Govt. of {1896} Madras.

FINANCIAL.

Issued

Recd. Encl.

G.O., No. 363, 6th June 1896.

JUNE.

Charges for the use of Public Works Department Steamers.

Exempting the Special Assistant Agent, Gódávari, from payment of — on the occasion of his journeys to Bhadráchalam; and directing that this ruling shall have retrospective effect so far as the journey referred to by him is concerned.

Ff. 595 I. dated 17 Jul 1896

Communicated to the Supty. Engineers I & II Circles for information

Sd/ K.R.R.S.B.

I

C.E. for I.
Exr. P.W.D.
Sr. I Circle
Sr. II —"—

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT

Read—the following papers:—

From the Revenue Department, No. 1219, dated 25th March 1896.
„ Accountant-General „ 1185 „ 21st April „

Order—No. 363, Financial, dated 6th June 1896.

In 1885, it was pointed out to the Government of India that when an officer not belonging to the Public Works Department employed, while travelling on public duty, a Government delta steamer for the purpose of towing a boat, for which he paid rent to Government, the charge for the use of the steamer was recovered from the officer in full, in accordance with the sanctioned tariff, but that the ordinary travelling allowance did not suffice to cover the charges incurred on this account. It was accordingly suggested that a special rule to meet such cases should be inserted in the Travelling Allowance Code.

2. The Government of India considered that the case was sufficiently provided for and suggested the adoption of either of the alternative courses admissible under section 13 of the Civil Travelling Allowance Code, which authorized the Local Government either to exempt all officers from payment of charges for the use of delta steamers, giving them half travelling allowance, or to allow officers to draw full rates, recovering such amounts for the use of steamers as they might be properly called upon to pay out of their travelling allowance. The Chief Engineer for Irrigation objected to the proposal that Public Works steamers should carry officers of other departments free of charge or at reduced rates, and this objection was brought to the notice of the Government of India; it being pointed out that if the first alternative of that Government was accepted, the revenue accounts of the delta works would be burdened with the travelling expenses of officers unconnected with the works, and that if the latter alternative was adopted, either an insufficient charge would be made for the service rendered, or, if charged full rates, the officers would have to meet an expense not covered by the amount of travelling allowance admissible under the rules in force.

G.O., No. 1116, Finl., dated 25th July 1885.

Letter, No. 1117, Finl., dated 25th July 1885.

3. The Government of India was not convinced that there were sufficient grounds for modifying its orders, and observed that it was open to the Local Government to reduce the charge for the use of steamers, there being no reason why prohibitive rates should be charged merely for the purpose of showing a favourable balance sheet.

G.O., No. 1363, Finl., dated 1st October 1885.

4. The Chief Engineer for Irrigation reported that the latter supposition of the Government of India was incorrect and considered that the rates were equitable, as they covered the actual working expenses, with, perhaps, a small additional percentage.

G.O., No. 323, Finl., dated 12th April 1886.

5. At the suggestion of the Public Works Department, it was then proposed to the Government of India that the haulage charges should be made against the contingent bill of the officer using the steamer.

Letter, No. 324, Financial, dated 12th April 1886.

6. The Government of India considered that there were strong objections on general grounds to allowing an officer to charge as contingent expenditure any portion of the expenditure to meet which travelling allowance is granted, and observed that the travelling allowance rules were not framed on the principle that an officer should receive sufficient travelling allowance to cover his expenses by any mode of conveyance he might select on every separate journey, but merely to reimburse an officer his travelling expenses taken as a whole for all journeys made by him. The Government of India suggested that, if officers in the Madras Presidency found that the charges for the use of Government steamers were higher than they could pay out of their travelling allowance as a whole, they should use some other modes of conveyance.

G.O., No. 531, Financial, dated 17th June 1886.

7. In 1889, when submitting proposals for the re-distribution of charges in the Gódávari Agency, the Board of Revenue recommended that the Special Assistant Agent should, in order to facilitate his journeys to Bhadráchalam, be provided with a steam launch. The Government did not find sufficient grounds to adopt the Board's recommendation, but stated that it would be prepared to approve of arrangements being made with the Public Works Department whereby the Special Assistant Agent might be enabled to use a launch belonging to that department, free of charge to himself, on the occasion of his yearly visits to Bhadráchalam as well as in any case of public emergency.

Paragraphs 4 and 25 of Board's Proceedings, No. 905 (Land Revenue), dated 30th December 1889, on pages 12 and 17 of G.O., No. 1628, Judicial, dated 23rd October 1890.

Paragraph 4 of G.O., No. 1628, Judicial, dated 23rd October 1890.

8. The Chief Engineer for Irrigation suggested that the Superintending Engineer of the circle should be instructed to furnish the Special Assistant Agent with a steam launch on the occasions mentioned above when one of the steamers could be spared from its legitimate work without serious inconvenience. The Government approved of this suggestion and directed that the charges to be made for the use of the steamers should be such as were in force except when the Special Assistant's boat could be towed by a steamer proceeding up the river on Public Works Department duty, in which case the charge would be merely what was considered sufficient to cover the extra expenses on the trip due to the towage of the boat.

G.O., No. 730 I., dated 26th August 1892.

9. In his letter, Reference on C. No. 3958, dated 23rd December 1895, submitted with Board's Proceedings, No. 893, dated 21st February 1896, the Special Assistant Agent represents that he found it necessary to make a tour in Bhadráchalam taluk recently in connection with various objects, one of which was the conducting of the Upper Primary examination, and that, in order to arrive in time to conduct this on the day fixed and to avoid the accumulation of arrears consequent on a journey of six days or more in a boat punted or rowed against the stream, he engaged a Public Works Department steamer to tow his boat as far as the river was navigable. For this he has been charged the sum of Rs. 125, the travelling allowance admissible to him for the journey being only Rs. 23–4–0. He submits that, as the journey was undertaken in the interests of the public service, it is unreasonable that he should have to meet

the difference of Rs. 101–12–0 from his pocket. He points out that the concession in paragraph 2 of G.O., No. 730 I., dated 26th August 1892, that only the cost of extra towage should be charged when his boat is towed by a Public Works Department steamer proceeding on duty connected with that department, practically makes the use of these steamers prohibitive, for they do not now go up the river to Bhadráchalam more than twice or three times in the year, whereas formerly a weekly steamer used to ply between Rajahmundry and Bhadráchalam.

10. His Excellency the Governor in Council considers that the present arrangement is unsatisfactory and that the facts adduced by the Special Assistant Agent, Gódávari, prove that some relief is called for in his case. That officer will accordingly be exempted from payment of charges for the use of the steamers of the Public Works Department on the occasion of his journeys to Bhadráchalam, his travelling allowances in such cases being regulated by clause (1) of article 1092 of the Civil Service Regulations, and the extra cost of towage being debited to the Civil Department.

11. This ruling will have retrospective effect so far as the journey referred to by the Special Assistant Agent is concerned.

(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Revenue Department.
„ Public Works Department (Irrigation Branch).
„ Board of Revenue (Land Revenue).
„ Accountant-General.

Exd. A. Raitt.

Govt. of {1896} Madras.

FINANCIAL.

Issued

Recd. Encl.

G.O., No. 333, 6th June 1896.

JUNE.

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GOVERNMENT OF MADRAS.

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2. The Government of India considered that the case was sufficiently provided for and suggested the adoption of either of the alternative courses admissible under section 13 of the Civil Travelling Allowance Code, which authorized the Local Government either to exempt all officers from payment of charges for the use of delta steamers, giving them half travelling allowance, or to allow officers to draw full rates, recovering such amounts for the use of steamers as they might be properly called upon to pay out of their travelling allowance. The Chief Engineer for Irrigation objected to the proposal that Public Works steamers should carry officers of other departments free of charge or at reduced rates, and this objection was brought to the notice of the Government of India; it being pointed out that if the first alternative of that Government was accepted, the revenue accounts of the delta works would be burdened with the travelling expenses of officers unconnected with the works, and that if the latter alternative was adopted, either an insufficient charge would be made for the service rendered, or, if charged full rates, the officers would have to meet an expense not covered by the amount of travelling allowance admissible under the rules in force.

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