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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

J. W. D. DEPARTMENT

G.O. No.	197 W	Press.
B.P. No.		Mis.
Dated	22 . 1 . 1884 . 197 .	

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160
22ND JANUARY 1884, No. 197 W., PUBLIC WORKS.

197
1
GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Establishment.

READ again—

G.O., dated 4th September 1883, No. 2476.

Read also—

G.O., dated 14th January 1884, No. 98 W.

ORDER—dated 22nd January 1884, No. 197 W., Public Works.

With reference to the Proceedings of Government quoted above, under the earlier of which the duty of checking and scrutinizing the travelling allowance bills of all officers under their control is vested in Superintending Engineers, His Excellency the Governor in Council now directs that the bills of Superintending Engineers shall, in like manner, be submitted for audit through the Chief Engineer of the Department, whose countersignature to charges will be accepted by the Examiner, Public Works Accounts, as sufficient authority for the admission of all claims provided for by the travelling allowance rules.

2. Officers detached from circles, such as the Consulting Architect to Government, the General Superintendent, Public Works Stores, and the Superintendent, Madras Harbour Works, will also submit their bills through the Chief Engineer when claiming travelling allowances.

(True Extract.)

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

To Superintending Engineers.
To the Consulting Architect to Government.
" General Superintendent, Public Works Stores.
" Superintendent, Madras Harbour Works.
" Examiner, Public Works Accounts.
" Chief Engineer for Irrigation.

Exd. E. Fernandez.
Spare Copies

GENERAL.
ESTABLISHMENT.

Govt. of 1884 Madras.
PUBLIC WORKS.

Dated January, 22nd.

Recd.

Encl.

G.O., 22nd Jan. 1884, No. 197 W.

JANUARY.

Travelling Allowance Bills

Directing that the — of Superintending Engineers and officers detached from circles be submitted for audit through the Chief Engineer.

23RD SEPTEMBER 1882, No. 2471 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

General.
Account.

No. 183.

READ—the following paper:—

Office Note from the Examiner of Public Works Accounts, dated Madras, 11th September 1882, No. 474.

With reference to G.O., No. 2100 W., dated 16th August 1882, I have the honor to bring to your notice, for the information of Government, that from July 1881 to July 1882 (inclusive) special sanctions have been obtained from Government for carriage of tents and horses belonging to the Superintending Engineer, Sixth Circle, for sums aggregating Rs. 543-8-0. The several amounts vary from Rs. 9-13-0 to Rs. 101-4-0 and have been submitted for sanction every month except April 1882.

2. It is I think a matter which requires the notice of Government, inasmuch as it can scarcely be intended by the code rules that such charges should recur month after month; were it so, the circumstances would hardly be so *special* as to necessitate the required "special sanction of the Government," Code, paragraph 580, Standing Order No. 66 of 1882.

No. 184.

ORDER—dated 23rd September 1882, No. 2471 W., Public Works.

The Government do not consider any modification of the principle of the Code rule necessary. They resolve, however, to delegate their special powers of sanction to Superintending Engineers in the case of tents and horses of officers subordinate to them, and to the Chief Engineer of the Department in respect to those of Superintending Engineers.

2. It is now requisite that the maximum weight of tents and number of horses to be carried by officers of each class should be prescribed. Superintending Engineers will as early as practicable submit their views on these points.

(True Extract.)

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

To Superintending Engineers.
To the Examiner, Public Works Accounts.
" the Consulting Architect to Government.

Exd. S. T. Austin.
Spare Copies

GENERAL
ACCOUNT.

Gobt. of [1882] Madras.
PUBLIC WORKS.

Dated September, 23rd.

Recd.

Encl. —

G.O., 23rd Sept. 1882, No. 2471 W.

SEPTEMBER.

Nos. 183-184.

Carriage of Horses and Tents.

Delegating to Superintending Engineers special powers of sanction for the — of officers subordinate to them, and to the Chief Engineer in respect to those of Superintending Engineers, and the latter requested to submit their views as to the number of horses and weight of tents to be carried by officers of each class.

13TH JUNE 1883, No. 1651 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Establishment.

READ—the following letter from D. C. GORDON, Esq., Examiner of Public Works Accounts, to the Secretary to Government, Public Works Department, dated Madras, 7th June 1883, No. 45 W. :—

This Office No. 14 A., dated 5th May 1883.
Accountant-General's Public Works Department No. 322 E., dated 31st May 1883.

I have the honor to forward, herewith, copies of the correspondence noted in the margin, and request that the question therein noted may be referred to the Government of India for favor of orders.

ENCLOSURES.

Copy of letter from the Examiner, Public Works Accounts, Madras, to the Accountant-General, Public Works Department, No. 14 A., dated 5th May 1883.

I have the honor to request the favor of your informing me what is the intention of Section 29 of the Civil Travelling Allowance Code, which says "a daily allowance may not be drawn for a halt of more than ten days at one place."

2. It may happen that an officer on tour and away from head-quarters halts at a place, and is, for some reason, delayed there for, say, twelve days. He prefers a claim for daily allowance for ten days only, and lets the extra two days go forfeit.

3. Is he entitled to daily allowance for the ten days and to no allowance for the excess of two days? Or does the fact of the halt extending to twelve days at once bar him from daily allowance for the entire period?

4. Under the old rules a halt of fifteen days at any place constituted that place temporary head-quarters, and thereby debarred the passing of any travelling allowance for the whole period of halt. The present rules do not admit of the same argument.

Copy of letter from the Accountant-General, Public Works Department, to the Examiner of Public Works Accounts, Madras, No. 322 E., dated 31st May 1883.

In reply to your letter, No. 14 A., dated 5th May 1883, I have the honor to state that the question therein raised should be referred through the Local Government, to the Government of India, under Section 5 of the Travelling Allowance Code.

ORDER—dated 13th June 1883, No. 1651 W., Public Works.

Ordered to be forwarded for the orders of the Government of India.

(Here enter No. 1652 W., dated 13th June 1883.)

(True Extract.)

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

To the Examiner, Public Works Accounts.

Exd. E. Fernandez.
Spare Copies

GENERAL
ESTABLISHMENT.

Gobt. of (1883) Madras.

PUBLIC WORKS.

Dated June, 13th.

Recd.

G.O., 13th June 1883, No. 1651 W.

JUNE.

Halts of ten days

Correspondence regarding — under Section 29 of the Civil Travelling Allowance Code to be forwarded for the orders of the Government of India.

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.

2. I cannot understand how the Examiner can suppose it to be equitable that an officer who, instead of hiring a Government boat, provides himself with one (the cost of which generally is between Rs. 1,000 and Rs. 2,000), and

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

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 Dowlaishweram, 5th 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

very different from the old rule (see paragraph 615 of the Code), under which officers halting not more than three days (exclusive of any *dies non*) at head-quarters drew 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

* Kept in repair by Government.

B has his own boat, for which he paid † Rs. 1,000, and he keeps boat lascars, which cost him

† 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 Dowlaishweram, 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," it 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.

Exd. A. F. Goodall.
Spare Copies

GENERAL.
ESTABLISHMENT.

Govt. of 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.

27TH JULY 1883, No: 2059 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 Simla, 20th July 1883, No. 1002 G.:—

In reply to your endorsement No. 1652 W., dated 13th ultimo, I am directed to state that the intention of Section 29 of the Civil Travelling Allowance Code is to admit halting allowance for the first ten days of an officer's stay in any particular place, the halting allowance for the days in excess of ten days being forfeited.

ORDER—dated 27th July 1883, No. 2059 W., Public Works.

Communicated to the Examiner, Public Works Accounts, with reference to G.O., No. 1651 W., dated 13th June 1883, also to all Superintending Engineers, for information and guidance.

(True Extract.)

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

To the Examiner, Public Works Accounts.
" Superintending Engineers, First to Sixth Circles.
" Superintending Engineer, Tank Maintenance Scheme.
" " Vizagapatam State Railway Survey.
" " Bezvada-Hindupur State Railway Survey.
" Chief Engineer for Irrigation.
" Consulting Engineer for Railways.
" Consulting Architect to Government.

Exd. E. Fernandez.
Spare Copies

GENERAL
ESTABLISHMENT.

Govt. of (1883) Madras
PUBLIC WORKS.

Dated July, 27th.

Recd.

Encl.

G.O., 27th July 1883, No. 2059 W.

JULY.

Halts of ten days

Letter from the Government of India explaining the intention of Section 29 of the Civil Travelling Allowance Code regarding —, communicated to the Examiner, Public Works Accounts, and all Superintending Engineers,

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 forwarded 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-Engineer'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 application; 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.

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?

(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.

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

10th July 1883.

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.

197
198
9

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 —.*

14TH JANUARY 1884, No. 98 W., PUBLIC WORKS.

197
10

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Establishment.

READ—the following papers :—

G.O., dated 7th January 1884, No. 5, Financial.

Read—the following letter from J. F. FINLAY, Esq., Officiating Under Secretary to the Government of India, Department of Finance and Commerce, to the Officiating Chief Secretary to Government, dated Calcutta, 17th December 1883, No. 1865.

I am directed to acknowledge the receipt of your letter, No. 2587, dated the 16th November 1883, inquiring whether it is proposed to lay down any principle for regulating the calculation of actual expense under rule 1, section 26, of the Civil Travelling Allowance Code. This inquiry is made with reference to the view (in which the Local Government concurs) expressed by the Examiner of Public Works Accounts in Madras, that the term "actual expense" does not include such items as (1) interest on capital laid out for the provision of boats or other apparatus for moving a camp; (2) charge for the depreciation of such apparatus or for repairs thereto; and (3) cost of the upkeep of horses or bandies and bullocks.

2. In reply, I am directed to state that, in the opinion of the Government of India, the view taken by the Examiner is correct, and that it is unnecessary to lay down any general principle for calculating actual expense for the purposes of rule 1 of section 26. That rule empowers the Local Government to sanction in special cases the payment to an officer of the actual expense of keeping up camp equipage during halts at head-quarters. Both "actual expenses" and "camp equipage" being defined in the code [section 3 (e) and 3 (m)] they do not seem to require further explanation. The actual expense of keeping up camp equipage during halt at head-quarters is the difference between the actual outlay incurred by an officer in maintaining the equipage during that time and the outlay he would incur if he could discharge it and had nothing to do with it till he wanted it again. Interest on capital outlay, and charges on account of depreciation and repairs, as well as the upkeep of horses, palkies, &c., used only for the conveyance of the officer on his marches, cannot be reckoned in "actual expenses" of keeping up camp equipage.

3. It has been urged that the effect of this decision will be to discourage the acquisition of private boats, &c. The Governor-General in Council can hardly think that the allowance or disallowance of the constructive expenses referred to on the comparatively rare occasions for which rule 1, section 26, provides, will have the least influence in determining an officer's decision on the question, whether he will keep camp equipage as his own property or not. Such a question will be decided with reference to the whole circumstances of his probable expenditure, and not with reference to a rule of entirely exceptional application, which is meant to save officers from actual loss, if duty should call them away from travelling, while they are in reality bearing part of the cost of travelling.

14TH JANUARY 1884, No. 98 W., PUBLIC WORKS.

Order—dated 7th January 1884, No. 5, Financial.

Communicated to the Accountant-General and to the Public Works Department.

(True Extract.)

(Signed) E. F. WEBSTER,
Offg. Chief Secretary.

ORDER—dated 14th January 1884, No. 98 W., Public Works.

Communicated to the officers of the Public Works Department for information and guidance, with advertence to the undermentioned Proceedings of Government.

No. 1749 W., dated 22nd June 1883.

„ 2104 W., „ 1st August „

„ 2476 W., „ 4th Sept. „

2. All claims for “actual expenses,” under section 26, rule 1, Civil Travelling Allowance Code, will, in future, be determined in accordance with the ruling contained in the letter from the Government of India, dated 17th December 1883, No. 1865.

(True Extract.)

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

To Superintending Engineers.

To the Examiner, Public Works Accounts.

„ Consulting Architect to Government.

„ General Superintendent, Public Works Stores.

„ Chief Engineer for Irrigation.

„ Consulting Engineer for Railways.

„ Examiner, Railway Accounts.

Exd. A. Aubert.
Spare Copies

197
11

GENERAL.
ESTABLISHMENT.

Govt. of (1884) Madras.

PUBLIC WORKS.

Dated January, 14th.

Recd.

Encl.

G.O., 14th Jan. 1884, No. 98 W.

JANUARY.

"Actual Expenses"

Re settlement of claims for—.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

STANDING ORDERS.

P. W. D. CODE, VOL. I.

No. 232.

CHAPTER IV.

Cancel para. 45.

Cancel the last sentence of Rule VII of para. 64.

For para. 65 and rules under it, substitute the following:—

Para. 65. The travelling allowances of all classes of establishments in the Public Works Department are regulated by the rules in the Civil Travelling Allowance Code—

(1).—The charges will be passed on a monthly bill drawn up in Form No. 40 accompanied by Journals in Form No. 81 in support of the charges made for members of the Engineer and Superior Account Establishments. The travelling allowance bill of a Division, together with the journals, should be submitted to the Superintending Engineer by whom they will be transmitted to the Examiner with his countersignature or such remarks as he may consider it necessary to make. It will be the duty of Superintending Engineers to scrutinize the travelling allowance drawn by Officers under their control, and to check any tendency to unnecessary expenditure.

Cancel paras. 66 to 88.

[ccxxxi—3-8-83.]

[This order is applicable to Madras and Bombay.]

No. 377, P. W. D. Press—7-8-83—4,500.

No 197 ^{197/3} PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 23rd Jan'y/84
again

Read the following

G.O. No 2476 dated 4th September 1883

Read also
G.O. No 98. W. & L. D. 14 January 1884.

With reference to
the Proceedings of
Government quoted
above, under the earlier
of which the duty of
checking and scrutini-
-sing the travelling
allowance Bills of all
officers under their
control is vested in
Superintending Engineers,
H.E., the Governor in

Council now directs
that the Bills of
Superintending Engrs.
shall in like manner
be submitted for
audit through the
Chief Engineer of the
department, whose
countersignature to
charges will be accept-
ed by the Examiner
P.W. Accounts as
sufficient authority
for the admission
of all claims pro-
vided for by the
Travelling Allowance
Rules.

2. Officers detached
from circles, such as

the Consulting Archi-
tect to Govt.; the
General Supt. P.W.
Stores, and the Supt.
Madras Harbour Works
will also submit their
Bills through the
Chief Engineer when
claiming Travelling
allowances.

197
14
18-1-84

Suptg. Engrs.
Cousg. Archt. to Govt.
Genl. Supt. P.W. Stores
Supt. M. H. Works
Ex. P.W. Accts.
Chief Engr. for Engrs.

R.S.

20411/23.9.52
 "20412/23.9.52
 "20413/23.9.52
 "20414/23.9.52
 "20415/23.9.52
 "20416/23.9.52

M.
 22-1-84

M.
 22/1

Ave: 17/1/84

197
 15

Govt. of (1883) Madras.

PUBLIC WORKS.

(15)

Dated

23/1

Recd.

Encl.

G.O. 22 Jan 1884 No. 1970.

Pay: Allowance
Bills.

Desiring that the
— of S.E. and of
Officers detached
from Civils be
sent for and it
through the Chief Secy.

160
15

W.C.
22/1
24/1