

(1) Number of Pages 26(2) Date of repair 5-8-67(3) Initials of the Referencer 82/68  
g.2**MADRAS RECORD OFFICE****GOVERNMENT OF MADRAS**Revenue DEPARTMENT

|          |           |       |
|----------|-----------|-------|
| G.O. No. | 109       | Press |
| B.P. No. |           | Mis.  |
| Dated    | 19-1-1875 | 196 . |

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,  
19th January 1875.*

No. 222. Read the following Proceedings of the Board of Revenue, dated 7th October 1874, No. 2,913:—

Read again Proceedings of the Board of Revenue, dated 3rd March 1874, No. 1,449 (Miscellaneous).

Read also the following letter from J. H. MASTER, Esq., Collector of Bellary, to J. GROSE, Esq., Secretary to the Board of Revenue, dated 18th July 1874, No. 230.

In forwarding copy of a letter, No. 230, from the Acting Sub-Collector, dated 8th ultimo, I have the honor to request to be informed if the actual railway charges, alluded to in the concluding portion of Proceedings of the Board of Revenue, No. 1,449, dated 3rd March last, can include also the railway fare of servants and of personal luggage, etc.; I imagine not, as the allowance of 3 Annas a-mile more than covers the officer's own fare.

2. The bill referred to by the Sub-Collector has been passed provisionally, and has been submitted to the Board. A charge is made for seven servants therein.

ENCLOSURE No. 1.

From C. J. CROSTHWAITE, Esq., Acting Sub-Collector, to J. H. MASTER, Esq., Collector of Bellary, dated 8th June 1874, No. 239.

In their Proceedings, No. 1,449 (Miscellaneous), dated the 3rd of March last, the Board have said that "whenever officers carry their tents along with them by rail, and the sanctioned rates do not cover the cost, they may submit bills for actual charges in lieu of mileage or extra tentage," and referred you to their Proceedings, dated 25th March 1872, No. 490.

2. After the receipt of the Proceedings first referred to, my extra tentage bills for February and March were submitted for actual expenses incurred by rail. But a reference to the second of the above Proceedings shows that bills should be sent for "actual charges incurred \*\*\* on account of carriage-hire of tents during journeys by rail." I request, therefore, you will be good enough to inform me whether or not this is supposed to include other charges also, such as servants, personal baggage, etc., which it may be necessary to have with me. If not, a journey by rail would always be a matter of considerable loss. If you think it should include such charges as I have described, I request you will pass my bill for May. Otherwise correct it before passing it.

3. Sometimes, but rarely, my tents are left behind, or not used if there is a bungalow available. In such cases can extra tentage be drawn in the same way as if I had my tents with me?

(True Copy.)

(Signed) J. H. MASTER,  
Collector.

In answer to a question raised by the Collector of Bellary as to whether Divisional Officers can draw tentage at the rate of one day's allowance for every ten miles instead of drawing the actual railway charges incurred, when travelling by rail, the Board in their Miscellaneous Proceedings quoted above ruled that "such a course is not permissible, and that they are entitled to draw mileage at 3 Annas per mile or extra tentage for the number of days during which the journey actually lasts as they may prefer, and that when officers carry their tents along with them by rail and the sanctioned rates

*Proceedings of the Madras Government, Revenue Department,  
19th January 1875.*

do not cover the cost they may submit bills of actual charges in lieu of mileage or extra tentage."

2. The Collector of Bellary now inquires whether the term "actual charges" can be held to include the railway fare of servants and of personal luggage, and surmises that it cannot, as the allowance of 3 Annas a-mile more than covers the officer's own fare. The Board observe, however, that actual charges can only be passed in lieu of mileage, so that there is, under existing rules, no margin to cover the cost of servants' fare and personal luggage.

3. On reconsideration, however, the Board are of opinion that the allowance should be such as to cover the cost of a reasonable quantity of luggage and a moderate number of servants, and they resolve, therefore, to request Government to sanction a modification of existing rules to the extent of allowing mileage at the rate of 3 Annas

\*At existing rates an allowance of 3 Annas a-mile will cover—

|                                                          | Annas. | Pies. |
|----------------------------------------------------------|--------|-------|
| First-class fare, ... ..                                 | 1      | 4     |
| Four servants, at 3 Annas ... ..                         | 1      | 0     |
| Four mounds of extra luggage, at 2 Pies per mound ... .. | 0      | 8     |
| Total ... ..                                             | 3      | 0     |

a-mile in addition to the cost of carriage of tents by goods train, when officers travel by rail. This will leave a margin\* sufficient, in the opinion of the Board, to cover the cost of servants and luggage.

4. The Board also think that, in exceptional cases, the cost of conveyance of one horse by rail should be admitted, an explanation of the necessity for the charge being furnished; in all ordinary cases horses should be sent by road.

5. It must, of course, be distinctly understood that officers travelling by rail in preference to the road are not entitled to draw tentage calculated by distance, but either the allowances specified above or tentage calculated according to the number of days occupied by the railway journey.

(True Copies and Extract.)

(Signed) C. A. GALTON,  
Acting Sub-Secretary.

No. 223.

Order thereon, 19th January 1875, No. 109.

Miscellaneous.

The Governor in Council is of opinion that no further concessions are necessary or desirable.

2. The permission given in G. O., 7th November 1866, No. 3,023, to substitute a travelling allowance, on occasion, for extra tentage, and with reference to which Board's Standing Order, No. 379-1 (No. 1. of 1867), was passed, was a departure from the principle recognised in G. O., 16th March 1864, No. 453, wherein it was decided that extra tentage was the appropriate payment for travelling expenses between stations in an officer's own district.

3. The Government consider that this principle should be adhered to, except in particular cases where rapid journeys are essential. The extension of railways makes it of importance that officers should know definitely what their position is as to the extra allowance given when they are absent from head-quarters.

*Proceedings of the Madras Government, Revenue Department,  
19th January 1875.*

4. It should be understood, once for all, that the Government do not profess to pay for the expenditure incurred in any one particular journey. They give an allowance which, on the average, is quite sufficient to cover any additional expenses to which the officer is put when out in camp. The officer can elect his own method of travelling, but the expenses must be met from the allowance sanctioned by Board's Standing Orders, Nos. 379 and 379-4 (No. XLII. of 1867), except where expeditious travelling on special duty brings the case under Standing Order No. 379-1.

(True Extract.)

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

To the Board of Revenue,  
,, the Accountant-General.

Edw. F. H. Bantleman.

No. 2,913.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 7th October 1874.

Read again Proceedings of the Board of Revenue, dated 3rd March 1874,  
No. 1,449 (Miscellaneous).

Read also the following letter from J. H. MASTER, Esq., Collector of Bellary,  
to J. GROSE, Esq., Secretary to the Board of Revenue, dated 18th  
July 1874, No. 230:—

In forwarding copy of a letter, No. 239, from the Acting Sub-Collector, dated  
8th ultimo, I have the honor to request to be informed if the actual railway  
charges, alluded to in the concluding portion of Proceedings of the Board of  
Revenue, No. 1,449, dated 3rd March last, can include also the railway fare of  
servants and of personal luggage, etc.; I imagine not, as the allowance of  
3 Annas a-mile more than covers the officer's own fare.

2. The bill referred to by the Sub-Collector has been passed provisionally,  
and has been submitted to the Board. A charge is made for seven servants  
therein.

ENCLOSURE No. 1.

From C. J. CROSTHWAITE, Esq., Acting Sub-Collector, to J. H. MASTER, Esq., Collector of  
Bellary, dated 8th June 1874, No. 239.

In their Proceedings, No. 1,449 (Miscellaneous), dated the 3rd of March last, the Board have  
said that "whenever officers carry their tents along with them by rail and the sanctioned rates  
do not cover the cost they may submit bills for actual charges in lieu of mileage or extra  
tentage" and referred you to their Proceedings, No. 1,449, dated 3rd March last.

2. After the receipt of the Proceedings first referred to, my extra tentage bills for February  
and March were submitted for actual expenses incurred by rail. But a reference to the second  
of the above Proceedings shows that bills should be sent for "actual charges incurred \*\*\* on  
account of carriage-hire of tents during journeys by rail." I request, therefore, you will be  
good enough to inform me whether or not this is supposed to include other charges also, such as  
servants, personal baggage, etc., which it may be necessary to have with me. If not, a journey  
by rail would always be a matter of considerable loss. If you think it should include such  
charges as I have described, I request you will pass my bill for May. Otherwise correct it  
before passing it.

3. Sometimes, but rarely, my tents are left behind, or not used, if there is a bungalow  
available. In such cases can extra tentage be drawn in the same way as if I had my tents  
with me.

(True Copy.)

(Signed) J. H. MASTER,  
Collector.

In answer to a question raised by the Collector of Bellary as to whether  
Divisional Officers can draw tentage at the rate of one day's allowance for every  
ten miles instead of drawing the actual railway charges incurred, when travel-  
ling by rail, the Board in their Miscellaneous Proceedings quoted above ruled  
that "such a course is not permissible and that they are entitled to draw mileage  
at 3 Annas per mile or extra tentage for the number of days during which the  
journey actually lasts as they may prefer, and that when officers carry their tents

*Myself have considered*

along with them by rail and the sanctioned rates do not cover the cost they may submit bills of actual charges in lieu of mileage or extra tentage."

2. The Collector of Bellary now inquires whether the term "actual charges" can be held to include the railway fare of servants and of personal luggage, and surmises that it cannot, as the allowance of 3 Annas a mile more than covers the officer's own fare. The Board observe, however, that actual charges can only be passed in lieu of mileage, so that there is under existing rules no margin to cover the cost of servants' fare and personal luggage.

3. On reconsideration, however, the Board are of opinion that the allowance should be such as to cover the cost of a reasonable quantity of luggage and a moderate number of servants, and they resolve, therefore, to request Government to sanction a modification of existing rules to the extent of allowing mileage at the rate of 3 Annas a mile in addition to the cost of carriage of tents by goods train, when officers travel by rail.

|                                                   |   |   |
|---------------------------------------------------|---|---|
| First-class fare                                  | 1 | 4 |
| Four servants, at 3 Pies                          | 1 | 0 |
| Four maunds of extra luggage, at 2 Pies per maund | 0 | 8 |
| Total                                             | 3 | 0 |

This will leave a margin sufficient, in the opinion of the Board, to cover the cost of servants and luggage.

4. The Board also think that, in exceptional cases, the cost of conveyance of one horse by rail should be admitted, an explanation of the necessity for the charge being furnished; in all ordinary cases horses should be sent by road.

5. It must of course be distinctly understood that officers travelling by rail are entitled to draw tentage calculated by distance, or tentage calculated according to the number of days occupied by the railway journey.

(True Copies and Extract.)

*[Signature]*  
Acting Sub-Secretary.

To the Acting Secretary to Government, Revenue Department,  
with Board's Proceedings, dated 3rd March 1874, M.S. No. 1,449.  
Copy to the Collector of Bellary.

Ed. J. Wright.

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REVENUE DEPARTMENT.

No. 3705

From the Board of Revenue

Dated 7th October 1874.

FOR ORDERS.

I the undersigned being at present  
on leave from the Government  
for his district office in  
the district of Bellary  
by rail - except for  
special reasons - should  
not be empowered to  
sign orders.

are maintained on a  
far less liberal scale  
than heretofore  
I shall not  
myself have caused

2. The Collector of Bellary now inquires whether the term "actual charges" can be held to include the railway fare of servants and of persons travelling with luggage, and surmises that it cannot, as the allowance of 3 Annas a-mile more than covers the officer's own fare. The Board observe that the term

3

\* At exit  
a-mile

First-class  
Four seats  
Four meals  
2 PM

ance of  
for the  
road.

5.  
in prefer  
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number

10 10 10

Copy

Ex. 11

And cost of  
Opinion, ex-  
posed before  
Grand Jury.

[illegible]

107

to make  
cession of  
to railway  
Concession  
order  
to the  
that Lentz  
I should  
must come  
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establishment

are maintained on a  
far less liberal Scale  
than heretofore  
I should not  
myself have considered

along with them by rail and the sanctioned rates do not cover the cost they may submit bills of actual charges in lieu of mileage or extra tentage."

2. The Collector of Bellary now inquires whether the term "actual charges" can be held to include the railway fare of servants and of persons luggage, and surmises that it cannot, as the allowance of 3 Annas a-mile more than covers the officer's own fare. The Board observe—

charges—

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5.  
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number

To the Ad

Copy

Ed. J. W.

FOR ORDERS.

I would make  
no further concession of  
any kind - As railways  
extend these concessions  
become of more serious  
consequence.

It never was the  
intention that Lentaj  
(fixed + extra) should  
be an additional source  
of official income, but  
so it is - more especially  
now that establishments  
are maintained on a  
far less liberal scale  
than heretofore.

I should not  
myself have conceded

23/10/74  
23/10/74

OCTOBER  
No. 2, 1913

23/10/74

23/10/74

23/10/74

23/10/74

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1874.

ED OF SECRETARY

MADRAS.

THE OCTOBER 1874, No. 2, 1913

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23/10/74

the optimal railway  
fare. We pay liberally  
on the average and  
men must elect their  
own manner of travelling  
and pay for it all out  
of their liberal average  
allowance. They are  
not entitled to say  
that because one journey  
costs a little more than  
that day's allowance  
therefore they are to be  
indemnified in respect  
to it, while the Govt. do  
not retrench the large  
profits on the whole  
year from this source.

The Board's proposal  
amounts to asking  
Govt. to undertake the  
carriage of Cambridge

comforts (we pay for the  
Revs. & public attendants)  
by rail and to save  
them the cost of carts  
which the Mestros would  
otherwise have to pay.  
I would not allow the  
conveyance of horses  
or any thing else.

19/12 1862

The reason why  
the mileage rate  
for Railway journey  
has sanctioned is  
that it is a great  
saving of valuable  
time in many cases.  
If the Cler. of Salem  
can go <sup>in 70 miles</sup> from Salem  
to Tripetree by Rail  
in 3 1/2 hours - & he  
pay him Rs 13 - If  
he marched he would

In 7 days I drew  
 Rs 49 - a total  
 would draw 42 - a  
 head acct. 28 - and  
 an acct. 21 - Under  
 the circumstances  
 I think the 42  
 proposed is not  
 unreasonable.

L. O. L.

21/12

Revenue Dept.

Memo. on No 3705.

The rates of Tent allowance are  
as follow:-

Rev. Bd's Standing  
Order No 379.

So No 379 of 1867.

For the wear and  
tear of tents.  
Fixed tentage  
per mensem

For the support of  
travelling establishments  
Extra tentage  
per diem

Collectors  
Sub Collectors

Rs 87. 8. -

Collectors. Rs 4.  
Sub Collectors. - 6

Head Apts  
Apsistants

" 43. - -

Head Apts. - 4  
Apsistants. - 3

not to be drawn  
for more than a  
four months' halt.

Govt of India  
 17th Nov 1857, No 2888.  
 Notification Madras  
 Govt 13th December 1857.  
 Gazette page 1119

This notification permits Circumstanced  
 officers to charge for journeys by rail, at  
 the rate of 3 annas per mile.

G. O. 15th March 1864,  
 No 453, Revenue Dept.

Rules that travelling allowance  
 is payable only when an officer quits his  
 district to take up the appointment in  
 respect to which it is claimable, and  
 as regards travelling expenses between  
 stations in his own district, rules that

extra

extra tentage is the appropriate payment

Allows, in cases of expeditions travelling on special duty, (1<sup>st</sup>) all bona fide travelling expenses in lieu of extra tentage, and (2<sup>d</sup>) one day's extra tentage for every ten miles of road travelled.

Rev. Bd's Standing Order, No 379 of 1867.

Note - This is based on Rev. G.O. 7 Nov. 1866 No 3023 which empowers the Board to sanction charges of the nature of a travelling allowance in lieu of extra tentage. The case which gave rise to the Order was that of a Collector who was allowed Railway fare for himself as well as for his

Rules, in continuation of the above, that unless the distance in excess of ten miles, travelled over in one day, shall amount to eight miles or upwards, no extra tentage can on that account be drawn for the day's journey, which will be estimated at one day's stage only.

- Do No 572 of 1868.

Rules that officers travelling by rail cannot draw extra tentage at the rate of one day's allowance for every ten miles; but that they can draw mileage at 3 annas per mile or extra tentage for the number of days during which

Rev. Bd's Pro 3<sup>d</sup> March 1874, No 1449

the journey actually lasts, as they may prefer. Rules also that when officers carry their tents with them by rail and the sanctioned rates do not cover the cost, they may submit bills for actual charges in lieu of mileage or extra tentage.

The Collector of Bellary having raised the question whether the term "actual charges" alluded to above includes servants' fare and personal luggage, the Board answer in the negative. On reconsideration however, the Board are of opinion that the allowance should be such as to cover the cost of a reasonable quantity of luggage and a moderate number of servants, and they therefore propose a modification of existing rules to the extent of allowing mileage at the rate of 3 annas a mile in addition to the cost of carriage of tents by Goods Train. This, they remark, will leave a margin sufficient to cover the cost of servants and

and luggage. They also propose that  
in exceptional cases the cost of conveying  
one horse by rail should be admitted.

109  
/10

Memorandum  
of the  
Board of Revenue

Revenue Dept.  
No 109

Proceedings of the Madras Government  
Under date the 19<sup>th</sup> January 1875.

Read the following Res.  
of the Board of Revenue

Requesting Govt. to sanction  
a modification of existing rules  
in regard to travelling allow-  
ance of Public officers proceed-  
ing by rail to the extent of  
allowing mileage at the rate of  
300 p a mile in addition to cost  
of carriage of tents by goods  
train &c.

H.E. 7<sup>th</sup> Oct. 1874, N. 29/13.

1. The Governor in Council  
is of opinion that no further  
concessions are necessary or  
desirable.
2. The permission given  
in G.O. 7<sup>th</sup> Nov. 1866, N. 3023  
to substitute a travelling  
allowance, on occasion, for  
extra tentage, and with  
reference

Md  
8/11

Jr  
9/11

reference to which Board's  
Standing Order No. 379 (I of  
1867) was passed, was a  
departure from the principle  
recognized in G.O. 16 March  
1864, No. 453 where it was  
decided that extra centage  
was the appropriate pay-  
ment for travelling ex-  
penses between Stations  
in an officer's own District.

3. The Govt. consider  
that this principle should  
be adhered to, except in  
particular cases where  
rapid journeys are essential.  
The extension of Railways  
makes it of importance  
that officers should know

definitely what their position  
is, as to the extra allowance  
given when they are absent  
from Headquarters.

4. It should be understood,  
once for all, that the Govt.  
do not profess to pay for  
the expenditure incurred  
in any one particular journey.  
They give an allowance  
which, on the average, is  
<sup>quite</sup> ~~more than~~ sufficient to  
cover any additional ex-  
penses to which the officer  
is put when out in camp.  
The officer can elect his  
own method of travelling  
but the expenses must  
be met from the allowance  
sanctioned

29  
17

Sanctioned by Board's  
Standing Order No. 379  
and  $\frac{379}{4}$  (No. 1111 of 1887)  
except where expeditions  
travelling on special  
duty brings the case  
under Standing Order  
No. 379.

C/LL

1111 To the Board of Ordnance  
b. Ph. Accountant General

G.O.

Modification of rules in  
view to travelling all manner  
of public offices pertaining  
by Rail -

COO