

- (1) பக்கங்களின் எண்ணிக்கை 16
 (2) புதுக்கித் திருப்பிய நாள் மார்ச் 29
 (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் 16

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

அபாதிபணித் துறை

அரசாணை எண்.	<u>1697 (ய)</u>	அச்சகம்
மு. கோப்புத் தாள் எண்.		பலவகை
நாள் :	<u>18-6-1890</u>	198

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

செ.ந.

From W. Jopp Esquire, Executive Engineer,
Mistā Eastern Division to the
Superintending Engineer Mysore
No 256 dated 12-4-90 1697

I have the honor to request
that you will address the Examiner
of Public Works Accounts on the
Subject of my claims due on account
of my travelling expenses from
Trichinopoly to Belwada on transfer
with a view to their being passed
to me without further delay.

2 The claims made & disallowed by
the Examiner are

1st Rs 33.5-8 being the difference
between Railway fares from Madras
to Belwada & steamer fare from
Madras to Belwada

2nd Rs 107. 11.0 being carriage of my tent
from Trichinopoly to Belwada
by rail -

3 The examiner has made the dis-
allowance on the ground that I
should have travelled from Madras
to Belwada by sea & canal & not
by rail, quite ignoring the fact
that you had already sanctioned
my claims in my journal, & had
therefore, approved & sanctioned my
travelling the whole way by rail.

4 I may in conclusion remind you
that before leaving Trichinopoly
I had semi official intimation of
the Chief Engineer that I should
join without delay, and that
I also requested and obtained
your sanction to my drawing an
advance of pay & travelling allowance
by rail. Further that it is very
questionable whether travelling
by sea would be at all cheaper
than travelling by rail. The
examiner has omitted in his
calculations the almost certainty
of my having to wait many days
in Madras for a steamer —
No

Encl 1

No 262 KJ

Copy forwarded to the Chief
Engineer P.W.D. together with
disallowance list to 18 with a
request that he will be good
enough to obtain the sanction
of Govt. to authorize the Examiner
to pass the travelling expenses incurred
by Mr Jopp in travelling by rail
in the interests of Public Service.

Suptg Engr's office }
2nd Circle }
26th April 1900

Attn: Mr. Minors
Suptg Engineer
2nd Circle
25/4/00
16/5/00

P.W. No. 24
2 MAY 1890

The Supts Engineer
II Circle

No. 2089 C of 1st May 1890

To C
For favour of
remittance.

1.590

The Chief Engineer
P.W. Department
Madras

To W.

3074
29.5.90

Dated 26 April 90
1929-4-90
No 262 KP
Encl 1

The difference between the travelling allowance admissible by the rail route and steamer route was disallowed with reference to Appendix N para 22 in the absence of any authoritative approval of the adoption of the more expensive ^{route} ~~rank~~. The Chief Engineer P.W. Department had not sanctioned the adoption of the rail route, or at any rate, had not communicated any such sanction to me.

W. Jopp Esqr - Esqrs
Journals made by rail
by - from Trichinopoly
to Bezwada - Request
to obtain sanction to
certain claims disallowed
by the Commission on account of

2. The authority competent to settle the point is nowhere specified and I would suggest that Government may be moved to define the

the authority (Government, Chief Engineer P.W. Department or the Controlling Officer) competent to settle the point in future, if Government does not wish each case submitted for its orders

24/5

Tags
Brgs
(Enclose)

1697

Mem no 208907 1-8-90

P.W. C No 5068

Ad 30-5-90

Inc.

2/6 sent again 10/6

R 10-6-90

Public Works Department

Endorsement from the Sup^r Engineer II Circle, No 262 KS
dated 26 April 1890.

Office Note from the Exam^r, P.W. Accounts, No 3074 dated
29th May 1890.

1697
1/1

For orders.

Mr Jopp was required to
join the Krishna Eastern
division as quickly as
possible to relieve Major
Langley.

Instead of travelling
from Trichinopoly to Madras
and from thence by sea
to Masulipatam, he
travelled the whole way
by railway to Besnagar.
The Examiner calculates
that the journey by the
former route would have
cost Rs. 82-6-4, against
Rs 115-12-0 by the latter,
and has disallowed the
difference Rs. 33-5-8.

to
120-50

As stated by Mr Jopp he probably would not have gained anything by adopting the sea route, as he might have been detained at Madras waiting for a steamer.

The Examiner quotes para 22 Appendix N P.W. Code, and says that "The Authority competent to settle the point" (i.e. apparently the route by which an officer should travel) is nowhere specified. He suggests that Government should define the authority (Government, Chief Engineer or Controlling officer) competent to settle the point.

Articles 1089 and 1090 C.S. Regulations however appear to settle the matter, and they do not give the Local Government power to delegate its authority to decide

See

1697/5

the route by which an officer should travel.

If the Honorable Member considers that Mr Jopp was justified in adopting the railway route it will be sufficient perhaps, to sanction the travelling allowance claimed by him under article 1090 C.S. Regulations.

The period during which Mr Jopp could have been drawing pay while unemployed and waiting for the steamer might be taken in account, as also the fact that the sooner he achieved Major Langley, the sooner that Officer would have gone on half, or full pay -

Proceed

5.6.90. W

Sanction on the ground that the route adopted by Mr Jopp was the quickest, but before issuing the order ascertain as a matter of fact whether Mr Jopp would have had to wait or not. I suppose the date he travelled is known & the news paper file will show whether there was a steamer or not.

On

W. J. J. J.

PA 1-90
1622-90-18 June 1890

Am

For orders

No. 1697 54/18 June 1890.

Als 29. VI.
Am 5. VI.

5068

S.A.W.

16/6

Please ascertain
from the animal book,
or from C. office
if necessary, the
date on which the
Jopp passed through
Munich en route
to Mayr's.

You might find
out —
Date of departure from
Munich
Date of arrival at Munich
Date of departure from —
en route to Mayr's.
Date of departure from
Munich steamer for
Northern ports after
the Jopp passed through.

Ch
7-6-90

C.A.W.

Mr. Jopp left Trichy
on the 1st February 1890

and arrived at
Bezvanota on the 3rd
Febry:- We have
no record of Mr.
Jopp's arrival at
Madras -

The Steamer "Hima-
laya" left Madras
for the Northern Ports
on the 4th Febry: eve-
ning.

W. 6
10/6

Telephone message

01529.1
Km/2.4

From

Mr P. W. Sept.

To

Mr Port. Office.

Please give the
date of departure and
the name of the Steamer
that left Madras for
the Northern Ports on or
after the 2nd February
1890.

Reply

The S.S. "Himalaya"
left Madras for the
Northern Ports on the
evening of the 4th Febry 1890.

A. A. N.
10/6

1697
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P. 251 90
102 July 90

B
B
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No. 1697 W

1697
B

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 18 June 1890

Read the following

From the S.E. II Circle (H.E. No 262 K.S. of 26. IV. '90)
From the E.P.W. Accts (- " 3074 of 29. V. '90)

1697
B

Note. It has been ascertained that Mr. Soff left Trichinopoly on 1st Feb, & arrived at Bezwada on the 3rd, & that the next steamer which left for northern ports from Madras, after 2 Feb, sailed on 4th when.

Under article 1090 C.S. Regulations, His Excellency the Governor in Council authorises the admission of Mr. Soff's claim to travelling allowance by the railway route from Trichinopoly to Bezwada.

2. Mr. Soff was required to join the Kistna Eastern Division expeditiously and in the circumstances the route adopted by him was more expeditious than the steamer route.

S.E. II Circle
E.P.W. Accts
with S.A. Bill.

1916

On

126-90

No. 1697 Waf 12 June 1890

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OK 25.01
the 12.11

5-25/6