

No 1979. Supg Engr's office 6th B.
Kodakaval 30. 3. 86.

Sir,

The Supg Engineer
6th Briele.
To,

The Chief Engineer
P. W. D.

Sir,

I have the honor to solicit reconsideration of that portion of G.O. No 2519 W of 2^d October 1885, which includes conveyance hired by the month under the head of private conveyance.

The effect of an enforcement of this rule will obviously be to prevent officers from hiring carts for the conveyance of their tents &c by the month, and to compel them to hire them only for particular journeys and to discharge them on return to head quarters.

I am sure I shall be supported by every officer of practical experience in district work when I say that this is a result very much to be deprecated.

It add greatly to an executive officer's efficiency to have at his command one or two cart-men who are ready to start at a moment's notice, who know the roads over which, and the places to which, he wishes to go, and who ^{can} be trusted to take his tents to the right spot and no other.

I am not aware what considerations led to the inclusion of conveyance hired by the month under the head of private conveyance, but ^{the} two things are essentially different, and should, I submit, be separately considered.

To refuse to allow officers to claim the actual expense during

halts at head quarters of conveyance hired by the month ~~amounts~~ ^{amounts} practically to a cancellation of Rule I. Section 27 of the Travelling allowance code, for save in quite exceptional cases this is the only expense which an officer does incur during such halts.

That the disallowance of such charges will for the reasons given above tend to reduce the efficiency of the Department at large is a sufficient reason for allowing them, but some consideration is also due to the personal interests of the officers concerned.

I doubt whether Government are aware how hardly the

late alterations in the Travelling allowance rules press upon executive Engineers and their subordinates; under the old rules, in ordinary cases, the travelling allowances of these officers did pretty nearly cover their travelling expenses, but I doubt if there is an officer in the department who will say that they do so now.

The rules as affecting officers of the Executive Branch are in themselves exceedingly illiberal not only compared with those of other Departments but even as compared with those of other branches (i.e. the Railway and Accounts branches) of this Department, and their interpretation is for the most

part left to officers of the Accounts branch who as a rule know absolutely nothing of the conditions under which Executive officers have to work; it is therefore all the more desirable that where a liberal interpretation is possible, it should be adopted.

In connection with this subject, I would solicit the issue of an order in the sense contemplated by Rule 1 Section 27 of the Travelling allowance Code; I must confess that I cannot conceive a case in which Rule 4 would not in reality be covered by Rule 1, as it is almost invariable that the interval referred to in Rule 4 should exceed ten days, but the Examiner has recently objected to a claim of this sort for an interval of ^{two} days because no special order has been

issued sanctioning it. In this
particular case there was the
further objection that the con-
veyance was hired by the
month and this objection under
existing rules was fatal.

I have the honor to be

Sir

your most obed^t serv^t

John P. [unclear] Lieut Col R.R.

Sup^r Engineer 6th Corps

Arch 2652

No 1173 Way 10 May 86

Recorded, with
reference to G.O. No.
1161 Way 8 May 1886

(on line 3128)

W
4.5.86

From

The Sup^r Engineer
6th circle.

To.

The Chief Engineer
P. W. D.



No 1979 T. 8.

Dated 30th March 1886.
Recd.

No 1173 Way 10 May 86

Actual Expenses to Bee:
Officers &c.

Suggests for reconsideration
Certain modifications
in the Trav. Allow. Rules
regarding —

Ad. 123/4
all 4.5.86
20/5 20/5

W
7.4.86
7/4/86