, I consider, that a certificate is to be demanded from the traveller of the actual presence of the servants charged for during the journey. Otherwise a man might take no domestics and draw the travelling allowance for the full number allowed him. Since a Civilian of the lower grades is quite as much in want of servants as one in a higher position, I would respectfully suggest that all Covenanted Civil Officers be allowed the same number, *viz.*, 4. The share assigned to the Uncovenanted appears to me unobjectionable. In Rule 13 I would also advise that Chaplains and Assistant Chaplains should be limited to 4 servants alike.

As there is no *sea* travelling in these provinces, the heading of the Rules from 14 to 19 must of course be altered in the draft of Rules for this Presidency. There can be no objection however as far as I can see to these Rules holding good in the case of officers making use of river steamers; but I would limit the number of servants to be conveyed at Government expense, as I observed before, to 4 for all grades of Covenanted Civilians.

These observations appear to me all that it is necessary for me to make.

From C. E. CHAPMAN, Esq., Civil Auditor, Punjab, Lahore, to C. H. LUSHINGTON, Esq., Secretary to the Government of India, Financial Department, No. 149, dated Lahore, 10th March 1860.

I have the honor to acknowledge receipt on the 24th ultimo, of your letter No. 1,094 of the 25th January, forwarding a draft of rules regarding travelling allowances to Civil functionaries of all grades proposed by the Government of Bombay, and in reply to report for the information of His Honor the President in Council on their applicability, or otherwise, to the Punjab and its dependencies.

2. I confine my remarks to those points on which the proposed rules differ from the practice that now prevails in the Punjab, for where they agree it may be assumed that they are applicable.

3. With regard to difference (*A*) I would observe that the occasions are very rare on which Uncovenanted officers of a lower grade than those appointed by Government have to travel from one district to another. A uniform mileage rate of 4 Annas a mile to include all cases is, I consider, preferable to the two scales proposed.

4. I think the Punjab practice in (*B*) is a fair one. The relieving officer is supposed to transact the business of the office the day he assumes charge of it.

5. As Roman Catholic Chaplains are never appointed to the charge of Civil stations, it is not necessary to provide for their travelling allowance in a code of rules drawn up for officers in Civil employ.

6. With regard to difference (*D*) I have to state that in my opinoin a uniform mileage rate is preferable to the schedule of charges proposed for different grades of officers; the rates fixed by the Hon'ble the President in Council are perhaps not high enough to pay for officers' baggage and servants. An additional Anna per mile would provide for this.

7. It is not likely that cases will often occur of allowances being passed here under the rules headed Travelling by Sea, &c.

8. Difference (*E*) is the most important contemplated in these rules. Undoubtedly the present rule is liable to abuse although practically in the Punjab its advantages are seldom made use of. The local Government expect officers to join at once, and they generally do so. The present rule works well if the local Government exercise a general authority in the matter. In many cases the period of one week for preparation would be too short, and the marching rate of 15 miles per diem is somewhat high. The distance travelled by Railway ought certainly to be excluded from the calculation under the present rule, and the rate of one day per 100 miles substituted as proposed by the Bombay Government.

Rules proposed by the Bombay Government.	*Rules in force in the Punjab.*
DIFFERENCE A.	
General II.	
Uncovenanted officers appointed by Government, such as Deputy Collectors and Assistant Commissioners of Customs, will, under similar circumstances, receive travelling allowance at the rate of four (4) Annas a mile. All others on the fixed establishment will receive during the days occupied in travelling extra allowance at the rates fixed in the Notification of 4th April 1849, and appended to these rules for general information.	All Uncovenanted officers without distinction draw four Annas mileage when moving from one station to another.

B. JUNIOR CIVILIANS.

An officer is entitled to the pay of an appointment for the day on which he takes charge, provided the office be new or a vacant one. In all other cases, he will receive pay from the day following that on which he takes charge.

An officer taking charge of an appointment receives pay for the day on which he took charge, if he did so during office hours; arrival on a Sunday entitles the relieving officer to the salary of his appointment for that day.

C. CHAPLAINS.

Roman Catholic Priests when authorized to visit out stations on duty or removed from one station to another, are entitled to an allowance of eight (8) Annas per mile.

Roman Catholic Priests draw their allowances in the Military Department.

D. TRAVELLING BY RAILWAY.

An officer travelling by Railway will be entitled to Railway fare for himself, servants and baggage, according, to the following scale, and to no other allowance for the period he may thus travel, &c., &c.

The allowance of officers travelling by Railway is passed in conformity with mileage rate sanctioned by the Hon'ble the President in Council on the 17th November 1859.

TRAVELLING BY SEA BY PRIVATE VESSELS.

Hitherto no such charge has been incurred by an officer in the Punjab under the Punjab Government.

E. TIME FOR JOINING.

A week is allowed to prepare and to make the necessary arrangements for a journey, unless an officer be specially ordered to join his appointment without delay.

This is applicable to Uncovenanted officers only; no special time for preparation is given to Covenanted officers who are allowed periods of one month, two months, and three months for joining according as the distance may not exceed 300 or 600 miles, or be in excess of the last mentioned distance.

Travelling by Railway to be calculated at the rate of 100 miles a day; and by steam vessel according to the time actually occupied in the voyage.

No such rule exists in the Punjab.

PUNJAB, CIVIL AUDITOR'S OFFICE,
LAHORE,
The 10th March 1860.

(Signed) C. E. CHAPMAN,
Civil Auditor, Punjab.

(True Copies.)

(Signed) C. HUGH LUSHINGTON,
Secretary to the Government of India.

ORDER.—Ordered that copies of the above papers be transmitted to the local Governments in India for information, with an intimation that no fresh General Rules for travelling allowance can be introduced before the receipt of the Orders of the Home Government on the subject of Mr. Ricketts' report on Civil salaries and Establishments in India, which is now under their consideration.

Governments of Madras, Bombay, Bengal, North West Provinces, and the Punjab.

(A true Extract.)

(Signed) C. HUGH LUSHINGTON,
Secretary to the Government of India.

ORDER THEREON, 27th July 1860, No. 369.

Revenue Department.
Judicial do.
Public do.

Ordered to be communicated to the Departments of the Secretariat noted in the margin.

(True Extract.)

Signed J. Tycroft.

Chief Secretary.

To the Revenue Department.
„ Judicial do.
„ Public do.

Exd. F. Cartledge.

Rec^d 3 Aug^t 60.

Pres^t of Govt
Judicial 1860 Dep^t

Pres: Govt in the
Fin^l Dep^t No 369.

Rd. 27th
Rf. 30th July 1860.

No 1225.

Forwg certain
correspondence from the
Govt of India on the
subject of travelling al-
lowance in the Civil
Dep^ts throughout India.

No 966 – 1 August 1860.

Recorded.

9 to 10.