Archives I - 10,006—16-8 77.

(1) Number of pages 26
(2) Date of repair 5-2-87
(3) Initials of the Referencer [illegible]

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P.W.D. DEPARTMENT

G.O. No. B.P. No.	1527-W	Press. Mis.
Dated	18-6-1881	~~197~~ .

A.H

Not to be folded or roughly handled

1527/1

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

18th June 1881, No. 1,527 W.

General.
Establishment.

Read the following papers:—

No. 71. From D. C. GORDON, Esq., Examiner of Public Works Accounts, to the Chief Engineer, Public Works Department, dated Madras, 10th June 1881, No. 5 E.W.

In forwarding letter No. 342 T.J. of 31st ultimo, I have the honor to state that in my opinion the Code Rules adequately provide for all the cases referred.

No. 71-A. From Lieutenant-Colonel J. BEATTY, R.E., Superintending Engineer, Third Circle, to the Chief Engineer, Public Works Department, dated Trichinopoly, 31st May 1881, No. 341 T.J. (through the Examiner of Public Works Accounts).

I have the honor to bring to your notice that the rules in regard to travelling by rail bear hardly on the officers of the department in Tanjore in regard to journeys under 20 miles.

1 List of disallowances, No. 260 of 1880-81.
2 Letters No. 1,040, dated 6th May 1881, and No. 1,163, dated 20th May 1881.

2. According to the Examiner's interpretation an officer is apparently expected to travel by rail whenever it is possible for him to do so for the whole or part of a journey, and at the same time he draws only double first-class fare in the case of journeys under 20 miles, whereas he is unavoidably put to exactly the same expense for the carriage of tents, &c., and upkeep of horses as if he travelled by road and has to pay railway fare besides.

3. Instances often occur in which the Tanjore Division Officers claim daily allowance only, which is disallowed by the Examiner who grants only double first-class fare. I shall give you a sample instance out of many. The officers chiefly affected are Messrs. Hughes, Bird, and Davidson.

4. Mr. Hughes has occasion to visit the Tirumalrajen regulators, the position of which work in regard to his residence and the railway, &c., is shown in the following sketch:—

5. If Mr. Hughes go to the regulators by rail, the following are the distances he has to travel:—

	MILES.
House to railway station	¾
Tanjore to Pápanásam by rail	16
Pápanásam to camp	1
Camp to regulators and back	3
Total ...	20¾

He must send his tents, &c., to camp, which he does by means of the carriage for tents he is obliged to maintain and such extra carriage as may be necessary; and he must travel, by horse or coach, to the railway station at Tanjore, and from Pápanásam to camp and the regulators.

6. The distance by road, if he travel that way, is as follows:—

	MILES.
House to regulators	14
Regulators to camp	1½
Total ...	15½

Consequently it is only for his own convenience, or to save time, that he makes the journey partly by rail.

7. Mr. Hughes informs me that he has more than once explained the grounds on which he claims daily allowance, instead of railway fares, in the case of his journeys to the regulators, and the Examiner still continues to demand explanation, although Mr. Hughes certifies on the last page of his journal that carriage for tents was necessarily kept up.

8. I should perhaps explain that in Tanjore it is difficult to find a camping ground, as land is valuable and the one used by officers visiting the regulators is the nearest available. There is no camping ground at Pápanásam.

Also, except at large railway stations such as Tanjore, it is always difficult, sometimes impossible, to obtain carriage for tents at the stations, so that the officer is obliged to bring his own carriage.

9. All that is asked is that in cases where an officer is thus put to considerable extra expense, if he travel by rail, he should be allowed the option of charging daily allowance instead of double first-class fare, on the understanding of course that he certifies having necessarily kept up carriage for tents on such days.

No. 72. ORDER THEREON, 18th June 1881, No. 1,527 W.

THESE cases will be sufficiently met by delegating to Superintending Engineers the power conferred on the Chief Engineer by paragraph 578 of the Code. The Superintending Engineer is clearly the best judge in such matters.

2. The Secretary to the Public Works Code Committee will draft a standing order for approval of the Committee and issue, the present cases under reference being dealt with accordingly.

(True Extract.)

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Secretary to the Public Works Code Committee, ~~with~~
Expr. P.W. Accounts, with
„ Superintending Engineer, Third Circle. one disallowance list.
Exd. E. C. Shunker.
Spare Copies

1527
2

GENERAL.
ESTABLISHMENT.

Govt. of (1881) Madras.

PUBLIC WORKS.

To

THE SECRETARY, TO THE PUBLIC
WORKS CODE COMMITTEE,
&c., &c., &c.

Dated June, 18th.

Issued

Recd.

Encl.

G. O. 18th June 1881, No. 1,527 W.

JUNE.
Nos. 71-72.

Travelling Allowance to Officers for journeys not exceeding 20 miles by rail.—Orders on the subject of the rules in regard to —

1527/3

P1

FROM THE EXAMINER P. W. ACCOUNTS,

MADRAS.

TO THE CHIEF ENGINEER,

PUBLIC WORKS DEPARTMENT.

NO. 5 EW MADRAS, 10th JUNE 1881.

SIR,

IN FORWARDING LETTER NO. 342 T. J. OF 31ST. ULTIMO, I HAVE THE HONOR TO STATE THAT IN MY OPINION THE CODE RULES ADEQUATELY PROVIDE FOR ALL THE CASES REFERRED.

I HAVE THE HONOR TO BE,

SIR,

YOUR MOST OBEDIENT SERVANT,

J. C. Gordon

EXAMINER P. W. ACCOUNTS.

P.W.c.A. 3478

FROM THE EXAMINER P. W. ACCOUNTS,
MADRAS.

TO THE CHIEF ENGINEER,
P. W. DEPARTMENT.

NO. 5EW

DATED 10 JUNE 1881.

RECD. 11 "

ENCLOSURES. 4

TRAVELLING ALLOWANCE TO
OFFICERS FOR JOURNEYS NOT EXCEEDING 50 MILES BY RAIL, REGARDING.

Sub: RW

0
11/6

Drafted

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so that the Officer is obliged to bring his own carriage

1527/3

9. All that is asked is that in cases where an Officer is thus put to considerable extra expense if he travel by rail, he should be allowed the option of charging daily allowance instead of double first class fare; on the understanding of course that he certifies having necessarily kept up carriage for tents on such days.

I have the honor to be
Sir
Your Most Obdt. Servt.
J. Beatty. Lt. Col. R.E.
Supg. Engineer 3rd Circle

OE
13/6

RW
3/6

EXAMINER P.W.
JUN

From,
The Supg Engineer
3d Circle

To,
The Chief Engineer
P. W. D.

Thro' the Examiner P. W. Acct.

P. W. 3478/81 / 4

No 341 T. J

Dated 31st May 1881

Recd

Enclo: 3.

Use of the Railway
by Officers in Tanjore
Brings to notice
the hardship of the
Rules in regard to
the ——

Executive Engineer's Office
No 1040 Tanjore — 6th May 1881.

(1527)
6

From
The Executive Engineer
Tanjore Division

To
The Superintending Engineer
3d Circle

Enclo: 1

Sir,

In forwarding herewith Rejoinder No 2 of 25 April 1881 on list of Disallowances No 260 of 1880/81 from the Travelling allowance Bill for January 1881, I have the honor to invite your attention to the Examiner's Statement that in future Double First Class Railway fare will only be admitted for all Railway journeys under 20 miles in accordance with the orders contained in Standing Order No 31 of 1880-81 — Elsewhere the Examiner requires Explanation where the Railway is available and has not been used — and this even when the Certificate at the foot of the inspection reports shews

Shews that Carriage for tents has necessarily been kept up - One can only with diffidence hesitate to accept the interpretation which the Examiner gives of the rules since he was on the Code Committee, but I cannot help thinking that the object of Standing Order No 31 is not to encourage but discourage the use of the Railway by inflicting a penalty on Officers using it for short journeys - The Railway fare allowed is about sufficient to cover actual expenses and when Officers receive merely the mileage for such journeys there is nothing to pay for the maintenance and carriage of tents, and the keep of horses - As the rule is now interpreted I am expected to travel by Rail while at the same time I am obliged to send two bandies with tents &c by Road and for these bandies no allowance whatever is made to me - I do not see why I should be expected to travel by Rail nor would Govt save anything by making me do so - I should be entitled to take my tents by Rail under para 580 of the Code but I cannot very well do so as it is frequently impossible, generally difficult to get bandies to take the tents between the Camping ground and the Railway Stations - This is another way in which the rule is interpreted by the Examiner may bear hardly - viz that if to suit my convenience or for any other reason I go by Road instead of by Rail, I shall not be entitled to any travelling allowance at all no matter what my expenses are since I cannot subscribe the Certificate necessary to enable me to draw mileage -

I beg that the Chief Engineer may be requested to state whether the Examiner is right in his ruling -

I have the honor to be
Sir
Your most obedt Servt
W. Hughes
Executive Engineer

EXAMINER ... ACCOUNTS
3 JUN 81

P.W.D.

From,
The Ex: Engineer
Tanjore.

To
The Supg: Engineer
III Circle

Dated 6th } May
Received } 1881

No. 1040

Encls: 1.

P.W. 3475/81
2

Forwards Disallowance List from the Travelling allowance bill for January 1881 & recommends a modification of the Standing orders No 31—

No 1163.

Executive Engineer's Office
Tanjore 20 May 1881.

From
The Executive Engineer
Tanjore Division

To
The Superintending Engineer
Third Circle

Sir,

With reference to your No $\frac{232}{T.J}$ of 11 May 1881, I have the honor to state that I would propose that Standing Order No 31 should be cancelled - It my be said that in nearly all cases Officers using the Railway for short distance do so for their own Convenience and that they are obleged to maintain the same amount of Camp Equipage horses &c as if there were no Railway - Very little time is saved by making short journeys by the South Indian Railway as the speed is low and a good deal of time is oc-

occupied in going between the Stations and Camping Grounds and in waiting for the trains - It seems to me just to allow officers daily allowance when they are obliged to send their tents and horses to Camp, but on the other hand I do not think they can justly claim mileage when the distance travelled is not above 20 miles which is about the furthest distance they can generally ride conveniently in a day.

Standing Order No 31 appears to have been adopted from Bengal as reference is made to Government of India Standing Order No 33 of 15 April 1880 - The conditions are perhaps different there from what they are here -

I have the honor to be
Sir
Your most obdt Servt
W. Hughes
Executive Engineer
Tanjore Dist

EXAMINER
3 JUN 81
ACCOUNTS

From
The Chief Engr.
Tanjore Dn.
To
The Supg Engineer
IIIrd Circle
Dated 20th
Recd 3 May/81.
No. 1163.

Brings to notice that the Standing Order No. 31 should be amended for the reasons within mentioned -

P.W. 3478/81
1

15 V W

No. 341 T.J.

Supg Engrs Office 3rd Circle
Trichinopoly 31st May 1881 -

From,

Lieut. Col. J. Beatty R.E.
Supg Engineer 3rd Circle

To,

Col. R. H. Sankey C.B. R.E.
Chief Engineer P.W.D.
Madras -

Thro' the Examiner P.W. Accounts

Enclo: 3.
1. List of Disallowances No. 260/1880-81.
2. Letters Nos. 1040/6.5.81 + 1163/20.5.81.

Sir,

I have the honor to bring to your notice that the rules in regard to travelling by rail bear hardly on the Officers of the Department in Tanjore, in regard to journeys under 20 Miles.

2. According to the Examiner's interpretation, an Officer is apparently expected to travel by rail whenever it is possible for him to do so for the whole or part of a journey; and at the same time he draws only double first class fare, in the case of journeys under 20 Miles; whereas

Code
Para 849

58
21/80

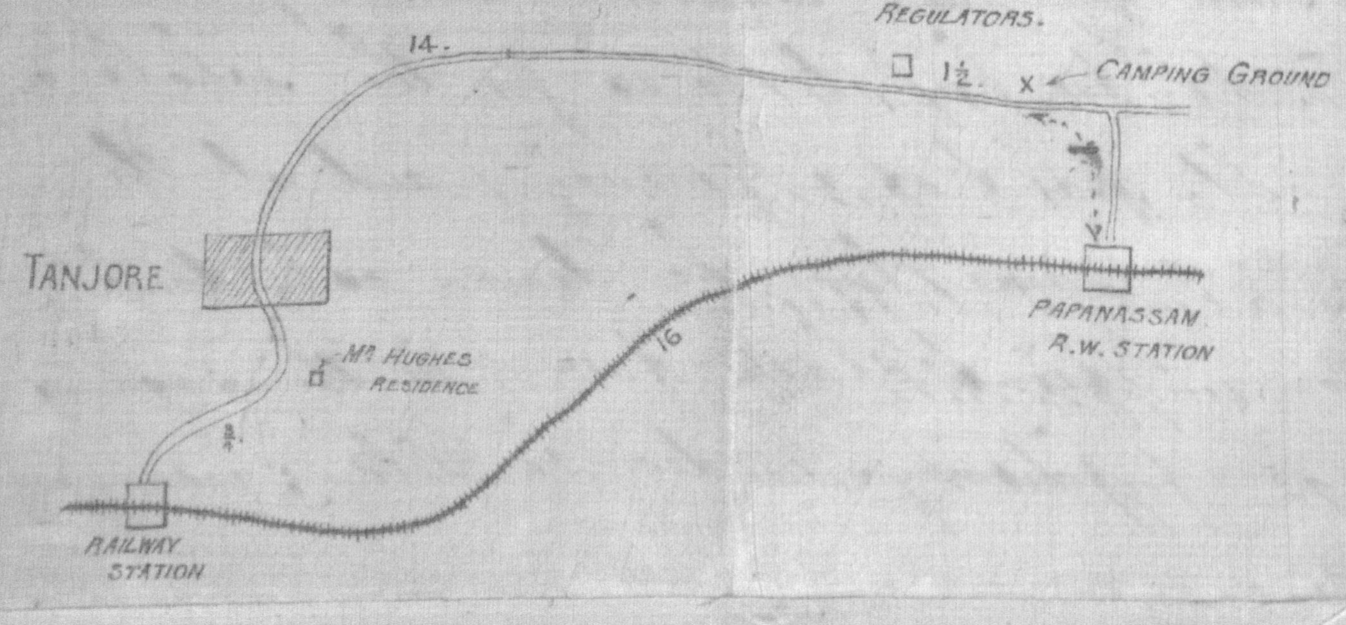
is unavoidably put to exactly the same expense for the carriage of tents &c, and upkeep of horses as if he travelled by road, and has to pay railway fare besides.

[illegible] that if his camp goes by road the camp goes by road also. If he goes by Rail & sends his camp by road (para 578) Chief Engr's sanction is necessary –

3. Instances often occur in which the Tanjore Division Officers claim daily Allowance only, which is disallowed by the Examiner who grants only double first class fare. I shall give you a sample instance, out of many. The Officers chiefly affected are Messrs Hughes, Bird and Davidson.

Because daily allce is not admissible as per Ry journey para 558 S.

4. Mr Hughes has occasion to visit the Tirumalrajen Regulators, the position of which work, in regard to his residence and the Railway &c, is shown in the following sketch:—



182/11

5. If Mr Hughes go to the Regulators by rail, the following are the distances he has to travel:—

House to Railway Station — ¾
Tanjore to Papanassam by rail — 16
Papanassam to Camp — 1
Camp to Regulators & back — 3
Total — 20¾ Miles

para 578 provides for this.

He must send his tents &c to Camp, which he does by means of the carriage for tents he is obliged to maintain, and such extra carriage as may be necessary; and he must travel, by horse or coach, to the Railway Station at Tanjore, and from Papanassam to Camp and the Regulators.

6. The distance by road if he travel that way, is as follows:

House to Regulators — 14 Miles
Regulators to Camp — 1½ —
Total — 15½ —

& para 578 provides for the necessity of sending tents by carts

Consequently, it is only for his own convenience, or to save time, that he makes the journey partly by rail.

7. Mr Hughes informs me that he has more than once explained the grounds on which he claims daily allowance, instead of railway fares, in the case of his journeys to the Regulators, and the Examiner still continues to demand explanation, although Mr Hughes certifies on the last page of his Journal that carriage for tents was necessarily kept up.

[illegible] Chief Engr
[illegible]
[illegible]
para 578.

8. I should perhaps explain that in Tanjore it is difficult to find a camping ground as land is valuable, and the one used by officers visiting the Regulators is the nearest available. There is no camping ground at Papanassam.

Also, except at large Railway Stations such as Tanjore, it is always difficult, sometimes impossible, to obtain carriage for tents at the Stations,

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genl
Estabt

No 1527 W.

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 18th June 1881.

Read the following :— 1 5.7 / 12

From,
The Examiner P.W. Accounts (A.E. No 5 Ew. d/ 10th June 1881)

6

These cases will be sufficiently met by delegating to Superintending Engineers the power conferred on the Chief Engineer by para 578 of the Code. The Superintending Engineer is clearly the best judge in such matters.

2. The Secretary to the Public Works Code Committee will draft a Standing Order for approval of the Committee and issue, the present cases under reference being dealt

with accordingly.

~~The Hon the Govern~~

~~Attt~~

14-6-81

Secretary P.W. Code Committee ~~with 1 disallowance list~~

Supg. Engineer 3d Circle

Exr P.W.D. with 1 disallowance list

Passed
30-6-81

Ent: 16/6/81.
Dir 14/6 Dy 15
[illegible]

3478

Govt. of 1881 Madras.

PUBLIC WORKS.

To

22-8

Dated

Issued

Recd.

Encl.

G. O. 18th June 1881, No. 1527W.

Nos. 71-72

Travelling allowance to officers for journeys not exceeding 20 miles by rail. Orders on the subject of the rules in regard to —

38/3