

Public Works (1897) Department.

G.O., No. 215 R

DATED 31. March 1897

[Despatch Abstract.]

Conveyance of a Horse. Sanction accorded
to the carriage of sub- D. J. E. Spriggs
Horse from Shillong (Assam) to Maner
via Calcutta. //

Y

W. B. 1897

1074/97

300-16-4-95.

RAILWAY BRANCH.

Station Madras date 25th March 1897.

H. R. the Governor

OFFICE NOTE.

From

To

I shall be glad of the sanction of
Govt. to my receiving the cost of the freight
of my horse from Boston to Madison.

My reason for bringing a horse was that I expected that I might possibly have to, at once, go on tour of inspection, on one or other of the lines under construction; and — in fact I shall very soon have to inspect the Common line.

Frank Spring
Wm. Smith & Co

 $25/3/91$

18/

No. 215. R dated 31/3/97
PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Sanction is accorded
under Article 1093 of the
Civil Service Regulations
to the carriage of Mr. J. R.
Spring's horse from ~~Assam~~
Shillong (Assam) to
Madras via Calcutta.

J. R. S.

30/3/97

20

The Exr. Secy.

Despatched 31.3.97

GENERAL.
ESTABLISHMENT.

Government {1897} of Madras.
PUBLIC WORKS.

Recd.

Regd.

} 1897.

Enclosures

Spare copies

G.O., No. 327 W., 4th February 1897.

FEBRUARY.

Conveyance of Camp equipment by rail

Proceedings, Financial Department, recording the orders of the Government of India in regard to the claim of the Financial Commissioners of the Punjab to be reimbursed the cost of — from and to Lahore at the beginning and end of their tours in October–December 1895, communicated to officers of the Public Works Department.

Bf

No. 215. R dated 31.3.97

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Establishment.

READ—the following paper :—

G.O., No. 51, Financial, dated 20th January 1897.

Read—the following paper :—

From R. A. GAMBLE, Esq., Under Secretary to the Government of India, Finance and Commerce Department (Pay and Allowances), to the Secretary to the Government of the Punjab, dated Calcutta, the 29th December 1896, No. 5453-Ex.

I am directed to acknowledge the receipt of your letter, No. 1059, dated 5th June last, regarding a claim, preferred by the Financial Commissioners of the Punjab under Article 1093 of the Civil Service Regulations, to be reimbursed the cost of the conveyance of their camp equipment by railway from and to head-quarters at Lahore at the beginning and end of tours made by them in October–December 1895.

2. In reply I am to invite attention to Article 1166-A of the Civil Service Regulations, which was intended to meet cases such as those under reference, and to inquire whether they are not sufficiently covered by the provisions of that article.

3. I am also directed to say that the expression “interests of the public service” certainly includes the economy of an officer's time, and that His Honour the Lieutenant-Governor has misunderstood the intention of the orders in the Resolution, No. 1603, dated the 10th April 1896, in this respect: there is no objection to the application of Article 1093 to cases in which the Local Government thinks that the conveyance of camp equipment or horses by rail will serve the public interests by enabling an officer to do more work than he otherwise would in a given time.

4. I am to explain that the only question which should be considered in deciding such matters is whether the allowances admissible under rule do or do not reasonably cover the expenditure necessary to meet such travelling as is required in the interests of the public service, the assumption being that the expenditure will be kept on the most moderate scale that forethought and arrangement can secure.

ENCLOSURES.

From R. G. THOMSON, Esq., Revenue Secretary to the Government of the Punjab, to the Secretary to the Government of India, Finance and Commerce Department, dated 5th June 1896, No. 1059.

I am directed by the Lieutenant-Governor to submit, for the orders of the Government of India, a copy of the correspondence noted on the margin, in which the Financial Commissioners, Punjab, have applied, under Article 1093 of the Civil Service Regulations, to be reimbursed the cost of the conveyance of their camp equipment by railway from and to head-quarters at Lahore at the beginning and end of tours made by them in October–December 1895.

2. The Financial Commissioners have represented that had they—as they might have done—marched with their tents to and from the places at which the tours began and ended, the expense to Government on account of their travelling allowance at the daily rate of Rs. 10 each and half

the cost of moving the tents by road would have been greater than the sum of their travelling allowance at the railway rate and the whole cost of railing the tents which Government is asked to bear. To economize time, however, they railed themselves and their tents to and from the places at which the tours began and ended, and on this ground, they suggest, it is reasonable that Government should bear the whole cost of railing the tents under Article 1093 of the Civil Service Regulations. The Lieutenant-Governor observes, however, that in the interpretation of this article recently set forth by the Government of India in its Resolution, No. 1603-Ex., dated 10th April 1896, the phrase “the interests of the public service” used in the article has no reference to pecuniary interests or to the economy of an officer's time, but must be determined solely by the question whether horses or camp equipment were required on duty first at one place and then at another with so short an interval between that they could not be marched and had therefore to be railed. Obviously this condition is not fulfilled in the present case, and it seems impossible for the Local Government, in the face of the recent resolution, to sanction the application of the Financial Commissioners.

3. But Sir Dennis Fitzpatrick wishes to point out that officers at the head-quarters of Government, whose jurisdiction extends over the whole province, may frequently require to begin and end their tours at a distance from head-quarters. The Financial Commissioners, for instance, might wish to go into camp, not from Lahore, but from Delhi, Peshawar or Mooltan, or to conclude a tour at these places. In these cases it would be cheaper to Government that the camp equipment should be railed out or back at Government expense, and the Financial Commissioners join or return from the camp by rail, than that the Financial Commissioners should march by stages from and to Lahore to and from the real commencement or end of their tours. In the case of a tour beginning or ending at Mooltan, for example, the cost to Government would in the one case be Rs. 62-1-9 as against Rs. 204 in the other. On the other hand, as stated by the Financial Commissioners, the travelling allowance drawn by the Financial Commissioners when they travel by rail does not cover the cost of railing camp equipment. Thus under the recent resolution it seems necessary for the Financial Commissioners under the circumstances either to adopt the most expensive and uneconomical plan for Government or to incur loss themselves. Sir Dennis Fitzpatrick does not think that this is an alternative that should be forced upon officers.

4. The Lieutenant-Governor has perused again, in connection with the present case, the orders of the Government of India conveyed in your letter, No. 3050 P., dated 19th June 1894, but His Honour does not think these orders affect the argument now submitted for consideration.

From M.W. FENTON, Esq., Senior Secretary to the Financial Commissioner, Punjab, to the Officiating Revenue Secretary to the Government of the Punjab, dated 7th January 1896, No. 9.

The camp equipment of the Financial Commissioner, Mr. Rivaz, was despatched by rail from Lahore to Fatahjang on the 25th October 1895, at the beginning of a tour, at a cost of Rupees 77-11-0, and was sent back by rail from Muzaffargarh to Lahore on the 15th December last, at the end of the tour, at a cost of Rs. 105-15-0. I am directed to solicit the sanction of Government, under Article 1093 of the Civil Service Regulations, to the whole cost of conveyance by rail on both occasions being charged to Government instead of partly to Government and partly to the Financial Commissioner as required by Article 1141 (c).

I am to explain that the sending of the tents by rail was a cheaper arrangement than sending them by daily marches on camels or carts.

From M. W. FENTON, Esq., Senior Secretary to the Financial Commissioner, Punjab, to the Officiating Revenue Secretary to the Government of the Punjab, dated 15th January 1896, No. 34.

The camp equipment of the Financial Commissioner, Mr. Tupper, was despatched by rail from Lahore to Peshawar on the 26th October 1895, at the beginning of a tour, at a cost of Rs. 137-10-0, and was sent back by rail from Kushalgarh to Lahore, at the end of the tour, charged to Government, under Article 1093 of the Civil Service Regulations, to the whole cost of conveyance by rail on both occasions being charged to Government instead of partly to Government and partly to the Financial Commissioner as required by Article 1141 (c).

2. I am to explain that the sending of the tents by rail was a cheaper arrangement than sending them by daily marches on camels or carts.

From M. W. FENTON, Esq., Senior Secretary to the Financial Commissioner, Punjab, to the Revenue Secretary to the Government of the Punjab, dated 18th March 1896, No. 208.

In reply to your letters, No. 341 and No. 342, dated the 15th ultimo, enquiring, with reference to the adjustment of the cost of carriage of the camp equipment of the first and second Financial Commissioners, how railing the tents was a cheaper arrangement to Government than

C. M. Rivaz, Esq., C.S.I.
Sub-head No. 721.
File No. 174.

marching them if Government has to pay the whole cost of railing, I am directed to state that the cost of carriage by rail as actually paid and what it would have been by daily marches is as follows:—

			Actually paid by rail.			What the cost would have been by daily marches.		
			RS.	A.	P.	RS.	A.	P.
(a) Mr. Rivaz's camp—								
Lahore to Fatahjang	..	..	77	11	0	120	3	8
Muzaffargarh to Lahore	..	..	105	15	0	120	3	8
(b) Mr. Tupper's camp—								
Lahore to Peshawar	..	..	137	10	0	213	10	11
Kushalgarh to Lahore	..	..	87	0	0	197	13	8

2. Although the railway freight does not in each case amount to less than half the cost of carriage by road, the Financial Commissioners' travelling allowance may be fairly included in the calculation when considering the cost to Government, *i.e.*, if the Financial Commissioners had marched all the way instead of beginning and ending the tours by rail, the expense to Government would have been more than double first-class fare, *plus* the whole of the railway freight. I am to add that it would be hard on the Financial Commissioners to have to pay any portion of the railway freight, as their own travelling allowance was drawn only for the marches by road, and that the double first-class fare charged for the railway journey at the beginning and end of each tour was insufficient to cover the actual cost incurred by the Financial Commissioners for the conveyance of themselves, their personal luggage, &c.

3. A list of cases in which the whole cost of carriage of tents by rail has on previous occasions been borne by Government is enclosed for easy reference.

List of cases in which Government sanctioned the cost of carriage of tents by rail being borne by Government.

Copies of the correspondence forwarded to the Home, Public Works, Foreign, and Revenue and Agricultural Departments, and to all Local Governments and Administrations for information.

Copies also forwarded to the Comptroller and Auditor General and to all Accountants-General and Comptrollers for information.

(By order.)

(Signed) R. A. GAMBLE,
Under Secy. to the Govt. of India.

Order—No. 51, Financial, dated 20th January 1897.

Recorded, in continuation of G.O., No. 320, Financial, dated 8th May 1896.

(True Extract.)

(Signed) J. F. PRICE,
Chief Secretary.

ORDER—No. 327 W., dated 4th February 1897.

Communicated to officers of the Public Works Department, in continuation of G.O., No. 1663 W., dated 4th June 1896.

(True Extract.)

(Signed) D. McNEIL CAMPBELL, Colonel, R.E.,
Secretary to Government.

To the Chief Engineer for Irrigation.
" the Consulting Engineer for Railways.
" Superintending Engineers.
" the Consulting Architect.
" the Examiner, Public Works Accounts.
" the Examiner, Railway Accounts.
" the Executive Engineer, Light-house division.
" Lieutenant-Colonel Smart, R.E.

Exd. T. K. Narayana Aiyangar.

GENERAL.
ACCOUNT.

Gobt. of {1896} Madras.
PUBLIC WORKS.

Dated June, 4th.

Recd.

Encl.

G.O. No. 1663 W., 4th June 1896.

JUNE.

Article 1093 of the Civil Service
Regulations

Proceedings, Financial Department, drawing attention to the principles laid down by the Government of India as regards the application of —, communicated to officers of the Public Works Department for information and guidance, with a direction to Superintending Engineers to submit an annual return of sanctions accorded by them to be included in the consolidated return which will be submitted to Government by the Chief Engineer.

No. 1663 W., 4TH JUNE 1896.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

General,
Account.

Read—the following paper:—

G.O. No. 320, Financial, dated 8th May 1896.

Read—again the following paper:—

Resolution of the Government of India in the Finance and Commerce Department, dated Simla, the 10th April 1896, No. 1603-Ex.

Read—again—

Resolution of the Government of India in the Finance and Commerce Department—

No. 3942, dated the 1st November 1881.
" 1672, " the 12th June 1882.
" 1517, " the 20th June 1884.

Letter to the Government of Madras, No. 3115, dated the 27th June 1890.

Resolution.—It has been brought to the notice of the Government of India that the provisions of article 1093 of the Civil Service Regulations are sometimes applied to cases in which it does not appear that the interests of the public service require officers to send their horses or camp equipment by steamer or railway. In framing the rule contained in article 1093 and in allowing Local Governments to delegate their powers under that rule to Heads of Departments and other authorities, it was not the intention of the Government of India that officers should, when making ordinary journeys on tour or transfer, be entitled, in addition to drawing travelling allowance, to convey their horses or camp equipment at Government expense, even when the nature of their duties requires them to maintain horses or camp equipment. The rule was intended to meet the more or less exceptional case of an officer requiring, for the discharge of his official duties, to make use of his horses or camp equipment in one place immediately or very shortly after having had to use them in the public service in another place, and who is therefore obliged in the interests of the public service to convey them by railway or steamer. It is only therefore when it is shown that public interests would suffer if an officer sent on his horses or camp equipment by road or country cart, or (in cases of distant transfers), if he sold and replaced them, instead of despatching them by the quickest means at his command, that the cost of their conveyance by rail or steamer should be sanctioned. It also follows that the concession should not be made to an officer who sends forward his horses in order to avoid the expense of hiring the means of conveyance on a journey for which he draws travelling allowance, for that is the very charge which the travelling allowance is in such a case meant to defray. Nor can the rule be applied to meet the charges for conveyance to the officer's station of a horse or of equipment purchased from a place at a distance.

2. The Government of Bombay have from time to time issued orders with a view to restrict the application of article 1093 to the cases which it is intended to meet, and in the opinion of the Government of India it is desirable that other Local Governments should issue instructions to a similar effect. The Government of Bombay require the authorities, to whom they delegate the powers conferred on them by article 1093, to submit twice a year a return of sanctions given, with brief notes explaining the circumstances of each case. They also prohibit these authorities from sanctioning the conveyance at Government expense of more than two horses.

3. The Government of India do not desire to lay down a hard-and-fast rule limiting the powers at present conferred on Local Governments for the sanction of the conveyance of horses or camp equipment at Government expense. But in future Local Governments should confine the application of the existing rule to those cases to which the first paragraph of this resolution shows they are meant to apply, and they should issue any instructions which may appear necessary to ensure that the authorities subordinate to them do not grant the concession in cases when the officers themselves should properly bear the charge of conveyance.

Order—Ordered that this resolution be communicated to all Departments of the Government of India, the several Local Governments and Administrations, the Director-General of the Post Office, the Commissioner, Northern India, Salt Revenue Department, the Comptroller and Auditor General, and all Accountants-General and Comptrollers.

(Signed) R. NATHAN,
Offg. Under Secy. to the Govt. of India.

Order—No. 320, Financial, dated 8th May 1896.

The attention of the Board of Revenue, the Inspector-General of Police and the Superintendent, Revenue Survey, to whom the power of special sanction under article 1093 of the Civil Service Regulations has been delegated, will be drawn to the principles laid down in the foregoing resolution in view to the application of article 1093 being restricted to those cases to which it is intended to apply.

2. A return of sanctions accorded during the year, with brief notes explaining the circumstances of each case, will be submitted to Government annually by the above authorities on the 15th February.

(True Extract.)

(Signed) J. F. PRICE,
Chief Secretary.

ORDER—No. 1663 W., dated 4th June 1896.

Communicated to officers of the Public Works Department for information and guidance.

2. A return of sanctions accorded by Superintending Engineers during the year, with brief notes explaining the circumstances of each case, will be submitted to the Chief Engineer annually on the 1st February. A consolidated return, including sanctions accorded by the Chief Engineer, will then be submitted to Government on the 15th February.

3. In submitting applications for sanction to the conveyance of horses or camp equipment at Government expense by steamer or railway, officers of the Department will in each case explain the grounds on which the concession is solicited.

(True Extract.)

(Signed) D. McNEIL CAMPBELL, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.

To the Chief Engineer for Irrigation.
„ the Consulting Engineer for Railways.
„ Superintending Engineers.
„ the Consulting Architect to Government.
„ the Examiner, Public Works Accounts.
„ the Examiner, Railway Accounts.

Exd. Shaik Karim.

Spare Copies