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# MADRAS RECORD OFFICE.

## Government of Madras.

Public works DEPARTMENT.

G.O. No. 337 Press —Mis.-

712-713

Dated 29—1— 1866 .

**Not to be folded or roughly handled**

*Proceedings of the Madras Government, Public Works Department, 29th January 1866.*

No. 712. Read the following letter from the Superintending Engineer of the 1st Division :—

Submits, for the consideration of Government, certain reasons for the grant of mileage to the Officers of the Public Works Department. } (Here enter 15th January 1866, No. 2,349.)

No. 713. ORDER THEREON, 29th January 1866, No. 339.

ESTABLISHMENT, No. 64.

The Government did not intend their Orders under date the 5th January 1866, No. 37, to supersede that portion of the Travelling Allowance Rules which authorizes the grant of mileage to Officers and Subordinates of the Public Works Department when required to travel more than 20 miles per day. The object which the Government had in view when issuing those orders was to prevent the abuse of the Rule, and to explain that journeys undertaken for the purposes of ordinary inspection, or made to suit the convenience of the Officer rather than the necessities of the service, do not entitle to mileage allowance, which is only rightfully claimable for journeys undertaken in cases of extreme emergency, or for some special object.

(True Extract.)

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

To the Superintending Engineer, 1st Division.
To all other Superintending Engineers.
To the Controller of Public Works Accounts.

Exd. S. T. Augustin.

expressly

Superintending Engineer's
Office, 1st Div. Camp Dowlaiswerum,
15th January 1866.

No. 2349 Dept. 17½ Do

From

Captain J. G. Joynes R.E.
Superintending Engineer, 1st Div.

To

Colonel C. A. Orr R.E.
Secretary to Govt. P.W.D.
Madras.

Sir,

No 37

Adverting to the order of Govern-
=ment dated 5th Instant, I beg to sub-
=mit for the consideration of Government
the following reasons why Rule IV para 1
of the Travelling Allowance Regulations,
(which has been cancelled by the order a-
=bove quoted) should be made applica-
=ble to Officers of the Madras Public
Works Department as well as in the other
Presidencies.

2. But first I will observe that the
Controller has confused the question by
assuming that this Rule IV applies solely
to dawk journeys: whereas the Rule itself
expressly

expressly includes "an excursion to Inder out & back" as coming within its scope.

3. My reasons for advocating the extension of this Rule to the Madras Public Works Department are:—

1. That our officers should feel that they are on an equal footing with the Officers of the Bengal & Bombay Services.

2. That an energetic zealous officer will do his duty by making such expensive journeys whether at his own cost or not.

3. That in many Districts at certain seasons of the year the inspection work cannot be got through at the rate of 10 or 15 miles a day. For instance in the Godavery notably in the eastern & western Deltas. It is absolutely necessary that the Range Officer should during the working season, make three to six journeys a month of 30 or 40 miles a day, frequently with two boats & two boats crews employed on the same day and a horse posted 30 miles out, & sometimes with a tent at the same time moving (on Coolies' heads) by land. During the two or three weeks in which the high freshes occur similar expensive journeys have to be made. If the mileage allowance Rule is not made applicable to this Presidency either the Government Service will suffer or the Range Officer will be put to heavy expense for such journeys and it should be remembered that it is only the good officer who will suffer, & the better he does his duty the more money he will lose.

4. The abrogation of this Rule puts Superintending Engineers in a difficulty: for instance if the Range Officers of the eastern & western Deltas of the Godavery do not make journeys such as those described in the 3rd reason: I would know that the work of the Range could not be under proper Control & yet it would be hard to have to order an Officer to travel on Government service at his own expense.

5. I have taken pains to determine the

the actual expense which has to be incurred for travelling. In the Godavery & the fixed monthly expense at an effective but moderate rate is 70 Rs whether a march be made or not: taking 350 miles as the distance travelled in a month the crews' hire would be 35 Rs, the tents would be moved by land say 50 miles, which would cost at least 25 Rs making a total of Rs 130 per mensem during the working season. An officer who does his duty thoroughly cannot keep his expenses under the above amount. The months' marching would be done in about 16 or 18 days, say 10 or 12 short marches & 4 or 5 long marches; leaving the Officer sufficient time for Office, or for a long stay on an important and difficult Work &c. The Controller for this would pass Rs 75 and the Officer would be out of pocket 55.

6. The above relates especially to the Godavery & probably in a less degree to Tanjore & the Kistna & to Ranges of very large area in other Districts. In Vizagapatam & Ganjam there is less occasion for long journeys, and as a matter of fact they are hardly ever undertaken except when an Officer or Subordinate is transferred from one Range to another. In Ganjam however Captain Phillipps has to dawk to Kimedy & back three or four times a year, he being in charge of the Public Works of that Estate under the Court of Wards: and lately owing to the famine & disease under which that District has been & is suffering and to the necessity of his personal presence in different parts of the District as frequently as possible he has gone to the expence and personal inconvenience & fatigue of dawking about a waterless plague stricken Country: this Officers Travelling Allowance Bills for the last three months containing only fairly moderate charges have all been cut down to an utterly insufficient figure.

7. There is of course risk of the Rule in question being abused by bad Officers: but I respectfully submit that that is not a valid reason for cancelling it, and

and thereby compelling the good Officers either to spend on travelling 50 or 60 per cent more than the Government allowance or do half the work he ought and wishes to do.

8. I think too that the mileage allowance would be better spent on journeys taken to prevent damage than on a dawk ran made to see it properly repaired: and there is not a shadow of doubt that an enormous amount of damage to Works in our principal Irrigation Districts is prevented by repeated inspections of all important points and frequent visits to works while under execution.

I have the honor to be
Sir
Your Most Obedient Svt

H. Ryves Capt. R.E.
Superintending Engineer 1st Div.

Public Works Dept

No 339

Proceedings of the Madras Government

Under date the 29th January 1866

Read the following

From the Superintending Engineer
of the 1st Division

Submits for the consideration
of Govt certain reasons on account of mileage the Subordinate
Establishment of the P. W. Dept

(Store enter 15th Jany 1866
No 2349)

The Government did not intend their orders under date the 5th January 1866, No 37, to supersede that portion of the travelling allowance rules which authorizes the grant of mileage to Officers and Subordinates of the Public Works Department when required to travel more than

Public Works Dept
(13)
1st Division

Superintending Engineer's
Office
Bankapur
Dated 15th January
Received 22nd 1866

No 2349

Enclosures

Submits for the
consideration of Govt
certain reasons on
account of mileage

Bo 1172-1163 Dated 29th Jany 66

than 20 miles per day -
The object which the
Government had in
view when issuing those
orders was to prevent
the abuse of the rule,
and to explain that
Journeys undertaken
for the purposes of or-
dinary inspection or
made to suit the con-
venience of the Officer
rather than the necessities
of the Service, do not
entitle to mileage allow-
ance, which is only
rightfully claimable
for Journeys undertaken

in



in cases of extreme
Emergency, or for some
special object.

To
The Surveyor 1st Div.
" All other Surveyors
" Controller.

Dated 30th January

(3) 516

1866 Despo

No. of Govt to Jany

No 339

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Further Rec'd No 1431 of 25-8-71

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