

(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.	1350	(W)	Press
B.P. No.			Mis.
Dated	30 5		18 76

Not to be folded or roughly handled

No. 514. Read the following letter from Captain L. CONWAY-GORDON, R.E., Examiner of Public Works Accounts, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Fort St. George, 17th May 1876, No. 52 W:—

I HAVE the honor to acknowledge the receipt of the Proceedings of Government, (No. 1,088,) under date 1st May 1876, passing orders on an application from the District Engineer, Nellore, to be allowed to draw, on the occasion of his transfer to the Nellore District, travelling allowance in excess of that admissible under the general rules of the department, and, with reference thereto, to point out that the application from the District Engineer appears to me to be based on a misconception of the principle on which the travelling allowance rules are framed.

2. To the District Engineer's remarks, that the travelling allowance drawn on this occasion has not been sufficient to meet the cost of his transfer, it seems to me a sufficient answer to say that the framers of the travelling allowance rules never intended that it should. The travelling allowance rules were drawn up on the principle of having fixed allowances according to distance, which fixed allowance, *taken all round on journeys of every description*, should cover the cost of travelling as a whole. The theory of the travelling allowance rules consequently pre-supposes that on some journeys an officer will lose, and on some he will gain, but that, on the whole, putting one against the other, the officer will be recouped his expenses.

3. And this is what practically happens—it may roughly be said that on journeys on inspection, &c., which an officer makes without changing his head-quarters, he on the whole considerably gains; while on occasions of transfer, when his head-quarters are changed, he loses; his ultimate gain or loss depending on the proportion which journeys of the one kind bear to those of the other.

4. This being the case, the fact that Mr. O'Shaughnessy lost on a single occasion does not appear to me to give even a *prima facie* ground for establishing a case of material hardship. To establish this Mr. O'Shaughnessy would have to show that for a considerable period of time his average travelling expenses were in excess of his average travelling allowances. Of course I do not know whether this could be satisfactorily shown or not. I do however observe that during the twenty months previous to Mr. O'Shaughnessy going on leave, *i.e.*, from March 1874 to October 1875, he drew as travelling allowance no less than Rupees 3,309, or about Rupees 165 per mensem, and this, it seems to me, ought to leave ample margin to cover any expenses consequent on this transfer.

5. With regard to the proposal of Government, that Mr. O'Shaughnessy should submit claims for compensation for the conveyance of his property, &c., I would most respectfully observe that even were a case of material hardship established, I know of no financial order under which such compensation could be passed. It would apparently require the special sanction of the Government of India, which would, I conceive, be given only in very exceptional cases, and as may be inferred from what I have said before, the transfer, such as the one at present under consideration, so far from being exceptional, appears to me to be common enough in the department.

6. Even the allowance granted on account of the railway fare for a horse appears to me to be beyond what Mr. O'Shaughnessy is properly entitled to. In other Provinces such an allowance is never given, unless indeed an officer when transferred

Proceedings of the Madras Government, Public Works Department,
30th May 1876.

is specially ordered by Government to carry his horses with him. It is, I believe, the wish of this Government to assimilate the conditions of service here with that prevailing in other Provinces of India, and I have consequently noticed this point, the more especially as all these extra establishment charges fall entirely on Provincial Funds, already sufficiently burdened with establishment charges.

No. 515. ORDER THEREON, 30th May 1876, No. 1,350.

ESTABLISHMENT, No. 43.

ORDERED to be recorded.

(True Extract.)

Colonel,

Offg. Under Secy. to Govt., P.W.D.

[Cr. Wks. Form No. 2.]

No. 5268

From

THE CONTROLLER,
PUBLIC WORKS ACCOUNTS.

To

The Secretary to Government
Public Works Department
FORT SAINT GEORGE, 17 May 1876.

Sir

I have the honor to acknowledge the receipt of the Proceedings of Government (No. 1288) under date May 1st 1876, passing orders on an application from the District Engineer, Madras, to be allowed to draw on the occasion of his transfer to the Madras district travelling allowance in excess of that admissible under the general rules of the Department, and with reference thereto to point out, that the application from the District Engineer appears to me to be based on a misconception of the principle on which the travelling allowance rules are framed.

2. To the District Engineer's remarks that the travelling allowance drawn on this occasion has not been sufficient to meet the cost of his transfer, it seems to me a sufficient answer to say that the framers of the Travelling Allowance rules never intended that it should. The Travelling Allowance rules were drawn up on the principle of having fixed allowances according to distance, - which fixed allowance, taken all round on journeys of every description, should cover the cost of travelling as a whole. The theory of the Travelling Allowance rules consequently presupposes that on some journeys an Officer will lose, and on some he will gain, but that on the whole, putting one against the other, the Officer will be recompensed his expenses.

3. And this is what practically happens. it may roughly be said

said that on journeys on inspection &c, which an Officer makes without changing his Head Quarters, he on the whole considerably gains, while on occasions of transfer when his Head Quarters are changed, he loses; - his ultimate gain or loss depending on the proportion which journeys of the one kind bear to those of the other.

4. This being the case, the fact that Mr. O'Shoughnessy lost on a single occasion does not appear to me to give even a *prima facie* ground for establishing a case of material hardship. To establish this, Mr. O'Shoughnessy would have to shew that for a considerable period of time his average travelling expenses were in excess of his average travelling allowances. Of course I do not know whether this could be satisfactorily shewn or not. I do however observe that during the 20 months previous to Mr.

2
1. O'Shaughnessy going on leave, i.e.
a from March 1874 to October 1875, he
a drew as travelling allowance no
1 less than Rs 3,309 or about Rs
c 165 per mensem, and this, it
a seems to me, ought to leave ample
a margin, to cover any expenses
a consequent on this transfer.

1 5. With regard to the proposal of
a Government that Mr O'Shaughnessy
a should submit claims for compen-
a sation for the conveyance of his
a property, &c, I would most respect-
a fully observe that even were a case
a of material hardship established,
a I know of no financial order
a under which such compensation
a could be passed. It would ap-
a parently require the special sanc-
a tion of the Government of India,
a which

which would I conceive be given
only in very exceptional cases, and
as may be inferred from what
I have said before, the transfer such
as the one at present under con-
sideration, so far from being ex-
ceptional, appears to me to be common
enough in the Department.

b. Even the allowance granted
on account of the Railway fare
for a horse appears to me to be —
beyond what Mr O'Shaughnessy
is properly entitled to. In other
Provinces such an allowance is
never given unless indeed an Officer
when transferred is specially ordered
by Government to carry his horses
with him. It is, I believe, the wish
of this Government, to assimilate
the conditions of service here with
that prevailing in other Provinces
of India, and I have consequently

in the

I noticed this point, - the more
especially as all these extra Es-
tablishment charges fall entirely
on Provincial Funds, already suf-
ficiently burdened with Establis-
ment charges.

I have the honor to be
Sir

Your most Obedt Servant

Lowry-Jordan

Examiner P.W. Accounts

G.O. 11- March/72 No 663.

" 28- July/73 " 1899.

" 25th Augt " " 2117

" 29- Sept/75 " 2810.

" 1st May/76 " 1088.

No 1350

a/c 30 May/76

Recorded.

P. H. 1876 Department

823605

From

The Examiner

P.W. Accounts

To

The Secretary to Government

P.W. Department

No 52 W.

Dated 17th May 1876.

Recd 18th May

No 574/15

Cir. 26. 5. 76 Otda 27/7/76
Despatch No 23-5-76.

Pointing out that
the application from the
Dist. Engineer Nelson em-
bodied in G.O. No 1088 dated
1st May 1876 appears to be
based on a misconception
of the principle on which
the travelling allowance
ruled upon is framed
W. H. P. S. day

3605/11

PUBLIC WORKS

30 June 1851

572/11
Sent in the
10-1-1851

Proceedings of Government
granting to Mr. O'Shaughnessy
travelling allowance on his
transfer to the Dublin Dr

Letter from the Ex
aminer of P.W. Accts
remarking on the —
record of —