

Revenue (1897) Department.

Misc.
ROUTINE SERIES.

G.O., No. 2167

DATED 30th April.

[Despatch Abstract.]

Recording Progs. Financial Departt. passing orders on papers from certain Suptg. Engineers regarding the application of the rule in article 1093 of the Civil Service Regulations as interpreted by the Govt. of India, and delegating to the Chief Engineer the power to sanction in special cases recoveries on account of transport of horses and camp equipment by rail or by steamer.

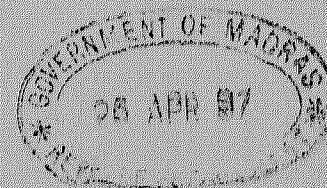
BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
Civ 5221/97	3262	Revenue	22-6-97				

Government (1897) of Madras. FINANCIAL.



Recd.

Enclosures

Dr 30/4

1897.

Revd

Spare copies

G.O., No. 272, 26th March 1897.

G.O. Misc No. 2167 of 30th April 97
Recorded.

MARCH.

1/3/97

2 Copy to the Board (R.S.)
2" " " (S.R.)

note. The Financial Dept has
sent copies of the order sent to the
Board (Land Rev) and to the Supd
Revenue Survey.

Transport of Horses and Camp Equipment by rail.

Passing orders on papers from certain Superintending Engineers regarding the application of the rule in article 1093 of the Civil Service Regulations as interpreted by the Government of India, and delegating to the Chief Engineer the power to sanction in special cases recoveries on account of — or by steamer.

29/4/97

27-4-97

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

READ—Endorsement of the Public Works Department, dated 28th January 1897,
No. 555-C.

ORDER—No. 272, Financial, dated 26th March 1897.

The papers read above contain the arguments of the Superintending Engineers, I, III, IV and V Circles, against the application to them and their subordinates of article 1093, Civil Service Regulations, as interpreted by the Government of India in its Resolution, No. 1603-Ex., dated 10th April 1896. The Chief Engineer supports their views and suggests that the matter may again be laid before the Government of India, apparently with a view to exempt officers of the Public Works Department from the necessity of showing in each case that the transport of their horses and camp equipment by rail was in the interests of the public service. The Government is not prepared to recommend such an exemption. That it is desirable that every such claim should be carefully checked is clear from the circumstances of the case recently decided in G.O., No. 599, Financial, dated 18th September 1896, where an officer, choosing to send his horse by rail rather than by road, on a march which could have been made in twelve hours, sought to recover the cost from Government under article 1093, Civil Service Regulations. There seems, however, to be no reason why claims for the cost of carriage of horses and camp equipment should not be enquired into and decided as in the case of Revenue, Police and Survey officers, by the head of the department. The Government, therefore, resolves to delegate to the Chief Engineer, Public Works Department, under article 1094, Civil Service Regulations, the power to sanction in special cases under article 1093 recoveries on account of the transport of horses and camp equipment by rail or steamer. The Chief Engineer should submit annually the return prescribed in paragraph 2 of G.O., No. 320, Financial, dated 8th May 1896.

2. With reference to paragraph 10 of Mr. DeWinton's letter, No. 71-C., dated 29th December 1896, the Public Works Department will be requested to obtain an explanation from that officer as to how he came to exercise the powers therein alluded to.

3. The letters of the Superintending Engineers show that a considerable misunderstanding exists as to the effect of the orders of the Government of India, conveyed in its resolution referred to above, on claims for recovery of the cost of transport of horses and camp equipment. It seems advisable therefore to lay down, for the guidance of the authorities to whom sanctioning powers under article 1093, Civil Service Regulations, have been delegated, the general conditions under which these powers should be exercised. In many instances, where economy of an officer's time is involved, there can be no difficulty in deciding that transport by rail (or steamer) of horses and camp equipment is necessary in the interests of the public service: such, for example, are the cases where an officer, while on tour, finds that his duty requires him to move to a new camp at such a distance that if he travels by road he must halt on the journey at places where he has no work, while to travel by rail himself, parting from his horses and camp equipment and sending them by road, involves a waste of

time at one or other of the camps; the sanctioning authority, within whose knowledge the details of the officer's duty will be in each case, will be in a position to decide whether the long move was necessary.

Again, in such cases as those quoted by the Superintending Engineer, III Circle, where the cost to Government is less if horses and camp equipment are forwarded by rail than if they are sent by road, it is obviously in the interest of the public service that the cheaper route should be taken.

Difficulties may perhaps arise in the case of officers starting from, and arriving at, their quarters. The transport of camp equipment by rail will frequently be justified under the rule that the cheaper route should be chosen. The case of horses is, however, different. In regard to long journeys where circumstances render it impossible to expect that horses should be marched by road, while the use of horses is essential to the proper execution of an officer's duty, it may reasonably be held that the interests of the public service require that the horses should be taken out and back by rail or steamer and the cost may be recovered under article 1093. In the case of short journeys, however, it is generally only an officer's private convenience which leads him to take his horses with him by train rather than despatch them a day or two beforehand by road; in these cases any extra cost rightly falls on the officer himself. The Government accordingly directs that, except in special emergencies, the cost of the transport of horses by rail on a journey of less than thirty miles to or from head-quarters should not be recovered by the officers concerned, while the transport of camp equipment under similar circumstances at the public expense should only be admitted where a saving to Government in the cost of the journey is thereby effected.

(True Extract.)

Adhwa
Chief Secretary.

To the Public Works Department.
" Board of Revenue (Land Revenue).
" Inspector-General of Police.
" Accountant-General.
" Revenue Department. ✓
" Superintendent, Revenue Survey.
" Public Department.