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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No.	1264	Press
		~~Mis.~~
533-34		
Dated	29-4-	1867.

Not to be folded or roughly handled

1

*Proceedings of the Madras Government, Public Works Department,
29th April 1867.*

No. 533. Read the following letter from the Consulting Engineer for Irrigation and Canal Company, to the Secretary to Government, Department Public Works, dated Madras, 13th April 1867, No. 4:—

1 Letter in original from Agent.

1. In their Proceedings of the 3rd June 1865, No. 1,517, the Government approved the adoption of certain rules for the grant of travelling allowance to the Office establishments of the Madras Irrigation and Canal Company, and Rule 4 runs thus:—"Office servants joining first appointments will not be allowed travelling allowance." In his letter* now submitted the Agent brings to notice that he experiences considerable difficulty in filling up appointments in Office establishments, owing to his being unable to make any grant to defray the expenses of the journey, and he objects to the system of making advances of salary.

* No 15, dated 10th April 1867.

2. Mr. Henslowe proposes to give to men of this class, on first appointment, allowances similar to those granted to Office servants who are required to travel; but while adopting generally the classification and scale given in the rules above mentioned, he makes a small difference in the arrangement, as he gives the mileage rates for the whole distance travelled each day by road, instead of for the distance in excess of 15 miles. It is, however, proposed that 30 or 35 miles a day shall be the rate of travelling by road, and as this distance would be considerably in excess of the limit possible without posted bullocks, it is certain that the increased allowance would not exceed the expenses incurred. At the same time, I do not think that it will be practicable for Office servants generally to proceed at this rate, as they would have in some way to secure a cart or conveyance of some sort to be used with posted bullocks, and to be returned at the conclusion of the journey, and, this being the case, I should be inclined to fix 25 miles a day as the day's journey. I do not think it necessary, however, to reduce on this account the allowances proposed by the Agent, as it must be remembered the travellers will not be in receipt of any salary until they actually join. Joining from Madras at Kurnool would then occupy one day for the journey to Cuddapah, and thence five days for the distance by road to Kurnool, and, for the first class, the cost would be—

Railway fare, 2nd class	...	...	Rupees	5	1	0
Road, 124 miles, at 3 Annas	...	...	"	23	4	0
Personal allowance, 6 days, at 1½	...	...	"	9	0	0

Rupees 37 5 0

Similarly, an Office servant of the first class would, for proceeding to take up an appointment at Cuddapah, receive Rupees 5-1-0 + Rupees 1-8-0 = Rupees 6-9-0.

3. It appears to me necessary that, as the payment to enable men to take up first appointments is really an advance without value received, the Agent should require the receipt for the money, given by the persons receiving the advance, to be taken in such a form as will enable him to recover by summary process, should any failure of agreement take place. It should be understood that no allowances beyond those named in the Agent's letter will be granted in any case on account of bad weather, or for any other cause; that delay in reporting at the station to which

*Proceedings of the Madras Government, Public Works Department,
29th April 1867*

sent will make the person liable to the retrenchment of the allowance given, in the proportion which the time over-spent bears to the period allowed for the journey; also, that in the event of an Office servant, having thus received travelling allowance to enable him to join, resigning or being dismissed for incapacity or misconduct within six months, he will be required to refund the whole of the allowance received, and in the same way resignation or dismissal after six, but within twelve, months will entail the refund of half the travelling allowance granted.

4. If these supplemental rules be adopted there will not be much risk of loss, and I beg to recommend that, in supersession of the former arrangement, the grant of the proposed allowances, to meet travelling expenses on first joining, may be sanctioned.

From the Agent and Manager, Madras Irrigation and Canal Company, to the Consulting Engineer for Irrigation and Canal Company, dated Madras, 18th April 1867, No. 15.

1. Hitherto the rule has been to pay no travelling allowance to persons whom I may engage in Madras for employment on our line, although Engineer's engaged in England have their passage paid, and a fair allowance to carry them to *their destination on the line*.

2. This rule I find to be a great bar to my procuring the services of men upon low salaries to proceed to Kurnool or to any other station on our works; and the practice of paying salary in advance, I consider, in every way objectionable.

3. I therefore submit, for the consideration of Government, a proposal to pay to all individuals engaged in Madras for employment on our works a moderate sum, to enable them to travel to their station.

4. The following is the scale which I propose, adopting the classification which you proposed for the travelling allowance of the Company's servants, viz. :—

First Class employes on salaries of Rupees 100 and upwards.
Second Class „ „ „ 60 and under 100.
Third Class „ „ „ 30 „ 60.
Fourth Class „ „ „ less than „ 30

and bearing in mind that a portion of the journey can be accomplished by rail.

First Class.—1. Railway Fare, 2nd Class.

2. Three Annas a mile for road travelling.

3. Rupees 1-8-0 per diem, personal expenses.

Second Class.—1. Railway Fare, 3rd Class,

2. Two Annas a mile for road travelling.

3. Twelve Annas per diem, personal expenses.

Third Class.—1. Railway Fare, 3rd Class.

2. Two Annas a mile for road travelling.

3. Eight Annas per diem, personal expenses.

Fourth Class.—1. Railway Fare, 3rd Class.

2. One and a half Annas for road travelling.

3. Four Annas per diem, personal expenses.

30 or 35 miles being taken as one day's march on the road. According to this scale the expenses of sending a man to Kurnool would be—

	RS.	A.	P.
First Class	35	7	0
Second „	21	12	6
Third „	20	12	6
Fourth „	15	11	6

*Proceedings of the Madras Government, Public Works Department,
29th April 1867.*

No. 534. ORDER THEREON, 29th April 1867, No. 1,264.

ESTABLISHMENT, No. 56

Subject to the conditions specified in paragraph 3, the Governor in Council sanctions the grant of travelling allowance, on the scale recommended by the Consulting Engineer, to members of Office establishments on first appointment to the service of the Madras Irrigation and Canal Company.

(True Extract.)

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

To the Consulting Engineer for Irrigation and Canal Company.

„ Manager for do. do.

Exd. S. T. Augustin..

No 15

Manas Imp. & Co.

Manas 10th April 1867

From,

The Agent and Manager

M. M. & Co.

To,

The Consulting Engineer

M. M. & Co.

Sir,

Hereto the Rule has been to
pay no Travelling Allowance to
persons whom I may engage in
itinerant for employment on our
Line: altho' Engineer's engaged
will be paid have their passage
paid, and a fair allowance
to carry them to their destinations
on the Line

This Rule I find to be a
great bar to my procuring
the services of men upon low
salaries to proceed to Kinnaird
or to any other station on our
works.

works - and the practice of paying salary in advance I consider in every way objectionable.

I therefore submit for the consideration of Government a proposal to pay to all individuals engaged in Manas for employment on our works a moderate sum to enable them to have to their Station.

The following is the Scale which I propose adopting for the Classification which you proposed for the Travelling Allowance of the Company's Servants & of

First Class	Employees on Salaries of Rs 1000 and up
Second Class	Rs 600 and up
Third Class	30 —
Fourth Class	less than Rs 30.

and bearing in mind that a portion of the journey can be accomplished by Rail.

First

First Class 1 Railway Fare 2nd Class
2. 3 Annas a mile for Road Travelling
3. Rs 1½ per diem personal expenses

Second Class 1 (Railway Fare 3rd Class
2. 2 Annas a mile for Road Travelling
3. 12 Annas per diem personal expenses

Third Class 1 (Railway Fare 3rd Class
2. 12 Annas a mile for Road Travelling
3. 8 Annas per diem personal expenses

Fourth Class 1 Railway Fare 3rd Class
2. 1½ Annas a mile for Road Travelling
3. 4 Annas per diem personal expenses

30 or 35 miles being taken as one days march on the Road.

According to this Scale the Expenses of sending a man to Kurnool would be

First Class - 35. 7. 0

Second - 21. 12. 6

Third - 20. 12. 6

Fourth - 15. 11. 6

I have the honor to be

Yr.
Yours most obedt Servt

H. Rasthorpe Khasim

Agent - Manas

Consulting Engineer's Office,
Irrigation and Canal Company
Madras 13 April 1867.

No. 4.

From,

Captain John Mullins R.E.
Consulting Engineer for S & C Co.
To,

Colonel C. A. Orr R.E.
Secretary to Government (D.P.W.)

Sir,

In their Proceedings of the 3rd June 1865
No. 1517 the Government approved the adoption
of certain rules for the grant of travelling
allowance to the Office Establishment
of the Madras Irrigation and Canal Company,
and rule to run thus "Office servants
joining first appointments will not be
allowed travelling allowance". In his letter
now submitted the Agent brings to notice
that, he experiences considerable difficulty
in filling up appointments in Office
Establishments, owing to his being un-
able to make any grant to defray the
expenses of the journey, and he objects
to the system of making advances of salary.

2. Mr. Henslowe proposes to give
to men of this class, on first appointment,
allowances similar to those granted

No. 1517 10 April 1867

To the Honble Secy to Govt
Madras 13 April 1867

No. 1517

No. 1517

From 13 April 1867

Mr. Henslowe

13 April 1867

Mr. Consulting Engineer

13 April 1867

13 April 1867

13 April 1867

13 April 1867

13 April 1867

13 April 1867

13 April 1867

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13 April 1867

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until they actually join. Joining from Madras at Kurnool would then occupy 1 day for the journey to Cuddapah, and thence 5 days for the distance by road to Kurnool, and, for the first class, the cost would be

Railway fare 1st Class ——— Rupees 5-1-

Road 124 miles at 3 Annas ——— 13-4-

Personal Allowance 6 days at 12/- ——— 7-0-

1 Rupee 37-5-

Similarly an office servant of the 1st Class would for proceeding to take up an appointment at Cuddapah receive Rupees 5-1- + Rupees 1-8- = 6-9-0-

3 It appears to me necessary that, as the payment to enable men to take up first appointments is really an advance without value received, the Agent should require the receipt for the money given by the persons receiving the advance, to be taken in such a form as will enable him to recover by summary process, should any or failure of agreement take place.

It should be understood that no allowances beyond those named in the Agent's letter will be granted in any case on account of bad weather or for any other cause; that delay in reporting at the station to which sent will

will make the person liable to the
reimbursement of the allowance given
in the proportion which the time over
spent bears to the period allowed for the journey;
also that in the event of an office servant,
having thus received travelling allowance
to enable him to join, resigning or being
dismissed for incapacity or misconduct
within 6 months, he will be required
to refund the whole of the allowance
received, and in the same way resignation
or dismissal after 6, but within 12 months
will entail the refund of half the travelling
allowance granted.

4. If these supplemental rules be
adopted there will not be much risk
of loss, and I beg to recommend that,
in supersession of the former arrangement,
the grant of the proposed allowance,
to meet travelling expenses on first
joining, may be sanctioned.

I have the honor to be,

Sir,

Your most obedient servant.

Whitcomb Captain R.E.

Consulting Engineer &c.

Public Works Department.

No 1264

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 29th April 1867
Read the following

From The Consulting Engineer J. V. B. Company

(Here enter No. 4 dated 13th April 1867)

Subject to the conditions specified in para 3, the Governor in Council sanctions the grant of travelling allowance, on the scale recommended by the Consulting Engineer, to members of Office Establishments on first appointment to the service of the Madras Irrigation and Canal Company.

N.
J.
W.
To The Consulting Engineer & Co. Managers. Do

Recd. 30/4/67

No. 4 of Govt. of April 1867.

The Consulting Engineer
J. V. B. Company
The Secretary to Govt.
D. P. W.

Dated 13th April 1867

Enclosure one
No 1264 - 29th April 67
Towards a letter from the Engineer J. V. B. Company and requests the sanction of Government for the proposed scale of travelling allowance to those appointed at Madras for the purpose of enabling them to reach their destination on the line.

No 533

c. 17th April 1867. D. 25th

Pub: Works 1867 (Depart:)

Pro: of Govt for April

No 1264

Pro: of the Madras Govt
At 29th April 1867

The scale of
Travelling allowance proposed
by the Consulting Engineer, for
members of Office establishments
on first appointment to the
service of the Madras Irrigation
and Canal Company -
Sanctioned.

No 533-534

At 17th April 1867 No 25