

Marine (1897) Department.

G.O., No. 103 *mar*

DATED 8. February 1897.

*R. F. V. 725 mar
2/8/97*

[Despatch Abstract.]

*Conveyance of Camp Equipment by Rail: Pro: Indianail
Left recording in continuation of G.O. N° 320 of 1896 the order of
the Govt of India in regarding to the claim of the Financial Com-
missioners to be reimbursed the cost of — from and to Lahore
at the beginning and end of their tours in October-December
1895, Comd. to the P. P. officer.*

T.C. 8/2/97

11/2/97

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
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Recording, in continuation of G.O., No. 320 of 1896, the orders of the Government of India in regard to the claim of the Financial Commissioners to be reimbursed the cost of — from and to Lahore at the beginning and end of their tours in October-December 1895.

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

READ—the following paper:—

From R. A. GAMBLE, Esq., Under Secretary to the Government of India, Finance and Commerce Department (Pay and Allowances), to the Secretary to the Government of the Punjab, dated Calcutta, the 29th December 1896, No. 5453-Ex.

I am directed to acknowledge the receipt of your letter, No. 1059, dated 5th June last, regarding a claim, preferred by the Financial Commissioners of the Punjab under Article 1093 of the Civil Service Regulations, to be reimbursed the cost of the conveyance of their camp equipment by railway from and to head-quarters at Lahore at the beginning and end of tours made by them in October–December 1895.

2. In reply I am to invite attention to Article 1166-A of the Civil Service Regulations, which was intended to meet cases such as those under reference, and to inquire whether they are not sufficiently covered by the provisions of that article.

3. I am also directed to say that the expression “interests of the public service” certainly includes the economy of an officer's time, and that His Honour the Lieutenant-Governor has misunderstood the intention of the orders in the Resolution, No. 1603, dated the 10th April 1896, in this respect: there is no objection to the application of Article 1093 to cases in which the Local Government thinks that the conveyance of camp equipment or horses by rail will serve the public interests by enabling an officer to do more work than he otherwise would in a given time.

4. I am to explain that the only question which should be considered in deciding such matters is whether the allowances admissible under rule do or do not reasonably cover the expenditure necessary to meet such travelling as is required in the interests of the public service, the assumption being that the expenditure will be kept on the most moderate scale that forethought and arrangement can secure.

ENCLOSURES.

From R. G. THOMSON, Esq., Revenue Secretary to the Government of the Punjab, to the Secretary to the Government of India, Finance and Commerce Department, dated 5th June 1896, No. 1059.

I am directed by the Lieutenant-Governor to submit, for the orders of the Government of India, a copy of the correspondence noted on the margin, in which the Financial Commissioners, Punjab, have applied, under Article 1093 of the Civil Service Regulations, to be reimbursed the cost of the conveyance of their camp equipment by railway from and to head-quarters at Lahore at the beginning and end of tours made by them in October–December 1895.

2. The Financial Commissioners have represented that had they—as they might have done—marched with their tents to and from the places at which the tours began and ended, the expense to Government on account of their travelling allowance at the daily rate of Rs. 10 each and half the cost of moving the tents by road would have been greater than the sum of their travelling

allowance at the railway rate and the whole cost of railing the tents which Government is asked to bear. To economize time, however, they railed themselves and their tents to and from the places at which the tours began and ended, and on this ground, they suggest, it is reasonable that Government should bear the whole cost of railing the tents under Article 1093 of the Civil Service Regulations. The Lieutenant-Governor observes, however, that in the interpretation of this article recently set forth by the Government of India in its Resolution, No. 1603-Ex., dated 10th April 1896, the phrase “the interests of the public service” used in the article has no reference to pecuniary interests or to the economy of an officer's time, but must be determined solely by the question whether horses or camp equipment were required on duty first at one place and then at another with so short an interval between that they could not be marched and had therefore to be railed. Obviously this condition is not fulfilled in the present case, and it seems impossible for the Local Government, in the face of the recent resolution, to sanction the application of the Financial Commissioners.

3. But Sir Dennis Fitzpatrick wishes to point out that officers at the head-quarters of Government, whose jurisdiction extends over the whole province, may frequently require to begin and end their tours at a distance from head-quarters. The Financial Commissioners, for instance, might wish to go into camp, not from Lahore, but from Delhi, Peshawar or Mooltan, or to conclude a tour at these places. In these cases it would be cheaper to Government that the camp equipment should be railed out or back at Government expense, and the Financial Commissioners join or return from the camp by rail, than that the Financial Commissioners should march by stages from and to Lahore to and from the real commencement or end of their tours. In the case of a tour beginning or ending at Mooltan, for example, the cost to Government would in the one case be Rs. 62-1-9 as against Rs. 204 in the other. On the other hand, as stated by the Financial Commissioners, the travelling allowance drawn by the Financial Commissioners when they travel by rail does not cover the cost of railing camp equipment. Thus under the recent resolution it seems necessary for the Financial Commissioners under the circumstances either to adopt the most expensive and uneconomical plan for Government or to incur loss themselves. Sir Dennis Fitzpatrick does not think that this is an alternative that should be forced upon officers.

4. The Lieutenant-Governor has perused again, in connection with the present case, the orders of the Government of India conveyed in your letter, No. 3050 P., dated 19th June 1894, but His Honour does not think these orders affect the argument now submitted for consideration.

From M. W. FENTON, Esq., Senior Secretary to the Financial Commissioner, Punjab, to the Officiating Revenue Secretary to the Government of the Punjab, dated 7th January 1896, No. 9.

The camp equipment of the Financial Commissioner, Mr. Rivaz, was despatched by rail from Lahore to Fatahjang on the 25th October 1895, at the beginning of a tour, at a cost of Rupees 77-11-0, and was sent back by rail from Muzaffargarh to Lahore on the 15th December

last, at the end of the tour, at a cost of Rs. 105-15-0. I am directed to solicit the sanction of Government, under Article 1093 of the Civil Service Regulations, to the whole cost of conveyance by rail on both occasions being charged to Government instead of partly to Government and partly to the Financial Commissioner as required by Article 1141 (c).

I am to explain that the sending of the tents by rail was a cheaper arrangement than sending them by daily marches on camels or carts.

From M. W. FENTON, Esq., Senior Secretary to the Financial Commissioner, Punjab, to the Officiating Revenue Secretary to the Government of the Punjab, dated 15th January 1896, No. 34.

The camp equipment of the Financial Commissioner, Mr. Tupper, was despatched by rail from Lahore to Peshawar on the 26th October 1895, at the beginning of a tour, at a cost of Rs. 137-10-0, and was sent back by rail from Kusalgarh to Lahore, at the end of the tour,

at a cost of Rs. 87. I am directed to solicit the sanction of Government, under Article 1093 of the Civil Service Regulations, to the whole cost of conveyance by rail on both occasions being charged to Government instead of partly to Government and partly to the Financial Commissioner as required by Article 1141 (c).

2. I am to explain that the sending of the tents by rail was a cheaper arrangement than sending them by daily marches on camels or carts.

From M. W. FENTON, Esq., Senior Secretary to the Financial Commissioner, Punjab, to the Revenue Secretary to the Government of the Punjab, dated 18th March 1896, No. 208.

In reply to your letters, No. 341 and No. 342, dated the 15th ultimo, enquiring, with reference to the adjustment of the cost of carriage of the camp equipment of the first and second Financial Commissioners, how railing the tents was a cheaper arrangement to Government than

C. M. Rivaz, Esq., c.s.i.
Sub-head No. 721.
File No. 174.

marching them if Government has to pay the whole cost of railing, I am directed to state that the cost of carriage by rail as actually paid and what it would have been by daily marches is as follows:—

			Actually paid by rail.			What the cost would have been by daily marches.		
			RS.	A.	P.	RS.	A.	P.
(a) Mr. Rivaz's camp—								
Lahore to Fatahjang	..	..	77	11	0	120	3	8
Muzaffargarh to Lahore	..	..	105	15	0	120	3	8
(b) Mr. Tupper's camp—								
Lahore to Peshawar	..	..	137	10	0	213	10	11
Kushalgarh to Lahore	..	..	87	0	0	197	13	8

2. Although the railway freight does not in each case amount to less than half the cost of carriage by road, the Financial Commissioners' travelling allowance may be fairly included in the calculation when considering the cost to Government, *i.e.*, if the Financial Commissioners had marched all the way instead of beginning and ending the tours by rail, the expense to Government would have been more than double first-class fare, *plus* the whole of the railway freight. I am to add that it would be hard on the Financial Commissioners to have to pay any portion of the railway freight, as their own travelling allowance was drawn only for the marches by road, and that the double first-class fare charged for the railway journey at the beginning and end of each tour was insufficient to cover the actual cost incurred by the Financial Commissioners for the conveyance of themselves, their personal luggage, &c.

3. A list of cases in which the whole cost of carriage of tents by rail has on previous occasions been borne by Government is enclosed for easy reference.

List of cases in which Government sanctioned the cost of carriage of tents by rail being borne by Government.

Copies of the correspondence forwarded to the Home, Public Works, Foreign, and Revenue and Agricultural Departments, and to all Local Governments and Administrations for information.

Copies also forwarded to the Comptroller and Auditor General and to all Accountants-General and Comptrollers for information.

(By order.)

(Signed) R. A. GAMBLE,
Under Secy. to the Govt. of India.

ORDER—No. 51, Financial, dated 20th January 1897.

Recorded, in continuation of G.O., No. 320, Financial, dated 8th May 1896.

(True Extract.)

A. R. Knappe
for Chief Secretary.

To the Educational Department.
" Marine Department.
" Public Works Department.
" Revenue Department.
" Accountant-General.
" Board of Revenue (Land Revenue).
" Inspector-General of Police.
" Superintendent, Revenue Survey.

Exd. A. Raitt.

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4-6-96