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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2860	Press
646-647	~~Mis.~~
Dated 27-9-1865	

Not to be folded or roughly handled

27th September 1865.

No. 646. Read the following letter from Captain J. F. FISCHER, R. E., Controller of Public Works Accounts, to Colonel C. A. ORR, R. E., Secretary to Government, Department Public Works, dated Madras, 22nd September 1865, No. 1,336 :—

SIR,

1. I have the honor to report that under paragraph 13 of G. O. 23rd August 1865, No. 2,458, I addressed a Circular Memorandum to Superintending Engineers with forms of Travelling Allowance Bill and of the Certificates to be appended to the Bill, for their report thereon. These forms* were taken from Part I. of the Appendices to the revised

Circular No. XXV. of 30th August 1865, with forms of Travelling Allowance Bill and Mileage, Tentage and Horse Allowance Certificates. Copies herewith forwarded.

* No. 40.

Chapters XIX. and XX. of the Bengal Code. No form of *Inspection Report* was circulated, as it is ruled in paragraph 4 of the above G. O. that the form in use prior to July 1863 is to be adopted, which is that given in Chapter XIX. of the Madras Code headed "Inspection"

Chief Engineer's Circular No. CLXXXII. dated 3rd April 1861.

(published under the authority of G. O. 12th January 1861, paragraph 16), in paragraphs 3 to 8 and 15 of which Chapter are detailed the particulars which the

† XVIII, XIX., and XX.

Inspection Report is to furnish. Though it would appear that the Chapters† of the Madras Code, circulated under the Orders of the 12th January 1861, are superseded by the Manual of Accounts circulated under G. O. 19th August 1865, No. 2,413, the more recent instructions in paragraph 4 of the G. O. 23rd August 1865, No. 2,458, require the strict observance of that portion of the rules in Chapter XIX. relating to the Inspection Reports to be submitted to this Office for the audit of Travelling Allowances. By paragraph 3 of Chapter XIX., it is required that the Reports only of District Engineers and Executive Officers and Agents should be submitted to the Central Office, those of Taluq Subordinates being rendered direct to, and their Travelling Allowances, &c., passed on the Certificates of the District

23 Executive Engineers.
26 Assistant Engineers.
2 Superintending Officers.
14 Sub-Engineers.
41 Supervisors.

109
187 Taluq Overseers.

296

Engineers, but from paragraphs 4 to 6 of G. O. 23rd August 1865, it appears the Government intend that the Inspection Reports of all Officers and Subordinates should be submitted to this Office, which will more than double its work, compared with what was done in the late Chief Engineer's Central Office.

2. At the foot of all Inspection Reports a Certificate was usually appended in the form given in the Chief Engineer's Circular No. XXXIX., dated 21st June 1859, which was adopted from that in use in Bengal, as will be seen from the accompanying printed blank form of "Journal of occupation and duties," kept up in that Presidency. This form should of course be continued in the reports to be submitted to this Office, countersigned by the Superintending Engineer instead of by the District Engineer, as the former practice was.

*Proceedings of the Madras Government, Public Works Department,
27th September 1865.*

3. I now beg to forward the replies of four of the Superintending Engineers, who have already answered the Circular I addressed them, remarking upon the forms of Travelling Allowance Bill and Certificate. Captain Moberly recommends that the Tentage Certificate be dispensed with, and one similar to the Horse Allowance Certificate be adopted, by substituting the word "Travelling" for "Horse Allowance," to permit of Subordinates keeping only a bullock cart in which they could sleep at night, and spend the day time under a tree; but he does not state whether the Subordinate should draw the higher rate authorized for tentage, which could not be done without a certificate in the form fixed for entitling him to that rate. Captain Oakes, however, suggests that Native Overseers should not be required to keep up tents, except under special sanction, because those maintained by them are for all practical purposes useless, and he recommends double horse allowance to be passed for all Overseers in charge of Taluqs, and for those so employed as to render it necessary for them to keep up a travelling establishment which usually consists of a pony and a bandy.

4. The circumstance that tents are not generally used by Native Overseers, was specially brought under the notice of the Government of India in the beginning of the year 1859, with a view to obtaining an exemption in their cases of the rule requiring a certificate of the particular form laid down, but it was then ruled that no distinction should be made between a *European* and *Native*, and that the higher rate of tentage should not be passed unless a tent be *actually used and carried*, single or double horse allowance only being admissible otherwise. This order was circulated by the then Chief Engineer (Colonel Bell) and shortly after another Circular was issued, laying down a special and revised* form of certificate to be given by District Engineers on account of Subordinate members of the Department, in order to a strict conformity to the G. O. 21st April 1859, above alluded to. I do not recommend, however, the adoption of these forms of certificates, those appended to the Travelling Allowance Bill now submitted (in the form of the Bengal Code) being, in my opinion, better suited to the Department, and I propose that they be signed by the Superintending Engineer of the Division for all Officers and Upper Subordinates in charge of Ranges, as well as for Special Officers and Upper Subordinates on special duty. For Taluq Overseers or Upper Subordinates placed under the immediate orders of a Range Officer on a special work, the certificates may be signed by the Range Officer, and countersigned by the Superintending Engineer. Should the Government consider that the recommendation of the Superintending Engineer, 6th Division, might be adopted, viz., that Native Overseers should not be required to keep up tents except under special sanction, it will be necessary that Superintend-

Letter from Captain Dickens, Officiating Secretary to the Government of India, dated 28th March 1859. In G. O. 21st April 1859, No. 948.

Chief Engineer's Circular No. III, dated 6th May 1859, and No. CIX., dated 29th September 1859.

* I hereby certify that Sub-Engineer A. of the 2nd Executive Range of this District has actually and necessarily kept up a tent with carriage for it, and used it as his lodging place in the performance of his public duties during September 1859 (or for the portion of the month) for which travelling allowance is claimed.

*Proceedings of the Madras Government, Public Works Department,
27th September 1865.*

ing Engineers should report to this Office whenever such sanction is accorded, in order to guide it in passing the higher rate of allowance to them. I also recommend that the names of the parties who are certified to as entitled to the allowances provided by the rules should be repeated below such certificate, as the Bengal form provides, and not that it should be general as proposed by the Superintending Engineer, 6th Division.

5. The Superintending Engineer, 5th Division, it will be seen, considers the forms of Travelling Allowance Bill and Certificate needlessly complicated, and suggests a simple certificate at the foot of the Inspection Report, stating only the number of days travelling allowance at the rates now fixed the party is entitled to, the rules best suited to the Department being held by Lieutenant-Colonel Foord to be those in force prior to 1856, and mileage is considered by him quite unnecessary, except on appointment or transfer from one District or Division to another.

* In pages 11, 12, and 77 of C. O. B. Department Public Works.

The old rules* referred to were superseded by those published under authority of G. O. 2nd September 1858, No. 1,789,

and which were taken from the Bengal Code, they are very similar to those now circulated in which mileage is allowed for all journeys above 20 miles, to compensate for the additional expense incurred. This allowance was passed from October 1858 to June 1863, under the above rules, and to prevent an abuse of the same a Circular was addressed in May 1860, by the Chief Engineer (Colonel Bell), requiring

No. IX., dated 9th May 1860.

the object of, and the necessity for, the marches made above 20 miles to be reported in the Inspection Lists,

without which the claims to the allowance were declared inadmissible. If the restrictions imposed by this Circular, and by G. O. 28th April 1859, No. 984, respecting the allowances to be drawn during halts, are properly attended to, there is no fear of any abuse of the rules, though their observance will be attended with no little trouble, and in some cases perhaps delay.

6. Captain Oakes, in alluding to the form of mileage certificate, by which journeys above 20 miles are to be undertaken upon special orders, recommends the substitution of the terms "with my approval" for "by my special order," because in most cases the Executive Officer or Agent in charge of a Range cannot wait for the orders of his superior before undertaking journeys above 20 miles where the necessities for the same might be urgent. A restriction of the kind now sought to be obviated was imposed by the Rules of 1858, in the case of mileage allowance to Officers, &c., and travelling batta to Clerks and others; but when the subject was specially referred to the Chief Engineer,

G. O. 19th March 1859, No. 332, and 2nd May 1859, No. 1,019.

with reference to certain observations in a Financial Resolution of the Government of India, it was then decided by this

Government that the Bengal Rule in this respect was not applicable to this Presidency, as it would create much inconvenience and impediment to business to make the previous approval of the Superintending Engineer necessary to an Executive Officer proceeding on a tour of inspection. These orders may, I consider, still continue to have effect in this Presidency, and Captain Oakes' suggestion carried out.

7. I would here remark that paragraph 10, Section 2, Chapter XX., Bengal Code, lays down the course to be pursued by the Controller in disposing of questionable items in the travelling allowance charges, which are required to be referred for the orders of the Local Government; and it is further ruled that his audit is intended to *test the propriety of the charges*, and not merely to ascertain that prescribed forms are followed, while by paragraphs 8 and 9 of G. O. 23rd August 1865, it appears that the Government intend to hold the Superintending Engineer alone responsible for the prevention of any abuse of the rules as respects Range Officers, &c. In this Presidency the powers of the Chief Engineer being assigned to the Superintending Engineer, he is apparently held to be directly responsible to Government for the due performance of all inspection duty, and it is, therefore, left with the Government to decide the particular duty and responsibility which is to devolve on this Office under the rules above noted; but it is respectfully requested that a decided reply be given to this point; there can be no mistake as regards the rule laid down by the Supreme Government, and to whom the responsibility attaches under them in this matter; but it is otherwise here, as Superintending Engineers are held responsible for one duty pertaining to accounts, and the Controller for another, whilst it has been ruled the latter is the authority appointed by Government in all such matters.

8. In paragraph 2 of G. O., dated 21st April 1859, it is stated to be the duty of the Controlling Officers to ensure that the conditions laid down by the Government of India to the drawing of tentage shall not become a form, but that the tents maintained shall be actually used as the lodging place of the party claiming tentage. This G. O. was circulated by the Chief Engineer for the guidance of all District Engineers, who were thenceforward made responsible that no allowance is passed to any Subordinate, European or Native, who did not keep up a serviceable tent and use it as his lodging place, but under existing circumstances such responsibility will, it is believed, devolve on Superintending Engineers. Captain Moberly makes an enquiry at the conclusion of his letter as to the *kind* of tents Subordinates are to keep, and he desires a rule on the subject "to prevent all sorts of quibbling;" but information on this point does not appear in the Travelling Allowance Rules, nor in the several Circulars issued from the late Chief Engineer's Central Office, and it must therefore rest with the Superintending Engineers, who will doubtless satisfy themselves that the tents used by Subordinates are really serviceable, and of such a description as will be expected of those who draw the higher rates allowed for tentage as distinguished from the lower scale for Horse Allowance. In lieu of a tent, I would recommend that Taluq Overseers be required to keep a properly constructed bullock coach or nibs, to entitle them to the higher rates of Travelling Allowance. Such a vehicle is as much and as good a lodging place as any tent, and very much more useful to this class of Government servants in many Districts.

9. Paragraph 7 of the G. O., 23rd August 1865, alludes to Rule X., paragraph 1, as giving the form to be adopted for the Inspection Reports of Superintending Engineers and of the Controller and Deputy Controller, but no such form accompanied the Rules. This paragraph requires the bills of such Officers to be supported by *statements* of the places visited, with dates of arrival at, and departure from each, and of the distances travelled, with a certificate from the traveller that

the journeys were performed in the discharge of public duty. No regular inspection reports are required from such Officers, and I therefore propose for adoption the form in use formerly by the Deputy Chief Engineers, whose travelling allowances were passed under this paragraph of the Rules.

10. I request that I may be informed with reference to paragraph 11 of G. O. 23rd August 1865, whether no claims under paragraph 4 of the Rules are to be admitted, except on the special sanction of Government.

11. The procedure adopted in the late Chief Engineer's Central Office, in examining the Inspection Reports with Travelling Allowances Bills, and in the former Civil Paymaster's Office in passing the latter finally, is fully described in G. O. 27th June 1859, No. 1,378. The double duty will now devolve on this Office with the limited Establishment allowed to it for the salary Department, but under Clause 7, Section 2, Chapter XX., the salary bills presented to this Office for pre-audit will have precedence in disposal over Inspection Reports and Travelling Allowance Bills, which can be taken up only after the Auditors have completed the examination and passing of the salary bills and the disposal of all applications for leave, &c.

12. As the Travelling Allowance Rules will come into operation from the 1st proximo, in disposing of the Bills for the current month, I request that orders may be passed on this letter before the close of the month if possible.

No. 647.

ORDER THEREON, 27th September 1865, No. 2,860.

ESTABLISHMENT, No. 60.

1. In this letter the Controller of Public Works Accounts solicits the orders of Government on certain points connected with the new Travelling Allowance Rules.

2. The form of certificate appended to the "Journal of occupation and duties," referred to in paragraph 2, is approved for adoption in this Presidency.

3. The Government also approve of the Controller's suggestion, that the certificates to be appended to the Travelling Allowance Bills of the Officers and Subordinates shall be similar to those required in the Bengal Code.

4. The Government are unwilling to draw any distinction between European and Native Subordinates. It will be sufficient if it be established that those Subordinates who do not maintain tents and carriage for them are not entitled to the regulated *travelling* allowance of their grades, and that in all such cases, single or double horse allowance only is admissible. When *travelling* allowance is claimed, Superintending Engineers will satisfy themselves that really serviceable tents are used by their Subordinates.

5. The Government are of opinion that the efficiency of a Public Works Subordinate is greatly increased by his maintaining a tent. A bullock coach of itself does not afford sufficient accommodation to a Subordinate for the performance of his in-door work, and there are many localities visited by members of the Public Works Department in the course of their duties which are not accessible by such a vehicle.

*Proceedings of the Madras Government, Public Works Department,
27th September 1865.*

6. The Controller's recommendation in the latter part of paragraph 4 is approved.

7. Adverting to Captain Oakes' suggestion, referred to in paragraph 6 of Captain Fischer's letter, the Government authorize the substitution of the words "*with my approval*" for those "*by my special order*" required to be inserted, under the Bengal Rules, in certificates for mileage allowance.

8. The Inspection Reports to be rendered by the Superintending Engineers will be prepared in the form adopted by the late Deputy Chief Engineers.

9. With reference to paragraph 10 of the Controller's letter, His Excellency in Council directs that no claims for special allowances for the carriage of Office tents, records, &c., shall be admitted except on the sanction of Government. Applications for these allowances should be submitted through the Controller, and should be accompanied by the clearest evidence of the necessity for the additional carriage employed.

10. Under the present constitution of the Department, Superintending Engineers are the primary auditors of the travelling allowance bills of their Executive Officers and Subordinates. From their intimate knowledge of the Districts within their charges, and of the various works in progress, they alone are really competent to determine whether protracted halts by members of the Engineer Establishments, at a distance of more than 10 miles from head quarters, are necessary; whether journeys above 20 miles per day are absolutely required, and whether marches of all kinds made by their Subordinate Officers are undertaken in the discharge of their public duties. After the exercise of the Superintending Engineer's check, the bills will be forwarded to the Controller, who will be responsible for their arithmetical accuracy; for the rates of travelling or mileage allowance claimed being those prescribed in the rules; for all charges being supported by certificates in proper form, and for all claims which are not established by the entries in the Inspection Reports being disallowed.

(True Extract.)

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Under Secretary to Government.

To the Controller of Public Works Accounts, with Enclosures.
,, Superintending Engineers.
,, Special Executive Engineers.

30th 1865 D. 22
 Pro. of Genl. for Septuag.
 The Controller of
 Public Works Accounts.

To The Secretary to
 Government D. W.

Dated 22nd Sept. 1865.
 Recd. 20th Sept. 1865.

N. 1336.

Submits herewith
 some on the travelling
 allowance rules with
 form of Bill and
 certificates and letters
 from the Supg. Engineer
 on the subject.

N. 1336.

22nd Sept. 1865

By B. 12th March
 1859. N. 332
 2nd May 1859
 N. 1017.

without which the claims to the Allow-
 -ances were declared inadmissible. If the
 restrictions imposed by this Circular and
 by G. O. 28th April 1859 N. 781, respect-
 -ing the allowances to be drawn during
 -halts, are properly attended to, there is
 no fear of any abuse of the rule, -
 though their observance will be attended
 with no little trouble, and in some
 cases perhaps delay.

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 the form of Mileage Certificate, by which
 journeys above 20 miles are to be
 undertaken upon special orders, recom-
 -mends the substitution of the term
 "with my approval" for "by my spe-
 -cial order" because in most cases
 the Executive Officer or Agent in charge
 of a Range cannot wait for the
 orders of his superior before undertaking
 journeys above 20 miles where the neces-
 -sities for the same might be urgent.
 A restriction of the third now sought
 to be obtained was imposed by the
 rules of 1858 in the case of mileage,
 Allowances to Officers & Genl. and Travell-
 -ing Batta to Clerks and others, but
 when the subject was specially re-
 -ferred to the Chief Engineer with
 reference to certain observations in a
 Financial Resolution of the Govern-
 -ment of India, it was then decided

by

by this Government that the Bengal
rule in this respect was not applica-
ble to this Presidency as it would
create much inconvenience and impedi-
ment to business to make the previous
approval of the Superintending Engineer
necessary to an Executive Officer proceed-
ing on a tour of inspection. These
orders may I consider still continue
to have effect in this Presidency,
and Captain Patten's suggestion carried
out.

I would here remark that para-
7. Section 2. Chapter XX Bengal
Code lays down the course to be
pursued by the Controller in disposing
of questionable items in the Travelling
Allowance charges, which are required
to be referred for the orders of the Local
Government and it is further ruled
that his Audit is intended to test the
propriety of the charges, and not merely
to ascertain that prescribed forms
are followed, while by paras. 8 and
9 of G.O. 23^d August 1865 it appears
that the Government intend to hold
the Superintending Engineer alone
responsible for the prevention of
any abuse of the rules as respects
Range Officers &c. In this Presidency
the powers of the Chief Engineer

being.

being assigned to the Superintending
Engineer. He is apparently held to be
directly responsible to Government for
the due performance of all inspection
duty, and it is therefore left with the
Government to decide the particular
duty and responsibility which is to
devolve on this Office under the rules
above noted, but it is respectfully
requested that a decided reply be
given to this point, there can be
no mistake as regards the rule laid
down by the Supreme Government
and to whom the responsibility attaches
under them in this matter. But it is
otherwise here as Superintending Engi-
neers are held responsible for out-
duty pertaining to accounts, and
the Controller for another whilst
it has been ruled the latter is the
authority appointed by Government
in all such matters.

8. In para. 2 of G.O. dated 27th
April 1859 it is stated to be the duty
of the Controlling Officers to ensure
that the conditions laid down by the
Government of India to the drawing
of Tentage shall not become a form,
but that the Tent maintained shall
be actually used as the lodging
place of the party claiming Tentage.
This G.O. was circulated by the Chief
Engineer for the guidance of all District
Engineers

Engineers who are thenceforward made responsible that no allowance is passed to any subordinate European or Native who did not sleep up a serviceable tent and use it as his lodging place, but under existing circumstances such responsibility will not be believed to devolve on Superintending Engineers. Captain Mahesh makes an inquiry at the conclusion of his letter as to the Kind of tents subordinates are to sleep, and he desires a rule on the subject to prevent all sort of quibbling. But information on this point does not appear in the Travelling Allowance Rules nor in the several Circulars issued from the late Chief Engineer's Central Office, and it must therefore rest with the Superintending Engineers who will doubtless satisfy themselves that the tents used by subordinates are really serviceable, and of such a description as will be expected of those who draw the higher rates allowed for tentage as distinguished from the lower scale for Horse Allowance. In view of what I would recommend that Acting Overseers be required to keep a properly constructed bullock coach or biki to entitle them to the higher rates of Travelling Allowance. Such a vehicle is as much and as good a lodging place as any tent and very much more useful to this class of Government

Secretary

Letter No. 1336

Office of the Controller of
Public Works Accounts
Madras 22nd September 1865.

From
Captain J. F. Fischer P. E.
Controller of P. W. Accounts.
To
Colonel C. A. Orr. P. E.
Secretary to Government. D. W.

Sir,

Circular No. XXV
of 30th Aug. 1865
with forms of travelling allowance
Bill and Receipt
and Bill and Receipt
allowance certificates.
Copies herewith forwarded.

No. 40.

Chief Engineer's
Circular No. CXXXII
dated 3rd April
1861.

XVIII, XIX and
XX

I have the honor to report that under para. 13 of G. O. 23rd August 1865, No. 2458, I addressed the Circular Memo. to Superintending Engineers with forms of Travelling Allowance Bill and of the Certificate to be appended to the Bill, for their report thereon. These forms were taken from part I of the Appendices to the revised Chapter XIX and XX of the Budget Code. A form of Inspection Report was circulated, as it is ruled in para. 4 of the above G. O. that the form in use prior to July 1863 is to be adopted, which is that given in Chapter XIX of the Madras Code headed "Inspection" published under the authority of G. O. 12th January 1861, para. 16. In paragraphs 3 to 8 and 15 of which Chapter are detailed the particulars which the Inspection Report is to furnish. Though it would appear that the Chapters of the Madras Code circulated under the orders of the 12th January 1861 are superseded by the Manual of Accounts circulated under G. O. 19th August 1865 No. 2413,

the

the more recent instructions in para: 4 of the G.O. 23^d August 1865 No. 2458 require the strict observance of that portion of the rules in Chapter XXX relating to the Ins. -pection Reports to be submitted to this Office for the audit of Travelling Allowances.

By para: 3 of Chapter XXX it is required that the Reports only of District Engineers and Executive Officers and Agents should be submitted to the Central Office, those of Sundry Subordinates being rendered direct to and their Travelling Allowances ~~are~~ passed on the Certificate of the District Engineers, but from paras: 4 to 6 of G.O. 23^d August 1865 it appears the Government intend that the Inspe-ction Reports of all Officers and Subordi-nates should be submitted to this Office, which will more than double its work, compared with what was done in the late Chief Engineer's Central Office.

26 Executive Engineers.
26 Assist. Engineers.
2 Supt. Officers.
14 Sub. Engineers.
41 Supervisors.
109
187 Sundry Officers.
296.

2. At the foot of all Inspection Reports or Certificate was usually appended in the form given in the Chief Engineer's Circular No. XXXIX dated 27th June 1859, which was adopted from that in use in Bengal, as will be seen from the accompanying printed blank form of "Journal of Occupation and duties" kept up in that Presidency.

This

Servants in many districts.

9. Para: 7 of the G.O. 23^d August 1865 alludes to rule X para: 1 as giving the form to be adopted for the Inspection Reports of Superintending Engineers and of the Controller and Deputy Controller but no such form accompanied the Rules. This para: requires the Bills of such Officers to be supported by Statements of the places visited, with dates of arrival at and departure from each, and of the distances travelled, with a Certificate from the traveller that the journeys were performed in the discharge of public duty. No regular Inspection Reports are required from such Officers, and I therefore propose for adoption the form in use formerly by the Deputy Chief Engineers whose Travelling allow-ances were passed under this paragraph of the Rules.

10. I request that I may be informed with reference to para: 11 of G.O. 23^d August 1865 whether no claims under para: 4 of the rules are to be admitted except on the special sanction of Government.

11. The procedure adopted in the late Chief Engineer's Central Office in examining the Inspection Reports with Travelling Allowance Bills, and in the former Civil Paymaster's Office in passing the latter finally, is fully described

described in G.O. 29th June 1859 No.
1378. The double duty will now devolve
on this Office with the limited Establish-
ment allowed to it for the Salary
Department, but under Clause & Section
2 of Chapter XX the Salary bills presented
to this Office for pre. audit will have
precedence in disposal over Inspection
Reports and Travelling Allowance Bills
which can be taken up only after the
Auditors have completed the examination
and passing of the Salary bills and
the disposal of all Applications for
leave &c.

12. As the travelling Allowance
rules will come into operation from the
1st proximo in disposing of the Bills
for the current month, I request that
orders may be passed on this letter before
the close of the month if possible.

I have the honor to be
Sir,

Your most obedient Servant.

Captain P.E.

Controller of Public Works Accounts.

The Secretary to Government.

Enc. 1 G. Massing?

B. W.

Letter from the
Supy. Engrs. of the
2^d, 3^d, 5th, 6th Divs.
dated the 5th, 6th
& 12th Sept. 1855.

4- This form should of course be continued
in the Reports to be submitted to this
Office countersigned by the Superintending
Engineers instead of by the District
Engineers, as the former practice was.
3- I now beg to forward the replies
of four of the Superintending Engineers,
who have already considered the Circular
I addressed them, remarking upon the
forms of Travelling Allowance Bill and
Certificate. Captain Moberly recommends
that the Travelling Allowance Bill and
Certificate be adopted by substi-
tuting the word "Travelling" for "Horse
Allowance" to permit of Subordinates
keeping only a halloo to bark in which
they could sleep at night and spend the
daytime under a tree, but he does not
state whether the Subordinates should
draw the higher rate authorized for
Travelling, which could not be done with-
out a Certificate in the form fixed
for entitling him to that rate. Captain
Baker however suggests that Native Over-
seers should not be required to keep
up. I am, except under special sanction,
because those maintained by them are
for all practical purposes useless, and
he recommends Double Horse Allowance
to be passed for all Overseers in charge
of Saltpetre, and for those employed
in the Travelling Establishment
which

which usually consists of a Poney and a Bandy.

4. The circumstance that Trunks are not generally used by Native Officers was specially brought under the notice of the Government of India in the beginning of the year 1859, with a view to obtaining an exemption in their case of the rule requiring a Certificate of the particular form laid down, but it was then ruled that no distinction should be made between a European and Native and that the higher rate of postage should not be paid unless a Trunk be actually used and carried, single or Double Horse Allowance only being admissible otherwise. This order was circulated by the then Chief Engineer (Colonel Bell) and shortly after another Circular was issued, laying down a special and revised form of Certificate to be given by District Engineers on account of subordinate Members of the Department in order to a strict conformity to the G.O. 21st April 1859 above alluded to. It is not recommended however the adoption of these forms of Certificate, those appended to the

Travelling

Letter from Captain
Dietrich Offg.
Secy. to the Govt.
of India 27th
March 1859. In
G.O. 21st April
1859 No. 948.

Chief Engineer's
Circular No. III
of 6th May 1859
& No. CX of 29th
September 1859.

* I hereby certify that Sub. Engr. A. of the 2nd Executive Range of this District has actually and necessarily kept up a Sant with carriage for it and used it as his lodging place in the performance of his public duties during Sep. 1859 for the portion of the month for which Travelling allowance is claimed.

Travelling Allowances Bill now submitted in the form of the Bengal Code being in my opinion better suited to the Department, and I propose that they be signed by the Superintending Engineer of the Division for all Officers and higher subordinates in charge of Ranges as well as for Special Officers and higher subordinates on special duty. For taking Officers or higher subordinates placed under the immediate orders of a Range Officer or a special work the Certificate may be signed by the Range Officer and countersigned by the Superintending Engineer. Should the Government consider that the recommendation of the Superintending Engineer, 6th Division might be adaptable viz. that Native Officers should not be required to keep up Sant except under special sanction it will be necessary that Superintending Engineers should report to this Office whenever such sanction is accorded in order to guide it in fixing the higher rates of allowance to them. I also recommend that the names of the parties who are certified to as entitled to the allowances provided by the rules should be repeated below each Certificate, as the Bengal form provides, and not that it should be general as proposed by the Superintending Engineer, 6th Division.

The

5. The Superintending Engineer 5th Division it will be seen considers the forms of Travelling Allowance Bill and Certificate needlessly complicated and suggests a simple Certificate at the foot of the Inspection Report stating only the number of days; Travelling Allowance at the rate now fixed the party is entitled to, the rules last sent to the Department being held by Lieut. Colonel Forrester to be those in force prior to 1856, and Mileage is considered by him quite unnecessary, except on appointment or transfer from one District or Division to another. The old rules referred to were superseded by those published under authority of G.O. 2^d September 1858 N^o 1789, and which were taken from the Bengal Code. They are very similar to those now circulated in which Mileage is allowed for all journeys above 20 Miles, to compensate for the additional expense incurred. This allowance was passed from October 1858 to June 1863 under the above rules, and to prevent any abuse of the same a Circular was addressed in May 1860 by the Chief Engineer / Colonel Bell / requiring the object of and the necessity for the marches made above 20 miles to be reported in the Inspection Visits,

In pages 11, 12, and 77 of C.O.B. S.V.W.

N^o 18. 2/9th May 1860.

without

Established 1860
Proceedings of the Madras Government.
Under date the 27th Feb. 1865.
Read the following

From the Controller of Rev. Accounts -

Submits observations on the Travelling allowance Rules with forms of Bills and certificates and letters from the Superintending on the subject.

N^o E. 22nd Sept. 1865 N^o 1336.

1 In this letter the Controller of P^{ro} Accounts solicits the views of Government on certain points connected with the new Travelling Allowance Rules.

2 The form of certificate appended to the "Journal of occupation and duties" referred to in para 2 is approved for adoption in this Presidency.

3 The Govt. also approves of the Controller's suggestion that the certificates to be

W.M. J.F.

appended to the Travelling Allowance Bills of the officers and subordinates shall be similar to those required in the Bengal Code.

4 The Govt. are unwilling to draw any distinction between European and Native subordinates. It will be sufficient if it be established that those subordinates who do not maintain tents and carriage for them are not entitled to the regulated travelling allowance of their grade, and that in all ^{such} cases, single or double horse allowance only is admissible. When travelling allowance is claimed, Superintendents will satisfy themselves that really serviceable tents are used by their subordinates.

5 The Govt. are of opinion that the efficiency of a Public Works Subordinate is greatly increased by his maintaining a tent. ~~and a bullock~~ A bullock coach of itself does not afford sufficient accommodation to a subordinate.

2 for the performance of his indoor work, and there are many localities visited by members of the P & W Dept in the course of their duties which are not accessible by such a vehicle.

6 The Controller's recommendation in the latter part of para 4 is approved - 12

7 Adverting to Capt. Baker's suggestion refd to in para 6 of Capt. Fischer's letter, the Govt. authorize the substitution of the words "with my approval" for those "by my special order" required to be inserted under the Bengal Rules, in certificates for mileage allowance.

8 The Inspection Reports to be rendered by the Superintendents will be prepared in the form adopted by the late Dy Chief Engr.

Under the present con-
stitution of the Dept., Supt.
Engineers are the primary
auditors of the travelling
allowance bills of their
Ex Officers and Subordi-
nates. From their intimate
knowledge of the Districts
within their charges, and
of the various works
in progress, they alone
are really competent to
determine whether ^{by members of} the Engineer Establishment
travelling bills, ^{are} ~~are~~

1 To Controller State 12 Under Inspection Reports being
 6 To S. E. S. disallowed -
 8 To S. E. S. Engrs
 28 Sept 28 September

$$\frac{160}{15}$$

