

Revenue Dep^t

E. M. C. dated 13th Jan 1857

Back N^o. 47-48

[Order no 50 dated 12th Jan 1857]

(11)

No. 47. Read the following *Extract from the Proceedings of the Board of Revenue*; dated 25th November, 1856, No. 3924.

In Cons. 25th November 1856. Read letters from the Collectors of Cuddapah and North Arcot dated 24th and 29th September, submitting their opinion as to the necessity of erecting Travellers' Bungalows along the trunk road No. 11. B.

(Here enter Nos. 101 and 208.)

Resolved that the letters recorded above be laid before Government, with reference to Extract Minutes Consultation dated 12th August 1856, No. 856, Revenue Department.

2. The number of Travellers that pass the Trunk road No. 11 is so small that Mr. Murray does not consider it necessary that Bungalows should be erected along that line until the Railway through the District of North Arcot is completed and the road is more frequented by European Travellers than at present.

3. Mr. Whittingham's report is to the same effect, though he thinks a Bungalow may be constructed at Palair for the accommodation of the few Travellers now using the road.

4. His Acting additional Sub-Collector mentions the probability of the road via Chittoor, little frequented as it now is, being abandoned by Travellers almost entirely on the completion of a road said to be in contemplation from Companypettah on the Railway to Naggery, &c.

5. In their letter of the 26th July last No. 2348, the Board recommended the construction of a Bungalow at Yerlumpully and requested permission to have a plan and estimate prepared for submission to Government.

6. On further consideration the Board question the expediency of erecting a Bungalow at this place on the usual plan.

7. They believe it has been determined by the authorities in England that a Railway, shall be constructed via Cuddapah to Bellary, and if this be the case, all Travellers of the class for whom Bungalows are now provided will of course proceed by Rail. It seems therefore to the Board that it would be inexpedient to erect Bungalows (costing as such buildings, usually do about 2000 Rupees each in construction) on the Trunk road, with the certainty that in the course of a few years they will be rendered useless and must be sold at a great sacrifice or abandoned as so many lately have been.

8. If it has been determined that the Rail shall follow this line of road and the sites of the stations are now settled, or can be with a reasonable degree of certainty, then indeed substantial Bungalows might be erected by Government, with the intention of transferring them to the Railway Company, or at least with a fair prospect of renting them to private persons as Hotels.

9. If however nothing has been determined further than that at no distant period a Railway shall be constructed in that direction, then the Board recommend that if a complete line of Bungalows be considered necessary on this line of road, they should be constructed in a less expensive mode that instead of one or more being built on the usual plan, smaller buildings shall be erected sufficiently durable to last for 5 or 6 years, or until the Railway is constructed. The number of Travellers is now small, and the Board doubt whether the number would materially increase in consequence of Bungalows being built, though no doubt at present the want of such accommodation compels some Travellers either to proceed to Cuddapah without stopping or to adopt more convenient routes. There is also another road via Naggery from Madras to Cuddapah (for part of which the Railway is or will be available) already furnished with bungalows.

10. All that it is necessary now to do is to provide temporary shelter for a single party of travellers at a time, for this purpose a sitting room of moderate size with a couple of bath rooms would suffice, and such a bungalow might probably be built (of brick and mud) for 500 or 600 Rupees. Excluding Roychoty and Calendra (where there is a Government building which will on the completion of the road be available for travellers,) 3 bungalows seems requisite on the line under consideration, and these can probably be constructed for very little more than one building on the usual plan.

பாதுகாப்பு பிரிவு-1

செப்பனிருபவர் பெயர் M. ஜெனரல்கி

செப்பனிருவதற்காக

எடுத்துக்கொள்ளப்பட்ட நாள் 06/06

செப்பனிரு முடித்த நாள் 08/06

சரிபார்க்கும்

சரிபார்க்கும்

ஆராய்ச்சி

முதல் மு.நி.பா.எ.

2ம். நி.பா.எ.

உதவியாளர்

கையொப்பம்

கையொப்பம்

கையொப்பம்

Fort Saint George, Revenue Consultation of 13th January 1857.

11. When the Railway is constructed, private enterprise will (as now at Arcot) provide accommodation for European travellers, and the want then experienced will be accommodation for Natives in the way of Chuttrums. Meanwhile, buildings, such as the Board suggest, will answer every purpose for the few European travellers traversing or likely to traverse the route under consideration.

12. If the Government concur in these views, the Board will communicate with the Chief Engineer and submit a specific proposition for consideration. Yerlumpully appears, as Government have remarked, an ineligible situation. If only one bungalow is to be built, a site about 30 or 35 miles from Chittoor would be preferable and would divide the entire distance to Cuddapah of 99 miles into 3 nearly equal stages conveniently located for night runs with bearers. If a complete line is determined on, the stages mentioned by the Collector of Cuddapah appear more eligible.

(A true Extract.)

(Signed) J. D. SIM, Acting Secretary.

No. 48.

ORDER THEREON, No. 50; dated 12th January 1857.

With reference to the correspondence noted in the margin* regarding the erection of a Bungalow at Yerlumpully twenty one miles from Chittoor, on the Trunk Road from Chittoor to Cuddapah, the Board of Revenue forward letters from the Collectors of Cuddapah and North Arcot, and the additional Sub-Collector of the latter District, on

the advisability of building a complete set of Bungalows along the line of road. All the Officers seem to be agreed that the number of travellers using the road is too few to justify so expensive a measure; but Mr. Whittingham of North Arcot suggests that a Bungalow may be built with advantage at Peelair, considering that Royachoty the next Bungalow station from Chittoor is sixty six miles distant from it.

2. The Board of Revenue themselves offer three suggestions; either to build a proper set of Bungalows in the event of its being determined that the Railway is to follow the Chittoor and Cuddapah line, so that the Buildings may eventually be made over to the Railway Company or rented to private individuals as hotels; or to erect inexpensive Bungalows at five or six hundred Rupees each at three different stages requiring them; or if one Bungalow only is to be built, to construct it at a site about thirty or thirty five miles from Chittoor, as Yerlumpully is considered to be an ineligible site.

3. Looking to the circumstances of the road in regard to paucity of travellers, the Government are not disposed to incur the heavy expense of building a complete set Bungalows on this line; and they do not approve of the less costly arrangement proposed by the Board. With reference however to the great distance of Royachoty from Chittoor, the Governor in Council approves of the erection of a Bungalow of the usual standard at Peelair, which it is observed will divide the distance of ninety nine miles from Chittoor to Cuddapah into three nearly equal stages, Royachoty being thirty three miles from the latter place and Peelair thirty six from the former. An estimate will accordingly be framed by the Chief Engineer, and submitted for approval and entry in the Budget of 1857-58.

(Signed) J. D. BOURDILLON,
Secretary to Government.

Revenue Department

N^o 48 Read the file N^o 3924

Extract from the Proceedings of the Board of Revenue dated 25th November 1850.

Read letters from the Collectors of Cuddapah and North Arcot dated 24th and 29th September, submitting their opinion as to the necessity of erecting Travellers' Bungalows along the Trunk road N^o 11. B.

(See enter N^{os} 101 and 208)

Resolved that the letters recorded above be laid before Government with reference to Extract Minutes Consultation dated 12th August 1850, N^o 856, Revenue Department.

2. The number of Travellers that pass the Trunk road N^o 11 is so small that M^r Murray does not consider it necessary that Bungalows should be erected along that line until the Railway thro' the District of North Arcot is completed and the road

road is more frequented by European Travellers than at present.

Mr. Whittingham's report is to the same effect, though he thinks a Bungalow may be constructed at a plain for the accommodation of the few Travellers now using the road.

His Acting Additional Sub Collector mentions the probability of the road via Chittoor, little frequented as it now is, being abandoned by Travellers almost entirely on the completion of a road said to be in contemplation from Compaupettah on the Railway to Nagapattinam.

In their letter of the 20th July last, No. 2348, the Board recommended the construction of a Bungalow at Yen. Sumpullly and requested permission to have a Plan and Estimate prepared for submission to Government.

On further consideration the Board question the expediency of erecting a Bungalow at this place on the usual plan.

They believe it has been determined by the authorities in England that a Railway shall be constructed via Cuddapah to Bellary and if this be the case, all Travellers of the class for whom Bungalows are now provided will of course proceed by Rail. It seems therefore to the Board that it would be inexpedient to erect Bungalows (costing as such buildings usually do about 2000 Rupees each in construction) on the Trunk road, with the certainty that in the course of a few years they will be rendered useless and must be sold at a great sacrifice or abandoned as so many lately have been.

If it has been determined that the Rail shall follow this line of Road and the sites of the Stations are now settled, or can be with a reasonable degree of certainty, then indeed substantial Bungalows might be erected by Government, with the intention of transferring them to the Railway Company.

Company, or at least with a fair prospect of sending them to private persons as Hotels.

9. If however nothing has been determined further than that at no distant period a Railway shall be constructed in that direction, then the Board recommend that if a complete line of Bungalows be considered necessary on this line of road, they should be constructed in a less expensive mode. That instead of one or more being built on the usual plan, smaller buildings shall be erected, sufficiently durable to last for 5 or 6 years, or until the Railway is constructed. The number of Travellers is now small, and the Board doubt whether the number would materially increase in consequence of Bungalows being built, though no doubt at present the want of such accommodation compels some Travellers either to proceed to Buddapah without stopping, or to adopt more convenient routes. There is also another road via Tuggery from

from Madras to Buddapah (for part of which the Railway is or will be available) already furnished with Bungalows.

10. All that it is necessary now to do is to provide temporary shelter for a single party of Travellers at a time. For this purpose a sitting room of moderate size with a couple of bath rooms would suffice, and such a Bungalow might probably be built (of brick and mud) for 500 or 600 Rupees. Excluding Roychoy and Calcutta (where there is a Government building which will on the completion of the Road be available for Travellers), 3 Bungalows seem requisite on the line under consideration, and these can probably be constructed for very little more than one building on the usual plan.

11. When the Railway is constructed, private enterprise will (as now at Madras) provide accommodation for European Travellers, and the want of accommodation will be felt for Natives in the way of Chitturam

Chitturms. Meanwhile, buildings, such as the Board suggest, will answer every purpose for the few European Travellers traversing or likely to traverse the route under consideration.

If the Government concur in these views, the Board will communicate with the Chief Engineer and submit a specific proposition for consideration. Unfortunately appears, as the Government have remarked - an ineligible situation. If only one Bungalow is to be built, a site about 30 or 35 Miles from Chittoor would be preferable and would divide the entire distance to Buddapah of 99 Miles into 3 nearly equal stages conveniently located for night runs with bearers. If a complete line is determined on, the stages mentioned by the Collector of Buddapah appear more eligible.

(True Extract)

Yr

J. D. Rice

The Secretary to

Secretary.

Government,

Revenue Department.

As to the necessity of travellers bungalows on
Trunk Road No. 11-B from Chittoor to Cuddapah.

1. On the 26th July, the Rev. Mr. recom-
mended the construction of a bungalow
at Yelampully in the above road, which
is 99 miles long and has only one bungalow
upon it. This is at Royachoty, 66 miles from
Chittoor and 33 from Cuddapah. Yer-
lampully is 21 miles distant from Chittoor.
Govt did not think much would be gained
by erecting one bungalow: they preferred the
whole road being fully supplied; but in
reference to the insignificant number of
travellers, asked the Board to make enqui-
ry and report again.

2. The Board now send letters
from the Colrs of Cuddapah and St. Arches,
and the Asst. Sub Colr of the latter district.
If it be determined to build bungalows, Mr.
Murray names Joorulcheruvu, Royachoty,
Culcudda, and Peclair as proper stations
within his District. Joorulcheruvu is 16 miles
from Cuddapah; Royachoty is 14 miles fur-
ther on, & has a bungalow already; Culcudda
is 14 miles more, & possesses a good house built
by the Supt of Roads for his own use out of Govt

E. M. C. 12 Aug/56

From No. 25th Nov/56
No. 3924.

The Board approve
of these sites, if bungalows
are to be built.

Revenue 1856/57
26th Aug/57.

No. 11/5

Reduced from the
Proceedings of the
Board of Revenue.

Order No. 25th Nov/56

3rd Dec/56
No. 3924

APR 15

Submitting with the
Board's recommendation and
suggestion, letters from the
Rev. Mr. of Cuddapah
and Mr. C. R. R. stating
their opinion as to the
necessity or otherwise of
erecting travellers bungalows
along the trunk road No. 11-B.

funds, but which can be devoted to travellers.
 Peclain is 14 or 15 miles further on. Mr. Murray
 does not however consider it necessary to build
 these bungalows, as the travellers are too few; he
 thinks the opening of the railway to Chittoor
 might ~~cause~~ ^{cause} the road the more used. Mr.
 Nottingham also does not think bungalow
 accommodation necessary on the road; and
 for the same reason. He adds the opinion that
 the number of travellers already small, will
 decrease on the opening of the rail road to
 Cuddapah. He however thinks a bungalow
 at Peclain to be advisable, considering the
 distance of Poyachetty (66 miles) from
 Chittoor. Mr. Donnelly, on whose report the
 Gov's letter is based, refers to the project of a
 road from the Railway station at Company
 pet to Naggery via Vintan; & states that
 that will be the direct route to Cuddapah
 from Madras & is already provided with
 bungalows.

3. The Board make two suggestions.
 If the rail to Villan is to follow the
 Chittoor and Cuddapah line and the
 stations are fixed, then bungalows might
 be erected which might afterwards be made
 over to the Railway Company, or ~~trans-~~
~~ferred~~ ^{rented} to private individuals as Hotels.

Peclain is about 35 or
 miles from Chittoor.

+ which is the
 case

If nothing definite however ^{has been} settled
 in regard to the Railway, then with
 reference to the small number of travellers
 inexpensive bungalows of brick and mud
 at a cost of 5 or 600 Rs each might be
 built, consisting of a small sitting and
 two bath rooms; 3 of these only would be
 necessary, as there are four bungalows already
 at Poyachetty and Cuddapah.

4. If these views are approved,
 the Mr. proper to communicate with
 the Chief Engr, & submit a specific pro-
 position. If only one bungalow is to be
 built, they disapprove of Yerlumpally
 as an ineligible site, & recommend some
 other site at about 30 or 35 miles from Chittoor.
 This would be Peclain. This arrangement, they add, would divide
 the distance of 99 miles to Cuddapah into
 3 nearly equal stages.

P.S.
 28/11/86

Gov. sanction. The one bungalow
 wh. will be needed under any ^{circ.} and for
 The Mr. S. Harris & Mr. Boardman have lately
 travelled this road and will be better able to form
 an opinion.

The makers need better be
 over all the Government

return as at
present informed
I do not see that
the Govt would be
willing in sight
the expense of Bungalows at the places
mentioned -

Mr. P. has had better
in our until the return
of Madras of the Govt
who has so recently the
filled this chair

Q. 4

It would be bungalows built with
advantage be built at Peclair.

Memorandum
on Bungalows
at Peclair

H.

No. 50

No. 50

9/8

Extract from the Minutes of Consultation
under date the 15th Jan'y 1857

And the following
Extract from the Proceedings
of the Board of Revenue
(Minutes under 25th Nov 1856, p. 392)

Ex. from the Pro. of the Board
of Revenue, 26th July 1856, p. 236.
Ex. Min. Cons. 12th Aug 1856, p. 856.

H.

W. G. M.

With reference to the
correspondence noted in the
margin regarding the erection
of a bungalow at Golumpally,
twenty one miles from Chittoor,
on the trunk road from Chittoor
to Cuddapah, the Board of Rev.
forward letters from the Colrs of
Cuddapah and North Arcot &
the Adl. Sub Colr of the latter
District, on the advisability of
building a complete set of bungalows
along the line of road.
All the officers seem to be agreed
that the number of travellers
using the road is too few to justify
so expensive a measure;
but Mr. Pittinghams of N. Arcot
suggests that a bungalow may
be built with advantage at
Peclair, considering that Royachoddy

the next bungalow station from Chittoor is sixty six miles distant from it.

2. The Board of Revenue themselves offer three suggestions; either to build a proper set of bungalows in the event of its being determined that the Railway is to follow the Chittoor and Cuddapah line, so that the buildings may eventually be made over to the Railway Company, or rented to private individuals as hotels; or ~~otherwise~~ to erect inexpensive bungalows at five or six hundred rupees each at three different stages requiring them; or if one bungalow only is to be built, to construct it at ^{a site} ~~Cuddapah~~ about thirty or thirty five miles from Chittoor, as ~~per~~ ^{per} ~~lump sum~~ ^{lump sum} is considered to be an ineligible site.

3. Looking to the circumstances of the road in regard to paucity of travellers, the ~~both are of opinion that it would~~ ^{are of opinion that it would} ~~not be advisable to incur the~~ ^{not be advisable to incur the} heavy expense of building a

complete set of bungalows on this line; and they do not approve of the less costly arrangement proposed by the Board. With reference however to the great distance of Royachetty from Chittoor the Govt in Council approves of the erection of a bungalow of the usual standard at Bellair, which it is observed will divide the distance of ninety nine miles from Chittoor to Cuddapah into three nearly equal stages, Royachetty being thirty three miles from the latter place, and Bellair thirty six from the former. An estimate will accordingly be framed by the Chief Engr, and submitted for approval and entry in the Budget of 1857/58.

W. S. J. H. H.

3 Copies to the Bd of Rev. with 3 Orig. Encls. Diff: 13

G. to the Chief Engr.

May 12th. 1872. 11/12

Received 1857 29/1/76
October 19. 2 days.

20. 2/10

Abstract of Laws:

2812: January/57.

To Mrs. M^r. Wood & Son
at B. Aug 75 - \$120.55
for Wm's by A. S. Wood
for Andrew's by E. Wood
N. Johnson.

11. 700. infans

242748

Admiral Heathley
overmost desirous to secure
the heavy expense of being
in a complete set of
uniform and along the
British Coast No 11 B. &
the approving of the Regt.
could be any small
improvement by the best
approving of the creation
of a Corporation of the whole
land and at sea; the
know whether the