

To W.

12/18/17
2647
With reference to my message
on back of draft meetings of
15th which you indicated and
subsequent remarks by self and
C.A.W. I believe nothing can be
done to relieve the clerks whose
case struck me as a hard one.
I quite concur with C.A.W. in
his concluding para of his note of
this date to the effect that it
would be useless to address J. of I.
on the subject.

It must therefore rest with the
Executive officers of money divisions
to arrange their travelling so that
the expenses incurred in the clerks
accompanying them may be as light
as is feasible. I fear this officer
can do nothing —

CJ.
17/12

Albion Road,
under Section 28,
Rule 1. The success
of such recommenda-
tion, I am inclined
to doubt. I can however
see no other course.

L.S.
17.12.83

To W.

11/26/83

With reference to my remarks
on back of draft Proceedings of
15th which you ~~had~~ signed &
subsequent remarks by self &
C.A.W. I believe the draft must
now stand. It is undoubtedly
hard on the clerks who have to
travel about in a survey division,
but I entirely concur with C.A.W.
in his concluding remarks of this
date to the effect that it would
be useless to address J. on the
subject. —

It must therefore rest with
the Executive Officers of each division
to make their travelling arrangements
as lightly as is feasible on
their clerks. I fear we can do
nothing. —

Ces.

17/12

The draft can stand.

W

17.12.83

To S.A.

The "Project" Divisions
were included among
the permanent Divisions
in the reorganization
scheme. I think this
was a mistake in some
respects. It is quite
possible that the
arrangement may have
had the effect of
obtaining a more
liberal scale of total
allowance from the
Joint of India, but
the nature of the Divisions
is peculiar, and possibly
they could be administered
much more
conveniently with an
Imperial Staff. The
Divisions themselves
are liable to be broken
up at any time. The
Project Div. has
gone to the Project
Staff with perhaps some
follows.

of "Project" Divisions
were declared Imperial
the Staff could get
enhanced rates of
pay without contravening
any fixed principle.
But the difficulty would
be to dispose of the
existing establishment
who are in permanent
Service. I therefore
hesitate to recommend
this course.

The root of the
present difficulty lies
in the illiberal pro-
visions of the new
Travelling Allowance
Rules. Over these,
the P.W. Dept. have no
power. They can only
recommend. If any
recommendations be
now made, it might
take the form of
adding the Project
Divisions' establish-
ments to Schedule E
of the Travelling

GENERAL
ESTABLISHMENT.

Govt. of 1883 Madras.

PUBLIC WORKS.

Dated August, 30th.

Recd.

G.O., 30th Aug. 1883, No. 2425 W.

AUGUST.

Permanent Conveyance Allow-
ance

Declining to support the claim of the
Executive and Assistant Engineers of the
Sangam Project Division to a —

C. No. 1156.

The men are not on
the Temporary Estab-
lishment, and hence
to raise their pay
to make up for the
deficiency of the
travelling allowance
would be establishing
an inconsistent precedent,
which the Govt. of India
might well object to.
The objection would
not apply with equal
force to Temporary
men, who are engaged
for a particular service.
Their pay being
regulated accordingly.

3647 W. S.S.
15-12-83

I thought the men were temporary.
I admit the inconsistency precedent
but the doubt arises in no way when
the men & the hardship seems really
a serious one. Assume that one clerk often
to get the 15th a month & pay at rate of 15/-
p a day. Is there no way out of the difficulty?
To C. 17/12

Government is precluded from supporting the claim of the Executive and Assistant Engineers of the Sangam Project Division to a similar allowance.

2. Section 29 of the Travelling Allowance Code does not apply to the case.

(True Extract.)

(Signed) R. H. SANKEY, Major-General, R.E.,
Secretary to Govt., P.W.D.

To the Superintending Engineer, Second Circle, with two Enclosures
„ Examiner, Public Works Accounts.

Exd. E. Fernandez.
Spare Copies

GENERAL
ESTABLISHMENT.

Govt. of (1883) Madras.

PUBLIC WORKS.

Dated August, 1st.

Recd.

Encl.

G.O., 1st Aug. 1883, No. 2104 W.

AUGUST.

New Travelling Allowance
Rules

Passing orders on certain references from
the Superintending Engineers, First and
Fifth Circles, on the —.

30TH AUGUST 1883, No. 2425 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Establishment.

READ—the following letter from J. W. RUNDALL, Esq., Superintending Engineer, Second Circle, to the Chief Engineer, Public Works Department, dated Camp Nellurpalem, 13th July 1883, No. 305 S.G.—(Through the Examiner, Public Works Accounts.):—

I have the honor to forward, for your consideration and orders, two original letters* from the Executive Engineer, Sangam Project Division, claiming certain allowances under the new Civil Travelling Allowance Code.

* Nos. 93 and 116 of 20th June and 4th July 1883 (to be returned).

2. Captain Campbell claims either that permanent conveyance allowance should be granted to himself and his Assistants at Sangam and Buchireddipalem under paragraph 28, or that the Executive Engineer and the Assistants at Sangam and Buchireddipalem should, under the last clause of paragraph 29, be specially exempted from the ruling of the first clause, which restricts the allowance to a halt of 10 days. In the second of the letters, Captain Campbell claims, under paragraph 29, Rs. 90 for the Executive Engineer, and Rs. 60 for each Assistant.

3. My own opinion is that these claims cannot be supported.

4. The claim under paragraph 28 turns on the definition of the word "travelling." If by this is meant riding or driving to inspect works within 5 miles of head-quarters, then the Government of India might be moved to grant the allowance applied for by Captain Campbell on his own behalf and that of his Assistants.

5. The exemption from the ruling of paragraph 29 cannot, I think, be intended to be made applicable to officers who do not necessarily maintain camp equipage, and, so far as I can judge, is not applicable to the case of officers permanently located at any fixed head-quarters. The paragraph quoted does not refer to a permanent monthly allowance, whether of Rs. 90 or Rs. 60.

6. I forward the papers to you as an authoritative ruling is desirable. It will probably be more satisfactory than my individual opinion that the claims preferred are inadmissible under the Civil Travelling Allowance Code.

Endorsement from the Examiner, Public Works Accounts, dated 26th July 1883, No. 508 S.E. II.

Order—dated 30th August 1883, No. 2425 W., Public Works.

The Government of India having declined to grant a permanent conveyance allowance under Section 28 of the Travelling Allowance Code in a parallel case of the officer in charge of the Head-works Sub-division of the Godavari Eastern Division, this

(17) One hires all one's personal servants. Are those who go into camp then to be charged to Government because they are used as "apparatus for moving a camp?"

See case in point sent to me with your Office Note 1497, dated 6th July 1883.

Paragraph 615 of the Code is still more to the point. The allowance is there passed in order to maintain carriage for tents or to continue to pay the hire of a crew or bearers or other travelling equipage.

10th July 1883.

(Signed) D. C. GORDON,
Examiner, Public Works Accounts.

Office Note from the Examiner of Public Works Accounts, dated 11th July 1883, No. 362.

Please see marginal remarks on letter.

2. As regards Superintending Engineer's paragraph 6, I think his remarks, together with the papers sent with your Office Note No. 1497, dated 6th July 1883, are sufficient to prove that controlling officers, if they are to act up to G.O., No. 1749 W., dated 22nd June 1883, must obtain details of actual expenses claimed before they can be satisfied that the claims are such as they are justified in passing by their countersignature.

ORDER—dated 1st August 1883, No. 2104 W., Public Works.

The remarks of the Examiner of Public Works Accounts will be communicated to the Superintending Engineers, First and Fifth Circles.

2. The points raised by the Superintending Engineer, First Circle, in his letter above recorded, are disposed of by G.O., No. 1749 W., dated 22nd June 1883.

3. The question as to the intention of Section 29 of the Civil Travelling Allowance Code has been referred* to the Government of India.

* Reply since received, vide G.O., No. 2059 W., dated 27th July 1883.

† No. 2011 W., dated 20th July 1883.

4. It has been declared in separate Proceedings† that members of the Conservancy Establishment appointed before the 15th June 1874, do not come under the definition of Entry 17, Schedule B of the Travelling Allowance Code. Men appointed since that date are not entitled to travelling allowances.

(True Extract.)

(Signed) R. H. SANKEY, Major-General, R.E.,
Secretary to Govt., P.W.D.

To the Superintending Engineer, First Circle.
" " Fifth Circle.

To other Superintending Engineers.

To the Chief Engineer for Irrigation.

" Consulting Architect to Government.

" Examiner, Public Works Accounts.

From Colonel H. L. PRENDERGAST, R.E., Superintending Engineer, Fifth Circle, to the Chief Engineer, Public Works Department, dated Madras, 4th July 1883, No. 1326.

Remarks by Examiner, Public Works Accounts.

(1) See paragraph 2 of my No. 47 S.E. 1st, dated 30th April 1883, printed with G.O., No. 1749 W., dated 22nd June 1883.

(2) Has been referred to Government of India. See G.O., No. 1651 W., dated 13th June 1883.

(3) It is so passed by me. I take "pay" to mean a fixed pay and "maximum pay" to be the maximum pay of the grade.

(4) Not in the power of Government to sanction.

(5) See my remark ante No. (1).

(6) Has been referred to Government of India. G.O., No. 1651 W., dated 13th June 1883.

(7) No, unless that pay is a fixed pay.

(8) This is what I am doing.

(9) Mileage (as in the case of ministerial servants actual ex-

I have the honor to report that the Executive Engineer of South Arcot asks that the orders of Government may be given upon some of the rules in the new Civil Travelling Allowance Code, viz., that under Section 26, Rule 1, by a general order, an officer or subordinate may draw, during a halt at head-quarters not exceeding ten days, the actual expense of keeping up camp equipage, that, under the same rule, an office clerk may be reimbursed his expenses.

Whether, under Section 29, by which a daily allowance may not be drawn for a halt of more than 10 days in one place, the allowance is forfeited for the whole period of a halt exceeding ten days, or only for those days that are in excess of ten

that, whereas an office clerk is entitled, under Section 30d to a daily allowance of two annas for every 12½ rupees or fraction of 12½ rupees of the pay or maximum pay of his appointment, this allowance may be calculated on the maximum pay of the grade,

that, whereas petty establishments are, by Schedule B. 17, excluded from travelling allowance, the members of Irrigation Conservancy Establishments may be treated as Lower Subordinates and be granted horse allowance.

2. Hitherto, there has not been an order of the Government permitting Public Works Officers to draw their expenses of maintaining camp equipage while halting at head-quarters. Under former rules the halt was limited to three days, but under the new General Code, I presume this may be extended to ten days.

It is also laid down in the same Section 26, Rule 1, that a ministerial officer may draw his expenses of maintaining camp equipage if the head of the office certifies to the necessity.

3. I understand the meaning of Section 29, to be, that the daily allowance is not to be drawn at all for a halt of more than ten days.

4. It appears to me, that by Section 30d a clerk is entitled to a daily allowance upon the pay that he actually draws, whether this is the minimum or the enhanced amount up to the maximum of his grade.

The Executive Engineer asks that the daily allowance may be calculated upon the maximum pay only, because the allowance of four annas for a salary of Rs. 25 is not sufficient to meet the actual expenses of a clerk while travelling and because the payment of actual travelling expenses allowed by Section 63 is not admissible, except for

penses not exceeding mileage) can only be drawn on any day in which at least 20 miles is travelled, *vide* Exception 4, Section 31.

(10) Yes, but not that the petty establishments shall be treated as Lower Subordinates.

(11) Members of the conservancy establishment were not allowed travelling allowances under the old rules, except those appointed before the 15th June 1874.

The case of these men has already been referred to Government, *vide* your office No. 1476 D., dated 5th July 1883.

(12) Must be sanctioned by Government of India.

(13) See remark (11).

journeys exceeding 20 miles a-day, by Section 31, Exception 1.

5. By the footnote to Schedule B. 17, the Government may decide whether petty establishments shall receive travelling allowance or not.

The Executive Engineer represents that the Superintendent of the Vriddhachalam, Mehmathur and Kattumylur Anicuts has to visit the three Anicuts, at a distance of 23 miles, besides looking after the channels; and that he considers this Anicut Superintendent should be allowed Rs. 15 as horse allowance; while, generally, that allowance, or Rs. 7½ according to the circumstances, should be given to an Anicut Superintendent, subject to his moving about his work satisfactorily.

I am of opinion that in some cases such as the above, especially where the Anicut Superintendent receives small pay, it will be of advantage that an allowance for travelling should be sanctioned.

6. While on the subject of travelling allowances, I should like to have a more clear definition regarding the expenses of maintaining camp equipage, than what is gathered from G.O., No. 1749 W. of the 22nd June 1883.

The Examiner lays down that private property should not entail a charge upon Government in the way of travelling allowance claims, and that B would be reimbursed the cost of maintaining the crew for his private boat if the crew were hired only for the occasion.

I would submit that this is not a fair way of judging. An officer keeps a set of trained men who are always at his call and work better than a scratch crew casually picked up; he receives his daily allowance while he is on tour, but, according to the Examiner, must forfeit all allowance when he is a few days at his head-quarters. An officer who is constantly travelling hires carts and bullocks by the month, but by the Examiner's ruling he must dismiss them when he reaches his head-quarters; and then engage them again for a fresh trip or he is not reimbursed the cost of maintenance.

But coolies paid by the month are no more private servants than if paid by the day. Bullocks hired by the month are not private property; neither coolies nor bullocks are personal establishment. But the meaning and the wording of Section 26, Rule 1, are that the camp equipage is kept up; there is no mention of hiring for the occasion, that is, that the camp equipage which has been in use is kept up during the halt ready to move at the shortest notice.

(14) The same argument might be used for personal household servants.

(15) Perhaps not by law but they are practically by ordinary usage.

(16) Then the keep of horses, repairs of appointment, harness, &c., of tents, camp servants and so on should be charged to Government?

GENERAL
ESTABLISHMENT.

Govt. of (1883) Madras.
PUBLIC WORKS.

dated June, 22nd.

Recd.

Encl.

G.O., 22nd June 1883, No. 1749 W.

JUNE.

Upkeep of Palki and Bearers

*Passing orders on question whether the
— used by Government officers when on
tours of inspection should be defrayed by
Government.*

1st AUGUST 1883, No. 2104 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Establishment.

READ—the following papers :—

From G. T. WALCH, Esq., Officiating Superintending Engineer, First Circle,
to the Chief Engineer, Public Works Department, dated Camp Coringa
Canal, 27th June 1883, No. 136 G.L.

In continuation of my former letters * on the subject of the new Travelling
Allowance Rules I have the honor to
enclose a statement of "actual expenses"
furnished by a Sub-Engineer and for-
warded by a Divisional Officer.

2. Had the claim been made with the necessary certificate without the furnishing
of details, I would have passed it; but now of course I cannot do so, for there are many
entries which palpably are not admissible.

3. There are, however, some which I do not know how to deal with, e.g., the
claim for wear and tear, &c., of bandies and bullocks which are the Sub-Engi-
neer's own property. As in the case of boats, already written about, it seems to me in
the highest degree unfair that an officer or subordinate who keeps his own bandies and
bullocks should be a loser, as compared with those members of the Department who
hire them, to the extent of the interest on money expended in their purchase and cost
of repairs and risk of loss.

4. The more I see of the working of the new rule about "actual expenses" the
more I am convinced that it is one which not only will give the greatest trouble in
working without corresponding advantages, but will be positively unfair in its appli-
cation; for it will result in great inequalities in claims which it will be out of the
power of any one to check.

5. I sincerely trust that in the interests of Government and every one concerned
the rules will be altered and the halting allowance fixed on the basis of a proportion
of the travelling allowance.

No. 353.

I have no further remarks to offer. My Office Note, No. 272, of 9th June 1883,
printed with G.O., No. 1749 W., dated 22nd June 1883, gives my opinion and applies
to the items now referred.

7th July 1883.

(Signed) D. C. GORDON,
Examiner, Public Works Accounts.

impolitic to put such officers at a disadvantage as compared with those that hire Government boats, whilst to introduce an *ad valorem* allowance would be to add greatly to the trouble and friction of working the rules.

From D. C. GORDON, Esq., Examiner of Public Works Accounts, to the Superintending Engineer, First Circle, dated Madras, 30th April 1883, No. 47 S.E. 1st.

In reply to your No. 262 G.D. of 23rd April 1883, I have the honor to offer the following remarks.

2. As regards matters on which the Government has already issued orders, which are not opposed to the spirit of the new Travelling Allowance Code, I see no necessity for the re-issue of such orders with direct reference to certain sections of the new rules. For instance, under Section 67, Rule 1, Government is required to declare who shall be the Controlling Officer. Inasmuch as it has already declared that Superintending Engineers are such, I see no object in re-issuing that order, but take it for granted that, there being nothing in it opposed to the spirit or letter of the new rules, it remains in force. So also in regard to your query, paragraph 2, I see no reason to expect any special order of Government on the subject of Section 26, Rule 1, which in spirit agrees with Code, paragraph 613.

3. Your paragraph 3. Whatever be the number, quantity, or kind of conveyance or "camp" kept up, the halting allowance admissible is subject to the maximum of the daily allowance. If the officer computes his expenses to have been less than the daily allowance, he draws less, but if more, he still can draw only the full daily allowance. As to the manner in which he arrives at his calculation, I should consider that the cost of upkeep of only such conveyance or "camp" as was absolutely in use for the period in question should be taken account of, and that if an officer were doing a boat journey, he should not take into his account the cost of a horse or horses which he has not been using for the journey and during the period in question.

4. Your paragraph 4. I would draw your attention to Section 11 and Section 61, Rule 1. Officers using Government boats, without paying rent for them, would draw only half allowances, even if the crews were paid by the officers. It is, however, the rule in this Presidency that rent is to be paid for Government boats, so that, as a matter of fact, all boats so hired become for the time private boats. The officers who have their own private boats would have an advantage over those who had hired boats, because even if the expenses of the former proved less than the maximum daily allowance, they have no rent to pay, while the latter would draw probably the maximum, while the expense (rent plus wages of crew) might be greater.

From G. T. WALCH, Esq., Officiating Superintending Engineer, First Circle, to the Examiner of Public Works Accounts, dated Dowlaiswaram, 6th May 1883, No. 403 G.D.

With reference to your No. 47, dated 30th April 1883.

2. The new travelling allowance rule, which provides that, in future officers may draw during a halt of ten days the "actual expenses of keeping up camp equipage," seems to me very different from the old rule (see paragraph 615 of the Code), under which officers halting not more than three days (exclusive of any *die non*) at head-quarters draw full travelling allowances if they maintained carriage for their tents, quite irrespective of the actual cost of such maintenance. Your paragraph 4 does not seem to me to deal with the case put in my paragraph 4 as if that had been understood. It may be plainer put thus:—

A hires a boat* from Government for Rs. 1 a day and keeps boat lascars, which cost him 8 annas a day; during his ten days' halt he claims Rs. 1-8-0 a day and gets it.

B has his own boat, for which he paid † Rs. 1,000, and he keeps boat lascars, which cost him 8 annas a day; is he to recover only 8 annas? † And he has to keep it in repair.

soon stop the acquisition of private boats—the very thing we wish to encourage, whilst to introduce claims varying with the value of private property will cause endless trouble.

I do not see how a Superintending Engineer is in any way to check the accuracy of these "actual expenses" claims, and I look upon their introduction as one of the most unwise steps I have known taken in departmental management.

From D. C. GORDON, Esq., Examiner of Public Works Accounts, to the Superintending Engineer, First Circle, dated Madras, 15th May 1883, No. 69 S.E. 1st.

Your No. 403 G.D. of 5th instant.

In the case you put, A would be reimbursed the actual expense he had been put to for the maintenance of a boat and crew during his halt at head-quarters, subject to the maximum of the daily allowance of his rank. B would be reimbursed the cost of maintaining the crew for his

private boat, if that crew were hired only for the occasion, and were not his private servants, part of his personal establishment.

2. I do not consider that Government should be expected to pay as actual expenses an estimated amount for maintenance (repairs, wear and tear, &c.) of private boats any more than for maintenance of private horses, conveyances, and their appointments used for tours for Government service.

3. A Superintending Engineer must, of course, rely much on the certificate of an officer for the correct statement of his claim for actual expenses, and if officers understand that such actual expenses must include only items disbursed outside of their ordinary every-day expenses for the upkeep of private means of locomotion and private servants, there cannot be any possible difficulty in their arriving at a legitimate amount.

From G. T. WALCH, Esq., Officiating Superintending Engineer, First Circle, to the Chief Engineer, Public Works Department, dated Dowlaiswaram, 6th June 1883, No. 108 G.L.

In continuation of my No. 636, dated 29th May 1883, I have the honor to request to be informed whether the upkeep of a paliki and bearers is to be considered as "actual expenses of keeping up camp equipage;" if used, under the former travelling allowance rules, to be considered as one of the things which warranted the passing of halting allowances, but if the cost of upkeep of horses is not to be taken into consideration in claiming "expenses" under the new rules, I do not see how that for "bearers" can be, for horses and paliki bearers are used for precisely the same object.

Office Note from the Examiner of Public Works Accounts, dated 9th June 1883, No. 272.

Your Office Note, No. 1305 D., dated 7th June 1883.

I understand the Superintending Engineer's argument to be that the maintenance or upkeep of private property (*e.g.*, boats, horses, conveyances, appointments, and servants) used by Government officers in performance of their tours of inspection in the interests of public service should be defrayed by Government for the periods during which they are so used.

2. In my letter, No. 69, of 15th May 1883, to the Superintending Engineer, I have given my opinion that such private property should not be considered as entailing a charge upon Government in the way of travelling allowance claims. To do so would in fact be equivalent to renting out such property to Government.

3. I base my opinion upon the wording of the certificates prescribed in paragraph 626 of the Code, which to my mind indicates that the cost of maintaining private conveyance of any sort should not be included in the computation of actual expenses. Further, under paragraph 615 halting allowance was admitted to meet hire, and not ordinary or normal outlay on private property.

ORDER—dated 22nd June 1883, No. 1749 W., Public Works.

The Government concur in the views expressed by the Examiner, Public Works Accounts, in the foregoing note, which will be communicated to the Superintending Engineer, First Circle, for information and guidance.

(True Extract.)

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

To the Superintending Engineer, First Circle.
" other Superintending Engineers.
" Chief Engineer for Irrigation.
" Examiner, Public Works Accounts.

Ed. A. F. Goodall.
Spare Copies

GENERAL.
ESTABLISHMENT.

Govt. of (1883) Madras.

PUBLIC WORKS.

Dated December, 19th.

Recd.

Encl.

G.O., 19th Dec. 1883, No. 3647 W.

DECEMBER.

C. Project Division

The proposal to treat the — as a survey division sanctioned, and the grant of a fixed monthly allowance to the clerks declined.

22ND JUNE 1883, No. 1749 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Establishment.

READ—the following papers : —

From G. T. WALCH, Esq., Officiating Superintending Engineer, First Circle, to the Chief Engineer, Public Works Department, dated Dowlaishweram, 29th May 1883, No. 636 G.D.

- I have the honor to forward, herewith, for your consideration, copies of correspondence, as per margin, that has passed between myself and the Examiner of Public Works Accounts about the new travelling allowance rules.
- 1 Copy of letter, No. 262 G.D., dated 23rd April 1883, to the Examiner.
 - 1 Copy of letter, No. 47 S.E. 1st, dated 30th April 1883, to the Superintending Engineer.
 - 1 Copy of letter, No. 403 G.D., dated 5th May 1883, to the Examiner.
 - 1 Copy of letter, No. 69 S.E. 1st, dated 18th May 1883, to the Superintending Engineer.

who has to keep it in repair at a considerable annual expenditure, should not be allowed to charge anything as part of his actual expenses to cover interest on the capital expended, depreciation, and cost of repairs; and undoubtedly the result of the Examiner's interpretation of the rules can only be that no officer will keep a private boat—a most undesirable result.

3. At the same time there can be no doubt that the introduction of claims varying with the value of private property will cause not only much trouble, but be perfectly impossible to check.

4. Even as it is, I do not see how a Superintending Engineer is to check in any way the "actual expense" charges, and I would respectfully state my opinion that their introduction into the travelling allowance rules is most unwise.

5. I shall be glad of an authoritative ruling as to whether the upkeep of a horse or horses used for work and the pay of extra servants kept because of the necessity of moving about camp are to be considered "actual expenses of keeping up camp equipage."

ENCLOSURES.

From G. T. WALCH, Esq., Officiating Superintending Engineer, First Circle, to the Examiner of Public Works Accounts, dated Dowlaishweram, 23rd April 1883, No. 262 G.D.

To avoid, if possible, trouble with the travelling allowance bills for April, I shall feel obliged for information on the following points.

2. Has Rule 1, Section 26, been made applicable by Government Order to this department?
3. This district is different from most, where bandies have to be engaged or kept for "moving camp." Many of the officers have to do all their "moving camp" in boats, hiring in most cases from Government, but in some cases keeping their own private boats. In the cases of hiring is the halting allowance to be simply the hire of the boat *plus* the hire of lascars or lascars kept for working her, or can anything extra, and if so, how much, be drawn for the horse or horses which all officers have to keep continuously for travelling purposes?
4. In the case of officers owning private boats, the acquisition of which should be encouraged, how is the halting allowance for them to be calculated? It would be obviously unfair and

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Establishment.

READ—the following letter from Major S. C. CLARKE, R.E., Officiating Superintending Engineer, Third Circle, to the Chief Engineer, Public Works Department, dated Bellary, 6th December 1883, No. 2507 :—

With reference to the objection made by the Examiner to pass the travelling allowances of the office establishment attached to the C. Project Division, because they halted beyond the ten days' limit at one locality, I have the honor to request that the Government may be solicited to include such division under the head of a survey division, for which class special provision is made in the Civil Travelling Allowance Code, as per section 29, paragraph (h) exception of the said code.

2. Both the officer and his establishment may be forced to halt more than ten days at any one locality and to maintain their full equipage, so that it is hoped that the Examiner may be empowered to pass the prescribed travelling allowance for halts of any duration.

3. The Executive Engineer, Mr. Tritsch, has brought to my notice the hardship that is experienced by his office establishment in only receiving the low rate of 4 annas per diem, during their travels, to meet the expenses attendant on the upkeep of a cart, &c. None of them can obtain a cart on hire under Re. 1 or Rs. 1½ per ten miles, or if engaged by the month under Rs. 15 to Rs. 20, so that the clerks have been put to considerable extra expense while travelling about with the executive officer in charge. Under the circumstances I beg that the Government may be induced to grant the clerks a fixed monthly rate of Rs. 15 per month to allow of their maintaining a bullock cart throughout the month.

4. The condition of the clerks attached to the project divisions is undoubtedly very different to that of those who are generally stationary and deserves special consideration, more especially as their monthly salaries are those of ordinary clerks, fifth class, first grade.

ORDER—dated 19th December 1883, No. 3647 W., Public Works.

The proposal of the Superintending Engineer to treat the C. Project Division as a survey division for purposes of travelling allowance is sanctioned under section 29 of the Civil Travelling Allowance Code.

2. The grant of a fixed monthly allowance to the clerks of the division is inadmissible under the rules.

(True Extract.)

Major, R.E.,
Under Secy. to Govt., P.W.D.

To the Superintending Engineer, Third Circle.
" Examiner, Public Works Accounts.
" Chief Engineer for Irrigation.

Exd. T. D. Ryan.

Spare Copies

(1) Number of pages 22
(2) Date of repair 3-8-1987
(3) Initials of the Referencer lem

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P.W. DEPARTMENT

G.O. No.	3647-W	Press.
B.P. No.		Mis.
Dated	19.12.1883	198

Not to be folded or roughly handled.

11/56.

Govt. of (1883) Madras.

PUBLIC WORKS.

22/52

Dated

From

To

G.O. 19th Decr 1883, No. 36474.

C. Project Div.

The proposal to
treat the — as a
Currency Div. & under
the grant of a fixed
monthly allowance
to the Clerk's clerical

45
3

490

24.
19/12
1812-0

R. No. 910.

17/12/83. Clepauk
N. 264,30 11th Dec/83

11/50
M. No. 14942

From

The Superintending Engineer,
3rd Circle,

To

The Chief Engineer
P.W. Department
Madras

Dated 6th December 1883.
Recd. 17th

ENCLOSURES.

N. 3047 Waf. Dec. 19th 1883

No. 2507

Office Establishment
of
C. Project Division

Requesting that Examiner
be authorized to pass the
travelling allowance claimed
on behalf of — under
the reasons assigned.

N. 1904 Waf. 21.6.83.

" 1104 Waf. 11.8.83.

" 2389 Waf. 27.8.83.

" 1425 Waf. 30.8.83.

OCZ

to
a.a.a.
12/11

PUBLIC WORKS DEPARTMENT.

N. 3047 W.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 19th Dec/83

Read the following

Letter from the Suptg. Engr.
Third Circle - N. 2507 of 6th Dec/83

The proposal of the
Superintending Engineer
to treat the C Project Div.
as a Survey Div. for pur-
poses of travelling al-
lowance is sanctioned,
under Section 29 of the Civil
Travelling Allowance Code.

2. The grant of a fixed
monthly allowance to the
clerks of the Division is
inadmissible under the
rules.

21/12

Suptg. Engr. Third Circle
Examiner P.W. Accounts
Chief Engr. for Engrs.

L.S.

10 days at any one locality and to maintain their full equipage; so that it is hoped that the Examiner may be empowered to pass the prescribed travelling allowance for halts of any duration.

3 The Executive Engineer Mr. Kitch has brought to my notice, the hardship that is experienced by his Office Establishment in only receiving the low rate of 4 annas per diem, during their travel, to meet the expenses attendant on the upkeep of a cart &c. None of them can obtain a cart on hire under Rs 1 or Rs 1 1/2 per 10 miles, or if engaged by the month, under Rs 15 to Rs 20, so that the clerks have been put to considerable extra expense, while travelling about with the Executive Officer in charge. Under the circumstances, I beg that the Government may be induced to grant the clerks, a fixed monthly rate of Rs 15 per month, to allow of their maintaining a Bullock Cart throughout the month.

4 The condition of the clerks attached

to the Project Divisions is undoubtedly very different to that of those who are ~~permanently~~ stationary, and deserve special consideration, more especially as their monthly salaries are those of ordinary clerks & below 1st grade.

I have the honor to be

Sir

Your most obedient servant
Major R. E.
Superintending Engineer
3rd Circle

W. P.

No. 2507

Bellary, Chepauk, 6th December 1882.

From

Major S. C. Clarke R.E.

OFFICER SUPERINTENDING ENGINEER,

3rd Circe,

To

The Chief Engineer
P.W. Department
Madras

Sir,

Enclosures.

With reference to the objection made by the Examiners to pass the travelling allowances of the office Establishment attached to the Project Division, because they halted beyond the 10 days limit at one locality, I have the honor to request that the Government may be solicited to include such Division under the head of a Survey Division, for which class special provision is made in the Civil Travelling Allowance Code, as per Section 29 paragraph 1 exception of the said Code.

2 Both the Officer and his Establishment may be forced to halt more than