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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT

GO No.	From No.
Dated	13

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
for the month of January 1860.*

No. 182. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to the Secretary to Government, dated 17th January 1860, No. 9201.

With reference to their order, No. 2569, dated 1st November 1859, I have the honor to submit for the consideration of Government, the accompanying letter from the District Engineer, Tinnavelli, No. 134, dated 24th December 1859, forwarding a statement shewing the nature of the duties on which the Sub-Overseers, for whom single horse allowance was proposed to be granted, were employed during the month of June 1859.

2. The Sub-Overseers (8 in number) appear to have had the following charges.

Mr. Barnett.....	Charge equivalent to a tálug.
Subramania Pillai.	
Mr. Simpercein....	} Charge equivalent to $\frac{3}{4}$ tálug.
Kailásam Pillai.....	
Appavu Pillai.....	
Víráswámi Mudali.	} Charge equivalent to $\frac{1}{2}$ tálug.
Swáminádha Pillai.	
Mr. Smith.....	

3. The District Engineer reports that with a view, to the efficient supervision of the works under their charge, one individual is compelled to keep a pony and tent, five a pony only, while the two others keep a cart. The whole of the Sub-Overseers are employed on tálug works, but their daily marches do not amount to 10 miles (although they probably contain many inspections) which, as stated in my former letter,* the Civil Auditor is of opinion should be accomplished to entitle them to single horse allowance.

* No. 4797, dated 9th September 1859.

4. In my letter, No. 6601, dated 27th October 1859, I observed, that the Bengal minimum of 10 miles, which Sub-Overseers should move to entitle them to horse allowance was altogether inapplicable to this Presidency, the works in the districts being so differently circumstanced from those in Bengal, and under this view I proposed that the minimum of 10 miles should not be enforced, but that the District Engineer, without reference to the actual distance travelled by Sub-Overseers should be permitted to certify on their bills, that they had performed duties which entitled them to single horse allowance, this certificate in supercession of that required by the Bengal rules, being considered a sufficient guarantee by the Civil Auditor to pass the travelling allowance bills.

5. I now beg again to recommend the foregoing proposition for the consideration of Government, and in doing so would observe, that the Sub-Overseers from the statement enclosed, appear to have charges which entitle them to the allowance claimed, one individual being in charge of an entire tálug; four having charges equivalent to $\frac{3}{4}$ tálug, and three equal to $\frac{1}{2}$ a tálug, and all necessitated, as stated above, to keep either a pony or cart to make their daily marches.

6. With reference to paragraph 2 of the order under reply, I would beg to observe, that the Sub-Overseers in Tinnavelli appear to be engaged on precisely similar duties as most of those in other districts, the only difference perhaps being, that the Sub-Overseers in Tinnavelli are so circumstanced as to be placed in charge of several works, but at only short distances from each other, while those in other districts, may have a more extensive charge, and travel daily the distance of 10 miles fixed by the Bengal rules, to entitle them to horse allowance, while at the same time their marches may not comprize so many inspections.

No. 183. ORDER THEREON, 31st January 1860, No. 248.

1. The Chief Engineer in September last* submitted a letter from the District Engineer of Tinnavelli, complaining that the Civil Auditor had declined to pass travelling allowance to certain Sub-Overseers, who were frequently compelled to travel distances of 6, 7, 8 and 9 miles, and when out were not provided with Government shelter, because the rule* laid down that the distance travelled must exceed 10 miles a day.

* No. 4797, dated 9th September 1859.

* Paragraph 6, Notification of 27th January 1857.

2730 Re. per m. m. m.

Proceedings of the Madras Government, Public Works Department,
for the month of January 1860.

† No. 2277, dated 23d September 1859.
‡ No. 6501, dated 27th October 1859.
§ No. 1937, dated 19th August 1859.

2. On an order† of Government the Chief Engineer submitted a further report‡ "as to the nature of the duties" "on which the Sub-Overseers of the district are employed," and in this he refers to an order§ of Government by which individuals of the lower subordinate grades, holding a charge of, or equivalent to, a taluq, are entitled to a travelling allowance of 30 Rupees per mensem.

3. The Government again|| referred the matter for explanation as to whether "all the" "Sub-Overseers in question are in charge of taluqs." They also requested the Chief Engineer's opinion on the extent to which the "employment of Sub-Overseers in Tinnavelli" "agrees with that in other districts" and whether it is "correct and proper."

4. In the letter recorded at the head of these Proceedings the Chief Engineer replies to the above requisition. He explains that there are eight Sub-Overseers, of whom one has a charge equivalent to a taluq; four, charges equivalent to three-fourths of a taluq and the remaining three to half a taluq. That one is compelled to keep a pony and a tent to enable him to exercise efficient supervision: five keep ponies and two others carts. He also observes "that" "the Sub-Overseers in Tinnavelli appear to be engaged on precisely similar duties as most of" "those in other districts," the only difference being that they are generally "placed in charge" "of several works at only short distances from each other," while in other districts the marches may be longer, but not comprize so many inspections.

5. Colonel Bell recommends that the minimum of ten miles should not be enforced: that the District Engineer without reference to actual distance travelled should be permitted to certify on their bills that they had performed duties which entitled them to single horse allowance, and that such certificate should be sufficient authorization to the Civil Auditor to pass the bills.

6. The Governor in Council observes that the case of the first Overseer mentioned in the letter now under consideration, is provided for by the order marginally* indicated; he having a charge equivalent to a taluq. As regards the others His Honor is satisfied that they are deserving of the allowance, and therefore resolves to sanction Colonel Bell's proposition with the proviso that the bills should be countersigned by the Chief Engineer who will be responsible that no bad use is made of the privilege herein conceded.

(Signed) T. PYCROFT,
Chief Secretary.

Central Office of Public Works
Tinnavelli 17th January 1860.

N^o 9201

From

The Chief Engineer

To

The Secretary to Government
Public Works Department

Sir,

With reference to their Order N^o 2569, dated 1st November 1859, I have the honor to submit for the consideration of Government, the accompanying letter from the District Engineer Tinnavelli N^o 134, dated 24th December 1859, forwarding a Statement shewing the nature of the duties on which the Sub-Overseers, for whom single horse allowance was proposed to be granted, were employed during the month of June 1859.

2. The Sub-Overseers (see numbers) appear to have had the following charges.

Subramania Pillai	Subramania Pillai	} Charge equivalent to 1/2 Taluq
Kailasam Pillai	Kailasam Pillai	
Appar Pillai	Appar Pillai	

Tinnavelli

230 Rs per mensem.

Verasawmy Mudali

Samy Nanda Pillai

Mr. Smith

Charge equivalent to $\frac{1}{2}$ Staling.

3. The District Engineer reports that with a view to the efficient supervision of the works under their charge one individual is compelled to keep a Pong and Tent, five a Pong only, while the two others keep a cart. The whole of the Sub Overseers are employed on staling works, but their daily marches do not amount to 10 miles (altho they probably contain many inspections) which as stated in my former letter the Civil Auditor is of opinion should be accomplished to entitle them to single Horse allowance.

4. In my letter No. 6601, dated 27th October 1857, I observed, that the Bengal minimum of 10 miles, which Sub Overseers should move to is entitle them to Horse allowance was altogether inapplicable to this Presidency the works in the District being so differently circumstanced from those in Bengal and under this view I proposed that the minimum of 10 miles should not be insisted, but that the District Engineer without reference to the actual distance travelled by Sub Overseers should be permitted to certify on their

No. 4797 dated
9th September 1857

their Bills, that they had performed duties which entitle them to single Horse allowance, this certificate in supercession of that required by the Bengal Rules being considered a sufficient guarantee by the Civil Auditor to pass the Travelling allowance Bills.

5. I now beg again to recommend the foregoing proposition for the consideration of Government, and in doing so would observe, that the Sub Overseers from the Statement enclosed appear to have charges which entitle them to the allowance claimed, one individual being in charge of an entire staling four having charges equivalent to $\frac{3}{4}$ staling, and three equal to $\frac{1}{2}$ a staling, and all necessitated as stated above to keep either a Pong or cart to make their daily marches.

6. With reference to para 2 of the Order under reply, I would beg to observe, that the Sub Overseers in Annawally appear to be engaged on precisely similar duties as most of those in other Districts, the only difference perhaps being that the Sub Overseers in Annawally are so circumstanced as to be placed in charge of several records, but at only short distances from each other, while those in other Districts, may have

of 30 Rs per mensem.

have a more extensive charge and travel daily
the distance of 10 miles fixed by the Bengal Rules
to entitle them to Horse allowance while at the
same time their marches may not comprize so
many inspections.

I have the honor to be
Sir,
Your Most Obedient Servant
17th January 1860.
N. B. L. L. L.
Chief Engineer.

N. B. L. L. L.
Chief Engineer.

P. B. L. L. L.

a reading of
8.30 Re for mission.

Proceedings of the Madras Government
Under date the 31st January 1860.

Read letter from the Chief
Engineer.

Submits letter together with statements
received from the District Engineer
furnishing detailed information as to the nature
of the duties on which the Sub-Engineers
reported to in G.O. No. 2519 of 1st Nov 1859 were
engaged during the month of June 1859.

Here enter No. 9201. dated
17 January 1860.

* No. 4797. dated 9 Sept.
1859

[Signature]

[Signature]

[Signature]

* Para 6. Notification
of 27 January 1859.

* No. 2277 dated 23 Sept. 1859

* No. 6601. dated 27 Oct. 1859

* No. 1987. 19 August 1859

1. The Chief Engineer in
September last submitted
a letter from the District
Engineer of Tanjore, con-
sidering that the Civil Au-
ditor had deputed 8 men
travelling allowances to cer-
tain Sub-Engineers, who were
frequently compelled to travel
distances of 6, 7, 8 and 9
miles, and when out were
not provided with Govern-
ment shelter, because the
rule laid down that the
distance travelled must
exceed ten miles a day.

2. In an order of
Government the Chief Engineer
submitted a further report
as to the nature of the
duties on which the sub-
Engineers of the District
are employed and in the
reference to an order of
Government by which in-
dividuals of the lower
subordinate grades, holding
charge of, or equivalent
to, a Salup, are entitled to
a travelling allowance
of 30 Rs per mensem.

11th Jan. 1860

1859

11th Jan. 1860

11th Jan. 1860

From the Chief Engineer
to the Secretary to Government
Civil Works Department

Dated 1st January 1860

No. 9201

Enclosure 10th Dec 1859
Submitted letter together with
statements received from the
District Engineer, Tanjore,
furnishing detailed information
as to the nature of the duties
on which the sub-Engineers
were engaged during the
month of June 1859.

3. The Government again referred the matter for explanation as to whether "all the Sub Overseers in question are in charge of Taluqs". They also requested the Chief Engineer's opinion on the extent to which the employment of Sub Overseers in Quivalli agrees with that in other Districts and whether it is correct & proper.

4. In the letter recorded at the head of these Proceedings the Chief Engineer replies to the above requisition. He explains that there are eight sub Overseers, of whom one has a charge equivalent to a Taluq; four, equivalent to three Taluqs; and the remaining three to half a Taluq. That one is compelled to keep a pony and a tent to enable him to exercise efficient supervision. Five keep ponies and two others carts. He also observes that the sub Overseers in Quivalli appear to be engaged on precisely the same duties as those in other Districts, the only difference being that they are generally placed in charge of several works at only short distances from each other, while in other Districts the marches may be longer, but not the duties so onerous.

Gov. order 7 November 1887. No. 2560.

-Specious-

5. Col. Bell recommends that the minimum of ten miles should not be enforced: that the District Engineer without reference to actual distance travelled should be permitted to certify on their Bills that they had performed duties which entitled them to single horse allowance, and that such certificate should be sufficient authorisation to the Civil Auditor to pass the Bills.

6. The Governor in Council observes that the case of the first overseer mentioned in the letter now under consideration, is provided for by the order marginally indicated; he having a charge equivalent to a Taluq. As regards the others His Honor is satisfied that they are deserving of the allowance, and therefore resolves to sanction Col. Bell's proposition with the proviso that the Bill shall be countersigned by the Chief Engineer who will be responsible that no bad use is made of the privilege herein conceded.

7. No 1987 dated 19 August 1887

10

10 Copies to the Chief Engineer with 10 Bills
3 " " Civil Auditor

J. P. M. W.

White Horse Hotel
No. of Geo. St. & Albany

27 248

Wm. of the Madison Co.
27 314 Albany/60.

Sanctuary, Bristol
- Let's propose them regarding
traveling allowance to the
cavalry in & around the with
the proviso that the bill
should be counter signed
by the Chief Engineer

1882-1883.