

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General
Establishment.

READ—the following papers :—

From J. P. DAVIDSON, Esq., Executive Engineer, Coimbatore Division, to the
Superintending Engineer, Fourth Circle, dated Coimbatore, 25th April 1883,
No. 113.

I have the honor to bring the following facts to your notice and to request—

- (1) That the claims now made on behalf of Mr. Vas, Overseer in South Canara District, may be forwarded for the orders of Government with your strong recommendation.
- (2) That you will further recommend that the mileage allowance of an Overseer in the South Canara and Malabar Districts be, as a special case, raised from Annas 2 per mile to Annas 4 per mile.
2. My reasons for these recommendations I give below.
3. Since the 4th February 1883, when Mr. Timothy went on leave on sick certificate, Mr. Vas has been the sole Overseer in charge of this district.
4. The works going on in the districts are very scattered, viz. :—
At Mangalore.—Improvements to Collector's Cutcherry. Registrar's Office. Military buildings.
At Puthur, 31 miles south of Mangalore.—The new District Munsif's Court.
At Karkal, 33 miles north of Mangalore.—Repairs to the Munsif's Court and constructing Sub-Registrar's Office.
At Udipi, 24 miles west of Karkal, or 37 miles north of Mangalore.—Improvements to the Taluk Cutcherry.
At Coondapoor, 60 miles north of Mangalore and 46 miles north-west of Karkal.—New District Munsif's Court. Sub-Registrar's Office.
5. To inspect each of these works in each month, measure up the work done, &c., it is absolutely necessary that Mr. Vas should make rapid marches of over 20 miles a day.
6. The mileage allowance of an Overseer is 2 annas per mile, and this, I can state from my own experience of eighteen months in the district, does not by any means meet the cost of conveyance in South Canara.
7. The cost of a muncheel and two coolies is 3 annas 4 pies for the muncheel and 4 pies for each cooly per mile, making in all a total of Annas 4 per mile. The authorised rate for bullock bandies (these are not generally used in the Udipi and Coondapoor Taluks) is 2 annas 8 pies per mile.
8. It stands to reason, therefore, that on every rapid march of 20 miles and more Mr. Vas loses as follows :—
If he travels by muncheel, Annas 2 per mile.
If he travels by bandy, Annas 1-8 per mile.
In this latter case he must have baggage coolies at Pies 4 per mile each.
9. I would strongly recommend that the mileage allowance of Overseers in the South Canara and Malabar Districts be raised, as a special case, to Annas 4 per mile.

10. Under the old organization of the department, that is, previous to October 1878, an Overseer had charge merely of one taluk, and was consequently not required to travel rapidly over long distances; but under the present system, the charge of an Overseer in many cases corresponds to what was previously a range. Mr. Vas, for instance, has charge, under the Sub-division Office, of the entire district of South Canara, formerly divided into two ranges, with a Range Officer in charge of each, and Overseers in each taluk; with such a charge as already stated, Mr. Vas must make long and rapid marches.

11. That the claim for a higher rate of mileage is a just one, and its justice, moreover, is directly admitted by Government, is proved by the new Travelling Allowance Code.

Section 30, Exception 4 of this Code, allows an officer of the third or fourth class, when travelling in the Malabar or Canara Districts, to draw double daily allowances. An Overseer is an officer of the third class according to this Code.

ENCLOSURE.

STATEMENT showing the Distances travelled by Mr. A. E. C. Vas, Overseer, Canara District, from 5th February to 31st March 1883.

Month and Date.	From	To	Distance travelled.	Amount now proposed at Annas 4 per Mile.	Amount already claimed at Annas 2.	Balance due.
1883.						
5th February ..	Mangalore ..	Puthur ..	31	RS. A. P. 7 12 0	RS. A. P. 3 14 0	RS. A. P. 3 14 0
9th " ..	Puthur ..	Mangalore ..	31	7 12 0	3 14 0	3 14 0
19th " ..	Mangalore ..	Karkal ..	32	8 0 0	4 0 0	4 0 0
22nd " ..	Karkal ..	Udipi ..	25	6 4 0	3 2 0	3 2 0
24th " ..	Udipi ..	Coondapoor ..	23	5 12 0	2 14 0	2 14 0
1st March ..	Coondapoor ..	Mangalore ..	61	15 4 0	7 10 0	7 10 0
12th " ..	Mangalore ..	Puthur ..	31	7 12 0	3 14 0	3 14 0
14th " ..	Puthur ..	Feringapett ..	22	5 8 0	2 12 0	2 12 0
19th " ..	Mangalore ..	Udipi ..	38	9 8 0	4 12 0	4 12 0
21st " ..	Udipi ..	Coondapoor ..	23	5 12 0	2 14 0	2 14 0
22nd " ..	Coondapoor ..	Mangalore ..	61	15 4 0	7 10 0	7 10 0
25th " ..	Mangalore ..	Mudibidri ..	22	5 8 0	2 12 0	2 12 0
26th " ..	Mudibidri ..	Karkal and back ..	22	5 8 0	2 12 0	2 12 0
27th " ..	Do. ..	Manny via Mangalore ..	44	11 0 0	5 8 0	5 8 0
28th " ..	Manny ..	Puthur and back to Feringapett ..	31	7 12 0	3 14 0	3 14 0
		Total ..	497	124 4 0	62 2 0	62 2 0

No. 181.

Endorsement on the above.

Submitted to the Chief Engineer, with a request he will be good enough to authorise the Examiner to pass the claim of Overseer Vas as a special case, in consideration of the peculiar circumstances under which he was compelled to make forced marches.

2. According to the new Civil Travelling Allowance Code, which came into force on the 1st of April 1883, the Overseers are classed as third-class officers. Under Section 30, Exception 4 of this Code, officers of the third and fourth classes are entitled to double daily allowance when travelling in the Malabar or Canara Districts, but no mention is made as to whether this exception is applicable to the mileages drawn by the above officers. To make the matter clear, this exception should be made applicable to mileages as well.

1st May 1883.

(Signed) J. BEATTY, Colonel, R.E.,
Superintending Engineer, Fourth Circle.

Office Note from the Examiner of Public Works Accounts, dated 8th May 1883, No. 145.

For the specified claims during February and March 1883, amounting to Rs. 62-2-0, the sanction of Government may be accorded under paragraph 566 of the Public Works Code.

For the modification of rules applicable from 1st April 1883, the previous sanction of India is necessary—see Section 66, Civil Travelling Allowance Code. From Rule 1 under this section it will be seen that "daily allowances" are increased, except in Kashmir, Nepal and Burmah, where "mileage" is increased in the same proportion as the daily allowance. Exception 4 under Section 30 applies only to double daily allowance and not to mileage.

ORDER—dated 19th May 1883, No. 1451 W., Public Works.

The Examiner, Public Works Accounts, is authorised to admit the claim, amounting to Rs. 62-2-0, preferred on account of Overseer Vas.

2. The Government of India will be addressed on the subject of paragraph 2 of the Superintending Engineer's endorsement above recorded.

(Here enter No. 1452 W., dated 19th May 1883.)

(True Extract.)

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

To the Superintending Engineer, Fourth Circle.
" Examiner, Public Works Accounts.

Exd. A. F. Goodall,
Spare Copies

GENERAL.
ESTABLISHMENT.

Govt. of (1883) Madras.
PUBLIC WORKS.

Dated May, 19th.

Recd.

Encl.

G.O., 19th May 1883, No. 1451 W.

MAY.

Mr. Vas, Overseer

Increased mileage allowance granted to —.

19TH MAY 1883, No. 1452 W., PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

General.
Establishment.

LETTER—from

COLONEL R. H. SANKEY, C.B., R.E.,

Secretary to the Government of Madras,

Public Works Department,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT.

SIR,

With reference to Section 66 of the Civil Travelling Allowance Code, I am directed to forward a copy of the Proceedings of this Government, No. 1451 W., dated 19th May 1883, and to recommend that mileage in the Malabar and Canara Districts may be increased, as regards third and fourth class officers, in the same proportion as daily allowance under Section 30, Exception 4 of the Code.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed)

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

OOTACAMUND,
19th May 1883.

Exd. A. F. Goodall.

Spare Copies

GENERAL
ESTABLISHMENT.

Govt. of {1883} Madras.

PUBLIC WORKS.

Dated May, 19th.

Recd.

Encl.

19th May 1883, No. 1452 W.

MAY.

INCREASED mileage to officers employed in
the Malabar and Canara Districts.

17TH SEPTEMBER 1883, No. 2051, FINANCIAL.

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

READ—the following papers :—

From R. LOGAN, Esq., Under Secretary to the Government of India, Department of Finance and Commerce, to the Chief Secretary to Government, dated Simla, 7th July 1883, No. 1883.

I am directed to acknowledge the receipt in the Public Works Department of letter from the Government of Madras in the Public Works Department, No. 1452, dated the 19th May last, and enclosures, in which it is recommended that Public Works Officers of the 3rd and 4th classes, employed in the Malabar and South Canara Districts, may be allowed to draw mileage at double the rates ordinarily admissible to these officers.

2. With reference to the case of the Overseer in the South Canara District, which is instanced as showing the insufficiency of the existing scale of mileage and on which the present recommendation originated, I am directed to observe that it is not understood why such officers should travel by manchil (which is believed to be a light litter) or by bullock bandy, instead of on horseback. An explanation on this point is requested.

3. As regards the merits of the proposal made by the Public Works Department, I am directed to invite attention to your letter, No. 1340, dated 27th September 1882, regarding the Draft Travelling Allowance Code. In that letter, the Government of Madras opposed any increase of mileage in Malabar and South Canara. The present proposal relates to 3rd and 4th Class Officers of the Public Works Department only; but if the increase is sanctioned in their case, it cannot be long withheld from officers employed in other Departments, who are now to be left to the operation of the ordinary rules.

4. Under the circumstances, I am to request that His Excellency the Governor of Madras may be moved to reconsider the question of the increased allowances proposed for these officers.

From Captain F. J. ROMILLY, R.E., Executive Engineer, Coimbatore Division, to the Superintending Engineer, 4th Circle, dated Coimbatore, 8th August 1883, No. 912.

In reply to your endorsement, No. 515, of 25th July 1883, paragraph 2, I have the honor to point out that if the Overseer, as explained in my letter, No. 113, of 25th April 1883, has to make forced marches of 25 and 30 miles, it is not possible for him to accomplish them on a single pony, and I believe that Overseers are not expected to keep up more than one pony.

2. Travelling by manchil and bandy the Overseer travels by night and is, therefore, able to spend the day in inspecting and measuring work. The truth of the case is that the Overseer in South Canara has a charge far in excess of what it was ever intended should form an Overseer's charges.

3. If Mr. Vas was in charge of only one Taluk, he could, of course, very easily inspect and measure all his works on horseback, but when his charge comprises not one but five taluks, he cannot possibly be expected to carry on his work in the ordinary way, viz., by riding from one work to another.

4. I would again strongly urge that the increased allowances recommended in my letter, No. 113, of 25th April 1883, should be granted to Overseers making forced marches in the West Coast Districts, or that these charges should be reduced, otherwise if a man does his work honestly, he does it at a considerable loss to himself, and this, I presume, is not at all what Government desire.

No. 336.

Endorsement on the above.

Forwarded to the Chief Engineer, Public Works Department, with reference to his No. 239-E, of 21st July 1883.

2. The case of Overseer Vas is a special one, and deserves the favorable consideration of Government.

DHARMAPURI,
14th August 1883.

(Signed) J. BEATTY, Colonel, R.E.,
Supg. Engr., 4th Circle.

No. 335-E.

The case of Overseer Vas is considered a special one, and it is recommended that, under the circumstances explained by the Executive Engineer, it may receive exceptional treatment. The exigencies of the service have necessitated the Overseer being placed in charge of an area much greater than that usually assigned to officers of his rank.

OOTACAMUND,
6th September 1883.

(Signed) J. SHAW-STEWART, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.

To the Financial Department, with papers in original.

LETTER—to the Secretary to the Government of India, Financial Department, dated Ootacamund, 17th September 1883, No. 2051, Financial.

In reply to your letter of the 7th July last, No. 1883, regarding the mileage to be drawn by Public Works Officers of the 3rd and 4th classes, when employed in Malabar and South Canara, I am directed to forward further remarks on the subject in the Public Works Department.

2. As explained by the Superintending Engineer, the Overseer in South Canara cannot afford to keep more than one horse, and he is, therefore, frequently compelled to travel by manchil or bullock cart.

3. As it is not at present practicable to reduce the area of the Overseer's very extensive charge, it is recommended that his case be treated exceptionally in the manner already proposed.

E. F. WEBSTER,
Acting Chief Secretary.

Exd. J. Wright.

Govt. of (1883) Madras.

FINANCIAL.

Issued

Recd.

Encl.

Letter, 17th September 1883,
No. 2051.

SEPTEMBER.

Travelling Allowances.

Forwarding further remarks in the Public Works Department on the subject of the mileage to be drawn by Public Works Officers of the 3rd and 4th classes, when employed in Malabar and South Canara.

21st DECEMBER 1883, No. 3680 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Establishment.

READ—the following letter from G. H. W. WALKER, Esq., Officiating Under Secretary to the Government of India, Public Works Department (General), to the Secretary to the Government of Madras, Public Works Department, dated Fort William, 14th December 1883, No. 1580 G.:—

With reference to correspondence ending with the endorsement from the Chief Secretary to the Government of Madras, Mis. No. 2718, dated 30th ultimo, I am directed to observe that the travelling journal of Mr. Vas shows that in February five journeys of 31, 31, 32, 25, and 23 miles were made by him, and in March ten journeys of 61, 31, 22, 38, 23, 61, 22, 22, 44, and 31 miles. Of these the two of 61 each were by sea, between Mangalore and Cundapur, and the arguments used in regard to the actual expense of a road journey being As. 4 instead of As. 2 cannot, it is thought, apply to these. For the journeys referred to above Mr. Vas has, it is observed, been reimbursed at the rate of 4 annas a mile under the orders of the Government of Madras, but the Government of India does not consider that a sufficient case has been made out for altering the rule of the Civil Travelling Allowance Code in regard to the rate of mileage to be granted to third and fourth class officers travelling in the Malabar and Canara District, as recommended in the letter from the Government of Madras in the Public Works Department, No. 1452 W., dated 19th May 1883. If hardship does arise in special cases, it is probable that some arrangement can be made to obviate such long journeys being made by an Overseer.

2. The travelling allowance bills and journals forwarded are herewith returned.

ORDER—dated 21st December 1883, No. 3680 W., Public Works.

Communicated to the Superintending Engineer, Fourth Circle, for information and guidance.

(True Extract.)

(Signed) J. SHAW-STEWART, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Superintending Engineer, Fourth Circle, [with three enclosures.
" Examiner, Public Works Accounts.
" Financial Department.

Exd. C. Howarth.
Spare Copies

GENERAL.
ESTABLISHMENT.

Gobt. of (1883) Madras.

PUBLIC WORKS.

Dated December, 21st.

Recd.

Encl.

G.O., 21st Dec. 1883, No. 3680 W.

DECEMBER.

**Rate of Mileage in the Malabar
and Canara District**

Letter from the Government of India declining, with remarks, to alter the rule of the Civil Travelling Allowance Code in regard to the — to be granted to third and fourth class officers, communicated to the Superintending Engineer, Fourth Circle.

2ND MAY 1884, No. 969, FINANCIAL.

FINANCIAL DEPARTMENT.

LETTER—from

THE CHIEF SECRETARY TO THE GOVERNMENT OF
FORT ST. GEORGE,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF FINANCE AND COMMERCE.

SIR,

In forwarding copy of the Proceedings of this Government, under date the 2nd instant, No. 968, Financial department, I am directed to request that upper subordinates—supervisors or sub-engineers—who, in the exigencies of the public service, may have to be placed in charge of the extensive South Canara or Mangalore subdivisions, may be allowed to draw the travelling allowance to which an Assistant Engineer would be entitled.

2. The rates of carriage in these subdivisions are double those on the eastern side of the gháts, and I am to add that a similar concession would appear to have been granted to certain upper subordinates of the North-Western Provinces and Oudh (exception 3, section 10, of the Civil Travelling Allowance Code).

I have the honor to be,

Sir,

Your most obedient servant,

OOTACAMUND,
2nd May 1884.

E. F. WEBSTER,
Chief Secretary.

(True copy)

pass

By H. S. Lee

Exd. T. O'Connor.

1884.
FINANCIAL DEPARTMENT.

*From the Government of
Fort St. George.*

Issued

Recd.

Encl.

Letter, 2nd May 1884, No. 969.

MAY.

Travelling Allowance Code.

Requesting that supervisors or sub-engineers, who may be placed in charge of South Canara or Mangalore subdivisions, may be allowed to draw the travelling allowance of an Assistant Engineer.

2ND MAY 1884, No. 968, FINANCIAL.

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

READ—the following papers :—

From Colonel J. BEATTY, R.E., Superintending Engineer, IV Circle, to the Chief Engineer, Public Works department, dated Coimbatore, 9th January 1884, No. 14 W.

I have the honor to forward, for your most favorable consideration, a letter from the Executive Engineer, Coimbatore, on the inadequacy of the travelling allowance of the upper subordinates in charge of the Calicut and Mangalore subdivisions.

2. The points to be specially noted are that the subdivisinal charges are very extensive; that the rates of carriage are just double those east of the gháts; and that what is asked for is that when an upper subordinate—supervisor or sub-engineer—is in charge of the Calicut or the Mangalore subdivision, as is now and will usually be the case in future, the subdivisinal officer should be allowed the travelling allowance of an Assistant Engineer.

3. I consider that if some thing be not done to recoup the subdivisinal officers in those subdivisions for the losses they now sustain, the public service must suffer, and I strongly recommend Mr. Davidson's proposal for sanction.

ENCLOSURE.

From J. P. DAVIDSON, Esq., Executive Engineer, Coimbatore division, to the Superintending Engineer, IV Circle, dated Coimbatore, 13th December 1883, No. 1766.

I have the honor to forward a letter from Mr. Nicholson, sub-engineer in charge of Calicut subdivision, regarding the inadequacy of his travelling allowance.

1 Letter.
1 Tracing.

2. Mr. Nicholson, as a sub-engineer, draws, while at head-quarters, Re. 1 per diem, and while on tour Rs. 3 per diem, his mileage allowance being annas 4 per mile.

3. Mr. Nicholson maintains a pony, but when at head-quarters, especially in the monsoon, he must also keep up a bullock coach, and the ordinary rate of hire for such a conveyance is Rs. 45 per mensem, equivalent to Rs. 1-8-0 per diem.

4. Mr. Nicholson has a very extensive charge ranging from Quilon to Pálghat, with works going on in every direction; he necessarily has to do a great deal of rapid travelling, and on such occasions he receives annas 4 per mile; if he makes average marches of 12 to 15 miles a day, he receives Rs. 3 per diem.

5. The ordinary daily march in the Calicut subdivision, and in fact in the West Coast generally, may be put down, on an average, at 15 miles. Officers on the West Coast do not carry tents; hence the length of a day's march depends on the distance the bungalows lie apart.

6. Mr. Nicholson, being a European holding the rank of conductor and sub-engineer, first-grade, as well as the position of a subdivisinal officer, carries, when on the march, camp-kit, &c., which requires two bandies (country carts).

7. Now the regular and fixed rate per mile for country carts on the West Coast generally is annas 3 per mile; consequently for a 15-mile march Mr. Nicholson draws Rs. 3 as daily

allowance, and pays Rs 5-10-0 for bandy-hire; this sum does not include local fund tolls, which are both numerous and heavy.

8. Again, when Mr. Nicholson makes a rapid march of over 20 miles, he still pays for his two country carts each at the rate of 3 annas per mile or annas 6 per mile for the two, and against this expenditure he receives a mileage allowance of annas 4 per mile, that is he loses annas 2 per mile.

9. Mr. Nicholson maintains a pony, but this is very frequently of no use to him, as the journey to several works in his subdivision is either a combined rail and road journey, or has to be made by water.

10. I append a sketch of the Calicut subdivision showing the position of the various works now in progress, from which it will be seen that Mr. Nicholson must necessarily make forced marches if he intends inspecting these regularly.

11. From what have been stated it is clear that Mr. Nicholson, when at head-quarters, receives Re. 1 per day against an expenditure (exclusive of keep of horse) of Rs. 1-8-0.

When on tour,—

(1) making ordinary marches, he is a loser if his march is 16 miles or more; and if there are tolls to be paid, he is a loser even when the march is a shorter one; the length of the march depends on the distance between bungalows (for which rent has to be paid), and is not optional with the subdivisional officer;

(2) making marches exceeding 20 miles, he is a loser throughout at the rate of annas 2 per mile.

12. Previous to the introduction of the new Travelling Allowance Code, that is previous to April 1883, Mr. Nicholson drew annas 5 per mile as mileage allowance, but he now only draws annas 4.

13. All that has been said regarding Mr. Nicholson, sub-engineer, first grade, applies with equal, if not greater, force to sergeant MacAlister, supervisor, first grade, who has lately proceeded to South Canara to take over charge of that subdivision. The cost of travelling in South Canara has already been referred to by me in my letters, Nos. 113, of 25th April 1883, and 912 of 8th August 1883, regarding Mr. Vaz, overseer, second grade.

14. It is, I believe, by no means the intention of Government that an officer travelling on duty should be a loser by such travelling; in fact it is stated in the new Travelling Allowance Code, paragraph 6, that travelling allowance, though not intended as a source of gain, is intended to meet the cost of ordinary travelling.

15. Under these circumstances, I would strongly recommend that whenever a subordinate holds charge of a subdivision on the West Coast, his case be considered exceptional and treated as such, and he be entitled to draw the travelling allowances of an Assistant Engineer.

16. I would recommend this only for the West Coast, as it is only on West Coast that a subordinate would lose by being in the position of a subdivisional officer, the charge per mile for a country cart on that coast being annas 3 per mile, against annas 1½ per mile on the East Coast.

17. With regard to the latter portion of paragraph 5 of Mr. Nicholson's letter, I have no remarks to offer, Mr. Nicholson, being a military subordinate, must, I presume, conform to the rules laid down for men of his standing.

18. I request that you will bring the above facts to the notice of the Chief Engineer, and urge on that officer the necessity that exists for having special travelling rules for subordinates of this department, who are put in charge of subdivisions on the West Coast; these men are placed in the position of Assistant Engineers as regards the area to be travelled over, but their travelling allowance rules are only calculated to meet the cost of travelling over a very much more limited area, and are certainly quite inadequate to meet the expenses of West Coast travelling; they should, while holding West Coast subdivisions, be allowed to draw travelling allowances as Assistant Engineers.

19. I would further recommend that, in the case of Mr. Nicholson, the increased rate of travelling allowance now asked for be passed to that officer from 1st April 1883, the date on which the new Travelling Allowance Code was introduced, and from which date Mr. Nicholson has drawn a mileage allowance of annas 4 per mile against his previous allowance of annas 5 per mile.

No. 161-C.

Referred to the Financial department with view to the Government of India being addressed.

2. A subdivision is a charge ordinarily held by an Assistant Engineer. When, owing to the exigencies of the service, an upper subordinate is placed in such a charge, it is considered in the Public Works department that he should receive the travelling allowance of an Assistant Engineer.

CHEPAK, (Signed) J. SHAW-STEWART, Col., R.E.,
22nd January 1884. Secy. to Govt., P.W.D.
To the Financial department (with papers in original).

From H. F. CLOGSTOUN, Esq., Accountant-General, Madras, to the Chief Secretary to Government, dated Fort St. George, 5th March 1884, No. 712.

Gazetted Audit department.

With reference to your endorsement, No. 375, dated the 22nd July 1884, referring for my opinion the proceedings of the Public Works department recommending that an upper subordinate, when, owing to the exigencies of the service, placed in charge of a subdivision, which is ordinarily held by an Assistant Engineer, may be authorised to draw the travelling allowance of an Assistant Engineer, I have the honor to state that the mere fact that a subordinate officer holds charge of a division, which is ordinarily held by an officer entitled to higher rates of travelling allowance, does not, under the Civil Travelling Allowance Code, constitute a claim to the higher rate.

2. The cases of officers referred to in the proceedings under reference appear to be somewhat similar to those of the upper subordinates of the North-Western Provinces and Oudh mentioned in exception 3, section 10, of the Civil Travelling Allowance Code, and the extension of the concession accorded to them to the officers of this Presidency will need the sanction of the Government of India. The particular subdivisions, for holding which the higher rate of travelling allowance is to be granted to subordinates, would apparently need to be specified. It does not appear from the letter of the Superintending Engineer, IV Circle, that the particular subdivisions in Malabar and Canara, regarding which this correspondence has arisen, are "subdivisions ordinarily held by an Assistant Engineer." It appears, indeed, that the contrary will be the case in future.

No. 795.

OFFICIAL MEMORANDUM.

With reference to Public Works No. 161-C, dated 22nd January 1884, and to the Accountant-General's report enclosed, the undersigned is directed to observe that no arguments have been adduced for extending the proposed concession to East Coast divisions. It is therefore suggested that the question might be confined to the subdivisions named by the Superintending Engineer.

(Signed) E. F. WEBSTER,
3rd April 1884. Chief Secretary.

To the Public Works department, with papers in original to be returned.

No. 30-E.

MEMORANDUM.

The suggestion that the proposed concession of increased travelling allowance should be confined to upper subordinates in charge of the subdivisions named by the Superintending Engineer, is approved in the Public Works department.

OOTACAMUND, (Signed) J. SHAW-STEWART, Col., R.E.,
19th April 1884. Secy. to Govt., P.W.D.
To the Financial department, with papers in original returned.

2ND MAY 1884, No. 968, FINANCIAL.

ORDER—dated 2nd May 1884, No. 968, Financial.

Ordered that the Government of India be addressed.

(True Extract.)

John Lubbock

Chief Secretary.

Copy to Public Works department, with letter to Government of India.

Exd. T. O'Connor.

No. 1327 w a/26th May/84
To

Recorded
Recorded

Cy.
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ll.
19.5.84

Σ M.
26.5
W.
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Govt. of (1884) Madras.
FINANCIAL.

(71)

Issued.
Recd. 15/5/84 Encl. 1

G.O., 2nd May 1884, No. 968.

No. 1327 w a/26th May/84

MAY. 6.5.84

Travelling Allowance Code.
Addressing the Government of India in view to supervisors or sub-engineers, who may be placed in charge of South Canara or Mangalore subdivisions, being allowed to draw the travelling allowance of an Assistant Engineer.

2 copies sent to
with order
with order
Sd/- in receipt Dept

49/5. 28/5
17/5/84 23-5-84

o. f. 10th dated 20-8-83.
16-8-07

No. 1331 w dated 27th May/84

The charge of Rs.
The charge of
30 is sanctioned
Rs 30

Cy.
19-5-84

W.
27.5.

S.E.V.
S. E. V.
S. E. V.
19-5-84

From
THE SUPERINTENDING ENGINEER,
5TH CIRCLE,
(2)
To
THE Chief Engineer
P.W. Dept

GENERAL RECORD DEPARTMENT.

Paper taken out of the Records from
charge of the Record-keeper.

Department P.W.D.
E. M. C., or G. O., No. 8 1327 + 1330 W this May 1884.
Desp. from or to England, No.
Volume General No.
Date 27th May 84

To whom given } Wanting
For Current No. 189 }
Department. }

When taken out

Initials. M

No. 566
of materials
Collectors Est.
along
the cancellation
and requests
30 paid to

with order
with order
Sd/- in receipt Dept