M.R.O. 1—77,006—8-6-37.

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 258384 Press ~~M.is.~~

163-68

Dated 16-10-1871

Not to be folded or roughly handled

Read the following papers :—

No. 163. From the Superintending Engineer, 2nd Division, to the Secretary to Government, Public Works Department, dated Bazoroh, 29th July 1871, No. 52.

In reply to G. O., No. 1,926, 21st instant, I have the honour to report that neither Major Clay nor Mr. Lyon had any standing camps, nor did they draw both travelling allowance and mileage for any day.

2. The works under the Pennair all lie within 20 miles of the town of Nellore, under which the anicut is built, and close to which the various irrigation channels diverge ; there are no roads across the delta, all radiate from Nellore, so that during the cultivation season an officer is frequently obliged to go 5 or 6 miles up one channel and as much down another to see a work only 3 or 4 miles from his last camp.

3. In October and November last we had exceptionally heavy rains and high freshes, the report of the Pennair having come down in extraordinary flood induced Major Clay and Mr. Lyon to hurry into Nellore. For this one march alone of about 20 miles have they claimed mileage, not charging travelling allowance.

4. Their attention was called also to the numerous works, many of them quite new, and all severely tried in the delta and under the Survapully tank, and to the numerous irrigation works dotted over their range of less, but still of considerable, importance.

5. They were obliged to maintain their camp equipage, for they did not know where they might be called to go emergently, and they were quite aware that in such weather and under such circumstances they possibly might not get carts except after much delay and at high rates; naturally, too, they turned frequently to the anicut, knowing how much depended on its condition, and took every opportunity of seeing how it fared as the river rose or fell, taking early precautions, as soon as they were able, to prevent further injury, which would cause the loss of a very fine crop and of the Government revenue.

6. I submit that I was fully justified in passing the amounts claimed, which probably did not cover their expenditure, under circumstances of which I had far better knowledge than the Controller could possess.

No. 164. From the Superintending Engineer, 6th Division, to the Secretary to Government, Public Works Department, dated Tanjore, 11th August 1871, No. 410.

With reference to G. O., No. 1,926, dated 21st ultimo, I have the honour to enclose an original letter* from Captain Montgomerie, and an abstract of halts and of journeys undertaken by him from July to November 1870. From the abstract it will be observed that the totals of days at head-quarters, and hence of days absent from head-quarters, as given by Captain Montgomerie and in the statement which accompanied G. O., No. 1,926, differ somewhat ; and this is due to the fact that the days on which Captain Montgomerie returned to head-quarters appear to have been regarded by the compiler of the statement as days on which Captain

* No. 377, dated 8th August.

Montgomerie was at head-quarters; it does not necessarily follow that such was the case, as the marches may have been made in the evening; but, under any circumstances, as marches were made on the days of return to head-quarters, there can be no doubt of the legitimacy of the claim for travelling allowances on those days, and Captain Montgomerie's method of reckoning the days at head-quarters appears to be the more correct.

2. Of the eighty-nine days on which he was at head-quarters, no allowance was claimed by Captain Montgomerie for forty-five days. On three days, works beyond 5 miles from his head-quarters were inspected, leaving forty-one days of halts to be accounted for. Of these, twelve days were Sundays, and, from an examination of the Inspection Reports, it will be found that not a single day's allowance has been drawn to which Captain Montgomerie was not entitled according to the strictest interpretation of the letter of the rules or orders relative to travelling allowances.

3. As regards the spirit of the rules I suppose no two persons would interpret it alike; my own interpretation of the spirit of the rules is, that it is the wish of Government that Officers and gentlemen should be treated in no niggardly spirit, and that they should not be actual losers because the peculiarity of their ranges, etc., renders it necessary for them to pass frequently through their head-quarters, and to keep up carriage for their tents permanently.

4. From July to November the rivers in the delta are in flood, and the lands being under cultivation it is impossible to traverse the delta except by following the main roads; and as a large number of roads radiate from Tanjore, and are not otherwise connected within the limits of the range, it is generally necessary for the Range Officer to return to Tanjore, after visiting works in one direction, before he can proceed to visit works in any other direction from his head-quarters; hence the frequent returns to head-quarters.

5. To admit of a Range Officer in the delta being able to perform his duties satisfactorily and to be ready to meet any emergent call (and such calls are necessarily not unfrequent during the monsoons and when the rivers are in flood), it is absolutely necessary for him to maintain his marching establishment and carriage for his tents complete whether he halts or not, and this, it will be observed, Captain Montgomerie did from July to November; and hence so far from regarding his claim for travelling allowances in those months as excessive, I am of opinion that some allowance should have been passed for him for the forty-five days during which his duties rendered it necessary for him to halt at Tanjore and for which he could not claim travelling allowances under the letter of the rules; and this the more as for two months he was burdened with the two-fold duties of Executive and Superintending Engineer, and this without receiving any extra remuneration, even the travelling allowances of the higher grade being denied him.

From Captain P. MONTGOMERIE, R. E., Executive Engineer, No. 1 Range, to the Superintending Engineer, 6th Division, dated 8th August 1871, No. 377.

With reference to the Orders of the Madras Government, No. 1,926, dated 21st ultimo, regarding the charges made by me for tentage and mileage during the five months, from July to November 1870, I have the honour to forward copies of my Inspection Reports for the months in question, together with an abstract of the same, from which you will see that the Controller's

Proceedings of the Madras Government, Public Works Department,
10*th October* 1871.

statement, which accompanied the orders of Government, is highly inaccurate in almost every detail as regards my journeys.

2. From the Controller's statement it would appear that I was one hundred and three days at head-quarters during the five months, whereas I was actually eighty-nine days, of which tentage was charged for only forty-four days. And of these forty-four days twelve were Sundays and three were days on which I had to examine works taking me beyond 5 miles from my head-quarters. This leaves only twenty-nine days for which tentage was charged for *bona fide* halts at head-quarters during working days, or an average of less than six days per month.

3. The halts made by me while absent from head-quarters were generally only for one day at a time, and on only three instances, during the five months in question, did I halt for two days at a time.

4. As regards the necessity for my maintaining carriage during the average halts of six days per month at head-quarters, you are perfectly aware of the requirements of this district, and that it is necessary for Range Officers to maintain carriage for tents and travelling equipment during the entire month whether they draw tentage or not.

5. As regards the three journeys for which mileage was charged by me, I beg to inform you that they were performed during your absence at Tinnevelly, when I was in charge of your office as well as that of the range, and when it was absolutely necessary that I should not remain long away from head-quarters at a time.

Abstract of Captain P. Montgomerie's Inspection Report for the five months, from July to Novem ber 1870, *showing the actual halts as compared with the Controller's statement accompanying G. O., No.* 1,926, *dated* 21*st July* 1871.

From Inspection Report.			Total days at head quarters.		Total days marched or absent from head quarters.		Remarks.
Month.	Days at head quarters for which no tentage was charged.	Days at head quarters for which tentage was drawn. Sundays.	Days at head quarters for which tentage was drawn. Examining works beyond 5 miles.	Days at head quarters for which tentage was drawn. Halts.	From Inspection Report.	From Controller's Abstract.	
1870.							
July	17	1	2	3	8	8	Captain Montgomerie was in charge of the Superintending Engineer's Office from 16th September 1870 to 10th November 1870. Carriage for tents, etc. etc., was maintained during the whole period from July to November 1870, inclusive.
August	8	2	1	5	16	19	
September	...	4	...	12	16	20	
October	10	3	...	6	19	22	
November	10	2	...	3	15	19	
Total...	45	12	3	29	89	103	64 50

(Signed) P. MONTGOMERIE, Captain, R.E.,
Executive Engineer.

Tanjore,
8th August 1871.

No. 165. From the Executive Engineer in charge of the 5th Division, to th Secretary to Government, Public Works Department, dated Cuddalore, 17th August 1871, No. 109.

With reference to G. O., No. 1,926 of 21st July, requiring information regarding the travelling allowance of Rupees 120 claimed for the month of November last by Mr. Hawksworth, Assistant Engineer, I have the honour to state that the allowance seems to be made up as follows :—

Items.	No. of Days.	Remarks.
Halts at head-quarters	10	
Halts at a station twelve miles from head-quarters	6	
Days on which marches were made	8	Of these, three were marches to head-quarters.
Stay at divisional head-quarters	6	Directed by the Acting Superintending Engineer.
Total...	30	days, at Rupees 4 per day = 120 Rupees.

2. Looking merely at the above tabular statement I would be inclined to agree with the Controller that the allowance claimed has not been fairly earned; but from an explanation forwarded by Mr. Hawksworth, also from an inspection of his diary for the month, it appears to me that he has done a fair amount of work, and that the very bad weather prevalent through a considerable part of the month and illness contracted from exposure to it have tended to cause the apparently (to him) unfavourable tabular statement now presented.

3. Being quite a stranger to the district I am, of course, compelled to assume the correctness of Mr. Hawksworth's representation, that business required his presence at, or near to, his head-quarters to the extent noticeable, but this granted, I think the allowance may fairly be passed.

4. I would here remark that it seems hardly fair to pitch on one particular month and from it draw conclusions; a tabular statement for a number of months would afford fairer grounds for arriving at a correct conclusion.

5. Further, I would urge that the duty of passing these bills fairly devolves on the Superintending Engineer, and that the Controller from want of geographical and topographical knowledge, and from inability to appreciate the very varying circumstances under which works must be carried on in the several ranges, can form but a very imperfect opinion of what travelling allowance is fairly earned.

No. 166. Endorsement of the Superintending Engineer of the 8th Division, dated Madura, 18th August 1871, No. 1,762.

From the Assistant Engineer in charge of Madura Range, to the Superintending Engineer, 8th Division, dated Camp at Calayarcovil, 8th August 1871, No. 271.

In obedience to the request contained in your memorandum No. 1,478, dated 29th July 1871, on G. O., No. 1,926, dated 21st July 1871, I have the honour to

submit a copy of my Inspection Report for November 1870, and to inform you my claim for the allowance was made on my having kept up my travelling equipage as set forth by the existing rules.

2. I am obliged to keep up my travelling establishment whether I am at head-quarters or on the move, for it is frequently difficult to obtain carriage for tents, etc.

SUBMITTED to Government for information, with reference to G. O., No. 1,926, dated 21st July 1871, enquiring on what grounds travelling allowance was drawn by Assistant Engineer Mr. Leggatt during halts in November 1870.

1 Inspection Report.

(Signed) R. A. ROBERTS, Lieut.-Colonel, R.E.,
Superintending Engineer, 8th Division.

No. 167. ORDER THEREON, 10th October 1871, No. 2,583.

ESTABLISHMENT, No. 12.

ORDERED that these papers be forwarded to the Government of India.

(Here enter No. 2,584, dated 10th October 1871.)

(True Extract.)

(Signed) J. CARPENDALE, Colonel, R.E.,
Secretary to Government.

PUBLIC WORKS DEPARTMENT,
OOTACAMUND, 10*th October* 1871.

No. 168.

No. 2,584.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

ESTABLISHMENT, No. 13.

SIR,—In acknowledging the receipt of Mr. Under Secretary Sampson's letter, dated 7th July 1871, No. 797 E.—G., I am directed to forward the accompanying letters from the Superintending Engineers of the 2nd, 5th, 6th, and 8th Divisions, in which explanations are furnished of the necessity which existed for certain officers of this department maintaining carriage for tents during the periods indicated in the statement forwarded with the above letter.

2. It will be observed that mileage and tentage were not claimed or passed for the same day in any case. From a perusal of the papers it will be also observed that the officers of the department are often compelled to keep themselves in readiness to proceed to such places within their charges as may need their presence, and the difficulty which is experienced in some districts of obtaining carts and bullocks at short notice often renders it incumbent on them to maintain a permanent and efficient marching establishment, even though under the rules they may not be able to recover the full amount at the lapse of the month.

3. In the matter of halts at fixed stations (permanent or temporary) the Travelling Allowance Rules are not sufficiently explicit as to when such halts should be considered to have been earned or what period should intervene between two halts. If distinct instructions are issued in this respect there would be less hesitation and difficulty in dealing with claims to travelling allowance than is now felt.

4. With respect to mileage, His Excellency the Governor in Council being convinced of the necessity of placing some restriction on claims to that description of allowance has ruled in the accompanying G. O., No. 482, dated 17th February 1871, that it shall be passed to officers only when forced marches are made under distinct orders from a Superintending Engineer, or on occasions of great emergency.

5. The enclosed statement, which is somewhat different in the particulars it furnishes from that accompanying the letter of the Government of India under reply, shows clearly the sums charged by, and passed to, the officers referred to in it.

6. In conclusion I am directed to bring prominently to the notice of the Government of India that in the opinion of this Government the most effectual

remedy for the difficulty that is experienced in administering the Travelling Allowance Rules in this Presidency would be found in the adoption of the different system which has been strongly recommended by the Public Works Commission, and which is adverted to in the 6th paragraph of my letter No. 2,319, dated 12th September 1871.

I have the honour to be,

Sir,

Your most obedient servant,

(Signed) J. CARPENDALE, Colonel, R.E.,

Secretary to Government.

Abstract of Inspection Reports forwarded by the Controller of Public Works Accounts to the Accountant-General, Public Works Department, with letter No. 51, *dated 5th April* 1871.

Name and Grade.	Month.	Number of days			Travelling Allowance.				Total passed.
		At or marching into head quarters.	Visiting works within 10 miles from fixed station.	Encamped or visiting works beyond 10 miles from fixed station.	Daily allowance.		Mileage.		
					Claimed.	Passed.	Claimed.	Passed.	
	1870.				Rs.	Rs.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Major A. D. Clay, Executive Engineer ...	October ...	22	4	5	150	140	11 0 0	11 0 0	151 0 0
Do. do.	November...	20	4	6	150	140	.....	.....	140 0 0
Mr. H. Lyon, Assistant Engineer	October ...	20	4	7	120	120	10 8 0	10 8 0	130 8 0
,, J. M. Hawksworth do.	November...	13	...	17 *	120	120	.....	.....	120 0 0
,, G. R. Leggatt do.	Do.	17	7	6	120	120	.....	.....	120 0 0
Captain P. Montgomerie, R. E., Executive Engineer.	July ...	23	3	5	70	70	.....	.....	70 0 0
Do. do.	August ...	19	6	6	115	115	.....	.....	115 0 0
Do. do.	September...	20	5	5	145	145	16 0 0	16 0 0	161 0 0
Do. do.	October ...	22	5	4	95	95	14 1 0	*14 1 0	109 1 0
Do. do.	November...	19	7	4	100	100	.....	.....	100 0 0

* Remarks.—67 miles, at 3 Annas.
3 do. ,, 8 ,,

Read 4th Aug 1871

No 52

Superintending Engrs
Office 2nd Division
Bapatla 29th July 1871

No

From Colonel F. J. Peobody R.E.
Superintending Engineer 2nd Dn

To Colonel I. Carpendale R.E.
Secretary to Government
Dept Public Works.

Sir In reply to G.O. No 1926. 21st
inst. I have the honor to report that neither
Major Clay nor Mr Lyon had any standing
Camps nor did they draw both travelling
allowance and mileage for any day.

2 The works under the Pennair all lie
within 20 miles of the town of Nellore, under
which the Anicut is built and close to which
the various irrigation Channels diverge; there
are no roads upon the
Delta, all radiate from Nellore - so that
during the Cultivation season all Officers is
frequently obliged to go 5 or 6 miles up one
Channel, & as much down another to see a
work only 3 or 4 miles from his last camp

3 In October & November last we had
exceptionally heavy rains and high freshes
the report of the Pennair having come down
in extraordinary flood, induced Major Clay
& Mr Lyon to hurry in to Nellore for this one
march alone of about 20 miles have they

claimed Mileage, not charging travelling allowances

4 Their attention was called also to the numerous works many of them quite new, and all severely tried in the Delta & under the Surrafully tank, and to the numerous irregation works, dotted over their range of less, but still of considerable, importance

5 They were obliged to maintain their Camp equipage, for they did not know where they might be called to go emergently, and they were quite aware that in such weather, and under such circumstances they possibly might not get carts, except after much delay and at high hire now naturally too they turned frequently to the Orient knowing how much depended on its condition, and took every opportunity of seeing how it fared as the River rose or fell, taking early precautions as soon as they were able to prevent further injury, which would cause the loss of a very fine crop and of the Govt. revenue

I submit that I was fully justified in placing the amount to claimed, which has not been Contra Expenditure, under circumstances of which I had for the knowledge you have the Contractor could

No 2

15

2

I have the honor to be
Sir
Your most Obedient Servant
[illegible] Col RE
Superintending 2nd Division

No 410.

Military Engineer's Office, 6th Div.
Canterbury, 11th August 1871.

Sir,

I have the honor to forward herewith a Return of Public Works in progress in this District during the month of July 1871.

I have the honor to be,
Sir,
Your most obedient servant,
Colonel Commanding R.E.
Secretary to Government
Public Works.

No. 3704 Military
Dept.
Genl. Govt. for October
Inwards
The Secy Engineer
2d Division

To
The Secretary to
Govt. N.S.W.

Dated 29th Sept. 1871
Rec'd 4th Oct.

Reports on Inspector Clay and
Lyons Travelling allowance
for standing Camp in
October 1870 objected in
G.O. 1926 of 21 Instant.
No 2883 & 2884 of 21 Oct. 71

No 21st July/71 Nos 365-366

No 1163

the legitimacy of the Claim for Travelling Allowances on those days if Captain Montgomeries method of reckoning the days at Head quarters appears to be the more correct -

Of the 89 days on which he was at Head Quarters, no Allowance was claimed by Captain Montgomerie for 45 days; on 5 days works beyond 5 miles from his Head Quarters were inspected leaving 41 days or halts to be accounted for; of these, 12 days were Sundays and from an Examination of the Inspection Reports, it will be found that not a single days allowance has been drawn to which Captain Montgomerie was not entitled according to the strictest interpretation of the letter of the rules or orders related to Travelling Allowances.

As regards the spirit of the rules, I suppose no two persons would interpret it alike; my own interpretation of the spirit of the rules is that it is the wish of Government that Officers and gentlemen should be treated in no niggardly spirit, and that they should not be actual losers because the peculiarity of their Ranges, &c, renders it necessary for them to pass frequently through their Head Quarters and to keep up Carriage for their tents permanently -

From July to November, the Rivers in the Delta are in flood and the Lands being under Cultivation, it is impossible to travel on the

the Delta, except by following the main Roads; and as a large number of Roads radiated from Tanjore and are not otherwise connected within the Limits of the Range, it is generally necessary for the Range Officer to return to Tanjore after visiting works in one direction before he can proceed to visit works in any other direction from his Head quarters - hence the frequent returns to Head quarters -

To admit of a Range Officer in the Delta being able to perform his duties satisfactorily and to be ready to meet any Emergent call (and such calls are necessarily not unfrequent during the Monsoons and when the Rivers are in flood) it is absolutely necessary for him to maintain his marching Establishment and Carriage for his Tents Complete whether he halts or not, and this it will be observed Captain Montgomerie did from July to November last, and hence so far from regarding his Claim for Travelling Allowances in those months as excessive, I am of opinion that some Allowance should have been passed for him for the 45 days during which his duties rendered it necessary for him to halt at Tanjore and for which he could not claim travelling Allowances under the letter of the rules, and this the more as for two months he was burdened with the two fold duties of

of Executive and Superintending Engineer and this without receiving any Extra Remuneration, even the Travelling Allowances of the higher grade being denied him.

I have the honor to be
Sir
Your most Obedient Servant

Captain R.E.
Supg Engineer 6e Dn.

Rd 2 Sept 1871 No 3865

O.M. 1871 No 3829
Copy forwarded to the Chief Engineer 6e Dn
The Chief Engineer 6e Dn
for the Secretary to Govt
Public Works Dept
Rec'd 14 Augt 1871
Ans'd 29 Augt 1871
Vide 1110

Forwards a letter from Captain Montgomerie Executive Engineer, reporting his journeys on tour during the month of July 1871

Abstract of Captain P. Montgomeries Inspection Report for the 5 months from July to November 1870 showing the actual halts as compared with the Controllers statement accompanying G.O. No 1926 dated 21st July 1871.

Month	From Inspection Report: Days at Head Quarters for which no tentage was charged	Days at Head Quarters for which tentage was drawn: Sundays	Examining works Ground Journies	Halts	Total days at Head Quarters: From Inspection Report	From Controllers Abstract	Total days absent from Head Quarters: From Inspection Report	From Controllers Abstract	Remarks
1870									
July	17	1	2	3	23	23	8	8	Capt. Montgomerie was in charge of the Sub Div. from 16th July to 10th Nov. 1870 =
August	8	2	1	5	16	19	15	12	
September		4	—	12	16	20	14	10	Carriage for Visits to the various Tanks was maintained during the whole period from July to Nov. inclusive =
October		4	—	6	10	22	12	9	
November	10	3	—	6	19	19	15	11	
	10	2	—	3	15	19			
Total	45	12	3	29	89	102	64	50	

No 1 Range Office
Tanjore
8th August 1871.

P. Montgomerie
Captain R.E.
Executive Engineer.

No. 377

No. 1 Range Office
8th August 1871.

From:
Captain P. Montgomerie R.E.
Executive Engineer
No. 1 Range.

To
Captain R. T. Oakes R.E.
Superintending Engineer
6th Division

Sir,

With reference to the Orders of the Madras Government No. 1926 dated 21st Ultimo regarding the charges made by me for Bhutage and mileage during the 5 months from July to November 1870. - I have the honor to forward Copies of my Inspection Reports for the months in question together with an Abstract of the same from which you will see that the Controller's Statement which accompanied the Orders of Government is highly inaccurate in almost every detail as regards my journals.

2. From the Controller's Statement it would appear that I was 103 days at Head Quarters during the 5 months whereas I was actually 89 days of which Bhutage was charged for only 44 Days. And of these 44 days 12 were Sundays and 3 were days on which I had to examine works taking me beyond 5 miles from my Head Quarters

Received 12th August 1871
No. 3829.

This leaves only 29 days for which Mileage was charged for bona fide halts at Head Quarters during working days or an average of less than 6 days per month.

3. The halts made by me while absent from Head Quarters were generally only for one day at a time and on only 3 instances during the 5 months in question did I halt for 2 days at a time.

4. As regards the necessity for my maintaining Carriage during the average halts of 6 days per month at Head quarters You are perfectly aware of the requirements of this District and that it is necessary for Range Officers to maintain Carriage for stores and travelling equipment during the entire month whether they draw Mileage or not.

5. As regards the 3 journeys for which mileage was charged by me I beg to inform you that they were performed during your absence at Limerick when I was in charge of your office as well as that of the Range and when it was absolutely necessary that I should not remain long away from Head quarters at a time.

I have the honor to be &c.

Edwd. J. Mackie Captain R.E.

Executive Engineer Northern Range

No 109.

Superintdg. Engineers office 5th Division
Cuddalore 17th August 1871.

80

From

Captain James Verner RE.
Executive Engineer in charge of the
2nd Division.

To

Colonel Crawford RE.
Secretary to Government of India
Public Works Department.

With reference to G.O. No 1926 of
21st July, requiring information regarding
the Travelling Allowance of Rupees 120
claimed for the month of November last
by Mr. Wildman Assistant Engineer
I have the honour to state that the
Allowance seemed to be made up as
follows.

Items	No. of Days.	Remarks
Halts at Head Quarters	10.	
Halts at a Station 12 miles from Head Quarters	6.	
Days on which marches were made.	8.	Of these 3 were marches to Head Quarters.
Stay at Divisional Head Quarters	6.	Directed by the Agt. Superg. Engineer.

Total 30. days at Rupees 4 per day = 120 Rupees.

Passed &
Chief Secretary
for Chief Engineer
Chepauk
Madras
22nd August 1871

Examined &
Chief Accountant
for Superintending Engineer
Chief & Presidency Division
Accountant's Office
Madras 23rd August 1871

Checked &
Assistant Accountant General
Public Works Department
Madras 24th August 1871

2. Looking merely at the above Tabular Statement I would be inclined to agree with the Controller that the Allowance claimed has not been fairly earned, but from an Explanation forwarded by Mr. Hawkesworth, also from an inspection of his Diary for the month, it appears true that he has done a fair amount of work, and that the very bad weather prevalent through a considerable part of the month, and illness contracted from exposure to it have tended to cause the apparently (to him) unfavorable Tabular Statement now presented.

3. Being quite a stranger to the District I am of course compelled to assume the correctness of Mr. Hawkesworth's representation that business required his presence at, or near to, his Head Quarters, to the extent noticeable, but this granted, I think the Allowance may fairly be passed.

4. I would here remark that it seems hardly fair to pitch on one particular month, and from it draw conclusions, a Tabular Statement for a number of months would afford better grounds for arriving at a correct conclusion.

5. Further I would urge that the duty of passing these Bills fairly devolves on the Superintending Engineer, and that the Controller, from want of Geographical and Topographical knowledge, and from inability to appreciate the very varying circumstances under which works may be carried on in the several Districts can form but a very imperfect opinion of what Travelling Allowances are fairly earned.

I have the honor to be
Sir,
Your most obedient Servant
Lauder Trelawny Captain R.E.
Executive Engineer in charge.

Pow 21st July/71 No 365 866.

P. No. 1871. West
Flood & Gt. for Gloucester
No. 3923.
The Hon. Engr. in ch:
No. 6 of the 5th Division
The Secty. to Govemmt.
P. No. 1 Despatch

Dated 17th
Recd 19th } August 1871.

No. 109.

Furnishing Estimates to the Commissioners which Standing Orders were dispensed by Mr. Assistt. Engr. Blanchewater during Recess in November 1870.

No. 165

No 1583 & 2587 - 19 Oct/71.

6 Oct 72 Aug/71

Sir,

I do obedience to the request contained in your Memo. No. 1478 dated 19th July 1871, I have the honor to furnish you with an estimate of my expenses for Surveying for the Railway from Gloucester to Stroud during the month of November 1870 & to inform you that my claims for that allowance was made up having kept up my Standing Establishment as per Scale for that period.

I am Sir
Your obedient Servant
Samuel Blanchewater
Asst. Engr.

The Hon. Chief Engineer
for Railways
Sydney

Sir,

I have the honor to acknowledge the receipt of your letter No. 1478 of the 19th July 1871 and in reply to state that I have not yet received the Plans of the Gloucester Railway, but I have written to the Contractor to forward them to me without delay.

I have the honor to be
Sir
Your obedient Servant
Samuel Blanchewater
Asst. Engr.

The Hon. Chief Engineer
for Railways
Sydney

carriage for tents &c.

Vhaver &c.

(Signed) G.R. Leggatt Asstt. Engineer
In chge of Meadowra Camp.

No. 1762 (True copy)

Submitted to Government for information with reference to G.O. No. 1926, dated 21st July 1871, enquiring on what grounds travelling allowance was drawn by Assistant Engineer Mr. Leggatt, during halts in November 1870.

Enclo 1
1 Inspection Report

Meadowra 18th August 1871

Richd. Roberts Lieut. Col. R.E.
Superintg. Engineer
8th Division

Rec'd 21st July 71 No 865-36

Dr 1871 Aug 16
Treas Gen Office
No 3943.
The Asst Engineer
8 Do
&c
The Secretary &c
Govt. Simla

Dated 18 Augt 1871
Recd 21

Encl VI
Forwards for in-
formation copy of
Mr Scoggall's letter
on the subject of
Travelling allowance
drawn by him for
certain days on Account
1870 & 1871 against Bills
No 1926 of 21st July 1871
No 2583 & 2584 - 16 Aug 71

No 1616

6 Adv 29 Cash Copies
No Diary 19 Aug 71

Encl: 1 Copy letter from
the Collectors & Dy to
the Secretary to Govt
Dated 10/12/2 of 18th Sept
1871 -

No. 3943/71

Inspection
Reports of Tahsildars
&c &c &c -

Abstract of Inspection Reports forwarded to the Controller of Public Works Accounts in the Public Works Department with letter No. 51, dated 5th April 1871.

Name and Grade	Month	Number of days			Travelling Allowance					Remarks
		At or marching to Head Quarters	Visiting works within 10 miles from fixed Station	Encamped or visiting works beyond 10 miles from fixed Station	Daily Allowance		Mileage		Total Passed	
					Claimed	Passed	Claimed	Passed		
	1870									
Major A. S. Clay Executive Engineer	October	22	4	5	150-0-0	140-0-0	11-0-0	11-0-0	151-0-0	
do do	November	20	4	6	150-0-0	140-0-0	-	-	140-0-0	
Mr H. Lyon Assistant Engineer	October	20	4	7	120-0-0	120-0-0	10-8-0	10-8-0	130-8-0	
" J. M. Hawksworth do	November	13	-	17	120-0-0	120-0-0	"	"	120-0-0	
" G. R. Leffalt do	do	17	7	6	120-0-0	120-0-0	"	"	120-0-0	
Captain P. Montgomerie Executive Engineer	July	23	3	5	70-0-0	70-0-0	"	"	70-0-0	
do do	August	19	6	6	115-0-0	115-0-0	"	"	115-0-0	
do do	September	20	5	5	145-0-0	145-0-0	16-0-0	16-0-0	161-0-0	
do do	October	22	5	4	95-0-0	95-0-0	14-1-0	14-1-0	109-1-0	*) 67 miles @ 3 Annas 3-do- @ 8 Annas.
do do	November	19	7	4	100-0-0	100-0-0	"	"	100-0-0	

Copied.

Public Works Department

2583

Proceedings of the Madras Government

Under date the 10 October 1871

Read the following

From The Supg Engineer 2nd Division No. 52 dated 29th July 1871)
From The do do 6th Division 410 11th August 1871)
From The Ex. do do 5th Division 109 17th do)
From The Supg Engineer 8th Division 271 18th do)

Ordered that these papers be forwarded to the Govt of India.

2584

To

The Secretary to the
Govt of India P.W.D.

Sir,

In acknowledging the receipt of his Under Secretary Simpson's letter dated 7th July 1871, No. 797, R.G. I am directed to forward the accompanying letters from the Supg Engineers of the 2nd 5th & 8th Divns

in which explanations are furnished of the necessity which existed for certain Officers of this Department maintaining carriage for tents during the periods indicated in the Statement forwarded with the above letter -

It will be observed that Mileage and tentage were not claimed or passed for the same day in any Case. From a perusal of the papers it will be also observed that the Officers of the Department are often compelled to keep themselves in readiness to proceed to such places within their charges as may need their presence, and the difficulty which is experienced in some Districts of obtaining carts and bullocks at short notices often rendered it incumbent on them to maintain a permanent and efficient marching establishment even though under the rules they may not be able to recover the full amount at the higher of the month.

For the matter of halts at fixed Stations (Permanent or temporary) the Travelling allowance Rules are not sufficiently

dated 17th Feby: 1871 that it shall be paied to Officers only when forced marches are made under distinct orders from a Supg: Engineer or on occasions of Great emergency.

The inclosed statement which is somewhat different in the particulars it furnishes from that accompanying the letter of the Govt: of India under reply, shows clearly the Sums charged by and paied to the Officers referred to in it.

In conclusion I am directed to bring

dispicit as to when such halts should be considered to have been earned or what period should intervene between two halts. If distinct instructions are issued in this respect there would be less hesitation and difficulty in dealing with claims to travelling allowance than is now felt.

With respect to Mileage, His Excellency the Governor in Council being convinced of the necessity of placing some restriction on claims to that description of allowance has ruled in the accompanying G. O. No. 482

promiently to the no-
tice of the Govt. of India
that in the opinion of
this Government the
most effectual remedy
for the difficulty that
is experienced in admin-
istering the travelling
allowance rules in this
Presidency would be
found in the adoption
of the different system
which has been strongly
recommended by the
Public Works Commission
and which is adverted
to in the 6 para of my
letter No 2319 dated
12 Sept 71

No 22 Dept

Desp to 18/10/71 with 30
Copies encl of Govt 2583
of 8/11 the statement to
Cy of Govt 4820 of 17 Feby 72

Chas - 3923-3704-3829
& 3940.

Govt. of {1871} Madras.

PUBLIC WORKS.

To The Secretary to the Govt of India

Dated

Read. No. 3

G. O. 10 October 1871, Nos. 2583-2584

Nos. 163 & 167 & 168

Letts - Forwarding papers explaining the reasons which exist for certain officers of the Madras Presidency maintaining carriage for the period mentioned in the statement sent

Travelling allowances.

Passing orders on the papers from the Supdg Engr of the 2nd Sec. 6 & 8 Dirs affording information on the subject of the disallowed claims of certain Engineer Officers of the Madras Presidency for Travelling allowances.