

(1) Number of pages 10

(2) Date of repair 2

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 37	Press -Mis.
77-78	
Dated 5. 1	1866.

Not to be folded or roughly handled

No. 77. Read the following letter from the Superintending Engineer, 3rd Division, to the Secretary to Government, Public Works Department, dated Camp Gandlapurti, Taluq Anantápoor, Bellary, 12th December 1865, No. 178 :—

1. With reference to G. O. No. 3,679 of the 5th instant, stating that the Controller is correct in disallowing claims for mileage which I had certified had been made with my approval, and which consequently I had considered absolutely necessary, I have the honor to point out that it is not possible for the Controller to know in every instance whether the journey over twenty miles was indispensably necessary, unless full explanation is given in the Inspection Reports.

2. If the Controller is to have the power to disallow claims which are admitted by the Superintending Engineer, and to which he attaches a certificate that the journey have met with his approval, I would respectfully point out that that portion of paragraph 10 of G. O. No. 2,860, of the 27th September 1865, which states that Superintending Engineers alone are competent to determine whether journeys above twenty miles per day are absolutely required, should be cancelled, as being a dead letter.

3. I have already, in several cases, refused mileage where it appeared to me that the person had made lengthened marches for the inspection of works which might, without detriment, be visited in ordinary courses, and have only admitted those which I considered were necessary.

4. In the case of Major Flint, his journeys were, in my opinion, absolutely necessary; he had been ordered by me to proceed and investigate certain charges brought against Supervisor Plummer, and, if necessary, to suspend him. At the time of receiving my letter he was on a tour of inspection in his own Range, and immediately proceeded, as rapidly as he could, to carry out my instructions, and having considered the charges proved, he suspended Serjeant Plummer, and then fell into charge of two Ranges. To carry on the work of two Ranges he was obliged repeatedly to journey over twenty miles, and the causes of necessity of these journeys were known to me, though the Controller might not be acquainted with them.

5. The case of Taluq Overseer V. Kodandapany was somewhat similar. In consequence of the sickness, and subsequent death, of the late Serjeant Allen, V. Kodandapany had to look after and pay the work people of two Taluqs, and in order to do this properly he was sometimes obliged to go over twenty miles.

6. Another instance in which the Controller has disallowed mileage was in the case of Supervisor Hasler. In September last I wrote to the Supervisor, informing him that I purposed visiting his Range, and directing him to meet me on a certain date; in consequence of delay in the Moolky Tappal, and also of his being at a distant part of his Range, the Supervisor was only able to perform the journey within the specified time by making one march over twenty miles, and for this I considered that he was entitled to mileage; but the Controller, without asking any questions, disallowed it.

7. In conclusion, I would beg to point out that there are numerous occasions when, for the benefit of Government, journeys over twenty miles are made, which will not be undertaken if the Controller is to have the power of disallowing mileage

*Proceedings of the Madras Government, Public Works Department,
5th January 1866.*

without asking any questions. For instance, a Range Officer might have cause to suspect that some malpractices are being carried on at a place fifteen or twenty miles off: if he sends out his kit, and marches, the intelligence would be soon passed out that he was coming, and every thing would be ship-shape; whereas, if, without saying a word to any one, he got on his horse and rode straight out he would most probably discover the roguery; he would then have to ride back, and, in my opinion, would be fairly entitled to mileage. The Controller would, I fancy, consider differently, as he would not know the circumstances of the case, and would say that he might have proceeded by ordinary marches. I could mention other instances, but I trust that this one will clearly explain my meaning.

No. 78. ORDER THEREON, 5th January 1866, No. 37.

ESTABLISHMENT, No. 8.

1. The Government see no reason to modify their Order under date the 5th December 1865, No. 3,679.
2. The Superintending Engineer of the 3rd Division is in error in supposing that mileage is admissible in any one of the cases which are referred to in his letter above recorded, and he will now be informed that that allowance can be granted only when lengthened journeys are undertaken by Officers of the Public Works Department in cases of *extraordinary emergency*, such, for example, as a breach in an anicut or channel, or serious damage to bridges or other large works, which require the immediate personal attendance of the Executive members of the Department.

(True Extract.)

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

To the Superintending Engineer, 3rd Division
To all other Superintending Engineers.
To the Controller of Public Works Accounts.

Exd. S. T. Augustin.

No 178 of 1865/66. Superintending Engineer's Office
Camp Gaidolla part
Tatung 12th December 1865

From The Superintending Engineer
3rd Division

To The Secretary to Government
P. Works Department

Sir, With reference to G.O. No 3679 of the 5th instant stating that the Controller is correct in disallowing claims for mileage which I had certified had been made with my approval and which consequently I had considered absolutely necessary, I have the honor to point out that it is not possible for the Controller to know in every instance whether the journey over 20 miles was indispensably necessary, unless full explanation is given in the Inspection Reports.

2. If the Controller is to have the power to disallow claims which are admitted by the Superintending Engineer and to which he attaches a certificate that the journey have met with his approval, I would respectfully point out that that portion of para 10 of G.O. No 2860 of the 27th September 1865, which states that Superintending Engineers alone are competent to determine whether journeys above 20 miles per day are absolutely required, should be cancelled as being a dead letter.

3. I have already, in several cases, refused mileage when it appeared to me that the person had made lengthened marches for the inspection of works which might without detriment be visited in ordinary courses and have only admitted those which I considered were necessary.

4. In the case of Major Smith his journeys were, in my opinion, absolutely necessary - he had been ordered by me to proceed and investigate certain charges brought against Supervisor Plummer and if necessary to suspend him: at the time of receiving my letter he was on a tour of

inspection in his own Range and immediately proceeded, as rapidly as he could, to carry out my instructions and having considered the charges proved he suspended Sergeant Plummer and then fell into charge of two Ranges. To carry on the work of two Ranges he was obliged repeatedly to journey over 20 miles and the causes of necessity of these journeys were known to me, though the Controller might not be acquainted with them.

5. The case of Salgey (Larsen) E. Rod and a family was somewhat similar in consequence of the sickness and subsequent death of the late Sergeant Plummer, & Rod and family had to look after and pay the work people of two Salgeys and in order to do this properly he was sometimes obliged to go over 20 miles.

6. Another instance in which the Controller has disallowed mileage was in the case of Supervisor Hasler. In September last I wrote to the Supervisor informing him that I proposed visiting his Range and directing him to meet me on a certain date, in consequence of delay in the country Taffada and also of his being at a distant part of his Range the supervisor was only able to perform the journey within the specified time by making one march over 20 miles and for this I considered that he was entitled to mileage; but the Controller, without asking any questions, disallowed it.

7. In conclusion I would beg to point out that there are numerous occasions when, for the benefit of Government, journeys over 20 miles are made which will not be undertaken if the Controller is to have the power of disallowing mileage without asking any questions. For instance a Range Officer might have cause to suspect that some malpractices are being

carried on at a place ^{or 20} miles off - if he sends out his kit and marches, the intelligent would be soon passed out that he was coming and everything would be ship shape; whereas, if, without saying a word to any one, he got on his horse and rode straight out he would most probably discover the roguery; he would then have to ride back and, in my opinion, would be fairly entitled to mileage. The Controller would I fancy consider differently as he would not know the circumstances of the case and would say that he might have proceeded by ordinary marches. I could mention other instances but I trust that this one will clearly explain my meaning.

I have the honor to be

W. Ulberg Major &c
Superintending Engineer
2nd Division

Cancel

Public Works Department

Public Works Department
No. 37

Proceedings of the Madras Government
Under date 5th January 1866
Read the following

From
The Superintending
Engr 3rd Divn

Offering certain remarks (Here enter 12 Decr 1865)
in connection with G.O. No. 178
No. 3679 of the 5th Decr 1865

The Government
see no reason to modify
their order under date the
5th December 1865, No. 3679.
2. The Superintending
Engineer of the 3rd Divn
is in error in supposing
that mileage is admiss-
ible in any one of the
cases which are referred
to in his letter above
recorded, and he will
now be informed that

[Handwritten initials and signature]

12/12/1865
The Superintending Engineer
3rd Divn

The Secretary to Govt
P. W. Department

Dated 12th December 1865
No. 15

No. 178

Offering certain remarks
in connection with G.O.
No. 3679 of the 5th Decr
1865

No. 37-572 January 1866

that allowance can be granted
only when lengthened
journeys are undertaken
by Officers of the Pub:
lic Works Department
in cases of extraordinary
emergencies, such ^{for example} as
breach in an ancient
or channel, or serious
damage to ~~a~~ Bridges
or other large works
which require the im-
mediate personal atten-
-tion of the Executive
Members of the Dept^y -

W.B.

To
116 S. Eng. 30/10/13 ✓
" All other S. Eng. ✓
" Controller ✓

Seaff. 6th January. 137
15

(13)
P.V. 1866 Dep't
Proc. of Gov't for Jan'y.

No 37
Proc. of the M. Gov't
Of 5th January/66

C. 1029/66

Mileage claimable
under the Travelling Allowance
Rules. The Superintending
Engineers informed the circum-
stances under which the grant
of will be made.

No 77. 78