M.R.O. 1—7,006—8-6-37.

(1) Number of pages 2

(2) Date of repair

3 Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No. 482 Press ~~Mis.~~

208-09

Dated 11 2 1870.

Not to be folded or roughly handled

No. 208. Read the following letter from Captain C. J. SMITH, R.E., Executive Engineer on Special duty, to the Acting Chief Engineer for Irrigation, dated Sattimungalum, 22nd January 1870, No. 6:—

In their Order, No. 3,815, dated 3rd December 1869, the Government sanctioned, "in consideration of the expense of travelling in the hill country of Coimbatore, "Malabar, Madura, and Salem, double travelling allowance to Captain Smith and "to his Assistants whenever they may be at work in the hill talooks of either of "those districts," I have the honour to request instructions as to the interpretation to be placed on the term "Hill Talooks;" and to bring to your notice that, in consequence of the certificate required under the Travelling Allowance Rules now in force, my Assistants will be unable to avail themselves of the privilege evidently contemplated by Government.

2. That portion of the Coimbatore Talook, where Mr. Larmine is at present employed, viz., from Nellitoray to Chengal, is one generally inaccessible to ordinary carts, where fever is prevalent during the greater part of the year, and where supplies have to be brought, from a distance of five miles, across a river frequently unfordable; yet, not being in a "Hill Talook," it does not fall within the scope of the Government Order.

3. The country from Veelambady to Gazellutti and Teppathoray in the valley of the Indyaur, being in Sattimungalum which is hardly one of the "Hill Talooks" properly so called, is also beyond the reach of the Government Order, though it would be difficult to find a more unhealthy or scantly populated, and therefore expensive locality, and supplies have to be carried to one part of it eight miles, and to another twelve miles.

4. Under the Travelling Allowance Rules at present in force two certificates are required; one, to the effect that carts have been necessarily kept up on all days for which full travelling allowance is claimed; the second, to the effect that no charges have been made for journeys not taking an officer more than five miles from his ordinary place of residence (temporary or permanent). As the portion of the country evidently contemplated by the Government Order is generally inaccessible to carts, the first named certificate debars an officer from drawing the double allowance where it is most needful; and as, in surveying or levelling for a large project of the kind and in the locality referred to in this letter, the work nearly always lies within five miles of the officer's temporary head-quarters, the second certificate would also generally preclude the claim to double allowance.

5. I venture to suggest, (1), that "Hill Talooks" be interpreted "Hill Country" as used in the Government Order under reference; and, (2), that I be allowed to substitute for the two above-named certificates, one, to the effect that "the officer concerned on the days, for which double travelling allowance is claimed, was employed in those portions of the district contemplated in the Government Order, No. 3,815, dated 3rd December 1869."

6. I beg in conclusion, on behalf of my Assistants, to enumerate the following as among the charges incidental to work in these localities, other than those to which the District officers are ordinarily liable, and therefore taking the place of "Cart-hire" whilst halting, etc:—

1*st*.—A permanent increase in wages to all domestic servants to induce them to face, for long periods together, notoriously unhealthy localities.

2*nd*.—Batta, in addition to the above, which they all claim and which I understand is always given by the officers on the hills, even for short excursions; in the cases under review, this becomes almost a permanent charge.

3*rd*.—Provision of suits of warm clothing, blankets, and additional tent accommodation for all servants and Government lascars.

4*th*.—The carriage of provisions for men and animals, a charge incidental to a protracted stay in any of these small villages though unnecessary when only halting a day or two.

5*th*.—The transport of basket boats from the few existing fordways, almost daily, where necessary for surveying, sections, etc.

6*th*.—The incessant double charge for coolies where no man dare travel singly, or between sunrise and sunset.

No. 209. ORDER THEREON, 11th February 1870, No. 482.

ESTABLISHMENT, No. 21.

THE expressions "Hill Country" and "Hill Talooks" used in G. O., of the 3rd December 1869, No. 3,815, are intended to be synonymous. It is difficult to define accurately for each district the parts of the country which, being among the hills and sparsely populated, occasion increased expense for travelling, and as the Government can fully rely upon Captain Smith to carry out the intention of the Order granting double travelling allowances under those circumstances, it will be sufficient if he certifies, on the monthly bills of himself and his Assistants, that the double allowance has been drawn only for the time contemplated in that Order.

2. His Excellency the Governor in Council, taking into consideration the character of the country in which Captain Smith is employed, and the inapplicability of the rule, which requires a certificate that carts for the carriage of tents have been maintained for those days for which full travelling allowance may be drawn, to the circumstances reported in the letter from that Officer, is pleased to direct that the full double allowance be passed to him, and to his Assistants, whenever they may be in camp, and frequently on the move. When an Officer may, from the nature of his work, not be required to move his camp more than three or four times in a month, he will, though under canvas, be put to considerably less expense than were he to march frequently, and it is thought that the single full allowance should then suffice.

(True Extract.)

(Signed) J. MULLINS, Major, R.E.,
Acting-Joint Secretary to Government.

To Captain C. J. Smith, R.E.
To the Controller of Public Works Accounts.
,, Chief Engineer for Irrigation.

Exd. E. C. Shunker.

Executive Engineer's Office
on special duty
Vattiaumgalam
22nd January 1870.

No. 6

From

Captain C. J. Smith R.E.
Executive Engineer
on special duty

To The Actg. Chief Engineer
for Irrigation

Sir

In their order No. 3815 dated 2 December 1869, the Government sanctioned in consideration of the expense of travelling in the hill country of Coimbatore, Malabar, Madura, and Salem, double travelling allowances to Captain Smith and to his Assistants whenever they may be at work in the hill talooks of either of those Districts. I have the honor to request instructions as to the interpretation to be placed on the term "Hill Talooks" and to bring to your notice, that in consequence of the certificates required under the travelling allowance

allowance rules now in force, my Assistants will be unable to avail themselves of the privilge evidently contemplated by Government.

2. That portion of the Coimbatore Taluq, where Dr Carmine is at present employed, viz, from Nellitoray to Chengal, is one generally inaccessible to ordinary carts, where fever is prevalent during the greater part of the year, and where supplies have to be brought from a distance of 5 miles, across a river frequently unfordable; yet, not being in a "Hill Taluq," it does not fall within the scope of the Government order.

3. The Country from Veelambady to Gazellatty and Teppatteray in the Valley of the Bhavany, being in Sattiamungalam which is hardly one of the "Hill Taluqs" properly so called, is also beyond the reach of the Government order, though it would be difficult to find a more unhealthy or scantily populated, and therefore expensive locality and supplies have to be carried to one part of it 8 miles, and to another 12 miles.

4. Under the Travelling allowance

allowance rules at present in force, two certificates are required, one, to the effect that duty to have been necessarily kept up on all days for which full travelling allowance is claimed, the second, to the effect that no change have been made for journeys not taking an officer more than 5 miles from his ordinary place of residence (temporary or permanent), as the portion of the country evidently contemplated by the Government order is generally inaccessible to carts, the first named certificate debars an officer from drawing the double allowance where it is most needful, and as in surveying or levelling for a large project of the kind and in the locality referred to in the latter the work nearly always lies within 5 miles of the officers temporary headquarters, the second certificate would also generally preclude the claim to double allowance.

5. I venture to suggest that "Hill Taluqs" be interpreted "Hill Country" as used in the Government order under reference, and that I be allowed to substitute for the two above named certificates one, to the effect that the officer concerned on the days, for

which double travelling allowance is claimed, was employed in those portion of the District contemplated in the Government Order No. 3815 dated 3rd December 1869.

6. I beg in conclusion on behalf of my Assistants to enumerate the following as arising the charges incidental to work in these localities other than those to which the District officers are ordinarily liable and therefore taking the place of "carriage" whilst halting viz.

1st A permanent increase in wages to all domestic servants to induce them to face for long periods to reside notoriously unhealthy localities.

2d Batta in addition to the above, which they all claim and which I understand is always given by the officers on the Hills, even for short excursions; in the cases under review, this became almost a permanent charge.

3d Provision of suits of warm clothing, blankets, and additional tent accomodation for all servants and Government Coolies.

4th The carriage of provisions for men and animals; a charge incidental to a protracted stay in any of these small villages though unnecessary when only halting a day or two.

5th The transport of baggage boats from the few existing Railways, almost daily, where necessary for surveying, sections &c.

6th The incessant double charge for Coolies where no man dare travel during day, or between sunrise and sunset.

I have the honor to be
Sir
Your most obedient
Servant

C. Hewitt Capt. R.E.
Exp. Engr. on special Duty.

P. W. Department.

No. 687

Proceedings of the Madras Government.

Under date the 11th Feby 1870.

Read the following,

From The Executive Engineer on special duty

E. No. 60 / 22nd January 1870

The Expenditure bills Country and hill Cattle paid in G. O. of the 3rd Dec. 69, No 3815, are intended to be synonymous. It is difficult to define accurately for each District the parts of the Country which, being among the hills and sparsely populated, occasion increased expence for travelling, and as the Govt can fully rely upon Capt. Smith to carry out the intention of the order granting double travelling allowances under those circumstances, it will be sufficient if he certifies on the monthly bills of himself and his

his Assistants, that the double allowance has been drawn only for the time contemplated in that order.

2.- His Excellency the Governor in Council, taking into consideration the character of the country in which Capt. Smith is employed, and the inapplicability of the rule, which requires a certificate that carts for the carriage of tents have been maintained for those days for which full travelling allowance may be drawn, to the circumstances reported in the letter from that Officer, is pleased to direct that the full double allowance be passed to him, and to his Assistants, whenever they may be in camp, and frequently on the move.

When

1

5 & 7

When an Officer may, from the nature of his work, not be required to move his Camp more than 3 or 4 times in a month, he will, though under canvas, be put to considerably less expence than were he to march frequently, and it is thought that the single full allowance should then suffice.

W. 31/1/70

E.C.

To Capt. C. J. Smith R.E. ✓
Controller, P.W. Accts. ✓
Chief Engr. for Irrign. ✓

Desp. 15/2/70.

Circle 411

Govt. of India. Madras.

PUBLIC WORKS.

To Captain H. J. Smith R.E.

Dated

Recd.

G. O., 11th Feby 1870, No. 482

Nos. 208-209

"Hill Tables" Copy of my order on the Hills from the Asst. E.S. Coimbatore Engrs. on Special duty requesting all available furnished under the subject-matter of the letter "Hill Tables" assessing one 3815 of 1869, recd stating that in consequence of the certificate required under the travelling allowance rules now in force, his officers will be unable to avail themselves of the privilege contemplated by G.O.