

MADRAS RECORD OFFICE

Government of Madras.

DEPARTMENT

G.O. No.

Press
Misc

Dated

18

Not to be folded or roughly handled

Fort Saint George, Public Works Consultation of 26th January 1858.

No. 48. Read the following letter from Colonel C. E. FABER, Chief Engineer; to H. FORBES, Esq., Acting Secretary to Government, dated 9th November 1857, No. 5066.

SIR,

I have the honor to submit to Government, an original letter addressed to me by Captain Rundall, dated the 12th Ultimo, No. 616; together with the

* Memo. to the District Engineer No. 3290, dated 29th August 1857. Letter from the District Engineer No. 538, dated 5th September 1857. Letter to the District Engineer No. 4134, dated 1st October 1857. original* previous correspondence, on the subject of a retrenchment made by me in his Travelling allowance bills for the months of June and July last, Captain Rundall is dissatisfied with the view taken by me of the rules regulating Travelling allowances

and has requested that the matter be referred for the decision of Government, which I now accordingly do, and shall endeavour to state the whole case in as few words as possible.

2. In the inspection lists for June and July, it was found that certain journies exceeding 20 miles a day were made by Captain Rundall for which he considered himself entitled to a mileage allowance and accordingly charged for the same in his bills. Before making any retrenchment I called upon him to state the circumstances under which distances greater than 20 miles a day were travelled, his inspection lists not shewing that they were made to meet any public exigencies, which I considered should be the sole condition legalizing a mileage allowance Cap-

tain Rundall's reply† to the above reference, and my letter‡ to him thereon, form two of the enclosures herewith submitted, and the Go-

† Dated 5th September 1857, No. 538.

‡ Dated 1st October 1857, No. 4134.

vernment will see that while I admitted mileage allowance for certain days in June and July, upon the explanation afforded, I did not consider the explanation given warranted my passing the whole of the mileage allowance claimed, and I therefore disallowed all that I deemed objectionable.

3. I informed Captain Rundall that mileage allowance was properly payable when marches were made above 20 miles a day to meet some public emergency, and not for the purpose of arriving at his station in time to furnish his accounts to the Central office. To meet which necessity his movements should be so regulated that no delay should take place on that respect.

4. Captain Rundall in his letter dated 5th September 1857, No. 538, remarked that Rule ¶ No. 3290, dated 29th August 1857. 4. Para IV, does not imply the restriction conveyed in the Memo,¶ sent to him from the Central office, viz. that Marches above 20 miles a day should be made only to meet some public emergency. I beg to observe

that although this restriction is not in express words stated in the Rules still I think it to have been the obvious intention of Government, when regulating the allowances to be drawn for travelling, and allowing higher rates for greater distances travelled on one day, than ordinarily required that such expeditions travelling was necessary for some public good, or required on account of some sudden emergency and accordingly I considered it was the duty of the Central office, (where these allowances are audited and passed) to see that the liberality of Government in this matter was not abused. I expressed my views accordingly to Captain Rundall, but he not being satisfied although he has furnished bills prepared in the manner indicated to him in my letter of the 10th October 1857, No. 4134, which have been passed and forwarded to the Civil Auditor, he has requested that a reference be made, as now done for the final decision of Government.

Letter from Captain F. H. RUNDAL, District Engineer Godavery Division; to Colonel C. E. FABER, Chief Engineer, dated Camp at Dowlaishwaram, 12th October 1857, No. 616.

SIR,

Agreeably to orders contained in your letter No. 4134, dated 1st Instant, I have the honor to submit revised Bills for my Travelling allowance for the months of June July and August. I beg however to be allowed to remonstrate against the imputation conveyed in the expression in your letter that "the liberality of Government must not be abused" for in my letter of the 5th Ultimo I distinctly explained that this mode of travelling was no novelty, but one I had always been accustomed to pursue in this District, and one which I found enabled me to employ my time and so to serve the interests of the state to the best advantage and such being the case,

mileage

whether the remuneration accorded by the Rules is granted me or not, I must still continue to adopt it, and I am sure that all the Officers who have been successively in charge of this District as well as others will testify to the arrangement being the most economical distribution of the District Engineers terms and one hitherto adopted by them from necessity; notwithstanding until lately no extra remuneration was accorded for it.

2nd I would therefore with your permission beg that the matter might be referred for the decision of Government, as the advantage of the arrangement where practicable can scarcely be questioned, avoiding as it does the dragging about of the whole establishment of Writers and Records and the expenses consequent thereon, such as travelling batta to the office servants and cost of Conveyance of records.

Official Memo.

In returning to the District Engineer of Godavery Division his Travelling allowance bills and Inspection lists for June and July 1857, the Chief Engineer has the honor to request that that Officer will state the circumstances under which distances greater than 20 miles a day were travelled, as from his Inspection lists it does not appear that such Marches were made to meet any public exigencies, the sole condition legalizes a mileage allowance. Unless injury would have accrued to the public service by moving less than 20 miles per diem, the charge for this distance cannot be sustained.

(By Order.)

(Signed) C. C. JOHNSTON, Capt.

Actg. Supt. Engr. N. C.

Letter from Captain F. H. RUNDALL, District Engineer Godavery Division; to Colonel C. E. FABER, Chief Engineer, dated Camp at Dowlaishwaram, 5th September 1857, No. 538.

SIR,

With reference to the Acting Superintending Engineer's (Northern Circle) Memo: of the 29th Instant I have the honor to state that in the month of June on the dates of the 18th and 19th my journey was required emergently to inspect the work to the groynes at Koolla which had received some injury. The other journeys were made in the ordinary course of my duty, and it is my custom to travel with posted coolies all over my District for the inspection of works as by that means I am enabled to return to my office duties which I find I cannot do so satisfactorily when absent from my fixed station. The present system of the transmission of accounts and other monthly Documents requires my presence at Dowlaishwaram at the beginning and end of each month.

2nd. In July the journey to Samulcottah was requisite in order to determine whether the Aqueduct in course of erection there could be stopped forthwith at the state it was in.

3rd. In my other journeys I could have travelled at the rate of 20 miles a day but the days so occupied would have been lost as far as inspection of work was concerned and as the Rule 4 Para IV. contained in the supplement to the Fort Saint George of the 28th January last, implied no restriction such as that conveyed in the Acting Superintending Engineer's Memo. and as in each case my travelling was bonâ fide on public duty, and in the manner which I have always been in the habit of doing since I have been in this District, the Canals affording such great facilities for travelling, I have drawn the allowances accordingly. I would beg to the allowed to submit the question whether when it is necessary for the District Engineer to visit works at 30 and 40 miles off, it is economy of his time to restrict his marching to 20 miles per day and thus oblige him to consume 4 days in going and returning when the whole can be accomplished in 24 hours, during the 12 hours of day light of which, he has the opportunity of visiting all the works on the line of Canal along which he is proceeding.

4th. I beg to return the Documents originally forwarded for your approval or otherwise.

Letter from Colonel C. E. FABER, Chief Engineer; to Captain F. H. RUNDALL, District Engineer, Godavery Division, dated 1st October 1857, No. 4134.

SIR,

In reply to your letter, No. 538, dated the 5th Ultimo, I have the honor to inform you, that upon the explanation afforded, Travelling allowance will be passed to you for the 18th and 19th June last, viz., Rupees 12 and 37 respectively, and on account of your 3 Bills in Duplicate. journey to Samalcottah, in July, to inspect the Aqueduct and Lock amounting to Rupees 30, but all the other Mileage allowance claimed for the above two months must be disallowed. It must be clearly understood that Mileage allowance is only properly payable when Marches are made above 20 miles a day to meet some public emergency, and not for the purpose of arriving at your station in time to furnish your Accounts to the Central office: to meet which necessity your movements should be so regulated that there be no delay on this respect.

In the 3rd para. of your letter you remark that Rule 4 para. IV. does not imply the restriction conveyed in the Memo. from the Central office of the 29th Ultimo, the Rule in question, it is true, does not in express words make the restriction, but I have no doubt that the Government in passing rules for the payment of Travelling allowance at different rates, intended, when authorizing the higher rates for greater distance travelled than ordinarily required, that they should apply to such cases only which for the Public good, or some sudden emergency required expeditious travelling, and it is the duty of this office to see that the liberality of Government in this respect is not abused, the above remarks apply also to the case suggested in the latter part of your letter, and I have to request you will be pleased to submit Travelling allowance Bills for the last three months prepared accordingly, those received from you are herewith returned.

No. 49. ORDER THEREON, No. 125; dated 25th January 1858.

Para. 1. The Chief Engineer submits a correspondence with the District Engineer of the Godavery Division on the subject of a retrenchment against that Officer on account of his bills for travelling allowance.

2. Captain Rundall appears to have drawn travelling allowance for all distances within 20 miles at the rate of Rupees 5 per diem according to Rule II. and for distances beyond 20 miles, a mileage allowance of 8 annas a mile under Rule IV., for the whole distance.

3. The Chief Engineer asked for explanation as to the circumstances under which distances greater than 20 miles had been travelled, observing that marches made to meet public emergencies were the sole condition legalizing a mileage allowance, and that unless injury would have accrued to the public service by moving less than 20 miles per diem, the charge could not be sustained.

4. The District Engineer explained, that with one exception when he had travelled on emergency, the journeys were in the ordinary course of his duty, and after demurring to the Chief Engineer's interpretation of Rule IV., he retransmitted his bills.

5. The Chief Engineer, under the explanation furnished, admitted the charge for travelling allowance in the following instances:

	Rs.
1857, June 18th, visiting river groynes at Koola.....	24 miles.....12
„ „ 19th, do. Coringa harbour	74 do. 37
„ July 28th, do. Samulcotta aqueduct and locks, 60 do.	30

He desired that the bills should be revised accordingly, and retransmitted.

6. The District Engineer complies with this requisition, and again urges that the matter may be referred for the decision of Government. The revised bills he submits are as follow:—

	Rs.
For June—Ordinary travelling allowance for 28 days, at 5 Rupees	140
Extra as admitted above	49
For July—Ordinary travelling allowance for 29 days, at 5 Rupees.....	189
Extra as admitted above	145
	30
For Augt.—Ordinary travelling allowance for 31 days, at 5 Rupees	175
	155

7. As regards the question at issue between the District Engineer and the Chief Engineer, the Government concur in the view taken by Colonel Faber, that the mileage allowance is only the District Engineer's reasoning as to the economy of his mode of transacting his public duties calls for no remark.

8. There are however other questions connected with Captain Rundall's system of drawing tent allowance, and the mode of treating his bills in the Chief Engineer's office, that require to be considered.

9. As regards the first point, it is to be observed that travelling allowance to the Officers of the Engineer establishment is governed by the rules contained in para. 4 of the notification of the 27th January 1857, which are to the following effect.

- 1st. No travelling allowance is granted for journeys within 5 miles of the fixed station.
- 2nd. For travelling beyond 5 and within twenty miles a per diem allowance.
- 3rd. The same allowance continued during a halt of not more than ten days.
- 4th. For travelling any *greater* distance than 20 miles in one day, a mileage allowance.
- 5th. For hawk journeys on public duty, the Camp standing, allowances under Rules 3 and 4 may be drawn.

10. The Committee which prepared these rules offered the following explanation respecting them. "In the scale of travelling allowances proposed for the Officers of the Department, we have added a daily allowance to suit the case of Officers marching on duty, and required to make leisurely inspections, and have provided for the case of an Officer halting, and obliged to keep up his marching establishment."

11. It appears from the bills submitted by Captain Rundall in the first instance, that he not only drew tent allowance while engaged in office work at Dowlaishweram his fixed station, but also for the days during which he inspected works not more than five miles from it, and also that, for journeys beyond 20 miles which he designates hawk journeys under the system he has adopted in his Division and explained in his letter of the 5th September 1857, he has drawn mileage allowance for the whole distance.

12. Respecting the system of drawing the mileage which is the second point on which the Government have to remark, it is seen that in passing this allowance in the instances before mentioned, the Chief Engineer has granted it for the whole distance travelled, that is for the first twenty miles and beyond that again to the distance travelled. The Government are not aware that any instructions are in force to bear out the principle on which mileage has thus been permitted. They observe that a doubt was raised by the Chief Engineer as to the particular import of Rule 4, whether it implied that Officers travelling more than 20 miles a day were to draw 8 annas a mile for the whole distance, or their ordinary marching allowance within 20 miles, with the mileage for the distance beyond it; the point was referred to the Government of India by a Telegraph Message, but as no reply has been received, the message will now be repeated.

13. In Colonel Baker's letter to the Bombay Government, dated 28th August 1857, a copy of which was furnished to the Chief Engineer, it was explained, in respect of the mileage allowance to subordinate Officers, that it might be drawn in addition to Horse allowance or Tentage, but only for the distance travelled in excess of 20 miles in one day. The particular circumstances which led to the reference by the Bombay authorities is not before this Government, but it seems to them that, if the rule is to apply to the Commissioned Officers, the course pursued in the Chief Engineer's office regarding Captain Rundall's mileage allowance, is open to question.

14. The Government think that Captain Rundall's mode of drawing tent allowance for the period he was at Dowlaishweram, and for the days he inspected works within five miles of it to be opposed to the rules; and that for the same reasons his revised bills which included Tent allowance for every day in the month, not even excepting sundays, are inadmissible.

15. The form in which Bills for travelling allowance are required to be submitted, appears to the Government to be defective, and some of the headings are erroneous. The Government more particularly refer to Column 3, which is headed "number of miles from fixed station" and would point out to the Chief Engineer that the distance to be charged for should be that travelled each day, and not the distance at which the work visited may be from the Chief station. They desire that the form be revised so as to shew distinctly the particular work performed each day the works inspected within five miles of the fixed station, and those beyond it, with the distances travelled; and Captain Rundall will be required to furnish fresh bills according to that form for the further orders of Government.

16. In the mean time the Government would wish to have before them some information as to the principle on which travelling allowance is generally drawn by the Officers of the department and admitted in the Chief Engineer's office; and the monthly charge incurred on this account for the different grades, viz. the Engineer Establishment, and upper and lower Subordinates, say for any three months, of the current official year. They would also desire to be informed whether there are any other questions connected with travelling allowances besides those mentioned, which require to be considered, as they are anxious to bring the whole matter before the Government of India, and to obtain the decision of that authority on all doubtful or disputed points.

17. Ordered that the following Telegraph Message be dispatched.

From Secretary to Government; to Captain Yule, D. P. W., Calcutta.

No reply received to the following message sent 5th June last.

Public Works Notification, seventeenth June 1856, para. five Rule 2, allows for travelling on duty within twenty miles a fixed daily rate, and by Rule 4, a mileage for any distance greater than twenty miles. Is the mileage to be calculated for the whole distance, or is the ordinary rate to be given for the twenty miles, and the mileage for the distance beyond it.

(Signed) H. FORBES,

Acting Secretary to Government.

Central Office of P. W.
Port Saint George,
9th November 1854.

N^o 5066.

From,
The Chief Engineer,

To,
The Secretary
to Government P. W. D.

Sir,

I have the honor to submit to Govern-
ment an original letter addressed to me by Captain
Randall, dated the 12th Ultimo, N^o 616; together with
* Memo to the District Engineer N^o 3290, the original previous correspondence, on
dated 20th August 1854.
Letter from the District Engineer N^o 538, the subject of a retrenchment made by
dated 5th September 1854.
Letter to the District Engineer N^o 4134 dated 1st October 1854, now in his travelling allowance Bills
for the months of June and July last, Captain Randall
is dissatisfied with the view taken by me of the Rules
regulating Travelling allowances and has requested that
the matter be referred for the decision of Government, which
I now accordingly do, and shall endeavour to state the whole
case in as few words as possible.

Enclosure 10.

2. In the Inspection Lists for June and
July it was found that certain journeys exceeding 20 miles
a day were made by Captain Randall for which he is
considered
mileage

considered himself entitled to a mileage allowance and accordingly charged for the same in his Bills.

Before making any retrenchment I called upon him to state the circumstances under which distances greater than 20 miles a day were travelled, his Inspections & Lists not shewing that they were made to meet any public exigencies, which I considered should be the sole condition legalizing a mileage allowance.

Captain Randall's reply to the above reference, and my letter to him thereon, form two of the enclosures herewith submitted, and the Government will see that while I admitted mileage allowance for certain days in June and July, upon the explanation afforded, I did not consider the explanation given warranted my passing the whole of the mileage allowance claimed, and I therefore disallowed all that I deemed objectionable.

I informed Captain Randall that mileage allowance was properly payable when marches were made above 20 miles a day to meet some public emergency, and not for the purpose of arriving at his station in time to furnish his accounts to the Central Office. To meet which necessity his movements should be so regulated that no delay should take place

on

<sup>dated 5th September 1857
No. 538.</sup>
<sup>dated 1st October 1857.
No. 4134.</sup>

on that respect.

4. Captain Randall in his letter dated 5th September 1857, No. 538, remarked that Rule 4 Para IV does not imply the restriction conveyed in the Memo sent to him from the Central Office, viz. that marches above 20 miles a day should be made only to meet some public emergency. I beg to observe that although this restriction is not in express words stated in the Rule still I think it to have been the obvious intention of Government, when regulating the allowances to be drawn for Travelling, and allowing higher rates for greater distances travelled on one day, than ordinarily required that such expeditions travelling was necessary for some public good, or required on account of some sudden emergency and accordingly I considered it was the duty of the Central Office, (where these allowances are audited and passed) to see that the liberality of Government in this matter was not abused. I expressed my views accordingly to Captain Randall, but he not being satisfied altho' he has furnished Bills prepared in the manner indicated to him in my letter of the 10th October 1857 No. 4134 which have been passed and forwarded to the Civil Auditor, he has requested that a reference be made, as now done for

the

The final decision of Government. -

Central Office of P. W.
Port Saint George.

9 November 1854

I have the honor to be,

Sir,

Your most obedient servant

W. Ed. Fisher

Colonel.

Chief Engineer

P.W.D

N^o 725.

Extract from the Minutes of Consultation
Under date the 25th January, 1858.

Read the following letter
from the Chief Engineer.

(Here enter 9th November 1857 N^o 5066.)

1. The Chief Engineer submits a correspondence with the District Engineer of the Godavery Division on the subject of a retrenchment against that Officer on account of his Bill for travelling allowance.
2. Captain Randall appears to have drawn travelling allowance for all distances within 20 Miles at the rate of Rupees 5 per diem according to Rule II, and for distances beyond 20 Miles, a mileage

A
of
well

Cons 29/1/58. 5531034
Nileage Allowance.
Jan 3.

Cons 29/1/58. 5531034
Nileage Allowance.
Jan 3.

From
The Chief Engineer.

To
The Secretary
to Government P.W.D.

Dated 9th November 1857
Rec^d 10th November 1857
Chief Engineer
Cons 29/1/58. 5531034
Nileage Allowance.

Submitting for the order
of Government regarding the retrenchment
against Captain Randall
travelling allowance. R/W
for June and July 1857.

N^o 48.

Cons 29/1/58. 5531034

mileage allowance of 8 cents
a mile under Rule IV, for
the whole distance.

3. The Chief Engineer asked for explanation as to the circumstances under which distances greater than 20 miles had been travelled, observing, that marches were made to meet public emergencies were the sole condition legalizing a mileage allowance, and that unless injury would have accrued to the public service by removing less than 20 miles per diem, the charge could not be sustained.

4. The District Engineer explained, that with one exception when he had ~~not~~ travelled on emergency, the ~~other~~ journeys were in the ordinary course of his duty!

and after demurring to the
Chief Engineer's interpretation
of Rule IV, he retransmitted
his bills.

5. The Chief Engineer,
under the explanation so
furnished, admitted the
charge for travelling allow-
=ance in the following instance

1857.

June 18. visiting river groynes at Koolae 24 Miles—12 PM

19 — Dr — boring a harbour — 74 — — — 37 — 19.

July 28th Dr. Samulcotts Aqueduct
and locks ——— 60 ——— 30 — 30.

He desired that the bills should be revised accordingly and retransmitted.

6 The District Engi:
= near complies with this
requisition, and again
urges that the matter
may be referred for
the decision of Government
The revised bills he
submits

Submits are as follows.

For June. Ordinary travelling allowance
for 28 days @ 5 Rs. ——— 140
Extra as admitted above ——— 49 189
For July. Ordinary travelling allowance
29 days @ 5 ——— 145
Extra as admitted above ——— 30 175
For August. Ordinary travelling allowance
for 31 days @ 5 ——— 155

As regards the question at issue between the District Engineer and the Chief Engineer, the Government concur in the view taken by Colonel Faber, that the mileage allowance is only intended for marches above 20 miles made on any public emergency. This point being settled, the District Engineer's reasoning as to the economy of his mode of transacting his public duties calls for no remark.

8 There are however other questions connected with

with Captain Randall's system of drawing Extra allowance, and the mode of treating his Bills in the Chief Engineer's office, that require to be considered.

9 As regards the first point, it is to be observed that travelling allowance to the officers of the Engineer Establishment is governed by the Rules contained in paragraph of the Notification of the 27th January 1857 which are to the following effect.

1st No travelling allowance is granted for journeys within 5 miles of the fixed stations.

2nd For travelling, beyond 5 and within twenty miles a per diem allowance.

3rd The same allowance is continued during a halt of not more than ten days.
For

4. For travelling any greater distances than 20 miles in one day, a mileage allowance.

5. For dawn journeys on public duty, the camp standing, allowances under Rules 3 and 4 may be drawn.

10 The Committee which prepared these rules offered the following explanation respecting them.

"In the scale of travelling allowances proposed for the officers of the department, we have added a daily allowance to meet the case of officers marching on duty, and required to make leisurely inspections, and have provided for the case of an officer halting, and obliged to keep up his marching establishment."

11 It appears from the

14 the bills submitted by Captain Rendall in the first instance, that he not only drew tent allowance while engaged in office work at Dowlaisbarran his fixed station, but also for the days driving, which he inspected within not more than five miles from it, and ^{also} that for journeys beyond 20 miles which he designated dawn journeys under the system he has adopted in his Division & explained in his letter of the 5th September 1857, he has drawn mileage allowance for the whole distance.

12 Respecting the system of drawing the mileage which is the second point on which the Government have to remark, it is seen that in passing this allowance

in the instances before
mentioned, the Chief Engineer
has granted it for the whole
distance travelled, that is
for the first twenty
miles and beyond that
again to the distance travelled.
The Government are not
aware that any instruc-
tions are in force to bear
out the principle on which
mileage has thus been
permitted. They observe
that a doubt was raised
by the Chief Engineer as to
the particular import of
Rule 4, whether it implied
that officers travelling more
than 20 miles a day were
to draw 8 annas a mile
for the whole distance, or
their ordinary marching
allowance within 20 miles,
with the mileage for the
distance

Letter 21st April 1857 No. 11981.

21 5
distance beyond it; the point
was referred to the Govern-
ments of India by a Tele-
graphic Message, but as no
reply has been received, the
Message will now be
repeated.

13 In Colonel Parker's
letter to the Bombay Govt
dated 28th August 1857, a copy
of which was furnished
to the Chief Engineer, it was
explained, in respect of
the mileage allowance to
subordinate officers, that
it might
be drawn in addition to
Horse allowance or Tentage,
but only for the distance
travelled in excess of 20 miles
in one day. The particular
circumstances which led to the
reference by the Bombay
authorities is not before this

Government

Government, but it seems to them that, if the rule is to apply to the Commissioned Officers, the course pursued in the Chief Engineer's Office regarding Captain Prudall's mileage allowance, is open to question.

The Government think that Captain Prudall's mode of drawing Tent allowance for the period he was at Dowlaishevarum, and for the days he inspected works within five miles of it, to be opposed to the Rules; and that for the same reasons his revised bills which include Tent allowance for every day in the month, not even excepting Sundays, are inadmissible.

The

^x The Government more particularly refer to Col 3, which is headed "Number of miles from fixed station", and would point out to the Chief Engineer that the distance to be charged for should be that travelled each day, and not the distance at which the work is done may be from the Chief Station.

23
15 The form in which Bills for travelling allowance are required to be submitted, appears to the Government to be defective, and some of the headings are erroneous. ^x They desire that the form be revised so as to show distinctly the particular work performed each day, the works inspected within five miles of the fixed station, and those beyond it, with the distance travelled, and Captain Prudall will be required to furnish fresh bills according to that form, for the further orders of Government.

16 In the mean time the Government would wish to have before them some information as to the principle on which travelling allowance is generally drawn by

by the officers of the department and admitted in the Chief Engineer's Office, and the Monthly charges incurred on this account for the different grades viz: the Engineer Establishment, and Upper and Lower subordinates, say for any three months of the current official year. They would also desire to be informed whether there are any other questions connected with travelling allowances besides those mentioned, which require to be considered, as they are anxious to bring the whole matter before the Government of India, and to obtain the decision of that authority on all doubtful or disputed points.

17

Ordered that the following

following Telegraph message be dispatched

From ^{Secretary} Secretary to Government

To Captain Yule,

Department Pub. Works Calcutta

No reply received to the following message sent 5th June last.

Public Works Notification seventeen the June 1856/para five

Rule two allows for travelling on duty within twenty miles a fixed daily rate, and by Rule four a mileage for any distance greater than twenty miles.

Is the mileage to be calculated for the whole distance, or is the ordinary rate to be given for the twenty miles, and the mileage for the distance beyond it.

9 Copies to the Chief Eng. Off: 26.8
Telegram Off: 25.8. Rec: with 10 orig: Encl: 10.2.58.

Public Works 1858 Dept.
P. to Cons: 26th January.

No. 125.

Extract Mins. of Cons.
Dated 25th Jan^y/58.

Telegram.

From Secy to the Govt. of
India of 29th Jan^y/58. Lt 30226
in Cons 23 Feb^y.

(P)
Passing orders on a letter
from the Chief Engineer re-
specting the retrenchment
against Captain Dundas's
Travelling allowance bills
for June and July 1857.

No 48-749.

February 1858