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MADRAS RECORD OFFICE.

Government of Madras.

P. W.

DEPARTMENT.

G.O. No. 3630	Press Mis.
732-733	
Dated 30-11-	1866

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
30th November 1865.*

No. 732. Read the following letter from the Controller of Public Works Accounts, to the Secretary to Government, Department Public Works, dated Madras, 20th November 1865, No. 2,107 :—

1. I have the honor to submit, with reference to Rule 1, Section 1, of the Travelling Allowance Rules, the accompanying abstract of an Inspection Report lately sent to this Office, with a view to Government deciding if full travelling allowance for the whole month, as claimed in that document, can be passed under the circumstances detailed therein.

Enclosure 1.
2. It will be seen this Officer actually moved only on eleven days, and was at his head-quarters for twenty, though he never stayed there at one time without a Sunday intervening, so as to infringe the limit laid down in the Rule above quoted: by the interpretation formerly given to this rule by the Chief Engineer, any Officer halting for more than three days at his head-quarters in any one month was not entitled to any allowance for the days he stayed there in excess of that limit *in that month*; this interpretation, I know, was very hard upon the Officers of the Department, as their presence was required very frequently at head-quarters on public duty for longer periods, but the question now is what limit is to be fixed for their stay at such place in any one month.

3. Government have decided in paragraph 10 of G. O. of the 27th September 1865, No. 2,860, that the Superintending Engineers are the primary Auditors of these documents, whilst this Office is held responsible that all claims, which are not established by the entries in the Inspection Reports, are disallowed; this ruling, I respectfully submit, will simply bring our Offices into direct antagonism, or lead to our taking for granted the correctness of the Superintending Engineers' audit. The document, an abstract of which I have transmitted with this letter, is countersigned by the Superintending Engineer, and full travelling allowance passed for the whole month, whereas in such a case, and this is by no means a solitary instance from one Division only which I have selected for special notice, I should certainly only pass eleven days' allowance, this Officer's tours having been arranged as much for the purpose of giving him as many days as possible at head-quarters as for carrying out any public duty; and I do not think it was ever intended the rule should be stretched in such a manner so as to get an Officer as much travelling allowance as possible in a month with the least possible inconvenience to himself.

4. Again, frequent complaints are made that when Officers or Subordinates are obliged to halt for more than three days at a time at head-quarters for Office or other public duty, and maintain carriage for their kit and tents for the whole period, they forfeit the whole of their travelling allowance whilst obliged to incur this additional expense; as half batta is now granted to Officers absent from head-quarters on duty who do not keep up tents, I would venture to suggest this might be granted for halts at head-quarters whilst carriage is maintained for tents, provided these do not extend to unreasonable lengths.

5. And as a three days' halt in one month at head-quarters is as short a time as any one can possibly be expected to remain, and hardly allows for contin-

*Proceedings of the Madras Government, Public Works Department,
30th November 1865.*

gencies which may arise so as to create a day or two's delay, I would suggest this period be extended to five days in ordinary stations, and seven days in Cantonments or where large works are being carried on; these halts, on half batta only, could be allowed twice in a month with the approval of the Superintending Engineer; for longer periods the case might be submitted for the disposal of Government.

Abstract of an Inspection Report for October 1865, for which full travelling allowance for the whole month is claimed.

Dates.

1	Sunday.		
2	} At head-quarters.		
3			
4			
5	Marched	...	34 miles.
6	Do.	...	24 do.
7	Head-quarters	...	11 returning to.
8	Sunday.		
9	} Head-quarters.		
10			
11	Marched	...	16 miles.
12	Do.	...	10 do.
13	} Head-quarters		
14			
15	Sunday.		
16	Marched	...	13 do.
17	Do.	...	9 do.
18	Native holiday.		
19	Head-quarters.		
20	Marched	...	10 do.
21	Do.	...	30 do.
22	Sunday.		
23	Marched	...	17 do.
24	} Head-quarters.		
25			
26			
28	Marched	...	10 do.
29	Sunday.		
30	} Head-quarters.		
31			

(Signed) J. F. FISCHER, Captain, R. E.,
Controller of Public Works Accounts.

No. 733.

ORDER THEREON, 30th November 1865, No. 3,630.

ESTABLISHMENT, No. 67.

1. The new Travelling Allowance Rules provide for the grant to a Public Works Officer of the full travelling allowance of his rank, when halting at or within ten miles of his ordinary residence, permanent or temporary, and the only restrictions imposed are that the Officer maintains carriage for tents complete, or continues to pay the hire or crew of a boat, or the hire of a set of palkee bearers, and does not halt more than three days.

*Proceedings of the Madras Government, Public Works Department,
30th November 1865.*

2. There is nothing in the rules to induce the Government to believe that these halts are not to be made oftener than once a month, and His Excellency in Council considers that such a restriction is not calculated to further the interests of the public service, especially as, under the present constitution of the Public Works Department, the duty of accounting for expenditure is imposed upon Range Officers, and their in-door work thus largely increased. Nevertheless, the Government are sensible of the necessity of restricting the aggregate of those halts to the actual requirements of such business as cannot be performed in the field, or of such duties as unavoidably retain Officers at their fixed stations, and they are of opinion that some check upon the abuse of the privilege of residing for lengthened periods at head quarters must be enforced. It is the duty of the Superintending Engineers to exercise this check, and, on carefully scrutinizing the Inspection Reports of their Executive Officers, to disallow all claims to travelling allowance not fairly earned. From the knowledge they possess of the Districts under their charge, and of the works in progress in the several Ranges, the Superintending Engineers are alone fully competent to judge of the necessity or otherwise of each halt, and the Government will look to them, as the primary auditors of the travelling allowance bills of their Subordinate Officers, not to permit the very liberal provisions of the new travelling allowance rules to be taken undue advantage of.

3. From the abstract of an Inspection Report for the month of October, forwarded with the letter from the Controller of Public Works Accounts above recorded, it seems clear that the journeys noted therein were arranged so as to bring the Officer concerned to his fixed station as often as possible, and, notwithstanding that he is shown to have halted at his head-quarters for nearly two-thirds of the month, it appears that full travelling allowance has been passed to him. The Government are not informed of the grounds on which the Superintending Engineer acted in this case, but they cannot but believe that, unless very special reasons existed for the course adopted, the case was one in which the Superintending Engineer has failed to perform a very important part of the duty entrusted to him.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Controller of Public Works Accounts.
Superintending Engineers.

Exd. S. T. Augustin.

Abstract of an Inspection Report for October 1865 - 5
for which full Travelling Allowance for the whole
month is claimed.

Dates.	Miles.
1. Sunday.	
2, 3, 4 } At Head Quarters.	
5. marched.	34.
6. do.	24.
7. Head quarters.	11. returning to.
8. Sunday.	
9, 10 } Head quarters.	
11. Marched.	16.
12. do.	10.
13, 14 } Head quarters.	
15. Sunday.	
16. Marched.	13.
17. do.	9.
18. Native holiday.	
19. Head Quarters.	
20. Marched.	10.
21. do.	30.
22. Sunday.	
23. Marched.	17.
24, 25, 26 } Head quarters.	
27, 28 } Marched.	10.
29. Sunday.	
30, 31 } Head Quarters.	

Inspector Captain P.E.
Controller of Public Works Accounts.

Per Mr -

Office of the Controller of
Public Works Accounts.
Madras 20th November 1865

From, No. 2107.
Captain J. St. Fischer. R. E.
Controller of P.W. Accounts.

To,
Colonel C. A. Esq. R. E.
Secretary to Government. D. W.

Sir,

I have the honor to submit with reference to
Rule 1 Section 1 of the Travelling Allowance rules
the accompanying abstract of an Inspection report
lately sent to this Office with a view to Govern-
ment deciding if full Travelling Allowances for
the whole month, as claimed in that document
can be passed under the circumstances detailed
therein.

2. It will be seen this Officer actually moved
only on 11 days and was at his Head Quarters
for 20 though he never stayed there at one time
without a Sunday intervening so as to infringe
the limit laid down in the Rule above quoted.
By the interpretation formerly given to this
Rule by the Chief Engineer any Officer halting
for more than 3 days at his Head Quarters
in any one month was ^{not} entitled to any
allowance for the days he stayed there in
excess of that limit in that month; this inter-
pretation I know was very hard upon the
Officers of the Department as their presence
was required very frequently at Head
Quarters on public duty for longer periods but
the question now is what limit is to be fixed
for their stay at such place in any one month.

Government

Enclosed in a letter
from the Controller of
P.W. Accounts, to the
Secretary to Government
dated 20th
November 1865 No. 2107.

1865/11/20
J. St. Fischer.

3. Government have decided in para: 10 of G.O. of the 27th September 1865 No. 2850 that the Superintending Engineers are the primary Auditors of these documents whilst this Office is held responsible that all claims, which are not established by the entries in the Inspection reports are disallowed. This ruling respectfully submit will simply bring our Offices into direct antagonism or lead to our taking for granted the correctness of the Superintending Engineers audit: The document, our Abstract of which I have transmitted with this letter is counter to what by the Superintending Engineers and full month's allowance passed for the whole by no means a solitary instance from our Division only which I have selected for special notice. I should certainly only pass 11 days' allowance this Officer's tour having been arranged as much for the purpose of giving him as many days as possible at Head Quarters as for carrying out any public duty and I do not think it was ever intended that he should be stretched in such a manner so as to get an Officer as much travelling allowance as possible in a month with the least possible inconvenience to himself.

4. Again frequent complaints are made that when Officers or subordinates are made to halt for more than 3 days at or near Head Quarters for Office or other public duty and maintain carriage for their tents and tents for the whole period they forfeit the

whole.

whole of their travelling allowance whilst obliged to incur this additional expense, as half battle is now granted to Officers absent from Head Quarters on duty who do not keep up tents I would venture to suggest this might be granted for halts at Head Quarters whilst carriage is maintained for tents provided, these do not extend to unreasonable lengths.

5. And as a 3 days' halt in one month at Head Quarters is as short a time as any one can possibly be expected to remain and hardly allows for contingencies which may arise so as to create a day or two's delay I would suggest this period be extended to 5 days in ordinary stations, and 7 days in cantonments where large works are being carried on: these halts, or half halts only, could be allowed twice in a month with the approval of the Superintending Engineer. For longer periods the case might be submitted for the disposal of Government.

Have the honor to be
Sir,

Your most obedt. servant.

Wm. H. Keightley Esq. R.E.

Controller of Public Works Accounts.

Courtesy, R.E.

Public Works Department
183630

Proceedings of the Machas Government
Under date the 30th Nov/65

Read the following
From the Controller of P.W.
Accounts.

Forwarding an abstract
Copy of an Inspection Re-
port for orders and requests
the number of days an
Officer can properly remain
at Head Quarters in any one
month with suggestions thereon

H.E. 20th November 1865
No 2107

The new travelling
allowance rules provide for
the grant to a Public Works
Officer of the full travelling
allowance of his rank,
when halting ^{at or} within 10 miles
of his ordinary residence,
permanent or temporary,
and the only restrictions
imposed are that the
Officer maintains car-
riage for tents complete,
or continues to pay the
hire or crew of a boat,
or

Started 20th Nov 1865
No. 2107

Forwarding an abstract
Copy of an Inspection Re-
port for orders and requests
the number of days an
Officer can properly remain
at Head Quarters in any one
month with suggestions thereon

183630-345 Nov 1/65

The case brought to
notice via a my report
on 11/11/65

on the hire of a set of
pathe beavers and does
not halt more than three
days.

2. There is nothing
in the rules to induce the
Government to believe that
these halts are not to be

more often than once a
month, and His Excellency
in Council considers that
such a restriction is not
calculated to further the
interests of the Public Service,
especially as under the
present constitution of the
Public Works Department,
the duty of accounting for
expenditure is imposed
upon Range Officers, and
their indoor work thus
largely increased. Nevertheless,
the Govt are sensible of the necessity of

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restricting the aggregate of
these halts to the actual
requirements of such busi-
ness as cannot be per-
formed in the field, or
of such duties as unavoid-
ably detain Officers at
their fixed stations, and
they are of opinion that
some check upon the abuse
of the privilege of ^{quitting} ~~prolonging~~
lengthened periods at
head quarters must be
enforced. It is the duty
of the Superintending En-
gineers to exercise this
check, and, on carefully
scrutinizing the Inspection
Reports of their executive
officers, to disallow all
claims to travelling allow-
-ance not fairly earned.

From

From the knowledge they possess of the Districts under their charge, and of the works in progress in the several ranges, the Superintending Engineers are alone fully competent to judge of the necessity or otherwise of each halt, and the Government will look to them, as the primary auditors of the travelling allowance bills of their Subordinate Officers, not to permit the very liberal provisions of the new travelling allowance rules to be taken undue advantage of.

3 From the abstract of an Inspection Report for the month of October,

15
concurrent with the letter from the Controller of Mr. Accounts above recorded, it seems clear that the journeys noted therein were arranged so as to bring the Officer concerned to his official station as often as possible, and notwithstanding that he is shown to have halted at his head quarters for nearly two thirds of the month, it appears that full travelling allowance has been passed to him.

The Government are not informed of the grounds on which the Superintending Engineer acted in this case but they cannot but

but believe that, unless
 very special reasons
 existed for the course
 adopted, the case was
 one in which the Super-
 intending Engineer has
 failed to perform a
 very important part
 of the duty entrusted to
 him

W. B.

To
 The Comr of W. Accty
 Supr Engineer
 Dec 1st November
 187

18702700

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 as he finds for signature on the report
 of the trial and inspection
 of the work
 1870
 1870