

Chas. 247 Cir 7.2.12

See W

The principle laid
down in the C's note
is correct - The only
reason for excepting
obtained and paying
the diurnal allowance
in such cases without
requiring the certificate
is that the hire of a
carriage is abnormally
high - In Madras
such is not the case

Att

6/2/82

PARA 559 OF OUR CODE, AND THESE
CONDITIONS WERE NOT FULFILLED IN
THE INSTANCE UNDER REFERENCE.

3. THE ARGUMENT PUT FORWARD BY
THE CONSULTING ARCHITECT PRACTICAL-
LY COMES TO THIS-THAT CONVEYANCE
HIRE SHOULD BE GIVEN TO AN OFFICER
HALTING AT A STATION, AT HIS JOUR-
NEY'S END, TO INSPECT WORKS ETC.
HIS ALTERNATIVE THAT ACTUAL EX-
PENSES SHOULD BE GIVEN MUST, IF IT
COULD APPLY AT ALL, APPLY TO THE
RAIL JOURNEY AS WELL AS THE ROAD
JOURNEY.

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c. *Al 3*
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59
3/2

ROADS AND BUILDINGS.

From
The Consulting Architect
to Government,

To
The Chief Engineer, P. W. Department,
Buildings and Roads Branch.

No. 780

Dated 16th January 1882

Received

No. of ENCLOSURES. 2

*Submits a question
connected with travelling
allowance for disposal.*

*No 57. May 21 - Jan 82
R. H. 978 21/1/82
For remarks.*

20.1.82

Dy. W.

*No. 1084 3rd Feb 1882
Encl. one*

FULL DAILY RATE OF TRAVELLING ALLOWANCE IS USUALLY PASSED BY THIS OFFICE FOR HALTS AT OCTACAMUND WITHOUT REFERENCE TO THE MAINTENANCE OF TENTS ETC. VIDE PARA 572 OF OUR CODE.

2. THE CLAIM OF MAJOR FRASER REFERRED TO IN CONSULTING ARCHITECT'S LETTER NO. 780 OF 16TH. ULTIMO, WAS FOR MAJOR FRASER'S HALT AT MADURA. HE DID NOT KEEP UP ANY CARRIAGE FOR TENT ETC. DURING THIS HALT, AND CONSEQUENTLY IS NOT ENTITLED TO FULL DAILY ALLOWANCE. THE CONDITIONS FOR THE GRANT OF THIS ALLOWANCE ARE CLEARLY LAID DOWN IN

As 7.2.82

ROADS AND BUILDINGS.

No. 780

CONSULTING ARCHITECT'S OFFICE,
Chepauk, 16th Jan 1882

From
THE CONSULTING ARCHITECT TO GOVERNMENT,

To
THE CHIEF ENGINEER, PUBLIC WORKS DEPARTMENT,
BUILDINGS AND ROADS BRANCH.

SIR,

By the request of Major Fraser R.E. I submit the following matter for your consideration and disposal.

Enclosures.

1

2 Major Fraser in September last drew halting allowance for 2 days while at Octacamund at Rs. 5 per day = 10/-.

9 Madura

3 This sum was retrenched by the Examiner pending explanation of the means of travelling which Major Fraser kept up.

4 Major Fraser explained in reply that he "did not keep up carriage for a tent," and the Examiner disallowed the charge.

5 I then wrote to the Examiner & stated that "means of travelling" did not necessarily mean keeping up a tent, that a carriage at Octacamund cost 10/- a day and a single horse 7/- and at Madura (the only other place the Consulting Architect visits in his official capacity) a carriage costs 4/8.

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6 The sum has been finally retrenched leaving it open for me to make an appeal to the Chief Engineer which I now do.

7 The page to which I was referred as the authority for disallowing the charge contains no particulars but on page 3 the tentage Certificate says. "tents with carriage for them" "Palkee and bearers - Boats and crews - or other" "travelling equipage". I have always drawn halting allowances certifying that I kept up "means of travelling" and Major Fraser has done the same. If the charge is inadmissible under these heads, I beg that "actual expenses" may be passed and the order made retrospective for at least 6 months.

I have the honor to be

Dear

Yours most obedt. servant

W. H. M. S. M.

Consig Architect to Govt.

B. 7
C. 11

No. 380 W.

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the

10th July 1882

Read the following:

From the Consig. Archt to Govt.
Office note from the Secy P.W.D.

to S. No 780 dt 16 June 1882

" " 1087 dt 3 Feb 1882

The Govt. are of opinion that the principle laid down in the office note from the Secy of P.W. Acts above recorded, is correct, and accordingly confirm the action taken by that officers.

2. The only reason for excepting Aotacamund and passing the diurnal allowance for halts there without reference to the maintenance of tents

tents &c, is that the hire
of a carriage is abnor-
mally high. At Madura
such is not the case

Cy

~~Att~~

7.2.82

B. N. 380 Way 10th Feb/82

Conse. hrt. to fort &
with 2 envelopes

Car P. W. L.

Sept 11-2-82.

Entd. in Receipt Regr.

Cir 7.2.82 P. 82.82 Long/2