

in temporary candidate - & further fees of year

P. H. D.

Gobt. of (1884) Madras.

FINANCIAL.

No 930 dated 4th April 1884

Recorded

Sd/- J. S.

Issued

Recd.

Encl.

G.O., 25th March 1884, No. 651.

No 930 dated 4th April 1884

MARCH.

Travelling Allowance.

Directing that the Government of India be addressed regarding the inclusion of the name of the Executive Engineer of the Nilgiri division in schedule E (c) of the Civil Travelling Allowance Code.

Settled

boat, bandy, &c., constitutes it private property and consequently nothing can be claimed for it, that such a view is an absurdity will not for a moment, I think, be denied; and I hope that here I may be allowed to mention, that the present Chief Engineers and the late Chief Engineer, General Sankey, to whom, when the new code and consequent correspondence and orders first came out, I personally represented its hard bearing on the department generally, concurred in this view. General Sankey informed me that a satisfactory settlement would be made, but just then a circular from the Government of India relegated the question of actual expenses to Superintending Engineers, and it is, I think, to be regretted that the question should again have been opened by the non-acceptance of this circular; but the question has been opened and it seems to be as far from settlement as ever (at least it is to be hoped it is not yet finally settled) viewed in the conflicting lights of code 3 (c) and the Examiner's views. If the latter are to be finally accepted, they will bear heavily on the department, which was not, I am sure, the intention of Government so far generally.

Regarding this division in particular. If you are unable to pass actual expenses as heretofore, I trust that you will, under section 28 of the Travelling Allowance Code, represent to Government, for favorable consideration, the question of including this division in schedule E (from date of G.O., No. 98-W. of 14th January 1884). The circumstances are so well known to yourself and the Chief Engineer that I need not recapitulate them, but I would ask you to again peruse my letters, Nos. 106 and 133 of 16th June 1883 and 2nd July 1883, on this subject, and I may also mention that under the old Travelling Allowance Rules, halting allowance was passed for this division irrespective of the upkeep of carriage for tents, in consideration of the peculiar and expensive conditions of the locality.

From J. C. LARMINIE, Esq., Executive Engineer, Nilgiri division, to the Superintending Engineer, IV Circle, dated Ootacamund, 16th June 1883, No. 106.

I would invite your attention to the new Travelling Allowance Code rules and to their particularly unfavorable bearing on this division.

Under the old rules, I drew on the average about as much as in this expensive locality covered the cost of my travelling, *i.e.*, maintenance of horses and bandy-hire.

The travelling allowance bill of this division for April has just been returned by the Examiner, who has passed only Rs. 45 out of Rs. 70 as claimed by me. The former sum, I need hardly say, does not cover my actual expenses. I would therefore ask you to peruse section 28 (page 14) of the new Travelling Allowance Code and to be good enough to lay the question before Government for favorable consideration with a view to sanctioning for this division similar allowances to those granted to Executive and Assistant Engineers of the Simla imperial circle (schedule E, Travelling Allowance Code), *viz.*, Rs. 60 and 45 per mensem respectively.

Regarding the subordinates employed here, although under the new rules a similar allowance as heretofore, *viz.*, Rs. 30, has been passed for them, still it was hoped that code 66 would apply in their case; but the 50 per cent. (Rs. 15) extra as claimed for them has been disallowed by the Examiner on the grounds that it can only be calculated on a daily and not on a monthly allowance. Considering the great additional cost of horse upkeep and travelling in this place, and seeing that the subordinates of other departments draw extra allowances while at hill stations, I trust that the question of this small extra grant will meet with favorable consideration. The travelling allowance claimed for the divisional lascars has been disallowed under code 21, exception 1, for the present. The question is, I believe, under consideration, but I hope the very trifling sums claimed will not be withheld, considering the really great hardships lascars undergo while travelling in a climate like that now prevailing here.

From J. C. LARMINIE, Esq., Executive Engineer, Nilgiri division, to the Superintending Engineer, IV Circle, dated Ootacamund, 2nd July 1883, No. 133.

In continuation of my No. 106, of 16th ultimo, regarding travelling allowances of this division, I would invite your consideration of the following facts and suggest your laying the same before Government in connection with the question of granting fixed travelling allowances for this division. From the Travelling Allowance Code, schedule C, No. 4 and schedule D, No. 59, you may observe that Assistant Collectors in the Madras Presidency draw altogether a fixed travelling allowance of Rs. 150 per month, a similar allowance, *if not more*, will of course be drawn by the Revenue officers of that grade employed on the hills. I presume it will be at once granted, that an Executive Engineer in charge of a division has a great deal more travelling to do, and spends far more of his time in camp and away from head-quarters than, with very few exceptions, Assistant or Sub-Collectors, and that the expenses and inconveniences attendant on travelling are quite as great in the case of one body of officers as in that of the other. Under these circumstances, I trust you will strongly urge upon Government a reconsideration of the rules under the old system, the allowances drawn no more than covered attendant charges and expenses. Under the new rules it will be extremely difficult, if not in very many cases impossible, for members of

one of the lowest paid of Her Majesty's Indian services to provide themselves with horses and other most expensive travelling equipage which cost quite as much in their case as in that of more favored services, while to the latter liberal allowances are granted.

No. 603-C.

Endorsement on the above.

Transferred to the Financial department, with an expression of opinion in the Public Works department that the Executive Engineer of the Nilgiri division should be placed on the same footing as the Executive Engineer, Simla Imperial Circle, and added to schedule E (e) of the Travelling Allowance Code, with a monthly allowance of Rs. 60.

CHEPAUK,
12th March 1884.

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

To the Financial department (with papers in original).

ORDER—dated 25th March 1884, No. 651, Financial.

The Government of India will be addressed.

(True Extract.)

E. F. WEBSTER,
Chief Secretary.

To the Public Works department,
with copy of letter to Government of India.

Exd. W. H. French.

25TH MARCH 1884, No. 651, FINANCIAL.

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

READ—the following paper :—

From Colonel J. BEATTY, R.E., Superintending Engineer, IV Circle, to the Chief Engineer, Public Works department, dated Ootacamund, 29th February 1884, No. 130-W.

In forwarding for your perusal the accompanying letters from the Executive Engineer, Nilgiris, I have the honor to observe that under the ruling contained in the letter from the Government of India, dated 17th December 1883, No. 1865, the divisional officer, Ootacamund, is not in my opinion entitled to claim anything for his actual expenses during his halts at head-quarters.

2. But as by far the most important part of the work of the Nilgiri division lies within 5 miles of the division office, and is such that it necessitates a large amount of travelling within a short distance of his head-quarters, I think it reasonable you should recommend for the sanction of Government under code, paragraph 28, the grant of a special allowance at the rate of Rs. 75 a month to the Executive Engineer while at Ootacamund; and that he should come under the ordinary rules whenever his duties take him over 5 miles away from his head-quarters.

ENCLOSURES.

From J. C. LARMINIE, Esq., Executive Engineer, Nilgiri division, to the Superintending Engineer, IV Circle, dated Ootacamund, 15th February 1884, No. 546.

With reference to your No. 28-C of 1st instant, I have the honor to state that I have no change to make in the data on which my charges for actual expenses are founded. As reported in my No. 528 of the 6th idem, the charges are in reality *under* what I actually incur. With reference to correspondence printed with the last G.O. on this subject of actual expenses, No. 98-W, of 14th January 1884, I hope I may be allowed to offer a few remarks.

First I would submit that under this order you are quite justified in continuing to pass my actual expenses, for though at the end of paragraph 2 of Government of India letter, 1865, it is stated, that cost of horses, palkies, &c., cannot be reckoned in actual expenses, still in the middle of the same paragraph reference is made to code 3 (e) and 3 (m) where you may observe that actual travelling expenses are defined to be, "the actual cost of locomotion for an officer himself, his servants and personal luggage, &c., &c." If this rule cannot be interpreted to include all the usual known means of locomotion, i.e., boats, bandies, horses, palkies, I would submit that the rule might as well be omitted from the code, if it cannot be accepted, because the present Madras Examiner (Mr. D. C. Gordon), who has no idea of the expenses, discomfort and inconveniences attendant on travelling, takes a most extraordinary view of the case. In fact if the Examiner's ruling is to be accepted (and from the Government order under reference it would appear so), no halting allowance whatever can be drawn, for it would be seen on reference to the former Government orders on the subject that Mr. Gordon holds that the fact of hiring any article by the month,

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