Archives I—10,000—6-10-76.

(1) Number of pages 28

(2) Date of repair

(3) Initials of the Referencer

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Revenue DEPARTMENT

3219
28

G.O. No. B.P. No.	3219	Press. Mis.
Dated	8 11. 1877.	197 .

Not to be folded or roughly handled

3219

GOVERNMENT OF MADRAS.

REVENUE DEPARTMENT.

8th November 1877, No. 3,219.

Read the following paper :—

No. 81. Endorsement of the Chief Secretary to Government, Financial Department, dated 26th September 1877, No. 1,820.

Read the following letter from H. GILLON, Esq., B.C.S., on Special Duty, Cuddapah, to the Hon. D. F. CARMICHAEL, Chief Secretary to Government, dated Jamalamadugu, 22nd September 1877, No. 34-D.

I HAVE the honor to forward copies of the marginally-noted correspondence relative to the interpretation of G.O., No. 10, dated 5th January 1876, with the request that you will lay the matter before Government for orders. It will be seen that I have sought to bring the questions at issue to the notice of Government through the usual channel, but that the Collector, who is opposed to my views, has refused to be instrumental in forwarding the correspondence, and has suggested that I should make this direct reference in the event of my being unsatisfied with his opinion.

Board's Proceedings, No. 3,122, dated 3rd July 1877.
Letter, No. 44-B, dated 8th idem, to the Collector of Cuddapah, and his reply, No. 1,911, dated 13th idem.
Letter, No. 92-B, dated 20th idem, to the Collector of Cuddapah, and his reply, No. 2,175, dated 28th idem.

2. The propositions I have sought to prove are as follow :—

I. That G.O., No. 10, dated 5th January 1876, permits officers to draw mileage instead of extra tentage.

II. That this Government Order allows officers to draw mileage for all journeys by road undertaken on Government service when no tents are carried and the place visited is not within five miles from head-quarters.

3. With regard to the first proposition my arguments are—

(*a*) that as far as can be ascertained it is nowhere laid down in any Government Order that mileage cannot be drawn in lieu of extra tentage;

(*b*) it is reasonable that officers should be allowed to draw mileage instead of extra tentage;

(*c*) in Bengal the option is always allowed.

4. The Government Order in question lays down that extra tentage cannot be allowed for marches by road without carrying tents, but it does not include the converse proposition that mileage cannot be drawn instead of extra tentage for marches by road with tents; nor is it at all obvious that it was ever intended that this converse proposition should be included. It is reasonable that the option should be allowed because extra tentage is apparently intended to cover the cost of travelling in addition to the cost of carrying tents; while mileage is apparently intended to cover the cost of travelling only. Therefore the mileage rate should never be more remunerative than the extra tentage allowance. As a general rule this is the case as far as Collectors and Sub-Collectors are concerned; but the reverse is usually the case with Head Assistant Collectors, and still more so with Assistant Collectors. Thus if a Collector travels twenty miles he is entitled to

Rs. 14 as extra tentage allowance, while he would be entitled to Rs. 10 only by mileage. On the other hand for the same journey an Assistant Collector would receive not more than Rs. 6 as extra tentage, while he would get Rs. 10 as mileage. It does not seem reasonable that the Assistant Collector should be compelled to draw Rs. 6 instead of Rs. 10 simply by reason of the accident of carrying tents, whereby, moreover, he is put to greater expense than he would in all probability be put to if he marched by road without tents. In Bengal all officers, from the Assistant Collector to the Collector, are entitled to an allowance of Rs. 5 a day when away from head-quarters or to 8 Annas a mile instead. In addition to this Government provides each officer with one or more tents and pays for the carriage of one office tent. As the Bengal rules allow every officer to draw either the daily allowance or mileage at his option, and the Madras rules are silent on the subject, it gives some grounds for supposing that the rule holds good in Madras also.

5. With regard to the second proposition the Collector and Board of Revenue limit the application of the Government Order in question by excluding "morning rides." My arguments against this exclusion are—

(a) that no Government Order can be found which excludes "morning rides;"

(b) that Bengal officers in the Bellary District are drawing mileage for these rides;

(c) that morning rides are nowhere defined;

(d) that it is the practice in Bengal to draw mileage for such rides;

(e) that if such rides are excluded it is difficult to see what cases the Government Order refers to.

6. The Board of Revenue, however, does not clearly pronounce against my claim which was that mileage in lieu of extra tentage could be drawn for a "morning ride" from head-quarters as well as from camp, while the Board expresses an opinion regarding rides from camp only. The meaning of the Board's remark that "the rule seems sufficiently clear to guard against misconstruction, viz., extra tentage will not be allowed in any case for marches by road when no tents are carried," is not clear unless it refers to the halt at Jamalamadugu, since I have nowhere claimed extra tentage for such marches, but on the contrary I claim mileage for marches when tents are carried. The claim for extra tentage for the halt at Jamalamadugu I have abandoned, as it is not supported by the letter of the rules.

7. One of the chief objections to the limitation is that the term "morning ride" is indefinite. The rides for which I claim mileage some times began early in the morning and ended towards evening or even at night; and some times began in the afternoon and ended late at night. Yet all these journeys would appear to be excluded from the operation of the Government Order in question according to the Collector's view. In Bengal officers cannot draw mileage for any ride which does not extend beyond five miles from head-quarters, but with this exception there is no limitation to the rule. I find no Government Order or Standing Order of the Board of Revenue from which it appears that the same practice does not hold good in Madras. The Government Order in question lays down that mileage only can be drawn for marches partly by road and partly by rail, or for marches by road without carrying tents. If what are termed "morning rides" are excluded it is not at all clear what cases the second portion of the Government Order can contemplate.

8. The Collector in paragraph 6 of his letter, No. 1,573, dated 20th June 1877, remarks that I am the only officer who has officially "grumbled" as regards the allowances. In my letter, No. 872, dated 16th idem, I had, however, expressly said that I was "not asking Government to frame new rules, but simply to declare the meaning of those that already existed." That their meaning is not so clear as to render my difference of opinion an act of grumbling I trust I have succeeded to some extent in showing.

3219/2

ENCLOSURE No. 1.

Proceedings of the Board of Revenue, dated 3rd July 1877, No. 3,122.

Read the following letter from J. F. PRICE, Esq., Acting Collector of Cuddapah, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated Nimmanapalli, 20th June 1877, Extra No. 1,573.

AT the request of Mr. Gillon, B.C.S., on special duty in this district, I have the honor to refer, for the orders of the Board, the question raised in the accompanying copies of letters received from him. I also beg to forward Mr. Gillon's travelling bill for April.

2. The gist of Mr. Gillon's proposition appears to be that—

(1) he may charge, as he thinks fit, mileage or travelling allowance;

(2) that he is entitled to charge mileage for a morning's ride from his head-quarters and back, provided that it is on Government business.

3. As far as I can see, Mr. Gillon is placed upon the same footing, as regards travelling, as the members of the Covenanted Service of this Presidency, with the advantageous exception that he has not to find his own tents.

4. I read the latest rules to mean that where officers carry tents they can only draw travelling allowance, and that when without their tents they are only entitled to mileage. I do not anywhere find anything authorizing the drawing of either travelling allowance or mileage for a morning ride of six or seven miles from head-quarters and back. I have never drawn such for anything of the sort, and I never met any one who, to my knowledge, did.

5. As regards Mr. Gillon's question touching his drawing travelling allowance when at Jamalamadugu, I do not think that he has the slightest claim to it. He was placed under Mr. Weekes' orders and went with him to the head-quarters of the division. I left in Mr. Weekes' hands the assignment of charges to such officers as were placed under him, and when Mr. Gillon's tents arrived he was sent to Proddatur.

6. It is no doubt very expensive work moving about in the district if one does so at all rapidly; but Mr. Gillon is comparatively no worse off than any other, from the highest to the lowest, who does his duty as a famine officer. He is the only one who has officially grumbled as regards the allowances, and is, I may observe, the [illegible] paid of all the junior men.

ENCLOSURE No. 1.

From H. GILLON, Esq., B.C.S., on Special Duty, to J. F. PRICE, Esq., Acting Collector of Cuddapah, dated 8th June 1877, No. 800.

IN forwarding the marginally-noted correspondence terminating with an expression of opinion from the Accountant-General regarding the correct interpretation of Madras G. O. No. 10, dated 5th January 1876,* (Board's Standing Order No. I of 1876), I have the honor to solicit the favor of your obtaining the orders of Government on the point in respect, viz., whether officers are compelled to draw extra tentage instead of mileage when the mileage rate is more favorable to them, simply because they are put to the additional expense of travelling with tents.

From the Treasury Deputy Collector of Cuddapah, to the Accountant-General, Madras, No. 1,045, dated 3rd June 1877, with enclosure.

From the Accountant-General, to the Treasury Deputy Collector, No. 2,365, dated 4th idem.

* Copy sent.

2. The Government Order in question lays down that extra tentage "*will not be allowed*" for marches by road where no tents are carried, thus clearly taking it for granted that the mileage rates are not so favorable as the extra tentage rates. In the case of a Collector the extra tentage rate is as a rule more advantageous than mileage, but in the case of a Head Assistant Collector, on the other hand, the reverse is the case.

3. In Lower Bengal officers are distinctly allowed to draw either the daily rate or mileage according as the one or the other may in each particular case be more advantageous, and it would appear that the Madras Government Order above quoted is substantially to the same effect. In Lower Bengal the daily travelling allowance is Rupees 5 for Covenanted Civil Servants of all grades, while the mileage rates are the same as in Madras.

4. Should the Government decide that mileage cannot be drawn when tents are carried, another point arises, viz., whether I am entitled to draw mileage for journeys made from my tent and back to it. Thus when my camp is pitched at a distance of twenty miles from head-quarters and I ride twenty miles during the day (e[illegible] four miles out and four miles back in the morning and six miles out and six miles back in the evening), am I entitled to draw Rupees 10 at the rate of 8 Annas a mile? This is the practice in Lower Bengal.

5. There is a third point which appears to be somewhat doubtful. Extra tentage cannot apparently be charged unless tents are carried. For some time in March, previous to the receipt of tents from Government, I was on special duty at Jamalamadugu, my head-quarters being at Proddatur. Under these circumstances am I entitled to draw extra tentage for the time halted (not exceeding one fortnight), or must I forego that claim?

6. I have refrained from drawing my travelling allowance pending the settlement of these questions.

(True Copy.)

(Signed) J. F. PRICE,
Acting Collector.

ENCLOSURE No. 2.

From the same Officer, dated 16th June 1877, No. 872.

IN forwarding my travelling allowance bill (sent on the 15th June 1877) for April, in compliance with your Extra No. 1,438, dated 11th June, I have the honor to point out that the real point at issue is the interpretation of G.O., No 10, dated 5th January 1876. What I contend is that this Government Order gives officers the option of drawing mileage instead of extra tentage whether tents are carried or not. Thus, if I march sixteen miles with tents I contend that I am, under the terms of this Government Order, entitled to draw Rupees 8 as mileage instead of Rupees 4 as extra tentage; and when I march eighty miles I contend that I am entitled to draw Rupees [illegible] as mileage instead of Rupees 8 as double extra tentage. My chief argument is this: If officers who march by road without carrying tents are allowed the privilege of drawing mileage instead of extra tentage, how much more are officers allowed to draw mileage who in travelling are put to the additional expense of carrying tents.

2. From the wording of the Government Order in question it would seem that Government considered it the reverse of a privilege to draw mileage instead of extra tentage. In the case of Collectors and Sub-Collectors it is certainly as a rule a disadvantage to draw mileage, but in the case of Head Assistant Collectors and Assistant Collectors it is almost always an advantage to draw mileage instead of extra tentage. This being the case I fail to see why the latter should not on all occasions be allowed the option of drawing whichever of the two may be the more favorable. I am not asking Government to frame new rules, but simply to declare the meaning of those which already exist.

(True Copy.)

(Signed) J. F. PRICE,
Acting Collector.

ENCLOSURE No. 3.—Bill.

MR PRICE's interpretation of the recently issued extra tentage rules is undoubtedly correct; it was never intended that an officer marching with tents should draw mileage for the day's march or for a morning's ride from camp. The rule seems sufficiently clear to guard against misconstruction, viz., extra tentage *will not be allowed in any case* for marches by road when no tents are carried. The Board also think that Mr. Gillon has no claim to tentage for the halt at Jamalamadugu; it is observed that he had no tents at that time.

(True Copies and Extract.)

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

ENCLOSURE No. 2.

From H. GILLON, Esq., B.C.S., Relief Officer in charge of Proddatur, to J. F. PRICE, Esq., Acting Collector of Cuddapah, dated 8th July 1877, No. 44-B.

IN acknowledging the receipt of Board's Proceedings, No. 2,122, dated 3rd instant, on the subject of travelling allowance, I would ask permission to return once more to the subject, as the point I intended to raise still seems to be to a certain extent unsettled. I would not again trouble you by continuing this correspondence if the extra tentage allowed to a Head Assistant Collector were sufficient to cover one's travelling expenses. On the contrary, under the rules as interpreted by the Accountant-General, the more active an officer is and the more frequently he moves his camp the greater does he become a loser.

"Extra tentage will not be allowed in any case for marches by road where no tents are carried."

2. The extract from G.O., No. 10, dated 5th January 1876, does not, I beg leave to point out, set at rest the point I intended to raise. I have no desire to draw extra tentage for marches by road where no tents are carried. On the contrary my contention is that G.O., No. 10, gives me the option of drawing mileage instead of extra tentage when I march with tents. The fact that extra tentage will not be allowed for marches by road does not necessarily include the converse proposition that mileage will not be allowed for marches with tents. On the contrary, I respectfully submit, that G.O., No. 10, excludes this converse proposition.

3. My argument is as follows: G.O., No. 10, dated 5th January 1876, states that mileage will be allowed for marches by road where no tents are carried. To march with tents is more expensive than to march without tents. Secondly a Head Assistant Collector in all but very few cases finds it more advantageous to draw mileage instead of extra tentage; that is to say, he is not quite so great a loser by drawing mileage. If therefore he is allowed mileage when travelling without tents, how much more reasonable is it that he should be allowed the option of drawing mileage when put to the additional expense of carrying tents. I have already remarked that G.O., No. 10, does not necessarily involve the converse proposition, viz., that mileage will not be allowed when one marches with tents. On the contrary it appears for the above reason eminently right and proper that it should not include this converse proposition. It may never have been supposed that an officer marching with tents would wish to draw mileage because it would appear that in framing G.O., No. 1[illegible] cases of Collectors and Sub-Collectors were kept chiefly in view; for just as it is as a r[illegible] advantageous to the Head Assistant Collector to draw mileage instead of extra tentage, so [illegible] on the contrary generally advantageous for a Collector or Sub-Collector to draw extra tentage [illegible]ead of mileage.

4. The rules as interpreted by the Accountant-[illegible] work most unequally. Thus, under G.O., No. 10, of 5th January 1876, a Head A[illegible]ant Collector riding out from head-quarters a distance of eight miles and returning the [illegible] day draws Rs. 8 by mileage. In this journey he is put to no expense beyond the keep of hi[illegible]ses. Should he, however, march sixteen miles with tents he would, according to the Account[illegible]-General, draw Rs. [illegible] only. In this case he is put to the expense of hiring carts and coolies, and also incurs expenditure in other ways in addition to the keep of his horses. Again should he take no tents but halt in a dak bungalow or other building he can draw Rs. 8 instead of Rs. 4. It would thus at first sight appear that the Government wishes to discourage the use of tents; b[illegible] this of course is not by any means actually the case. This illustration serves to show the ha[illegible]ip to the Head Assistant and Assistant Collectors as well as the anomaly involved in t[illegible] Accountant-General's interpretation of G.O, No. 10.

5. To return once more to the point I intend[illegible] raise, I respectfully beg to submit, that G.O, No. 10, does not include, but on the contra[illegible] seems distinctly to exclude, the converse proposition that mileage will not be allowed when one [illegible]hes with tents; and, if the Government has issued no authoritative ruling on the subject, [illegible]d request the favor of your asking the Board to obtain a distinct ruling on the issue as des[illegible]d in this paragraph.

6. With reference to the Board's remark that i[illegible] never intended that an officer marching with tents should draw mileage for a morning ride from camp, I beg leave to inquire why an officer riding eight miles from camp in the morning on inspection duty that is clearly necessary and useful should not be allowed to draw mileage for that day instead of extra tentage, when an officer at head-quarters doing exactly the same morning's work is allowed to draw mileage. If it be answered that extra tentage cannot be drawn on one day for a halt and on the next for a morning's ride, I beg leave to reply that I have no desire to draw extra tentage at all, even for halts, if I am allowed to draw mileage.

7. Again, with reference to the Board's opinion that I have no claim to extra tentage for the halt at Jamalamadugu inasmuch as I ha[illegible]nts at that time, I have the honor to point out that I applied for tents at the end of Febru[illegible]d again in the beginning of March, and that they were not supplied to me by Government u[illegible]he end of March. It was not, therefore, owing to any fault of my own that I possessed no tents at the time in question.

ENCLOSURE No. 3.

From J. F. PRICE, Esq., Acting Collector of Cuddapah, to H. GILLON, Esq., B.C.S., Officer in charge of Relief Works, Proddatur, dated 13th July 1877, No. 1,941.

I HAVE the honor to acknowledge the receipt of your letter No. 44-B, dated 9th instant.

2. The matter to which it refers has been decided by the Board of Revenue after a perusal of your former letters; and, as I quite agree with them in the decision at which they have arrived, I do not think myself justified in continuing the discussion.

3. It is of course open to you, if you choose to take the responsibility for so doing upon yourself, to address either the Board or Government direct; but you must distinctly understand that I will have nothing to do with the affair.

references

4. It appears to me from your remarks that you must have been slightly misinformed as regards Head Assistants drawing mileage for morning rides on duty. I never drew any such thing when I occupied the position of a Head Assistant, and I never knew any one who did, nor am I aware that I, as Acting Collector, ever had a bill showing such a charge sent to me for countersignature.

5. I entirely fail to see that you have a shadow of a right to travelling allowance during the time that you were at Jamalamadugu on first joining the district. The case was stated plainly and fairly and has been decided against you. I have no doubt that your addressing the Board or Government as regards this, should you think it expedient to do so, will terminate in the same result with the possible addition of a sharp remark from Government.

ENCLOSURE No. 4.

From H. GILLON, Esq., B.C.S., Relief Officer in charge of Proddatur, to J. F. PRICE, Esq. Acting Collector of Cuddapah, dated 20th July 1877, No. 92-B.

WITH reference to paragraph 4 of your extra No. 1,911, dated 13th instant, I shall feel much obliged if you will kindly define the cases in which mileage for marches wholly by road when no tents are carried can and cannot be drawn under G.O., No. 10, dated 5th January 1876. As I can discover no rule limiting the application of this Government Order except the rule that travelling allowance cannot be drawn for journeys within a radius of five miles from head-quarters, I solicit the favor of your informing me what the practice is. As the Government Order is a very recent one, it is quite possible that the question I now raise regarding it has not been raised by any officer before. I know for a fact that travelling allowance for what are called "morning rides" has been charged and drawn without demur in the Presidency. I am not, however, seeking to continue the discussion, but merely ask for my information and future guidance in what cases I can draw mileage according to existing practice.

ENCLOSURE No. 5.

From J. F. PRICE, Esq., Acting Collector of Cuddapah, to H. GILLON, Esq., B.C.S., on Special Duty in charge of Proddatur, dated Royachoti, 28th July 1877, No. 2,175.

IN reference to your letter, No. 92-B, dated 20th instant, I have the honor to state that I cannot undertake to define cases in which you can draw mileage.

2. You have the rules and my former letter to go by, and I think that these are plain enough.

3. You must interpret them to the best of your abilities and send in your bills accordingly. If there is anything which I believe to be contrary to the rules, I shall object, but at the same time, be willing to consider any argument that you may have to advance in support of your claim.

4. I can only say as regards your statement touching allowances having been drawn in this Presidency for morning rides, that I have never heard of it, and that I should, if the case occurred in my district, hand it up to the Board in view to the amount being recovered from the officer concerned.

TRANSFERRED to the Revenue (Famine) Department.

(Signed) D. F. CARMICHAEL,
Chief Secretary.

TRANSFERRED to the Revenue Department.

3rd October 1877.
(Signed) J. H. GARSTIN,
Additional Secretary to Government.

REFERRED to the Accountant-General for remarks.

6th October 1877.
(Signed) C. G. MASTER,
Secretary to Government.

3219/4

No. 839.

No. 81-A.

MEMORANDUM.

THE undersigned has the honor to state that under the existing rules regulating extra tentage and travelling allowance in force in this Presidency Mr. Gillon cannot receive anything beyond what has already been admitted to him on account of his marches, and that the previous sanction of the Government of India is needed to any alteration in the travelling allowance rules (which include those respecting extra tentage) under Government of India letter, dated 23rd May 1876, No. 407, Financial.

FORT ST. GEORGE,
19th October 1877.
(Signed) W. DONALD,
Officiating Accountant-General.

No. 82. ORDER THEREON, 8th November 1877, No. 3,219.

Miscellaneous.

THE Government observe that both the privileges claimed by Mr. Gillon are inadmissible.

2. The practice of this Presidency was correctly explained by the Acting Collector and the Board of Revenue, and His Grace the Governor in Council can see nothing in G.O., 5th January 1876, No. 10, to justify this reference.

(True Extract.)

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

To H. Gillon, Esq., B.C.S., on special duty, Cuddapah.
,, the Board of Revenue.
,, the Accountant-General.
,, the Revenue (Famine) Department.

Exd. T. D. Ryan.

reference

Govt. of (1877) Madras.

REVENUE.

To

H. GILLON, Esq., B.C.S.,
On Famine Duty, Cuddapah,
&c., &c., &c.

Dated November 8th.

NOVEMBER
Nos. 81—82.

Vide Le No 5732 (77) from the Acctt Genl. 8/10 Dec

Nov 1877 No 3219

No: 34 D

Dated 22nd September 1877

3219/6

No 81 From

H. Gillon Esquire B.C.S
On special duty
Cuddapah

to Government
Madras

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3219/5

Rates of Travelling Allowances admissible to Officers employed on Famine Relief Duty.

CIVIL AND MILITARY OFFICERS IN THE SERVICE OF GOVERNMENT.

For joining and returning from Appointments.

G. I., No. 971, Feb. 24, 1877.

Civil and Military Officers belonging to the Madras Establishment transferred from a non-distressed to a distressed district may draw the ordinary mileage rates of travelling allowance, or if the actual travelling expenses incurred by them exceed the amount of that mileage for the whole journey, a bill may be submitted for such actual expenses.

M. G. O., No. 738, Feb. 27, 1877

Members of the Covenanted Civil Service and all Military and Medical Officers deputed to this Presidency from other Provinces are entitled to their actual travelling expenses including freight for horses and tents if brought with them.

For journeys within Districts or Circles of charge.

M. G. O., 943, March 6, 1877.
1,580, April 27, 1877.

1. All Military and Covenanted Civil Officers, whether deputed from other Provinces or not, may be allowed the local extra tentage and travelling rates; those under ten years' service drawing at Head Assistants', and those above ten years' service at Sub-Collectors' rates.

The rates of extra tentage are—

M. G. O., No. 2,180, September 16, 1867.
Board of Revenue, Standing Orders No. 1 of 1867, XXIII. of 1868.

To Head Assistant Collectors Rs. 4 per diem;

To Sub-Collecors Rs. 6 per diem;

One day's extra tentage for every ten miles of road travelled in one day is allowed when rapid journeys are made to the advantage of the public service: but unless the distance in excess of ten miles travelled over in one day amounts to eight miles at least, no extra tentage for the distance in excess of ten miles can be granted.

Rev 6/4257/77

For example, taking Sub-Collectos' rates:—

(1.) A travels 9½ miles. He daws only one day's tentage at Rs. 6.

(2.) B travels 17½ miles. He is entitled to one day's tentage only or Rs. 6.

(3.) C travels 18 miles. He may get two days' tentage or Rs. 12.

8-6
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(4.) D travels 20 miles or more than 20 miles say 24½ miles. He can draw but two days' extra tentage or Rs. 12.

(5.) E travels 29 miles and may therefore draw three days' extra tentage or Rs. 18.

(6.) F travels 36 miles. He should draw three days' extra tentage or Rs. 18. But if he travel 39 miles or over 38 miles, he can receive Rs. 24 *i.e.*, four days' extra tentage.

M. G. O., No. 10, Jan. 5, 1876. Board of Revenue, Standing Order No. I of 1876.

2. Extra tentage will however not be allowed in any case for journeys by rail, nor, where no tents are carried, for marches by road; but in lieu thereof mileage will be drawn at the following rates:—

		AS.
For journeys by rail	... ...	3
For journeys by road	... ...	8

M. G. O., No. 1,558, 25th April 1877.

3. In the matter of halts and of expeditious travelling by road, when tents are carried or sent out, extra tentage will be allowed at the rates stated in para 1. When extra tentage by distance is claimed, the necessity for rapid travelling should be explained, and the Board of Revenue ordinarily decides, with reference to the circumstances of each journey, whether speed was required in the interests of the public service: but, as the Government have relieved the Board from the duty of checking direct payments from the Treasury for contingent charges connected with Famine Relief, the Collector's countersignature will be deemed sufficient for the admisson of extra tentage in the travelling bills of all Officers entirely employed in Famine Relief operations. Bills for mileage drawn under para 2 will also be accepted on the countersignature of the Collector.

Officers temporarily entertained.

M. G. O. No. 1,645-A, March 5, 1877.

The following rates of travelling allowance are admissible for journeys and travelling within district:—

When drawing salaries

Between Rs. 50 and Rs. 100 a month	...	...	Rs. 2	a day.
Do. ,, 100 and ,, 200 ,,	...	...	,, 3	,,
Above ,, 200 ,,	...	...	,, 4	,,

G.O. 8-11-77 No. 32

8th Nov 1877 No. 3271

No: 34 D

Dated 22nd September 1877

3219/D

No 81

From

H. Gillon Esquire B.C.S.
on special duty
Cuddapah

To

The Chief Secretary to Government
Madras

Sir

Board's Proceedings No: 3,122 dated 3rd July 1877.

Letter No: 44 B dated 8th idem to the Collector of Cuddapah and his reply No: 1911 dated 13th idem

Letter No: 92 B dated 20th idem to the Collector of Cuddapah and his reply No: 2175 dated 28th idem.

I have the honor to forward copies of the marginally noted correspondence relating to the interpretation of Government Order No: 10 dated 5th January 1876 with the request that you will lay the matter before Government for orders. It will be seen that I have sought to bring the questions at issue to the notice of government through the usual channel but that the Collector who is opposed to my views, has refused to be instrumental in forwarding the correspondence and has suggested that I should make this direct

reference

reference in the event of my resting unsatisfied with his opinion.

2: The propositions I have sought to prove are as follow:—

I That Government Order No. 10 dated 5th January 1876 permits officers to draw mileage instead of extra tentage.

II That this G. O. allows officers to draw mileage for all journeys by road undertaken on Government service when no tents are carried and the place visited is not within 5 miles from Head Quarters.

3: With regard to the first proposition my arguments are:—

(a) That as far as can be ascertained it is no where laid down in any Government Order that mileage cannot be drawn in lieu of extra tentage.

(b) It is reasonable that officers should be allowed to draw mileage instead of extra tentage.

(c) In Bengal the option is always allowed.

4: The Government order in question lays down that extra tentage cannot be allowed for marches by

3249/7

by road without carrying tents be it does not include the converse proposition that mileage canno be drawn instead of extra tentage for marches by road with tents, nor is it at all obvious that it wa ever intended that this converse proposition should be included. It is reasonable that the option should be allowed because extr tentage is apparently intended to cover the cost of travelling in addition to the cost of carrying tents while mileage is apparently intended to cover the cost of travelling only. Therefore the mileage rate should never be more remunerative than the extra tentage allowance. As a general rule this is the case as far as Collectors and Sub-Collectors are concerned but the reverse is usually the case with Head Assistant Collectors and still more so with Assistant Collectors. Thus if a Collector ~~travells~~ travels twenty miles he is entitled to Rs. 14/- as extra tentage allowance while he would be

entitled

entitled to Rs: 10/- only by mileage. On the other hand for the same journey an Assistant Collector would receive not more than Rs: 6/- as extra tentage while he would get Rs: 10/- as mileage. It does not seem reasonable that the Assistant Collector should be compelled to draw Rs: 6/- instead of Rs: 10/- simply by reason of the accident of carrying tents, whereby moreover he is put to greater expense than he would in all probability be put to if he marched by road without tents. In Bengal all officers from the Assistant Collector to the Collector are entitled to an allowance of Rs. [illegible] a day when away from head quarters or to 8 annas a mile instead. In addition to this Government provides each officer with one or more tents and pays for the carriage of one office tent. As the Bengal rules allow every officer to draw either the daily allowance or mileage at his option and the Madras rules are silent on the subject it gives

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3219/8

Note
a "morning ride" is neither a "journey" nor a "march"
Lal

Why shd they be?

Note
It refers to "journeys" by train or road when tents are not carried because at the end of his journey the officer has a Local Funds or friend's bungalow to go to. Mr. Gillon I have found instances in the correspondence in the G.O. on which he bases his claim

some grounds for supposing that the rule holds good in Madras als

5: With regard to the second proposition the Collector and Board of Revenue limit the application of the Government Order in question by excluding "morning rides". My arguments against this exclusion are:—

(a) That no Government Order can be found which excludes "morning rides"

(b) That Bengal officers in the Bellary District are drawing mileage for these rides.

(c) That morning rides are no where defined.

(d) That it is the practice in Bengal to draw mileage for such rides.

(e) That if such rides are excluded it is difficult to see what case the G. O refers to.

6: The Board of Revenue however does not clearly pronounce against my claim, which was that mileage in lieu of extra tentage could be drawn for a "morning ride" from Head Quarters as well as from the camp while the Board expresses an opinion regarding rides from camp only. The meaning of the Board's remark that "the rule seems sufficiently clear to guard against misconstruction" viz "extra tentage will not be allowed in any case for marches by road when no tents are carried" is not clear unless it refers to the halt at Jamalamadgu, since I have no where claimed extra tentage for such marches but on the contrary I claim mileage for marches when tents are carried. The claim for extra tentage for the halt at Jamalamadgu I have abandoned as it is not supported by the letter of the rules.

7: One of the chief objections to the limitation is that the term "morning rides" is indefinite. The rides for which I claim mileage sometimes began early in the morning and ended towards evening or even at night, and sometimes began in the afternoon and ended late at night. Yet all these journeys would appear

They cannot be called "jo

Bd Revs [illegible] No 3182

to be excluded from the operation of the Government Order in question according to the Collector's view. In Bengal Officers cannot draw mileage for any ride which does not extend beyond five miles from Head Quarters but with this exception there is no limitation to the rule. I find no Government Order or standing Order of the Board of Revenue from which it appears that from the same practice does not hold good in Madras. The Government Order in question lays down that mileage only can be drawn for marches partly by road and partly by rail or for marches by road without carrying tents. If what are termed "morning rides" are excluded it is not at all clear what cases the second portion of the Government Order can contemplate.

8: The Collector in para. 6 of his letter No. 1573 dated 20th June 1877 remarks that I am the only officer who has officially "grumbled" as regards the allowances. In

Any

my letter No: 872 dated 16th idem I had however expressly said that I was not asking Government to frame new rules but simply to declare the meaning of those that already existed. That their meaning is not so clear as to render my difference of opinion an act of grumbling I trust I have succeeded to some extent in showing.

I have the honor to be
Sir
Your most obedient servant
H. Gillon
On special Duty Cuddapah
In charge of Jummalamudgu
and Prodatoor Talugs

Fr No 8356
From
H. Gillon Esquire B.C.S.
on special duty
To
The Chief Secretary to Govt.
Madras
Dated 28th
Received 25th
Subject
No 5629
808-11-77
3219
forwarding ... dated 5th January 18[illegible]
Requesting to obtain the orders of Government regarding the correct interpretation of
Transferred to the Revenue (Famine) Dept.
Chief Secretary
249

3219
10

E-1-V

No. 3,122.

Proceedings of the Board of Revenue, dated 3rd July 1877.

Read the following letter from J. F. PRICE, Esq., Acting Collector of Cuddapah, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated Nimmanapalli, 20th June 1877, Extra No. 1,573:—

At the request of Mr. Gillon, B.C.S., on special duty in this district, I have the honor to refer, for the orders of the Board, the question raised in the accompanying copies of letters received from him. I also beg to forward Mr. Gillon's travelling bill for April.

2. The gist of Mr. Gillon's proposition appears to be that—

(1). He may charge, as he thinks fit, mileage or travelling allowance.

(2). That he is entitled to charge mileage for a morning's ride from his head-quarters and back, provided that it is on Government business.

3. As far as I can see, Mr. Gillon is placed upon the same footing, as regards travelling, as the members of the Covenanted Service of this Presidency, with the advantageous exception that he has not to find his own tents.

4. I read the latest rules to mean that where officers carry tents they can only draw travelling allowance, and that when without their tents they are only entitled to mileage. I do not anywhere find anything authorizing the drawing of either travelling allowance or mileage for a morning ride of six or seven miles from head-quarters and back. I have never drawn such for anything of the sort, and I never met any one who to my knowledge did.

5. As regards Mr. Gillon's question touching his drawing travelling allowance when at Jammalmadugu, I do not think that he has the slightest claim to it. He was placed under Mr. Weekes' orders and went with him to the head-quarters of the division. I left in Mr. Weekes' hands the assignment of charges to such officers as were placed under him, and when Mr. Gillon's tents arrived he was sent to Proddatur.

6. It is no doubt very expensive work moving about in the district if one does so at all rapidly, but Mr. Gillon is comparatively no worse off than any other, from the highest to the lowest, who does his duty as a famine officer. He is the only one who has officially grumbled as regards the allowances, and is, I may observe, the best paid of all the junior men.

Enclosure No. 1.

From H. GILLON, Esq., B.C.S., on Special Duty, to J. F. PRICE, Esq., Acting Collector of Cuddapah, dated 8th June 1877, No. 800.

In forwarding the marginally-noted correspondence terminating with an expression of opinion from the Accountant-General regarding the correct interpretation of Madras G.O., No. 10, dated 5th January 18[illegible] (Board's Standing Order No. 1 of 18[illegible]), I have the honor to solicit the favor of your obtaining the orders of Government on the point in dispute, viz., whether officers are compelled to draw extra tentage instead of mileage when the mileage rate is more favorable to them, simply because they are put to the additional expense of travelling with tents.

From the Treasury Deputy Collector of Cuddapah, to the Accountant-General, Madras, No. 1,045, dated 3rd June 1877, with enclosure.
From the Accountant-General, to the Treasury Deputy Collector, No. 2,365, dated 4th idem.
* Copy sent.

2. The Government Order in question lays down that extra tentage *"will not be allowed"* for marches by road where no tents are carried, thus clearly taking it for granted that the mileage rates are not so favorable as the extra tentage rates. In the case of a Collector the extra tentage rate is as a rule more advantageous than mileage, but in the case of a Head Assistant Collector, on the other hand, the reverse is the case.

3. In Lower Bengal officers are distinctly allowed to draw either the daily rate or mileage according as the one or the other may in each particular case be more advantageous, and it would appear that the Madras Government Order above quoted is substantially to the same effect. In Lower Bengal the daily travelling allowance is Rupees 5 for Covenanted Civil Servants of all grades, while the mileage rates are the same as in Madras.

4. Should the Government decide that mileage cannot be drawn when tents are carried, another point arises; viz., whether I am entitled to draw mileage for journeys made from my tent and back to it. Thus when my camp is pitched at a distance of twenty miles from head-quarters and I ride twenty miles during the day (*e.g.*, four miles out and four miles back in the morning and six miles out and six miles back in the evening), am I entitled to draw Rupees 10 at the rate of 8 Annas a mile? This is the practice in Lower Bengal.

5. There is a third point which appears to be somewhat doubtful. Extra tentage cannot apparently be charged unless tents are carried. For some time in March, previous to the receipt of tents from Government, I was on special duty at Jammalmadugu, my head-quarters being at Proddatur. Under these circumstances, am I entitled to draw extra tentage for the time halted (not exceeding one fortnight), or must I forego that claim?

6. I have refrained from drawing my travelling allowance pending the settlement of these questions.

(True Copy.)

(Signed) J. F. PRICE,
Acting Collector.

ENCLOSURE No. 2.

From the same Officer, dated 16th June 1877, No. 872.

IN forwarding my travelling allowance bill (sent on the 15th June 1877) for April, in compliance with your Extra No. 1,438, dated 11th June, I have the honor to point out that the real point at issue is the interpretation of G.O., No. 10, dated 5th January 1876. What I contend is that this Government Order gives officers the option of drawing mileage instead of extra tentage whether tents are carried or not. Thus, if I march sixteen miles with tents, I contend that I am, under the terms of this Government Order, entitled to draw Rupees 8 as mileage instead of Rupees 4 as extra tentage; and when I march eighty miles I contend that I am entitled to draw Rupees 9 as mileage instead of Rupees 8 as double extra tentage. My chief argument is this: If officers who march by road without carrying tents are allowed the privilege of drawing mileage instead of extra tentage, how much more are officers allowed to draw mileage who in travelling are put to the additional expense of carrying tents.

2. From the wording of the Government Order in question it would seem that Government considered it the reverse of a privilege to draw mileage instead of extra tentage. In the case of Collectors and Sub-Collectors it is certainly as a rule a disadvantage to draw mileage, but in the case of Head Assistant Collectors and Assistant Collectors it is almost always an advantage to draw mileage instead of extra tentage. This being the case I fail to see why the latter should not on all occasions be allowed the option of drawing whichever of the two may be the more favorable. I am not asking Government to frame new rules, but simply to declare the meaning of those which already exist.

(True Copy.)

(Signed) J. F. PRICE,
Acting Collector.

ENCLOSURE No. 3.—Bill.

MR. PRICE's interpretation of the recently issued extra tentage rules is undoubtedly correct; it was never intended that an officer marching with tents should draw mileage for the day's march or for a morning's ride from camp. The rule seems sufficiently clear to guard against misconstruction, viz., extra tentage *will not be allowed in any case* for marches by road when no tents are carried. The Board also think that Mr. Gillon has no claim to tentage for the halt at Jammalmadugu; it is observed that he had no tents at that time.

(True Copies and Extract.)

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

To the Acting Collector of Cuddapah, with Bill returned.

Copy to the Additional Secretary to Government, Revenue Department,
with copies of two enclosures.

Exd. W. J. Lewis.

1877.

Board of Revenue,

MADRAS.

PROCEEDINGS, 3RD JULY 1877, No. 3,122.

Encl.

808-11-77 No. 3219.

Received 31/7/77

Rec 1/08/77

JULY.

No. 3,122.

Mr. H. Gillon, B.C.S., — on Special Famine Duty in Cuddapah District. — Stating that — has no claim to tentage for the halt at Jammalmadugu, and that it was never intended that an officer marching with tents should draw mileage for the day's march or for a morning's ride from camp.

I Sub 5 Aug/77

From
The Relief Officer in
charge of Proddatoor

To
The Acting Collector
of Cuddapah

Dated 8th } July 1877
Received }

Subject

G. O. No. 10 of 5th January 1876 and Board's Proceedings No. 2722 dated 3rd July 1877 — Discussing on the subject of travelling allowance therein referred to.

808-11-77 No. 3219.

Rev 5/425 1/77

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to when travel[illegible]ing without tents [illegible] more reasonab[illegible] [illegible] that [illegible] [illegible] the [illegible]tio of drawing mileage when [illegible] additional expense of carrying tents.

I have already remarked that G. O. No. 10 does not necessarily involve the converse proposition, namely, that mileage will not be allowed when one marches with tents. On the contrary it ap[illegible]ers for the above reason eminently right and proper that [illegible] should not include this converse proposition. It may never have been supposed that an officer marching with tents would wish to draw milea[illegible] [illegible] it would appear that in framing G. O. No 10 the [illegible] collectors and [illegible] Sub Collectors were kept chiefly in view. For just as it is as a rule advantageous to the Head Assistant Collector to [illegible] mileage instead of extra tentage so [illegible] it on the contrary generally advantageous for a Collector or Sub Coll[illegible] to draw extra tentage instead of mileage.

3. The rules as interpreted by the Accountant [illegible]eral work most unequally. Thus under [illegible] Note of 5th January 1876 a Head Assistant Collector riding out from

Head Quarters a distance of 5 miles and returning the same day draws Rs. 5/- by mileage. In this journey he is put to no expense beyond the keep of his horses. Should he however march 10 miles with tents he would according to the Accountant General draw Rs. 4/- only. In this case he is put to the expense of hiring carts and coolies and also incurs expenditure in other ways in addition to the keep of his horses. Again should he take no tents but halt in a dak bungalow or other building he can draw Rs. 8 instead of Rs. 4/-. It would thus at first sight appear that the Government wishes to discourage the use of tents but this of course is not by any means actually the case. This illustration serves to show the hardship to the Head Assistant and Assistant Collectors as well as the anomaly involved in the Accountant General's interpretation of G. O. No 10.

4. To return once more to the point I intended to raise, I respectfully beg to submit that G. O. No 10 does not include but on the contrary seems distinctly to exclude the converse proposition that mileage will not be allowed when one marches

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Relief Office
Dated 8th July 1877

No: 443

From

H. Gillon Esquire C.C.S
Relief Officer in ch.
of Proddatoor

To

J. H. Price Esquire
Acting Collector
Cuddapah

Sir

In acknowledging the receipt of Board's Proceedings No: 2122 dated 3rd instant on the subject of travelling allowance I would ask permission to return once more to the subject as the point I intended to raise ~~to be~~ still seems to be to a certain extent unsettled. I would not again trouble you by continuing this correspondence if the extra tentage allowed to a Head Assistant Collector were sufficient to cover one's travelling expenses. On the contrary under the rules as interpreted by the Accountant General the more active an officer is and the more frequently he moves in camp the greater does he become a loser.

2: The extracts from Government order No: 10 dated 5th January 1876 does not, I beg leave to point out, set at rest the point I intended to raise. I have no desire to draw extra tentage or mileage for marches by road where no tents are carried. On the contrary my contention is that Government order No: 10 gives me the option of drawing mileage instead of extra tentage when I march with tents. The fact that extra tentage will not be allowed for marches by road does not necessarily include the converse proposition that mileage will not be allowed for marches with tents. On the contrary I respectfully submit that Government Order No: 10 includes this converse proposition

"Extra tentage will not be allowed in a case for marc by road where no tents are carried."

2: My argument is as follows: Government order No: 10 dated 5th January 1876 states that mileage will be allowed for marches by road where no tents are carried. To march with tents is more expensive than to march without tents. Secondly an Assistant Collector in all but very few cases finds it more advantageous to draw mileage instead of extra tentage; that is to say he is not quite so great a loser by drawing mileage. If therefore he is allowed mileage

when

1877

From The Ag. Collector
Cuddapah

To H. Gillon Esquire
Relief Officer
Proddatoor

Dated 13th }
Desp: 15th } July 1877

Entry No. 1911
(B. 8-11-77) No 32-19.

In reference to your letter No. 443 dated 9th instant refuses to continue the discussion as he agrees with the Board in their decision regarding your travelling allowance and leaves it to you to address direct if you wish it.

Rev 4/425 //

Fil. 5629/77

Ex. No 3V.

No 1911

Cuddapah Collr. Office
Camp [illegible]
13th July 1877

From

J. F. Price Esquire
Acting Collector
Cuddapah

To

H. Gillon Esquire B.C.S.
Officer in ch: of Relief works
Proddatoor

Sir,

I have the honor to acknowledge the receipt of your letter No 443 dated 9th instant.

2. The matter, to which it refers, has been decided by the Board of Revenue after a perusal of your former letters, and as I quite agree [illegible] in the decision which they have passed, I do not think myself justified in continuing the discussion [illegible]

3. It is of course open to you, if you choose to take the responsibility for so doing upon yourself, to address either the Board or Government direct; but you must distinctly understand that I will have nothing to do with the affair.

4. It appears to me [illegible] that you must have been slightly mis-informed as regards Head Assistants drawing mileage for morning rides on duty. I never drew any such thing when I occupied the

position

position of a ~~Head~~ Assistant and I never
knew any one who did, nor am I aware
that I, as Acting Collector, ever had a bill
showing such charge [illegible] to me for
countersignature.

5: I entirely fail to see [illegible] you have a
shadow of [illegible]ght to travelling allowance
during the time that you were at Jama-
l[illegible] on first joining the District.
The case was stated plainly and fairly
and has been decided against you. I have
no doubt that your addressing the B[illegible]d
[illegible] this, which [illegible]
think it expedient to do, will terminate
in the same result with [illegible]
addition of a [illegible] reprimand from Government.

[illegible] honor to be
Sir
Your most obedient Servant
(Signed) J. T. Price
Acting Collector

(True Copy)

On special [illegible]
In charge of Jam[illegible]
and Pro[illegible] Talugs

---

2)

marches with tents and if the Government
has issued no authoritative ruling on the
subject, I would request the favor of your
asking the Board to obtain a distinct
ruling on the issue as described in this
paragraph.

5. With reference to the Board's remark
that it was never intended that an
officer marching with tents should draw
mileage for a morning ride from camp
I beg leave to inquire why an officer
riding eight miles from camp in the
morning on inspection duty that is clearly
necessary and useful should not be
allowed to draw mileage for that duty
instead of extra tentage when an officer
at Head Quarters doing exactly the same
morning's work is allowed to draw mileage.
If it be answered that extra tentage
cannot be drawn on one day for a
halt and on the next for a morning's
ride, I beg leave to reply that I have
no desire to draw extra tentage at all
even for halts if I am allowed to draw
mileage

6: Again with reference to the Board's opinion

a mistake
in either case
[illegible]

opinion that I have no claim to extra tentage for the halt at Jammalamadugu inasmuch as I had no tents at that time I have the honor to point out that I applied for tents at the end of February and again in the beginning of March and that [illegible] supplied to me by Government until the end of March. It was not therefore owing to any fault of my own that I possessed no tents at the time in question.

I have the honor to be
Sir
Your most obedient servant
(Signed) J. [illegible]
Relief Officer

(True Copy)

On special duty at Cuddapah
In charge of Proddatoor and
Jammalamadugu Taluqs

9½

No: 923

Relief Office
Dated 20th July 1877

From
J. G. Allen Esquire
Relief Officer
of [illegible]

To
The Acting Collector
[illegible]

Sir

With reference to para 4 of your extra No: 19[illegible]ted 18th instant I shall feel [illegible] will kindly define the cases [illegible]ich mileage for marches [illegible] tents are carried wholly by [illegible] Cart and can[illegible] be drawn under G.O. No: 10 dated 5th January 76. As I can discover no [illegible] limiting the application of this Government order except the rule that travelling allowance cannot be drawn for journeys within a radius of five miles from head quarters, I solicit the favor of your informing me what the practice is. As the Government Order is a very recent one it is quite possible that the question I now raise regarding it has not been raised by any officer before. I know of a fact that travelling allowance for what are called "morning rides" has been charged and drawn without demur in the Presidency. I am not however seeking to continue the discussion but merely ask for my information and future guidance in what cases I can draw mileage according to existing practice.

I have the honor to be
Your most o[illegible] Servant
(Signed) F[illegible]
[illegible] Offcer

(True Copy)

On [illegible] duty [illegible] Report
[illegible] of Jamal[illegible]
and Trodatoor Taluqs

From
The Relief Officer in
Charge of Proddatoor
To The Acting Collector
of Cuddapah

Dated 20th } July 1877
Received }

— Subject —

With reference to para: 4 of his extract No: 911 dated 13th instant, requests to define the cases in which mileage for marches wholly by road, when no tents are carried can & cannot be drawn under G. O. No: 10 of 5th January 1876.

Rev 3/4257 M

B 8-11-77 No. 2219

[illegible] 29/9

No. 2175 10 Cuddapah Collector's Of
Rayachoti
Camp 23rd July 1877

From
J. F. Price Esquire
Acting Collector of
Cuddapah

To
H. Gillon Esquire C. C. S.
on special duty.

Sir

In reference to your letter No. 928 dated 20th instant, I have the honor to state that I cannot undertake to define cases in which you can draw mileage.

2: You have the rules and my former letter to go by, and, I think, that these are plain enough.

3: You must interpret them to the best of your abilities and send in your bills accordingly. If there is any thing which I believe to be contrary to the rules, I shall object, but at the same time, be willing to consider any argument that you may have to advance in support of your claims.

4: I can only say as regards your statement touching allowances having been drawn

drawn in this [illegible] Presidency for m[illegible]orning rides, that I have [illegible] ih, and that I [illegible], if these occurred in my district, hand it up to the Board in view to the amount being recovered from the officer concerned.

I have the honor to be
Sir
Your most obedient servant
(signed) (By order)
K. Venkoba Row
Vernacular Hd. Clerk

(True Copy)

On spl: Duty Cuddapah
Mch: of Jamalamudgu & Proddatoor
Talugs.

7.8556

From
The Acting Collector of
Cuddapah

To
H. Gillon Esq. B.C.S
on special duty

Dated 28th }
Despd 30 } July 1877
Received }

Extra No. 2175

Does not feel obliged to define cases in which you can draw mileage as requested in your letter No. 925 dated 20th instant. states that you must interpret the rules to the best of your ability and send bills accordingly - when after considering your argument what is contrary to the rules will be objected to. and that if officers in the district have drawn allowances for morning rides he will cause it to be recovered.

3219/74

Note.

(Written to Draft 90)

Revenue 1877 Dept

B.C.S.

No 839

The undersigned has the honor to state that under the existing rules regulating Extra Tentage and Travelling allowance in force in this Presidency Mr Gillon cannot receive anything beyond what has already been admitted to him on account of his marches, and that the previous sanction of the Government of India is needed to any alteration in the Travelling allowance rules (which includes those respecting Extra Tentage) under Government of India letter dated 23 May /76 No. 407 Financial.

Fort Saint George }
Acctt Genl's Office }
19th October 1877 }

W. Donald

Offg Accountt General

To
The Secretary to Government
Revenue Department
Fort Saint George

Compared

3219/77

Note (With a draft G.O.)

B.C.S.
duty
capable
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allowed
& allowance
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or head
& back
the
same day.

Revenue 1877 Deptt
From No 4251
E.1
Additional Secretary to Govt of
Revenue (Finance) Deptt
Dated 3
Recd 4 } October
(through the Accnt Genl in C.)
So 8-11-77 No. 3219.
Transferring
letters from H. Gillon
Esqre B.C.S, requesting
to obtain orders of Govt
regarding the correct
interpretation of G.O.
d/ 5 January /77 No 10.
Referred

Fin Department Office
Recd 6 10 1877
Ansd ...

Referred to the Accountant
General for remarks.
C.Masters
Secretary to Govt
6 October 1877

16120

R 26 October /77 R 8/11/77

for annoying rules
cause it to be recovered.
So 8-11-77 No 3219.
f Sel h 5-6 29/7/77

3219
74

Note (With a draft 90)

Mr. Gillon. B.C.S.
on famine duty
in the Cuddapah
District claims to
be allowed
(1) to draw mileage
instead of extra-
tentage for a journey
made when carrying
tents – &
(2) to be allowed
travelling allowance
when he rides out on
duty more than
five miles from
his camp or head
quarters & back
again on the
same day.

for morning rides he will
cause it to be recovered.
GO 8-11-77 32 19.
& Pol [illegible] 56 29/7/

The Actg. Collector & the Board have disallowed both claims & the Acct. Genl. supports their views.

Mr. Gillon however presses the Govt. for an interpretation of their order of the 5th Jany. 76 No. 10.

(1) He argues that while this order precludes extra battage being drawn for journeys made when tents are not carried it does not bar the converse i.e. it does not prevent an officer drawing mileage for a journey made with tents if he finds it more to his advantage than extra battage.

He points out that it would generally be advantageous to an Assistant to do so but not to a Collector or Sub Collector.

He says further that an option is allowed in Bengal.

His statements no doubt are correct but the option has never been admitted in this Presidency & if the Government should wish to allow it reference will have to be made to the Govt. of India.

See Govt. of India letter in Fo. 26th June 76 No. 219.

(2) Mr. Gillon thinks he should get travelling allowance

for rides (out & home)
from camp or head quarters.
He states this is
permitted in Bengal
when more than
five miles are gone
over.
In this Presidency
nothing is ever drawn
for such rides & it is
difficult to understand
how any one could
suppose they were
included in the
word "journey"+ as
used in G.O. 5th Jany. 76 No. 10
Such rides can rarely
entail "appreciable extra
expense" & have always
been here regarded
as an essential part
of a District officer's
duties.
The Actg Collr. & the
Board correctly

+ "journey" is define
the Dictionaries as
"travel from one p
to another."

explained the
practice of this
Presidency & Mr
Gillon should, it is
submitted, have
accepted their
rulings, though of
course it was open
to him to support
alterations &c

LaC

Revenue Dept.

No. 3219

Proceedings of the Madras Government
Under date the 8 ~~October~~ November 1877

Read the following letter
from H. Gillon Esqre B.C.S. on Special
duty, Cuddapah.

Requesting to obtain the
orders of Govt. regarding the correct
interpretation of G. O. 5 January
1876 No. 10. R. D.

H. E. 22 Septr. 1877 No. 34 D.

In this Minute the [illegible]
[illegible]
has been explained [illegible]
in this [illegible]

Note It was duly recorded

29/10

The Government
observe that both
the privileges claimed
by Mr. Gillon are
inadmissible.

2. The practice
of this Presidency
was correctly
explained by
the Actg. Collr. &
the Board of Revenue
& His Grace the
Governor in Council

Revenue Dept.

No. 3219

Proceedings of the Madras Government
Under date the 8 ~~October~~ November 1877

32-H

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I [illegible] think the letter [illegible]
[illegible]
[illegible]
[illegible]

Note. It [illegible]

29/10

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Can be nothing
in f.o. 5th Jany 76
No 10 to justify
this reference

Lal

1 To W. Gillan Esqre B.C.S. on spl. du
14 " Bd. of Revenue
6 " Acct. General
5 " Revenue (Famine) Dept

60/6

G.O.

Correct interp

tation of G.O. 5th Jan'y 7

No 10. Revenue Dep

Cm