

- (1) பக்கங்களின் எண்ணிக்கை 4
 (2) புதுக்கித் திருப்பிய நாள் 10.2.90
 (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் 10/2

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

(73)

P. W. D. துறை

அரசாணை எண். மு. கோப்புத் தாள் எண்.	2838	அச்சகம் பலவகை
நாள் :	11.10.1889	198. ✓

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

2. Sheet

ஆவண, கா-1-18,006-15-6-87.

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GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
GENERAL.

Rules regarding permanent conveyance allowances.

Simla, the 28th August, 1889.

The following is forwarded to the Local Governments, Administrations and Officers noted on the margin for information as regards the principles on which conveyance allowance is now granted.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh and the Punjab.
The Chief Commissioners of the Central Provinces, Burma, Assam and Coorg.
The Resident at Hyderabad.
The Agents to the Governor General for Central India, Rajputana and Baluchistan.
The Accountant General, Public Works Department.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Central Division and Lucknow.
The Director General of Telegraphs.

By order,

G. H. D. WALKER,
Under Secretary.

No. 1705, dated Calcutta, the 30th March 1888.

RESOLUTION—By the Secretary to the Government of India, Department of Finance and Commerce.

One of the proposals made by the Finance Committee on the subject of travelling allowances was that "permanent conveyance allowances should be scrutinised and cut down or abolished when sufficient cause for their retention is not shown." The Committee did not submit any detailed proposals as regards these allowances, but they discussed them with the local authorities, and suggested certain general principles on which the allowances should be regulated. The Governor General in Council has considered the views of the Finance Committee on the subject and thinks that some revision of these allowances should be effected on the principles laid down below.

2. The allowances in question have hitherto been granted without reference to any definite scale, and they are of various amounts. It seems to be possible, however, to divide them into classes according to certain principles, and to determine, with reference to such classification, what modifications should be made in the allowances at present granted.

3. It must be understood, in the first place, that an officer's salary is supposed to include the cost of keeping up such means of conveyance as are requisite for his ordinary duties, if he is of the same standing as persons who in this country ordinarily use such means of conveyance. It is only when an officer's duties involve an extraordinary amount of moving about within a limited area, that a claim for conveyance allowance can be recognised by Government; and even this rule is not without exceptions; for, in many cases, the salaries of officers have been fixed with special reference to the expenditure involved in the performance of their duties, and in such cases no further claim for a conveyance allowance can be admitted. Such cases are those in which the pay of the appointment has been fixed at a specific amount peculiar to itself, and is not determined by the rate fixed for a group of appointments to some of which only the special duties are attached.

4. Further, it is only in a few exceptional cases that any claim for an allowance on account of a carriage should be admitted. Officers on high pay may be presumed to possess a carriage, and in their case the conveyance allowance should merely represent the cost of

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keeping one, or, if the requirements of the case are altogether special, two, additional horses. On the other hand, officers on low pay, who do not ordinarily use carriages, are sufficiently provided for when the cost of maintaining a horse or pony is granted to them.

5. In accordance with the principles above stated, the allowances may be classified as follows :—

- (i) Where the duties are such as to necessitate the keeping of a horse specially for them.
- (ii) Where the duties are such as to necessitate the keeping of two horses specially for them.
- (iii) Special cases in which the allowance should include the cost of keeping a horse and carriage.
- (iv) Where the duties are such as to necessitate the keeping of a pony specially for them.
- (v) Cases of occasional conveyance in and about a large town.

6. The amount of the allowance should of course vary in different localities, and the Governor General in Council considers that the following is a suitable scale :—

Case (i) One horse—	Rs.
In Bombay, Calcutta, or Rangoon.	35
In other expensive places	30
In ordinary cases	25
(ii) Two horses—	
Expensive places	60
Ordinary places	50
(iii) Horse and carriage	50
(iv) A pony—	
Expensive places	20
Ordinary places	15
(v) Occasional conveyance in and about a large town—	
Officers on salary over Rs. 300.	Nil.
Chaplains and officers on salaries of Rs. 100 and not exceeding Rs. 300	20
Officers on salaries below Rs. 100	15
Boat allowances according to circumstances.	

7. The amounts stated above are intended as maximum amounts; the allowance granted in any particular case may be of such smaller amount as the Government, in consideration of the circumstances, may judge to be adequate, but it should never exceed the limits above laid down. The Governor General in Council desires further to lay down the principle that conveyance allowances are given to enable officers to meet certain specific expenditure, and that the Government is entitled, in every case in which the allowance is given at the maximum rate applicable, to see that it is spent in the way intended. If an officer gets Rs. 20 towards the keep of a horse, it would not be necessary to enquire in what precise manner he spent it, so long as the duties for the performance of which it is paid did not suffer. But the maximum amount of allowance prescribed should in no case be drawn except upon a certificate that the necessary means of conveyance are maintained.

8. In the annexed tables* all conveyance allowances at present granted are classified under the heads mentioned above. It does not appear necessary to state in detail the reasons which have led to this classification; they are generally manifest on the surface. The enforcement of the principles accepted by the Government of India would, in some cases, cause a reduction in the existing rates; but before giving effect to these proposals, the Governor General in Council desires to place them before the Local Governments and to be favoured with their views both on the principles themselves and on the classification which has been adopted as regards allowances already granted. The Governor General in Council proposes, when orders are finally issued, to leave it to Local Governments to decide whether in any particular case the reduction should be enforced at once or only in the case of incumbents appointed after the date of this Resolution.

* Not printed.

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N^o 2838 May 11 Oct 1889

From

Communicated
to officers of the P. & B. Dept.
for information

The Govt of India
P. & B.

(sd) W. L. C. B.

N^o 2462 G
dated 26. 6. 89

7-1-20 ✓

Rules regarding
permanent conveyance allowances

N^o 2838 May 11 Oct 1889

Chief Engineer for Irrigation
CE for Railways
Superintending Engineers
Examiner P. & B. accounts
Examiner Ry. Accounts
Consy Architect to Govt.

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