

# MADRAS RECORD OFFICE.

Government of Madras.

*Revenue* DEPARTMENT.

|                  |                 |
|------------------|-----------------|
| G.O. No. 374     | Press           |
| 232-233          | <del>Mis.</del> |
| Dated 16-2-1861. |                 |

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,  
16th February 1861.*

No. 232. Read the following Proceedings of the Madras Government in the Financial Department, dated 12th February 1861, No. 77:—

*Communicate certain rules and observations on  
the subject of Travelling Allowance in the  
several Departments of this Presidency.* } (Vide Financial Proceedings, 12th February  
1861, Nos. 23—25.)

No. 233. ORDER THEREON, 16th February 1861, No. 374.

Ordered to be communicated to the Board of Revenue with reference to their Proceedings, dated 30th November 1860, No. 5,596.

(Signed) C. G. MASTER,  
*Deputy Secretary to Government.*

FINANCIAL DEPARTMENT.  
PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following papers:—

Proceedings of Government in the Public Works Department.

*With reference to Government Order, Financial Department, No. 529 of the 24th October 1860, communicate letter from the Chief Engineer containing remarks on the subject of the new rule relating to mileage allowance, &c.* } (Here enter 17th December 1860, No. 2,586.)

Proceedings of Government in the Revenue Department.

*Communicating Proceedings of the Board of Revenue who state that the rule proposed by the Civil Auditor is an equitable one, provided it is restricted to cases where there are means of travelling by an established line of packets or by a Railroad.* } (Here enter 19th December 1860, No. 2,447.)

From W. J. RAYNOR, Esq., Officiating Civil Auditor, to T. PYCROFT, Esq., Chief Secretary to Government, Fort Saint George, dated 15th January 1861, No. 20.

With reference to your Memo: of the 3rd instant, requesting to be furnished with a Memo: shewing the rules which regulate the drawing of Travelling Allowance in the several Departments of this Presidency, I have the honor to state that it has heretofore been the practice to allow the prescribed mileage rates (except in cases where Officers proceeded by Sea, when, if not granted a free passage on a Government Vessel, they were allowed within reasonable limits, the actual amount of passage money, under the Financial Resolution of the Government of India, dated 14th January 1859, No. 378,) to all Officers required to travel on the public service, whether deputed on special duty, joining an acting appointment, or transferred from one appointment to another on equal salary and not at their own request, according to the most direct land route, the distance being regulated by the Table published in the Supplement to the Fort St. George Gazette, dated 30th January 1857, Major Scott's Route Book, or information obtained from the Quarter Master General of the Army.

2nd. The Order of the Government of India, dated 29th September 1860, No. 10,109, Financial Department, which led to my predecessor's reference of the 19th October last, does not appear to have been before this Government, and I beg to annex a copy of it with a view to a better understanding of the rule of practice proposed to be adopted. I would suggest, however, in order to obviate any misapprehension as to the meaning of the concluding clause thereof, that it be modified thus:

"In sea voyages, in the case of a private vessel, an Officer must enter the actual passage money for himself and Servants (to the allowed number). If granted a free passage on a Government vessel, no charge must be made."

ORDER THEREON, 12th February 1861, No. 77.

It is observed that in the replies made by the Civil Auditor of Bengal to the questions submitted by the Civil Auditor of Madras, which replies have apparently the approval of the Government of India, the following principles are laid down.

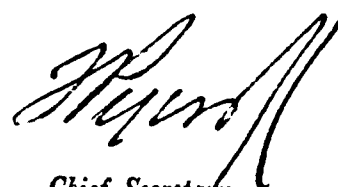
1st. That if a sea route be available to an Officer who has to join an appointment and the expence of it be less than the travelling allowance at 8 Annas a mile for the land journey, the Officer should charge Government with the amount which he would have had to pay for passage money had he proceeded by sea, in lieu of the mileage on the land route.

2nd. That if an Officer by using Ship or Rail can, although by a circuitous route, make the place of his destination more speedily and conveniently than he could were he to proceed by the direct land journey, he is bound to choose the former course, and to charge only according to the rates allowed by Government for the means of transport which he has actually employed.

2. It seems to Government that no further rule such as that submitted by Mr. Balmain in his letter of 19th October last is necessary, and that all that is required is to publish the Order of the Government of India, 29th September 1860, Financial Department, No. 10,109 in the Fort Saint George Gazette for general information and guidance.

3. It is observed that it is only when a journey can be accomplished *both* more speedily and conveniently by a mixed route, than by a land journey only, that the former need be adopted. Further that generally such route is to be selected which is both least expensive, and most speedily traversable. This will for the most part meet the objections taken by the Chief Engineer to Mr. Balmain's proposed rule. Under the spirit of Mr. Sandeman's answer to the second query it will not be incumbent on Officers of the Public Works Department in Districts traversed by a Railway, to take the Rail for short distances, when the place of departure and place of destination are at some distance from the line and when consequently the use of the line would not be convenient nor materially shorten the time spent in the journey. Such cases as that of Mr. Merrall would also come under the same answer.

(True Extract.)

  
Chief Secretary.

To the Civil Auditor.  
„ Public Works Department  
„ Revenue Department.

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