C. Rw 1719 W 22.6.83
" " 2104 W 1.8.83
" " 2476 W 4.9.83
" " 98 W 14.1.84
B. Rw 2327 W 22.9.84
R.C. Rw 2980 W 4.12.84
B Rw 2270 W 30.9.85
R. 2519 W 24.10.85
Speedy dated 30th Sept.
1885, No. 2270 W, will
be communicated to all
Supty Engrs, who, as
controlling officers will
fully observe the
principle that the
upkeep of private
conveyance of any sort
which includes conveyance
hired by the month
should not be included
in the computation of
"actual Expenses."

19.10.85

Supty Engrs.
S.E. T.M. Scheme
C.A.Ts. Gut
Ex. P.W. Acct.

Wills copy of
Go. No. 2270 dtd
& ext to S.E. IV
Dealt

Rec'd 26/10
Mysore 16.10.85

Rec'd 85

(17)

Rw 9/10/85.

B No. 2519. Way 24 Oct. 85

With order

GENERAL.
ESTABLISHMENT.

Govt. of {1883} Madras.

PUBLIC WORKS.

Dated June, 22nd.

Recd. *Encl.*

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

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.

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 lascar 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

Order—

Ordered that a copy of this Resolution be communicated to the other departments of the Government of India, to all local Governments and Administrations, to the Comptroller and Auditor General, and to all Accountants-General and Comptrollers for information.

(Signed) J. F. FINLAY,
Offg. Under Secy. to the Govt. of India.

ORDER—dated 7th July 1884, No. 1502, Financial.

Communicated to all departments.

(True Extract.)

H. TREMENHEERE,
Ag. Asst. Secy. to Govt.

To the Departments of Government.
" Heads of Departments.

Exd. J. W. Fischer.

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

READ—the following paper :—

Proceedings of the Government of India, Department of Finance and Commerce, dated Simla, 20th June 1884, No. 1517.

Pay and Allowances—Travelling Allowances—Rules and General Matters.

Read—

Letter from the Government of Madras, No. 2640, of 2nd November 1883, submitting papers connected with a claim of the Director of Revenue Settlement for the cost of carriage of two horses and one carriage by rail on a tour in the Madura district, and recommending the charge for two horses and a carriage in lieu of four horses, the number fixed for the Director under rule 1 to section 13, Travelling Allowance Code.

Letter to the Government of Madras, No. 92, of 10th January 1884, pointing out that section 13, Travelling Allowance Code, is intended to provide only for occasional and exceptional journeys, and does not apply to journeys on ordinary tours, and requesting information as to the circumstances of the Director's journey with a view to determining whether section 13, Travelling Allowance Code, was applicable.

Letter from the Government of Madras, No. 745, of 2nd April 1884, inquiring, with reference to letter No. 92 cited above, whether in other parts of India the tours of police officers are treated as ordinary for the purposes of section 13, Travelling Allowance Code.

Letter from the Government of Madras, No. 945, of 30th April 1884, forwarding enclosures showing the circumstances under which the Director of Revenue Settlements conveyed by rail horses, &c., on the journey referred to in the letter No. 2640 above cited.

Resolution—

It is not unfrequently necessary, in the interests of the public service, that officers travelling on public duty or on transfer from one office to another should carry their camp equipment and horses by rail or steamer, but section 13 of the Travelling Allowance Code does not permit the grant of the cost of carriage in all such cases.

2. The Governor-General in Council is willing that local Governments should have the power of allowing payment of the cost of carriage of camp equipment and horses by rail or steamer in all cases in which they are satisfied that it is in the interest of the public service that the camp equipment and horses should be so conveyed.

3. The Governor-General in Council therefore directs that the word "circumstances" be substituted for the word "orders" in the fourth line of section 13, Travelling Allowance Code, and leaves the application of the rule as thus altered to the discretion of the local Governments.

Govt. of {1884} Madras.

FINANCIAL.

Issued

Recd. *Encl.*

G.O., 7th July 1884, No. 1502.

JULY.

Civil Travelling Allowance Code.

Communicating to all departments resolution of the Government of India modifying section 13 of the — by the substitution of certain words in the fourth line of that section which authorizes public officers travelling on duty to carry, under certain restrictions, their horses and tents by rail or steamer.

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.

* No. 636 G.D., dated 29th May 1883, and No. 108 G.L., dated 6th June 1883.

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.

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 30*d* 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 30*d* 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

(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 expenses 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).

(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?

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.

(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 will be communicated to the Superintending Engineer, First Circle, and the Superintending Engineer, Fifth Circle, by the Superintending Engineer, First Circle, in his letter [illegible], 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.

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.

† No. 2011 W., dated 30th July 1883.

(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.

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 —.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Establishment.

READ—the following letter from Lieutenant-Colonel P. MONTGOMERIE, R.E., Superintending Engineer, I Circle, to the Chief Engineer, Public Works Department, dated Dowlaishweram, 2nd October 1884, No. 292 G.L.:—

I have the honor to bring to your notice that until the receipt of G.O., No. 98 W., dated the 14th January 1884, actual expenses for officers were under rule 1, section 26 of the Civil Travelling Allowance Code, claimed for the upkeep of their own private property, viz., two horses and two bandies, according to a circular issued by the late Officiating Superintending Engineer, but after the receipt of the above Government Order such claims have been discontinued.

2. The Examiner, Public Works Accounts, states that the actual expenses already drawn for officers, &c., for the maintenance of private property, though they refer to dates prior to the receipt of the Government Order in question, should be retrenched. I suppose that this is not necessary, as it is clearly stated in the Government Order above quoted that "all claims for actual expenses will *in future* be determined in accordance with the rules contained in the letter from the Government of India, dated the 17th December 1883." I therefore refer the matter for your orders.

From the Examiner, Public Works Accounts, dated 1st December 1884, No. 634.

ORDER—dated 4th December 1884, No. 2980 W., Public Works.

The ruling of the Examiner, Public Works Accounts, is correct and must be upheld.

2. The Government from the outset ruled that the upkeep of private property was not to be made a charge against the State, and Proceedings, No. 98 W., dated 14th January 1884, quoted by the Superintending Engineer, I Circle, embodied but an interpretation and confirmation of previous orders.

(True Extract.)

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

To the Superintending Engineer, I Circle.
„ Examiner, Public Works Accounts.

Exd. C. Howarth.
Spare Copies

...AL.
...LISHMENT.

Govt. of {1884} Madras.

PUBLIC WORKS.

Dated December, 4th.

Recd. *Encl.*

G.O., 4th Dec. 1884, No. 2980 W.

DECEMBER.

Actual Expenses

The ruling of the Examiner, Public Works Accounts, that the — already drawn by certain officers in the I Circle for the upkeep of private property was not to be made a charge against Government, upheld with remarks.

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 Coimbatore, 29th July 1885, No. 316 E.W.

I have the honor to inform you that Colonel Ross Thompson, R.E., maintains a bullock-coach and bullocks, and during his halts at head-quarters he claims actual expenses at the rate of Rs. 35 per mensem, or Rs. 1-2-0 per diem, and this claim, it seems to me, is not admissible under the Travelling Allowance Code and the letter of the Officiating Under Secretary to the Government of India printed with G.O., No. 98 W., of 14th January 1884.

2. Colonel Ross Thompson claims the actual expenses for the upkeep of the bullock-coach and bullocks for reasons given in his letters, No. 237 of 8th May, and No. 401 of 25th July 1885, herewith sent, and as he is not satisfied with my decision, I have the honor to request the favor of your opinion in the matter.

3. My reason for disallowing the charge is, that I am of opinion that a coach and bullocks does not come within the term "camp equipage," which is defined to mean "apparatus for moving a camp."

ENCLOSURES.

From Colonel ROSS THOMPSON, R.E., Executive Engineer, West Coast Division, to the Superintending Engineer, IV Circle, dated Calicut, 8th May 1885, No. 237.

With reference to your endorsement, No. 226 W.C., of 5th May 1885, on my letter to you No. 228, of 1st May 1885, I have the honor to point out that the coach and bullocks to which you object as not coming within the term "camp equipage" are, as a matter of fact, the very "apparatus" with which, when not travelling by sea, I habitually move my camp.

2. So far as my own experience goes, they appear to me to have entirely fulfilled the conditions laid down in the code as "apparatus for moving a camp." I have habitually used them as "camp equipage" *and* "camp equipment" in the strict code meaning of both these terms.

3. You are doubtless aware that tents are useless during a great part of the year in the West Coast division, and officers of the Public Works department have consequently not been required by Government to maintain tents. I have found, from more than five years' residence and experience on the West Coast, that a pair of good bullocks and coach—proof against rain—form the most convenient and efficient possible "camp equipment" as well as "apparatus for moving" my "camp."

4. I have frequently, when travellers' bungalows have been full or district bungalows out of repair, camped very comfortably under trees in a bullock-coach.

5. With two horses, and the coach and pair of bullocks, I now maintain, I am perfectly prepared to march at any moment of the day or night and to remain out indefinitely.

6. Such being the facts of the case, I am at a loss to know why the bullocks and coach do not, in your opinion, come within the code meaning of the term "camp equipage."

7. You are aware of the difficulties and expenses attending locomotion in the West Coast division, and that in order to be able to march at a moment's notice it is absolutely necessary to maintain (as I do) efficient "camp equipage;" it cannot, by any means, always be procured on short notice, and as a bullock-coach is assuredly *not* an equipage I would maintain for my own private pleasure, I trust you will see fit to authorize the Examiner to audit the amount claimed in my bill, which you inform me you have disallowed.

From Colonel ROSS THOMPSON, R.E., Executive Engineer, West Coast Division, to the Superintending Engineer, IV Circle, dated Calicut, 25th July 1885, No. 401.

Adverting to your memorandum, No. 363 W.C., of 20th July 1885, and the concluding portion of paragraph 1 of your letter, No. 248 W.C., of 14th May 1885, I have the honor to request that you will particularly note that I do not by any means merely maintain my "camp equipage," viz. (bullock-coach and bullocks), for my personal conveyance on the march. As a matter of fact I ride or walk nearly all my marches, and my bullock-coach or "camp equipage" conveys a considerable portion of my camp equipment and some of my servants, as well as at times serving me as a shelter in the absence of tents or rest-houses during short halts. I do not use it as a purely personal conveyance, and consequently do not regard it as such. I cannot give any "further explanation" than that already given in my letter, No. 237, of 8th May 1885.

Office-note from the Examiner, Public Works Accounts, dated 8th August 1885, No. 364.

The question raised by Colonel Ross Thompson, R.E., was finally decided in the Government of India letter printed with G.O., No. 98 W., dated 14th January 1884.

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

No. 459-E.

MEMORANDUM.

Referred to the Financial department for consideration and orders, with advertence to proceedings in that department, dated 7th January 1884, No. 5, and to section 27, rule I, of the Civil Travelling Allowance Code.

2. In paragraph 2 of letter from the Government of India, No. 1865, dated 17th December 1883, it was ruled that "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;" but Colonel Ross Thompson represents that his coach and bullocks fulfil the conditions laid down in the Travelling Allowance Code, section 3 (*m*), as "apparatus for moving a camp."

OOTACAMUND,
15*th August* 1885.

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

To the Financial department, with papers in original.

ORDER—dated 5th September 1885, No. 1245, Financial.

His Excellency the Governor in Council observes that the contention of the Examiner of Public Works Accounts in his note of the 9th June 1883, No. 272, was that the cost of maintaining private conveyance of any sort should not * be included in the computation of "actual expenses." This view, characterized † by the local Government as "sound," was accepted ‡ by the Government of India as "correct." Whether, therefore, the

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

† Letter No. 2587 (Financial), dated 16th November 1883.

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

bullock-coach and bullocks, now in question are, or are not, an "apparatus for moving a camp" is immaterial. Colonel Ross Thompson can claim nothing for the upkeep of his private conveyance.

(True Extract)

W. Wilson
for *Chief Secretary.*

To the Public Works department.
„ Accountant-General.

Exd. T. O'Connor.

P. W. C. No. 2216

Govt. of [1885] Madras.

FINANCIAL.

(4)

Issued

Read. 21 Sep. '85 *Encl.*

A.S.C.

G.O., 5th September 1885, No. 1245.

No. 2270 W. dy. 30th Sept. 1885.

SEPTEMBER.

Actual Expenses.

Passing orders in rejection of the claim of Colonel Ross Thompson, Executive Engineer, West Coast division, to have a coach and bullocks maintained by him regarded as camp equipage, and to include the cost of its upkeep in the computation of —.

The references quoted in the margin, I think, make this construction clear.

3. It is however a matter of fact that claims are made by the Officers of the Department and passed by Controlling Officers for the upkeep of private property, or personal equipment. In the Canal Divisions, Officers who reserve boats hired from Govt., claim regularly during halts at Head Quarters, the day's hire plus the day's wages of a Serang kept to look after the boat, neither of which items should form a claim for actual expenses. Officers maintain, monthly, carts and cattle, and for halts at Head Quarters c/o Govt. with the day's hire. Claims preferred for the feed of horses and cattle have passed both Executive Engineer and Controlling Officer - so also, in a recent instance, the following items:- Servants, Gram, Municipal Tax, Shoeing, Stable Rent, Straw, Oil, Shoeing for Horse, pair of Bullocks, and Cart. Cases have occurred in which Officers rejoining from leave, or joining on transfer, at once claim for upkeep of camp equipage before any journey

* G.O. No. 1749 W. of 22nd. June 1883 - para 4 of Examiner's letter printed at page 2.
G.O. No. 2104 W. of 1st. August 1883 - para 6 of Supg. Engineer's letter on pages 3 and 4 and marginal notes 14 to 17.
Examiner's Office Note No. 406 of 3rd. September 1884, paras 2 and 3.
G.O. No. 2980 W. of 4th. December 1884.

has been performed, clearly showing that personal equipment, and not camp equipage is the basis of the claim.

4. " The actual expense of keeping up camp equipage during halts 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"; it is therefore obvious, that camp equipage or apparatus for moving a camp hired by the month and from month to month continuously should not be included in the computation of "actual expenses".

5. It may be desirable for Govt. again to impress upon Superintending Engineers as Controlling Officers the necessity for a strict scrutiny of claims for actual expenses for halts at Head Quarters.

C.

KEEP-WITH Genl. No.

dated 188 .

I would have the C
[illegible] attention to the [illegible]
note where he says th
Camaigs hired by the [illegible]
counts as private carria

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because Monthly hire m
always be m' [illegible] a
What it would cost h
maintain private Camiag
of the cunning as to the ma
Camaigs is hired is inquisitio
as long as none of it is
private property.

Boats hired from
Govt. are on an entirely
different footing & it is
open to Govt. to make
the stipulation that the
hire charged puts them
on the footing of Private property

C&F

Feb. 15. 1886

2D

DW

The point raised has
been argued more than
once, & the Govt have
accepted the Earl Views
Plea

17

DW

The accompanying notes are submitted for orders, with the draft disposal on Current No. 8835, which was at first submitted for approval through DW.

But he desired to take up the point noticed by DW; a reference must apparently be made to the G. of I. through the Fin. dept.

CR
16.10.85

I do not think it necessa
to make any reference t
India on the point.

WS
19.10

Approve 16.10.85