M.R.O. 14—10,000—21-4-22.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 236 Press ~~Mis.~~

147-148

Dated . 8. 2 — 1862.

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department, 8th February 1862.

No. 147. Read the following Proceedings of the Board of Revenue, dated 21st December 1861, No. 7,148:—

Read the following letter from P. GRANT, Esq., Collector of Malabar, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, Chepauk, dated Calicut, 18th November 1861, No. 244:—

SIR,

1. Under instructions from the Board, dated 2nd January 1856, batta is paid to public servants according to distance, instead of by the day, in cases in which the exigencies of the service require that they should travel more rapidly than by daily stages. A doubt now arises, as to how peons and other servants, travelling with the Collector on duty through that part of the country in which the rail is established, are to be paid.

2. A Peon, for instance, is ordinarily paid 1 Anna per day, the distance travelled by him being generally one stage, averaging ten miles. If he is obliged to travel at a quicker rate, he is paid by distance, and draws one, two, and three Annas per diem, according as he has travelled 10, 20, or 30 miles. I lately proceeded to Patambi, distant from Calicut nearly 50 miles: of this distance, 40 miles were gone by rail. Each Peon had to pay Annas 6-8, whereas he only drew Annas 4; to call on him to pay the difference would not be correct; in fact, it appears to me that a Peon should not be asked to pay any expense by rail; he does not make use of that mode of conveyance for his own sake, and the one Anna allowed him daily appears to me to have been granted to cover the extra expense for food caused by his absence from his own house, especially as Peons are supposed to walk.

3. If it is to the advantage of the State that a Collector should travel on occasions by rail, it appears to me that the Peon or Peons who accompany him should receive their daily batta one Anna, and that their Railway fares should be charged to the State in a Contingent Bill.

4. With regard to the higher paid ministerial Officers, where the fare charged is in excess of the daily amount of batta received, some plan to meet the excess fare should be adopted. I beg to lay the whole question before the Board for their consideration, and request that I may be favored with an early reply, as the account for batta of certain servants who lately travelled with me by rail, is still unadjusted.

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1. Resolved that the above letter be submitted for the orders of Government.

2. The Board consider that when the exigency of the Public service imperatively requires that any servants on the Collector's Establishment should travel by rail, their carriage hire by the 3rd class should be paid by the State, and their batta allowance at the usual rate should be also paid from the commencement of their journey.

3. The charge on the State will be infinitesimally small, but it is not fair that it should be thrown on the individual.

(A true Copy and Extract.)

(Signed) W. HUDLESTON, *Secretary.*

No. 148. ORDER THEREON, 8th February 1862, No. 236.

1. The Government agree with the Board that whenever it is for the interests of the State that the servants of a Collector's Office should travel by rail their fares should be paid by the State. Servants receiving less than 10 Rupees monthly should be provided with 3rd class, and those receiving more than that sum with 2nd class accommodation, batta being drawn by the day and not by the stage.

2. The Board will take care that the privilege is not abused.

(Signed) C. G. MASTER,
Deputy Secretary to Government.

No. 7,148.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 21st December 1861.

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2. A Peon, for instance, is ordinarily paid 1 Anna per day ; the distance travelled by him being generally one stage, averaging ten miles. If he is obliged to travel at a quicker rate, he is paid by distance, and draws one, two, and three Annas per diem, according as he has travelled 10, 20 or 30 miles. I lately proceeded to Patambi, distant from Calicut nearly 50 miles ; of this distance, 40 miles were gone by rail. Each Peon had to pay Annas 6-8, whereas he only drew Annas 4 ; to call on him to pay the difference would not be correct ; in fact, it appears to me that a Peon should not be asked to pay any expense by rail ; he does not make use of that mode of conveyance for his own sake, and the one Anna allowed him daily appears to me to have been granted to cover the extra expense for food caused by his absence from his own house, especially, as Peons are supposed to walk.

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(A true Copy and Extract.)

W. Hudleston

Secretary.

To J. D. Sim, Esq., Secretary to Government, R. D.

Copy to P. Grant, Esq., Collector of Malabar.

Exd. J. Wright.

Rev 1862 Depart
Pro. of Govt Fort St George
No. 30 6th Jany /62

Proceedings of the
Board of Revenue

Dated 21st }
Desp. 24th } December 1861
Recd. 24th }

No. 7148

Submitting a letter from the Collr. of Malabar and considering that the carriage hire by the 3rd Class should be paid by the State to any servant on the Collector's Establishment who should on Public service travel by rail.

No. 147 + 148.

No. 236 - 8th Feb /62

× I would only put servants under Rs 10 in 3rd Class carriages

I think that the maximum wages of 3rd Class passengers should be 10 Rs not 100

No. 236.

The Govt. agree with the Board that whenever it is for the interests of the State that the servants of a Collector's office should travel by Rail their fares should be paid by the State - Servants receiving less than ⁺10 Rupees monthly should be provided with 3rd class and those receiving more than that sum with 2nd Class accommodation - Batta being drawn by the day & not by the stage -

The Board will take care that the privilege is not abused -

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Fort St. George
8th Feby 1862

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