To Press

Local & Munl. (1898) Department.

PRINTED.

G.O., No. 773 P.

DATED 8. 8. 98.

DESPATCHED

[Despatch Abstract.]

Plague staff at Hospet and Tungabhadra

Directing the Agent S. M. Ry. Co. to erect at Hospet an inspection shed similar to that erected at Tungabhadra by the M. R. Co.,

and increasing the p

BACK PAPERS.

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

FURTHER PAPERS.

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

Government (1898) of Madras.

LOCAL AND MUNICIPAL.

Recd.	} 1898.	*Enclosures*	
Regd.		*Spare copies*	

G.O., &c., Nos. 773, 773-A P., 8th August 1898.

AUGUST.

Plague Inspection Staff at Hospet and Tungabhadra.

Directing the Agent, Southern Mahratta Railway Company, to erect at Hospet an inspection shed similar to that erected at Tungabhadra by the Madras Railway Company, and increasing the —.

[illegible]
24/8/98

GOVERNMENT OF MADRAS.

LOCAL AND MUNICIPAL DEPARTMENT.

READ—again the following papers :—

G.O., No. 201 P., dated 14th March 1898.

ABSTRACT.—Stating that the Government of Bombay will be addressed as to whether the time-table of the Southern Mahratta Railway may not be altered so that trains may arrive at Hospet during daylight for facility of plague examination.

G.O., Mis. No. 536 P., dated 3rd June 1898.

Read—the following papers :—

Letter from the Secretary to the Government of Bombay, Public Works Department (Railway Branch), to the Joint Secretary to the Government of Madras, Public Works Department (Railway Branch), dated Mahabaleshwar, 28th April 1898, No. 2 P.

With reference to your letter, No. 433 Ry., dated 21st March 1898, I am directed to forward, herewith, a copy of a letter, No. 7952—3139, dated 30th March 1898, from the Agent, Southern Mahratta Railway Company, together with a copy of its enclosure, from which it will be seen that the train service of that railway cannot, without very great inconvenience, be altered so as to admit of the train which reaches Hospet at 1-20 in the morning arriving at that station at a later and more convenient hour for the plague inspection.

ENCLOSURES.

Letter from the Agent, Southern Mahratta Railway Company, to the Consulting Engineer for Railways, Bombay, No. 7952—3139, dated 30th March 1898.

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Letter from the Traffic Manager, Southern Mahratta Railway, to the Agent, Southern Mahratta Railway, No. T.G.-8—98, dated 29th March 1898.

In reply to your No. 7979—3016 of the 28th instant, I beg to say that if the wishes of the Madras Government were complied with, we should require to alter the whole service from Hubli to Bezwada and would have no connections with our own main line at Hubli, or we should have to alter the service between Hubli and Guntakal and have no connection with the main line on either side. We should also have to alter the trains on the Bijapur branch.

The traffic past Hospet is not very large, and as no great difficulty is experienced at Rajewadi and Harihar, where trains are now examined in the dead of night, I do not see why there should be any difficulty at Hospet.

To alter the trains in the manner proposed would cause very considerable inconvenience and I feel sure the Post office people would object. But even if they did not, I think we should not accept the change unless very much better reasons were advanced than those mentioned.

No. 18-R.—M./O.

Transferred to the Local and Municipal Department with reference to its Proceedings, No. 201 P., dated 14th March 1898.

7th May 1898. (Signed) FRANCIS J. E. SPRING,
Joint Secretary.

Order—Mis. No. 536 P., dated 3rd June 1898.

Recorded with the remark that the Collector of Bellary or the Sanitary Commissioner may re-open the matter if the passage of trains past the inspection stations at night-time is found seriously to interfere with efficient inspection, or if the plague should approach this Presidency nearer. In the meantime, the inspecting medical officers at Hospet and Tungabhadra should be informed that they have authority to remove passengers from the trains and to detain them until the next train for disinfection.

(True Extract.)

(Signed) G. S. FORBES,
Secretary to Government.

To the Collector of Bellary.
„ Sanitary Commissioner.
„ Public Works Department (Railway Branch).

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Read—the following papers :—

From Surgeon-Major H. M. HAKIM, Medical Officer in charge of the Tungabhadra Inspection Station, to the Collector of Bellary, dated 27th April 1898, No. 11.

From the Collector of Bellary, to the Medical Officer in charge of the Tungabhadra Inspection Station, dated 5th May 1898, Dis. No. 224 P.

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„ Surgeon-General.
„ Sanitary Commissioner.
„ Collector of Bellary.
„ Medical Officer in charge of Tungabhadra Plague Inspection Station.

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Order—No. 810 Ry., dated 14th June 1898.

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2. Government does not see fit at present to order that passengers from Raichur shall only arrive at Tungabhadra by daylight.

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I have the honour to reply to your No. 52-O of the 4th instant.

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I spent an hour at the Central station last evening and telegraphed to you direct from there before I left as follows, viz.:—"Your 52 of 4th crossed mine of 2nd. We must, I find, run No. 4 train for goods from Raichur whatever changes are made for passengers, as No. 32 without revision throughout cannot deal with goods traffic. It is a passenger train from Nandalur South, and runs with a light load. We can run No. 32 for passengers, if Government wishes, confining No. 4 to goods traffic, but as a practical man I don't see how we can otherwise meet medical officer. Expense to us will be heavy." No. 4 train is very heavily loaded when it leaves Raichur and its load consists mostly of through foreign wagons for Madras, Jalarpet, Salem and Bangalore. Our object is to get this traffic forward as soon as possible, as much of it is competitive traffic, and the train is arranged to fit in with the 5-30 A.M. train at Arkonam on the following morning. No. 32 train is a mixed train up to Nandalur only, but as it travels with a smaller engine it is not, as is the No. 4, looked upon as a heavy goods train. From Nandalur South No. 32 train runs as a passenger train. No. 32 is a useful train to shunt at roadside stations, but it is not expected to carry foreign goods traffic. We have run the train twice as an E train, I find, since we attempted in the middle of April to reduce expenses.

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In returning the enclosure to your letter, I beg to say you may accept my assurance that the officers of this railway have no desire to mislead your office or to place you in a wrong position with the other departments of the Government.

Memorandum No. 64 P.

With reference to G.O., No. 536 P., dated 3rd June 1898, the Collector of Bellary is requested to report urgently, through the Sanitary Commissioner, whether the spread of plague in Hubli and in Belgaum district renders it advisable to re-open the question of having daylight inspection at Hospet.

14th July 1898. (Signed) H. TREMENHEERE,
Secretary to Government.

Letter from the Sanitary Commissioner for Madras, to the Secretary to Government, Local and Municipal Department, dated 29th July 1898, No. 1674-S.

I have the honour to forward the accompanying letter from the Collector of Bellary and to state that I concur with his opinion. I have lately visited Hospet and taken part in the inspection of trains at that station and can certify that inspection at night with the aid of one or two weak lamps on an exposed railway platform is neither efficient nor expeditious.

ENCLOSURE.

Letter from the Collector of Bellary, to the Secretary to Government, Local and Municipal Department (through the Sanitary Commissioner), dated 25th July 1898, Ref. on C. No. 899 P.

In continuation of my letter, Ref. on C. No. 899 P., dated 21st July 1898, promising to reply at an early date to your memorandum, No. 64 P., dated 14th July 1898, I have the honour to submit the following remarks:—

There is no reason to think that the medical inspection at Hospet of railway passengers entering this district from the Bombay Presidency is less efficiently carried out than at the time of the issue of G.O., Mis. No. 536 P., dated 3rd June 1898, when Government was not prepared to insist on the change in their train service on the Hubli-Guntakal line by the Southern Mahratta Railway Company, nor has the plague approached this Presidency nearer since that date. On the other hand, the plague is increasing most alarmingly at Hubli, the latest return received this morning by Surgeon-Captain Pereira direct from the Collector of Dharwar showing no less than 35 attacks and 20 deaths in one day, and it is therefore necessary that every possible precaution towards preventing the introduction of the disease into this Presidency should be taken. Feeling sure as I do that inspection made at night by lamp light can under no circumstances be so efficient as daylight inspection, I beg to recommend that the question of having daylight inspection at the frontier be re-opened.

Sanitary Commissioner's report, dated 30th July 1898, No. 1692-S., on plague arrangements in Bellary.

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3. *Hospet Railway Station and Plague Camp.*—In company with the Acting Collector, Mr. Elwin, I reached Hospet at 11–15 P.M. The following preventive measures are in force at Hospet on arrival of train:—

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Inspection Staff on the platform—

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* * * * *

ORDER—No. 773 P., dated 8th August 1898.

The Government has considered the representations made by the Madras and Southern Mahratta Railway Administrations and has resolved not to insist on their revising their time-tables so as to arrange for daylight inspection of trains at Tungabhadra and Hospet. The Railway authorities are however as much interested as Government in keeping out plague from this Presidency, and it is absolutely essential that they should afford every facility to the inspecting staffs at both the stations in order to ensure as thorough and efficient an examination as possible. His Excellency the Governor in Council accordingly directs under the Epidemic Diseases Act, 1897, that the Agent, Southern Mahratta Railway Company, shall immediately erect at Hospet, at the cost of the Railway Company, an inspection shed similar to that erected at Tungabhadra by the Madras Railway Company in accordance with G.O., No. 567 P., dated 11th June 1898, and that at both the places the Railway authorities shall light the platforms and the inspection sheds to the entire satisfaction of the medical officers in charge and the Sanitary Commissioner. The Collector of Bellary is requested to report in due course the action taken upon this order.

2. Though the inspecting medical officers have yet made no complaint on the score of broken rest, a fact which does them credit, the Government recognizes the

hardship in requiring them to conduct at almost the middle of the night a monotonous individual examination of several hundreds of passengers every day. The staff must always be kept in an efficient working condition, and to ensure this, it should be strengthened so that it may be divided into two sections, and the division of the duties (appertaining to both inspection and camp work) should be so arranged that each section may, if possible, have night duty only on alternate days. The following establishment seems required for this purpose:—

At Tungabhadra.	*At Hospet.*
Two inspecting medical officers.	Two inspecting medical officers.
Two inspectresses.	Two inspectresses.
Four hospital assistants.	Two hospital assistants.
Four clerks.	Two clerks.

The Collector of Bellary is requested to obtain and post the additional subordinate staff at once, and as regards the inspecting medical officers, the Surgeon-General is requested to report whether he can send without delay a second Commissioned medical officer or an English doctor to Hospet, and whether the present Assistant Surgeon at Tungabhadra can be allowed to conduct the inspection of trains alone, taking turns with Surgeon-Major Hakim. If not, arrangements should be made for obtaining competent officers from the grade of pensioned Assistant Surgeons or other suitable class.

3. The Collector of Bellary should report what accommodation is available or required for the additional staff proposed in paragraph 2.

(True Extract.)

H. TREMENHEERE,
Secretary to Government.

To the Agent and Manager, Madras Railway.
,, Agent, Southern Mahratta Railway.
,, Collector of Bellary (A, B, C, F, G, H, K, L).
,, Surgeon-General.
,, Sanitary Commissioner.
,, Public Works Department (Railway Branch).
,, Public Department.
Copy to all other Collectors (A).
,, the Accountant-General.
,, the President, Municipal Commission, Madras.

ENDORSEMENT—No. 773-A P., dated 8th August 1898.

Copy to the Government of Bombay, General Department—Plague.

H. TREMENHEERE,
Secretary to Government.

Exd. A. F. Eccleston.

D301

Proof 17-8-98

18/8

Government (1898) of Madras.

LOCAL AND MUNICIPAL.

S. A.
Proof Submitted for approval.
NAS
21/8/98

Recd. } 1898. *Enclosures*
Regd. } *Spare copies*

G.O., &c., Nos. 773, ^ P., 8th August 1898. 773-A

Press
Please Correct and strike off at once
22/8/98

21/8/98

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ORDER—No. 773 P., dated 8th August 1898.

The Government has considered the representations made by the Madras and Southern Mahratta Railway Administrations and has resolved not to insist on their revising their time-tables so as to arrange for daylight inspection of trains at Tungabhadra and Hospet. The Railway authorities are however as much interested as Government in keeping out plague from this Presidency, and it is absolutely essential that they should afford every facility to the inspecting staffs at both the stations in order to ensure as thorough and efficient an examination as possible. His Excellency the Governor in Council accordingly directs under the Epidemic Diseases Act, 1897, that the Agent, Southern Mahratta Railway Company, shall immediately erect at Hospet, at the cost of the Railway Company, an inspection shed similar to that erected at Tungabhadra by the Madras Railway Company in accordance with G.O., No. 567 P., dated 11th June 1898, and that at both the places the Railway authorities shall light the platforms and the inspection sheds to the entire satisfaction of the medical officers in charge and the Sanitary Commissioner. The Collector of Bellary is requested to report in due course the action taken upon this order.

2. Though the inspecting medical officers have yet made no complaint on the score of broken rest, a fact which does them credit, the Government recognizes the hardship in requiring them to conduct at almost the middle of the night a monotonous individual examination of several hundreds of passengers every day. The staff must always be kept in an efficient working condition, and to ensure this, it should be strengthened so that it may be divided into two sections, and the division of the duties (appertaining to both inspection and camp work) should be so arranged that each section may, if possible, have night duty only on alternate days. The following establishment seems required for this purpose:—

At Tungabhadra.	*At Hospet.*
Two inspecting medical officers.	Two inspecting medical officers.
Two inspectresses.	Two inspectresses.
Four hospital assistants.	Two hospital assistants.
Four clerks.	Two clerks.

The Collector of Bellary is requested to obtain and post the additional subordinate staff at once, and as regards the inspecting medical officers, the Surgeon-General is requested to report whether he can send without delay a second Commissioned medical officer or an English doctor to Hospet, and whether the present Assistant Surgeon at Tungabhadra can be allowed to conduct the inspection of trains alone, taking turns with Surgeon-Major Hakim. If not, arrangements should be made for obtaining competent officers from the grade of pensioned Assistant Surgeons or other suitable class.

3. The Collector of Bellary should report what accommodation is available or required for the additional staff proposed in paragraph 2.

(True Extract.)

H. TREMENHEERE,
Secretary to Government.

To the Agent and Manager, Madras Railway.
,, Agent, Southern Mahratta Railway.
,, Collector of Bellary (A, B, C, F, G, H, K, L).
,, Surgeon-General.
,, Sanitary Commissioner.
,, Public Works Department (Railway Branch).
,, Public Department.
Copy to all other Collectors (A)
,, the Accountant-General.
,, President, M.C. Madras

ENDORSEMENT—No. 773-A P., dated 8th August 1898.

Copy to the Government of Bombay, General Department—Plague.

Secretary to Government.

Exd. A F. Eccleston.

Government (1898) of Madras.

LOCAL AND MUNICIPAL.

Recd. } 1898. *Enclosures*

Regd. *Spare copies*

G.O., No. 567 P., 11th June 1898.

JUNE.

Tungabhadra Plague Inspection Station.

Requiring the Madras Railway Company to provide shelter for railway passengers alighting at the Tungabhadra station for plague inspection.

GOVERNMENT OF MADRAS.

LOCAL AND MUNICIPAL DEPARTMENT.

Read—the following papers :—

From Surgeon-Major H. M. HAKIM, Medical Officer in charge of the Tungabhadra Inspection Station, to the Collector of Bellary, dated 27th April 1898, No. 11.

I have the honour to report that the inspection of passengers is at present conducted under great discomfort and difficulty not only to the inspecting staff but to passengers.

2. The Bombay mail train arrives here at 3-36 P.M., the hottest time of the day, and the local train from Raichore at 2 A.M., when there is a cold wind blowing. The station is a small room for the telegraph and station-master's office, into which there is no admission. The third-class waiting-room is also very small and is invariably occupied by passengers. The remainder of the platform is completely open and affords no shelter from a scorching sun and rain.

3. As it is some distance from the camp, the inspecting staff usually comes on to the platform about half an hour before the arrival of the trains, and they did so on the evening of the 25th when a sand storm came, followed by rain, to which they were exposed till the arrival and departure of the train.

4. Besides the inconvenience to the staff, the passengers have to be made to alight for examination, and it is hard that they may be made to do so in the sun and rain. I think the most law-abiding may object to such treatment.

5. Under the above circumstances, I would suggest that portion of the platform may be covered, which will greatly conduce to the comfort of all and ensure thorough examination.

From the Collector of Bellary, to the Medical Officer in charge of the Tungabhadra Inspection Station, dated 5th May 1898, Dis. No. 224 P.

In reply to your letter No. 11 of 1898, I have the honour to refer you to my foot-note, Dis. No. 136 P., dated 26th April 1898, communicating the orders of Government stating that there is no necessity for roofing the platform at the Tungabhadra railway station at present.

From Surgeon-Major H. M. HAKIM, Medical Officer in charge of the Tungabhadra Inspection Station, to the Collector of Bellary, dated 13th May 1898, No. 69.

With reference to your letter, Dis. No. 224 P., dated 5th May 1898, I have the honour to inform you that Government in their order on the letter of the Deputy Collector, Adóni division, may have thought the reasons set forth as imaginary, but as the difficulties have been realized since the occupation of this camp and as the monsoon is fast approaching they may be pleased to pass favourable orders on the subject.

2. I therefore request that my letter No. 11 of 27th April 1898 may be forwarded to Government for consideration.

Endorsement of the Collector of Bellary, dated 20th May 1898.

Submitted to Government, Local and Municipal Department, for favour of orders.

Order—No. 567 P., dated 11th June 1898.

The Government considers that shelter should be provided for the railway passengers alighting at the Tungabhadra station for the purpose of being examined and medically inspected in accordance with the regulations framed under the Epidemic Diseases Act, 1897, and accordingly under that Act requires the Madras Railway Company to roof the platform at that station or to construct a separate shed as the Railway authorities may think fit. The shelter should accommodate about 100 persons and should be such as to afford sufficient protection against sun and rain and be enclosed on three sides. Provision should also be made for the division of sexes. The work should be undertaken at once, the cost being borne by the Railway authorities.

(True Extract.)

G. S. FORBES,
Secretary to Government.

To the Agent, Madras Railway Company.
" Department of Public Works (Railway Branch).
" Surgeon-General.
" Sanitary Commissioner.
" Collector of Bellary.
" Medical Officer in charge of Tungabhadra Plague Inspection Station.

Exd. A. F. Eccleston.

Government {1898} of Madras.

LOCAL AND MUNICIPAL.

Recd. } 1898. Enclosures

Regd. Spare copies

G.O., No. 767 P., 8th August 1898.

AUGUST.

Plague Preventive Measures.

Passing orders on the Sanitary Commissioner's report on——at Hospet and between Hubli and Hospet.

GOVERNMENT OF MADRAS.

LOCAL AND MUNICIPAL DEPARTMENT.

Read—the following paper:—

From Surgeon-Major H. **THOMSON**, M.B., D.P.H., Acting Sanitary Commissioner for Madras, to the Secretary to Government, Local and Municipal Department, dated Fort St. George, 30th July 1898, No. 1692/S.

I have the honour to forward you herewith the Report on Hospet Plague preventive measures and of the precautions taken at Hubli and the line between Hubli and Hospet.

2. A plan of the disinfection, observation and Hospital Plague Camps at Hospet is also forwarded for information and favour of return.

Report.

With reference to your telegram of the 19th instant received here on the following morning, I have the honour to state that I started for Hospet by the mail train leaving Madras on the 21st July 1898.

2. I arrived at Bellary on 22nd July at 9 A.M. As I could not proceed further until evening 8 o'clock, I, in company with the District Medical and Sanitary Officer, inspected the Municipal arrangements for the detection of plague in the station. The following are the arrangements:—

(1) One Hospital Assistant is posted on the railway platform to inspect all arrivals by trains—

Hospet to Bellary	...	...4-30 A.M. arrival.
Guntakul to Bellary	...	...9- 0 A.M. „
„ „	...	...8- 0 P.M. „

The Municipality wish to remove this subordinate and to distribute his duties among the Medical Subordinates attached to the Municipal Hospital (2) and Branch dispensaries (2) or to discontinue medical inspection of arrivals by rail. I do not approve of the withdrawal of the Hospital Assistant detailed for special inspection duty.

(2) The Municipal Plague Staff—

Two Divisional Inspectors (Cantonment and Municipality).
Eight Circle Inspectors.
Ten Peons.
Eight Totties.

The Divisional Inspectors issue passports, attend the railway station on the arrival of trains and make a list of arrivals from infected areas. This list is checked with that received from the inspection station, Hospet. The list is divided among the various Circle Inspectors who see that the arrivals attend for observation daily. There are three observing stations, *viz.*, the Municipal Hospital, Cowl Bazaar Dispensary and Brucepet Dispensary. Inspection is here made by a Medical Subordinate; at the end of ten days' observation the passport is taken from the person and filed.

(3) Should a case be suspected, it is sent to the Plague Observation Shed near the Municipal Hospital. This shed is well designed for the detention of observation cases, but another shed with necessary outbuildings at some distance should be erected for the treatment of actual plague cases, to accommodate two females and four males, which could be added to if required. This is advisable because of the existence of plague at Hubli.

3. *Hospet Railway Station and Plague Camp.*—In company with the Acting Collector, Mr. Elwin, I reached Hospet at 11-15 P.M. The following preventive measures are in force at Hospet on arrival of train:—

(1) All passengers are counted in the carriages before being permitted to alight.

(2) Those alighting are made to pass out by one gate, are examined and again counted.

(3) Those remaining in the carriages are examined and again counted. In this way the number is checked.

(4) Those passengers going from Hospet are allowed admission to the platform by the entrance gate. They are examined as they pass on to the platform.

The train from Hubli to Hospet is due at 1-38 A.M. but is, as a rule, one hour late. On the day of my arrival here (22nd), I inspected the train from Hubli along with Surgeon-Captain Pereira.

Inspection Staff on the platform—

1 Commissioned Medical Officer.
1 Nurse.
2 Hospital Assistants.

Inspection of train occupied 1¼ hours. 16 passengers were detained on account of want of passes and unsatisfactory destination and one woman suffering from fever. They were sent to the observation camp under police escort. Their clothes and persons were disinfected at 8 A.M., and they were given passports and allowed to proceed by the next train. The examination was made as thorough as possible, but hindered on account of the darkness. The inspection would be much quicker and more thorough, were it performed in daylight. The inspection is made on the railway platform in the open. There is no shelter nor provision for privacy and, should it be necessary, it is not possible to examine any person thoroughly unless done in the open. The station building is not suitable for use as an examination room. One examination shed or enclosure should be erected on the platform for the use of the Medical Officer and Medical Subordinates during the inspection of passengers to ensure expedition, privacy and thorough examination.

I.—DISINFECTION CAMP.

The disinfection camp at Hospet consists of 4 round rooms (2 waiting and 2 bath rooms), 2 for males and 2 for females. Two latrines are also attached to these.

II.—SUSPECT CAMPS.

(*a*) *European Suspect Camp*—Consists of 2 sheds, the bigger of the two for 4 European males and the smaller for one European lady. There are 2 servants' rooms, 2 latrines, 1 kitchen, for both, attached to these. The bath rooms are attached to the main sheds.

(*b*) *Native Suspect Camp.*—A single shed containing 5 compartments on each side for males and females to admit 5 persons in each compartment is built next to European Suspect Camp. There are 2 police guard rooms, 2 bath rooms (one for males and one for females) and 2 kitchens. There are two latrines one for males and one for females.

(*c*) *Hospital Assistants' Quarters.*—A single building with partition in the middle for 2 Hospital Assistants under construction.

(*d*) *Nurse's Quarters.*—A single building just as above.

(*e*) *Well.*—A single well for the whole camp; eight feet water, not protected at present but will be shortly so; and provided with a pump.

III.—PLAGUE HOSPITALS.

(*a*) *Hospital Assistants' Quarters.*—A single shed with partition in the middle for 2 Hospital Assistants.

(*b*) *Nurse's Quarters.*—Just as above.

(*c*) *Assistant Surgeon's Quarters.*—A single shed.

No latrines for the above three quarters. One required for Hospital Assistants and one for nurses and commode for Assistant Surgeon's bath room.

(*d*) *Police guard rooms.*—Two in number.

(*e*) *Native Hospitals.*—Two in number, one for males and one for females. Each Hospital contains 5 compartments to accommodate 5 patients in each room.

(*f*) *Relatives' rooms.*—Two in number for the use of the relatives of the patients.

(*g* *Store room.*—One single room for storing provisions, &c.

(*h*) *Dispensary.*—One single room for dispensing medicines, &c.

(*i*) *Duty room.*—One single room with partition in the middle for duty subordinates.

(*j*) *European Hospitals*—Two in number, one for males and the other for females. The floor cemented.

(*k*) *Servants' room.*—Two in number.

(*l*) *Well.*—A single deep well for the whole camp under construction, will be fitted with a pump and covered in.

The kitchens are attached to the above hospitals.

4. *Disinfection and observation.*—The passengers detained for observation are taken to the suspect camp under police escort and wait there until the next morning. All their clothes are taken from them, they previously being given Government clothes to wear. These clothes are then tied in loose bundles and are put in the disinfecting chamber and steamed till lb. 30 of pressure is obtained in the chamber, which is retained for *15 minutes. The clothes are then taken out from the chamber and are given to the passengers who have been previously bathed with hot water and disinfected. They are then allowed to go to the observation camp and are kept there till the arrival of the next train (24 hours after arrival) and then discharged. Those persons suffering from any illness or who are in any way suspicious are kept in the observation camp for a more or less prolonged period. The passengers so detained are provided with a disinfection pass in proof of their being detained and disinfected. The clothes given to the passengers for temporary use while they are being disinfected are afterwards thoroughly washed in *carbolic lotion*, dried and kept for use for the next day.

* Too little: would advise 30 minutes.

Requirements.

5. (1) Latrines in Plague camp for the use of medical subordinates and nurses.

(2) Bedding and furniture should be provided for the camp. There are no cots nor blankets.

(3) A dhooly, a night-soil cart, six washing tubs, six wooden buckets for cleaning soiled clothes and disinfecting with $HgCl_2$ in the camp enclosure instead of as at present in the irrigation channel.

(4) Two dhobies and one clerk.

(5) The disinfection chamber should have an open mesh wire platform instead of the present wooden platform which causes wetting of the articles introduced for disinfection.

(6) The articles to be disinfected should be kept in the chamber 30 minutes instead of as at present 15 minutes to ensure thorough disinfection.

(7) Phenyle or Lysol should be used for disinfection of persons instead of crude carbolic acid as it will not mix with water.

(8) Perchloride of mercury 1 to 1,000 to be used for disinfection of articles which cannot be placed in the disinfection chamber and for soiled articles before their being handed to the dhobie for the purpose of washing.

6. *Frontier precautions taken against the entrance of plague cases across the frontier into Bellary.*—The frontier of Bellary, formed by the river Tungabhadra is about 200 miles in extent. It is divided into 32 inspection circles arranged in a double row—19 circles in front and 13 behind. Each circle is 10 miles square and the two rows are supposed to protect a depth of 20 miles of country.

7. *Staff of the frontier Circles.*—One Supervisor over four Circle Inspectors, one Circle Inspector for each circle. In the 32 circles are 14 Unions, for each Union one Assistant Plague Inspector is appointed, who as far as possible works under the orders of the Union Chairman.

8. (1) *Duties.*—The District Medical and Sanitary Officer, Bellary, is given the Assistance of a Special Plague Medical Officer to allow of his being absent from Head Quarters for prolonged periods on plague supervision work. He is expected to visit and attend to the working of the various circles.

(2) The Supervisor itinerates the 4 circles. He sends weekly diaries to the District Medical and Sanitary Officer who enters any remarks he has to make and forwards them to the Collector. The Collector makes any remarks he has to make and returns the diary through the District Medical and Sanitary Officer to the Supervisor. Any part of the diary that calls for early action is extracted and attended to at once.

(3) Circle Inspectors itinerate their circle, observe all cases entering the circle without passport and produce them before a plague authority. With passports they see that they are observed for a period of 10 days, find and report cases of fever. They send their reports to the Supervisor. At the frequented ferries on the Tungabhadra, stations for inspection have been erected. There are 10 inspection stations.

(4) Establishment.

Hospital Assistant ...	Dispensary Quarters and Medicines.
Clerk ...	
Conservancy Maistry ...	
2 Peons ..	
1 Constable ...	
1 Toty ...	

Hospital with 3 wards 12 × 12 raised rammed floor.

Observation sheds—male and female.

Latrines—male and female.

Kitchen for observation shed.

Kitchen for Hospital shed.

The observation shed is well separated from the infected sheds. All the stations are supplied with articles as per Government list.

9. The Tungabhadra river being in flood and likely to continue at a high level until November will with the frontier stations guard the frontier most effectually, the only likely means of entrance being by rail.

10. I left Hospet on the night of the 23rd July and reached Hubli at 6 A.M. 24th July, where I was met by Surgeon-Captain Lenmann, I.M.S., Bombay, in charge of plague operations at Hubli. The plague precautions at Hubli are as follows:—

(1) Booking in any direction from railway stations near to Hubli is forbidden except under pass from Resident Plague Authority at Hubli or Patel of village outside Hubli.

(2) Booking from Hubli is prohibited except in the case of persons holding passes from Resident Plague Authority to travel by rail or certificate of having been twice inoculated by a Government Medical Officer or a special pass exempting from disinfection and detention.

(3) Passengers by all trains arriving and departing are inspected and unless holding passes, &c., are detained and disinfected.

(4) *Camps*—

1. Observation and segregation and Plague Hospital.
2. Health Camp.
3. Railway observation Camp.

These camps are capable of accommodating 250, 250 and 150 each.

11. The Municipality, population is about 60,000, is divided into divisions and wards for the detection of plague cases. On a case occurring, the infected and neighbouring houses are evacuated, the people being taken to the plague camp. The area in which the house is situated is evacuated and all the people disinfected and placed in the Health Camp. The houses are all disinfected and after 15 to 20 days the people are allowed to return to their houses.

12. The Railway employes live quite apart from the Municipality and have an observation camp and doctor of their own. They were the means of introducing plague into Hubli.

13. I was informed that plague in Hubli would have been stamped out or controlled, had sufficient police or military guard and disinfection staff been supplied but that the force of 36 policemen and a disinfection staff of 167 coolies was quite inadequate to segregate and keep the people under strict supervision together with thorough disinfection of evacuated houses. In consequence the epidemic spread and is now on the increase. To counteract the evil of insufficient staff the Medical Officer in charge is doing his utmost to inoculate the whole population and is, as far as I could judge, in a fair way to succeed.

14. Inoculation was commenced on the 10th May in Hubli. Up to the 19th July 11,500 persons had been inoculated twice and 5,500 persons once. On the day of my visiting Hubli, I was present and assisted at the inoculation of 583 cases. There were four inoculation centres and the following is the work done on the 24th July:—

583
330
250
500
———
1663

The people seem to have confidence in inoculation and a wish to be inoculated. The Medical Officer in charge, Surgeon-Captain Lenmann, has had considerable experience having been in charge of the Sholapur Plague Camp and his opinion is that the doses of serum prescribed by Professor Haffkine are much too small and accordingly he increases the dose by about 50 per cent.; also that the first inoculation only gives immunity for about 3 weeks. He accordingly re-inoculates all his cases, which re-inoculation confers protection for from 5 to 6 months.

15. The paucity of police guards allows of the departure from Hubli of numbers of people. However I was informed that a weekly census of the Municipality was regularly taken and that the census showed that very few people were leaving the station, the census taken the week previous to my visit being 53,000. Between Hubli and Gadag on the line to Hospet there are four railway stations. At these stations no tickets are allowed to be issued unless in accordance with the Regulations in force. I was informed that on the line from Hubli to Guntakul and Hubli to Bangalore, not more than 10—15 altogether were issued in one day since this order came into force 10th July 1898.

16. Gadag, a railway station about 30 miles from Hubli is made up of two villages Bitgiri and Gadag. There are two health camps and one observation camp and a plague Hospital situated about 600 yards from the station.

17. A Special Plague Medical Officer has charge with the Civil Hospital Assistant and a private medical man paid by the Municipality for plague duty and the Civil Hospital Compounder.

Under the orders of Mr. Vincent, Assistant Police Superintendent.

18. The trains arriving from Hubli and Hotgi are inspected—the one by the compounder, the other by the private medical practitioner. Departing trains are not inspected. People arriving by road are not checked nor inspected. Plague has not broken out in Gadag, but 14 days ago a plague case from Hubli died there. There have been no more cases. It is quite easy for any person from Hubli to travel by road to Gadag or any station between that and Hospet and there to book by rail into the Madras Presidency. The Tungabhadra river being in flood and the frontier Inspection stations being on the alert, I would recommend that all persons arriving by train from the Hubli side be detained and thoroughly disinfected whether they have a pass or not. I would also request the serious consideration of Government to detain at Hospet for 10 days all persons travelling from or near Hubli, as I find that persons although giving their name and address will proceed next day and book to some other place, their whereabouts not being known and no trace of them to be found.

19. Hubli is only about 6 hours' run from Hospet and the incubation period is noted as 10 days. It is therefore the most likely thing for a person affected with plague to pass under your inspection undetected and there is no doubt but that the numbers of ticket-holders from stations on the Hospet side of Gadag are greatly increased which suggests that people from the Hubli district travel to Gadag, &c., and "book" thence to the Madras Presidency.

20. Surgeon-Major Bannerman was lent to the Bengal Presidency about 3 months ago, and there seems little likelihood for some time yet of his return. As he is the only Medical Officer belonging to this Presidency who

has received a special training in plague work, I would advise Government to depute a Medical Officer for plague instruction to Bombay. This measure I consider necessary on account of the increasing hold plague has acquired on Hubli. Its situation and nearness to the lines of communication with this Presidency lays us open to infection at any moment notwithstanding the most careful preventive measures that can be adopted. It is therefore advisable that Surgeon-Major Bannerman be recalled or a medical officer be at once put in training to take his place during his absence.

Order—No. 767 P., dated 8th August 1898.

Para. 2 *of the report.*—The Government agrees with the Sanitary Commissioner that the special Hospital Assistant posted on the Bellary railway platform to inspect all arrivals by trains should not be withdrawn. The Municipal Council should be required to erect another shed with out-buildings for the treatment of plague cases, as recommended by the Sanitary Commissioner.

2. *Para.* 3 *of the report.*—Separate orders have been issued directing the Southern Mahratta Railway Company to construct an inspection shed at Hospet.

3. *Para.* 5 *of the report.*—The suggestions made in this paragraph should be carried out. The Government has already sanctioned in G.O., No. 717 P., dated 26th July 1898, the Collector's application for one clerk and one dhoby, as well as his indent for hospital furniture and equipment. For disinfection of persons permanganate of potash, chloride of lime or phenyle may be used in preference to lysol, which is costly. The use of carbolic acid should be discontinued, as it has been found to be a very weak germicide.

4. *Para.* 8 *of the report.*—The Collectors of Bellary and Kurnool are requested to satisfy themselves and report whether the several officers of the Observation Staff actually do the duties assigned them. It is only by constant personal inspection that their work can be properly checked, and the Government will, if possible, post a special gazetted officer to each district to help the Collector in the work of supervision. The Divisional Officers should also move about along the frontier as much as they can without neglecting other work.

5. *Paras.* 18 *and* 19 *of the report.*—In the opinion of the Government, the recommendations of the Sanitary Commissioner go too far and cannot be sanctioned. Detention of all railway passengers for ten days is a measure of quarantine, which is against the Venice Sanitary Convention and the orders of the Government of India, and its practical effect would be to drive people to roads and byepaths, and thus spread plague in directions where the Government control is less strict. Nor is universal disinfection desirable.

6. *Para.* 20 *of the report.*—Surgeon-Major Bannerman has been lent to the Government of Bengal on the condition that he must return when plague actually breaks out in this Presidency, and he cannot therefore be recalled at present. The Sanitary Commissioner's suggestion to depute a Medical officer to Bombay for plague instruction will be disposed of separately.

7. The plan is returned to the Sanitary Commissioner as requested. A copy should be forwarded for record in the Government office.

(True Extract.)

H. TREMENHEERE,
Secretary to Government.

To
The Collector of Bellary. (A. B. C. F. G. H. J. K.)
,, ,, Kurnool. (A. F. G. K.)
,, Sanitary Commissioner.
,, Surgeon-General.
Copy to all other Collectors. (A. F. G. H. K.)

The Hon Sir H. Bliss K.C.I.E.

Tungabudra Plague Inspection

This note deals with trains liable to plague inspection only, that is trains from Raichore southwards, and not with trains going from Madras Presidency northwards:

A The Agent Madras Railway asked for permission to cancel train No. 32. leaving Raichore at 12^{h}-0^{m}, and arriving at Gooty at 14^{h}-41^{m}.

B We suggested that as this was a day train it might be better to cancel Train No. 4. leaving Raichore at 1^{h}-0^{m}, and arriving at Gooty at 8^{h}-7^{m}.

But as no question of plague inspection had at that time arisen, we left the selection of the train to be cancelled to the ~~[illegible]~~ Agent's discretion.

C He therefore informed us in his 296. April 5th 98 that he had cancelled No. 32. explaining that to cancel No. 4. would disorganise through S.W. line traffic:

The result of correspondence with the L & M. Dept and of D.O. correspondence with the Madras Ry. C. was that we wrote our No. 52. O. June 4th asking the Agent to look into the matter personally. X

K The result was his 506. June 7th in which he says that whatever is done about train

21/7/98 R/23/7

No. 4. for passengers, he will have to run it as a goods train all the same, because the other train, No. 32, cannot deal with goods without revision of its timetable because it is a passenger train "from Nandalur south", and runs with a light load.

What the Agent means by this is that by the time mixed train No. 32, which leaves Raichore at $12^{h}-0^{m}$, arrives at Nandalur, at $7^{h}-7^{m}$ next morning, it ceases to be a mixed and becomes a passenger train, and that for this reason he cannot very well make it carry the goods now carried by No. 4. between Raichore and Arkonam, without considerable alteration of timetable.

I recognise that the Agent cannot cancel No. 4. He gives very good reasons for not doing so in his letter, viz that it consists mostly of through foreign waggons loaded with competitive traffic for stations on the S.W. line.

What he can do is to shut out all passengers from No. 4. and send them on by No. 32.

Although No. 32 runs all the way from Raichore to Arkonam, the only part of it that has been cancelled is the local part of it between Raichore and Gooty, 93 miles, (7¾ hours)

This is hardly the point. The point is that the people at the Tungabadra inspn. stations have their rest broken every night & for very little.
KS

If Government insist on [illegible] the passengers out of No. 4. the Company will re-establish this 93 mile portion of No. 32. I certainly consider that it will be a great hardship to the Company to compel them to do this.

But it will also be a great hardship to the local people to stop the carrying of passengers in No. 4. because it is important that it should connect at Guntakal with two trains, one running to Bellary and the other to Bezwada, and "because most of the local passengers who travel south from stations between Raichore and Guntakal prefer to travel by the early morning train because it enables them to get to Bellary and other market towns in time to transact their business."

It is for Govt. to consider whether it is more important that at one out of many inspection stations inspection should be carried on by daylight, or that local passengers in the Bellary neighbourhood should be allowed to use the train that suits their business best.

I should have thought that so long as any one inspection, (e.g. at Arkonam) has to be carried on by artificial light, it did

.100.

not so much matter if another (e.g. at Tungabadra), had to be similarly performed.

As many as 149 and as few as 15 passengers were interested, daily, in the early morning train, No 4, during June: or nearly 2000 people per month.

The cost to the Madras Ry. Co. that is to Government, of running an unnecessary train, as No 32 would be, 93 miles daily, would be about Rs 260 per day, or Rs. 7,800 per mensem. This would pay for a lot of very good lamps, sufficient to make the platform as light as day.

I send this on to the Hon. Member in compliance with his note dated 16-7-98, with a timetable, and will myself go to see him at any hour he may appoint if he wants more information.

FRS

18/7/98

The argument would, in my eyes, be exactly the other way.

KS

Please send through L. & M.

KS

21/7/98

Again G.O., dated 189 , No.

Current No. 1148 P of 1898, dated 29-7-98 from the Sanitary Com

Current No. of , dated from the

SUBJECT

Daylight inspection at Hospet & Tungabhadra

FOR ORDERS.

Plague having recently occurred in the Belgaum Dt. & at Hubli in the Dharwar Dt., the Collr of Bellary and the Sanitary Commr were asked to report whether they advised daylight inspection at Hospet. The question was discussed in May last. The S. M. Ry. Co. was not willing to change its timetable and as plague was not so threatening then, the question was ordered to lie over (G.O. No 536 L. dd 3-6-98.)

2. The Collr of Bellary now reports—"It is necessary that "every possible precaution towards "preventing the introduction of the "disease into this Presidency "should be taken. Feeling sure

as

"not see why there should be any "difficulty at Hospet.

"To alter the trains in the manner "proposed would cause very considerable "inconvenience, and I feel sure the "Post office people would object. But "even if they did not, I think we "should not accept the change unless "very much better reasons were "advanced than those mentioned".

5. Under Regulation 14, (page 13 of the Madras Plague Regulations and Rules), the inspecting medical officer has power to detain any train for the purpose of inspecting the passengers, and if in view of the fact that every other consideration must give way to the necessity of keeping out plague from this Presy, he were to instruct him to have only daylight inspection and to detain every train until such inspection is over, the railway authorities will have no answer to make & will be at the mercy of the inspecting officer. It is therefore to the interest of the Rly authorities that they should endeavour to meet the reasonable wishes of Government in this important matter.

I dont much like this argument. If daylight inspection is essential, it shd be ordered directly, under the Act, by ~~requiring~~ prohibiting ~~the~~ trains from Hubli ~~to~~ from entering Hospet by night.

6 Under the existing timetable, the train carrying passengers from Poona and Goa
arrives at Hubli at 19-3.
Leaves Hubli at 19·25
arrives at Gadag at 21-48 and takes
passengers from the Bijapur train
which arrives at Gadag at 21-30.
Leaves Gadag at 22·6
arrives at Hospet at 2·35
" Guntakal at 6·25
leaves Guntakal at 7-25
arrives at Bezwada at 7-32 the next day.

From Bezwada, two trains start towards the East — one at 9-30 & ~~two~~ goes the whole length of the East Coast Railway and the other at 21-10 and ~~it~~ runs for 474 miles, stopping short of the terminus by 27 miles. A third train starts from Bezwada for the Nizam's territory at 12·3.

Now if the train is delayed at Hubli or Gadag for 4 hours, it will arrive at Hospet at 6·35, at Guntakal at 10·25 and at Bezwada at 11·32 in time for the train going to Nizam's territory. But the passengers proceeding further by the

E.C.

E.C. Railway will have to stop for about 9½ hours. It is also true that if the Hospet train is thus delayed by 4 hours, it will miss the mail train from Madras to Bombay, which arrives at Guntakal at 6-46 & leaves at 7.1., but the passengers ~~traffic~~ going from the S.M. train to the Madras mail train cannot be many ~~much~~. ~~That going~~ Those going to Bangalore from Bellary via Guntakal are likely to be more & in their case the proposed change will be an advantage, for at present they come to Guntakal at 6.25 & cannot leave for Bangalore till 18.35. How the change will affect the trains going to the opposite direction i.e. from Bezwada to Hubli ~~cannot~~ ~~be~~ is a matter which cannot be easily determined in this office. On the whole, the ~~change~~ proposed alteration of the time table does not seem to be impracticable or to involve any addl. cost.

7. As regards the ~~[illegible]~~ Tungabhadra station, the position is explained in the Ry Dept note. The Madras Ry authorities are

x [illegible] in linked file

are prepared to ~~pass~~ arrange for daylight inspection at Tungabhadra if the Govt insists upon it. The Ry Dept however points out that this arrangement will cost the Ry Company and therefore the Govt, Rs 7,800 a month. If this is the only arrangement possible, it would be cheaper to employ more inspecting medical officers at the station. Two English doctors would cost only Rs 1,000 a month & with the existing ~~officers~~ staff, an officer would have to break rest once in three days.

Secy
4/8/98 P to D (PW) for favour of remarks. u.o.

W.P.
4.8.98

I think I have said all that I have to say on the subject. I would suggest that Govt. order 1st the erection by the R.C. of a sufficient and ~~insufficient~~ suitable inspection shed. and 2nd the proper lighting of the premises up to a standard to be approved by the Sanitary authorities.

This, with the provision of more inspectors, as above suggested would be less objectionable than the very widereaching alteration of trains which daylight inspection would involve. FKS
5/8/98

H.M.

The question of whet
light inspection should be
at Tungabadra & Hospet

2. Mr. Spring suggests
is unnecessary if a pro
inspection shed be ordered
Hospet (there is one at Tu
badra) & if the shed be liberally lighted.
makes out a good case on t
score of inconvenience to the
Railways & to the public, & o
expense which in the case of
Hospet would fall on the Company but in the case of Tungabadra (Rs. 7800 a month) would
fall on Government.

3. There remains however the
difficulty that the staff must
break down if their rest is
broken every night (Hospet
abt. 2.15. a.m. Tungabadra. 2. a.m.)
Mr. Spring suggests that more
Inspectors be appointed. This
means that the staff must be
nearly doubled: it is as follows;

Tungabadra.		Hospet.
Doctor.	900	700
Asst. Surgeon.	250	100
Inspectress.	100	(2)
[illegible]	15 105	75

k that in the case both of Tungabadra & Hospet, we had better not upset all the Ry arrangements. In the latter case, a proper inspection shed must be ordered at once — and in both cases proper lighting, to the entire satisfaction of the doctor in charge, must be insisted on — Kerosene oil is cheap — ditto lanterns — and the places must be made ~~[illegible]~~ thoroughly bright —

As to the staff, I think the suggested increase must be given, although it is noticeable that we have had as yet no complaint on the score of broken rest — But it is as well to be on the safe side — The S.G. can no doubt supply subordinates — If he can't at once supply a second Comd. officer English doctor ~~[illegible]~~ Hospet, let him get a pensioned Asst. Surgeon, or other suitable man. Tungabadra has a second man — I presume of his standing to be allowed to inspect taking turns with Dr. Hakim — If not, the S.G. should try for some one who can be trusted to inspect alone —

See S.G.'s G.O. 637 P 2. July. 98

W

6/7/98

4. The increase at each plac would be a doctor (the Ass Surgeon becoming unnecessar Tungabadra) an Inspectres a Hospital Assᵗ & I think Clerks.

5. The cost depends on whet doctors can be found in the Presʸ or whether more must got out from England.

2 Madras doctors. Say. 1400. 2 English, 10
2 Inspectresses 200
2 Hospital Assᵗˢ. say 70
2 Clerks. 30

Deduct Assᵗ Surgeon Rs. 1700 or 1300 p
250 250
1450 1050.
(Add Cost of accommodation.)

6. From the purely Plague point of view, I should recommend inspection by day; but of course there are other considerations & if these are considered of sufficient importance I must admit that night inspection in a thoroughly well lighted shed with a strengthe staff will meet reasonabl requirements.

ship Staffs

(1) Read again G.O. 201 P. dt 14-3-98. (print abstract of para 2)

(2) Read again G.O. No 536 P. dt 3-6-98 (print full with encls)

(3) Read again G.O. No 567 P. dt 11-6-98 (print ~~abstract~~ order only in full)

(4) Read Cmo. 885 P. (print P.W.D G.O. only).

(5) Read Letter from the Agent and Manager, Madras Railway to the Consulting Engineer for Railways No $\frac{10592}{506}$, dt 7 June 1898 (print full)

(6) Read Memo No 64 P. dt 14-7-98 (print full)

(7) Cmo 1148 P. (print full with Encls).

(8) Extract from para 3 of the Sanitary Commr's report on plague arrangements in Bellary (print portion marked).

To the Public Dept for form of counter-initials
X

Order No 773 P dt 8-8-98

The Government has considered the representations made by the Madras and Southern Mahratta Railway Administration and has resolved not to insist on their revising their time-tables so as to arrange for daylight inspection of trains at Tungabhadra and Hospet. The Railway authorities are however as much interested as Government in keeping out plague from this Presidency, and it is absolutely essential that they should afford every facility to the inspecting staff at both the

Sta

Stations in order to

as thorough and efficient an examination as possible. ~~The~~ H.E. the Governor in Council accordingly directs under the E. D. Act, 1897, that the Agent, S. M. Railway Company shall immediately erect at Hospet at the cost of the Railway Company an inspection shed similar to that erected at Tungabhadra by the Madras Ry Company in accordance with G.O. No 567×P. d/11-6-98, and that at both the places, the Railway authorities shall light the platforms and the inspection sheds to the entire satisfaction of the medical officers in charge and the Sanitary Comsr. The Collr of Bellary is requested to report in due course the action taken upon this order.

× This will be printed with the Order

2. Though the inspecting medical officers have yet made no complaint ~~, which fact does~~ ~~on~~ on the score of broken rest, ~~which~~ fact, which does them credit, the Government recognizes the hardship in requiring them to

to conduct at ~~the~~ almost t middle of the night a monotonous individual examin of several hundreds of passeng every day. The staff must always be kept in an efficient workin condition, and to ensure this, it should be strengthened so that it may be divided into two sectio and the division of the duties (appertaining to both inspection and camp work) should be so arranged that each section may if possible have night duty only on alternate days. The following Establishment seems required for this purpose –

At Tungabhadra	At Hospet
Two inspecting medical officers	Two inspecting medical officers
Two Inspectresses	Two Inspectresses
Four Hospital Assts	Two× Hospital Assts
Four Clerks	Two Clerks.

× Either 2 or 4 must be provided. Two seem enough for inspection

The Collr of Bellary is requested to obtain depot the additional subordinate staff at once, and as regards the inspecting medical officers, the Surgeon-General is requested to report whether he can send ~~at once~~ without delay a Second Commissi

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Ru P.W.D. (Ry

810 Ry

14. 6. 98
15. 6. 98

Sanctioning the altera
in time of startin
of the 1 o'clock train from Ra

Form No. (2).

C. No. 885 P

Public Works Department,
Railway Branch.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Agent and Manager, Madras Railway, No. 10592/491, dated the 2nd June 1898.

Order thereon:-No. 810. Ry dated 14th June 1898.

The proposal contained in letter No. 10592/491, dated the 2nd June 1898, from the Agent and Manager, Madras Railway, to alter the hour of starting of the 1 o'clock train from Raichur to 0-45 o'clock, is hereby sanctioned so as to allow of more time for plague inspection at Tungabhadra.

2. Government ~~do~~ does not see fit at present to order that passengers from Raichur shall only arrive at Tungabhadra by daylight.

(True Extract)

Francis J. E. Spring
Joint Secretary.

To,

The Local and Municipal Department. With file of refd papers of that Dept

" Agent and Manager, Madras Railway.

" Consulting Engineer for Railways, Madras.

(A & M. 1.)

No. 10592.

50b

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 7th June, 1896.

From

The *Agent and Manager.*

Madras Railway.

To

The *Consulting Engineer for Railways.*

Ootacamund.

SIR,

I have the honour to reply to your No.$\frac{52}{0}$ of the 4th instant.

My No.$\frac{10592}{491}$ of the 2nd idem on the subject of your letter appears to have crossed yours under reply.

I spent an hour at the Central Station last evening and telegraphed to you direct from there before I left as follows; viz, " Your 52 of 4th crossed mine of 2nd, we must
" I find run No. 4 train for Goods from Raichur whatever -
" changes are made for Passengers, as No. 32 without revision
" throughout cannot deal with goods traffic . It is a passen-
" -ger train from Nandalur South and runs with a light load.
" We can run No. 32 for Passengers if Government wishes con-
" -fining No. 4 to goods traffic but as a practical man I don't
" see how we can otherwise meet Medical Officer . Expense to
" us will be heavy ". No. 4 train is very heavily loaded when it leaves Raichur and its load consists mostly of through

foreign

foreign wagons for Madras, Jalarpet, Salem and Bangalore. Our object is to get this traffic forward as soon as possible, as much of it is competitive traffic, and the train is arranged to fit in with the 5-30 a.m. train at Arkonam on the following morning. No.32 train is a mixed train up to Nundalur only but as it travels with a smaller Engine it is not, as is the No.4, looked upon as a heavy goods train. From Nundalur south No.32 train runs as a Passenger train. No.32 is a useful train to shunt at roadside stations but it is not expected to carry foreign goods traffic. We have run the train twice as an E train I find since we attempted in the middle of April to reduce expenses.

If you tell us plague examination cannot be conducted at Tungabudra between 6-30 p.m. and 5-30 a.m. we will shut out Passengers from No.4 train and let this train run as a Goods train from Raichur and we will send forward the Passengers by No.32 train

We quite recognise that Government has full power to require us to run a daylight train for Passengers who have to undergo plague examination at Tungabadra and if you say that such a train must run No.32 and its return train shall be re- entered in the time table .

In returning the enclosures to your letter I beg to say you may accept my assurance that the officers of this Railway have no desire to mislead your office or to place you in a wrong

position

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

Recd.

No.

---

position with the other Departments of the Government.

I have the honor to be,

Sir,

Your most Obedient Servant,

de/

Agent and Manager.

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated

Recd. No.

1
office note No 8 P. of 1898.

Memorandum.

Dated the 14th July 1898.

No. 64 P.

With reference to G.O. No 536 P. d/ 3-6-98, the Collr of Bellary is requested to report urgently through the Sanitary Commr whether the spread of plague in Hubli & in Belgaum &c renders it advisable to reopen the question of having day light inspection at Hospet.

W.T.
14 7 98.

Ld 13/7/98

Note The following figures have been reported since the 4th June.

Date.	attacks	deaths
4th June	6	4
6 "	5	3
7 "	7	4
8 "	3	4
9 "	3	2
10 "	1	2
11 "	2	4
13 "	7	6
15 "	1	1
17 "	4	4
18 "	7	4
20 "	7	5
21 "	3	3
22 "	5	4
23 "	4	4
24 "	6	6
25 "	8	8
26 "	3	5
27 "	7	4
29 "		

To Collr of Bellary
Sanitary Commr

Despd
15-7-1898

	attacks	deaths
⊗ 1st July	7	3
2 "	11	10
3 "	11	12
5 "	8	3
6 "	9	11
7 "	11	10
8th "	11	7.

Plague

Local & Munl. (1898) Department.

CURRENT No. 1148 P.

From

The Ag. Sanitary Commissioner for Madras.

VE

Send with Inspection [illegible]

No. 1674/S

Order

Dated 29th July 1898.

Received 31 – 7

Registered 31-7-1898.

Enclosures /

Spare copies.

SUBJECT.

Forwarding with remarks letter from the Collector of Bellary reporting on the advisability of re-opening the question of having daylight inspection at Hospet.

BACK PAPERS.

G.O.	No.	Department.	Date

FURTHER PAPERS.

G.O.	No.	Department.	Date.

No. 2461 S.
29 JUL 98

Plague

Local & Munl. (189) Department.

CURRENT No. Ref on C 899-P.

through the Sanitary Commissioner Madras

From The acting Collector of Bellary

Order

Ref on C No. 899-P

Dated 25th July 1898.

Received

Registered

Enclosures

Spare copies

SUBJECT.

Reporting on the advisability of reopening the question of having daylight inspection at Hospet

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Plague Urgent

Ref on c No. 899-P

BELLARY COLLECTOR'S OFFICE.
Dated 25-7-1898.

FROM
E. A. Elwin Esquire.
ag COLLECTOR OF
BELLARY.

To
THE Secretary to Government
Local & Municipal Department
Through the Sanitary Commissioner
Madras.

SIR,

In Continuation of my letter Ref on c 899-P/21.7.98 promising to reply at an early date to your memo 64 P/14.7.98, I have the honour to submit the following remarks:—

Go 715 P/25.7.98

There is no reason to think that the medical inspection at Hospet of railway passengers entering this district from the Bombay Presidency is less efficiently carried out than at the time of the issue of G.O 536-P mis/3.6.98, when Government was not prepared to insist on the change in their train service on the Hubli-Guntakal line by the Southern Mahratta Railway Company, nor has the plague approached this Presidency nearer since that date. On the other hand, the plague is increasing most alarmingly at Hubli, the latest return received this morning by Surgeon Captain Pereira direct from the Collector of Dharwar showing no less than 35 attacks and 20 deaths in one day, and it is therefore necessary that every possible precaution towards preventing the introduction of the disease into this Presidency should be taken. Feeling sure as I do that inspection made at night by lamplight can under no circumstances be so efficient as daylight inspection, I beg to recommend that the question of having daylight inspection at the frontier be reopened.

I have the honour to be

[500—20-1 98.]

Plague

No. 1674/S

Office of Sanitary Commissioner,
Fort St. George, 29th July 1898.

From
- Surgeon--Major H. Thomson M.B., D.P.H.
~~Surgeon-Lieut.-Col. W G. King, M.B., C.M., D.P.H.,~~
Ag Sanitary Commissioner for Madras,

To
The Secretary to Government,
Local and municipal Department.

Sir,

I have the honor to forward the accompanying letter from the Collector of Bellary and to state that I concur with his opinion. I have lately visited Hospet and taken part in the inspection of trains at that station and can certify that inspection at night with the aid of one or two weak lamps on an exposed railway platform is neither efficient nor expeditious.

I have the honor to be,
Sir,
Your most obedient servant,
H. Thomson
Surgeon-Major
Ag: Sanitary Commissioner for
Madras.

P.W.

~~Local & Munl.~~ (1898) Department.

Railway ~~Office Note~~

~~CURRENT~~ No. ~~L.P.~~ 569

From The Public Works Department

No. $\frac{2\ R.M.}{0}$

Dated 13-4-1898
Received 13-4-1898
Registered 13-4-1898
Enclosures Recd 5.5.98
Spare copies.

SUBJECT.

Stating that trains No. 37 and 38 were cancelled with effect from the 6th April 1898 and that every thing will be ready for plague inspection at Tungabhadra from the 18th April 1898.

for **Orders**

As the Tungabhadra camp is ready & as the Rly authorities have arranged to detain the mail train there, the inspection station may be ~~[illegible]~~ transferred from Guntakal to Tungabhadra. The transfer must be notified in the Fort St. George Gazette (vide Original Reg 14). The 18th April is therefore too early. The transfer may be notified in the Gazette of the 19th April & brought into effect from the 22nd instant. The medical officer in charge of the new inspection station will have to be authorized to exercise the power of detaining suspicious persons conferred by Orig Reg 29 & Add Reg 5. Pending for disinfection by steam, dirty clothes and other suspected articles will have to be disinfected

(a) either by placing them in a solution of hydrochloric acid & corrosive sublimate for an hour and then drying them (Govt of India Res: printed in G.O. 816 Rly dy 6-4-97); or in the manner described in the G. I. Res: printed in G.O. $\frac{1101}{6-5-97}$.

J 14/98

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Form No. 18.

COPY of a ~~communication~~ telegram from the Agent and Manager, Madras Railway to the Consulting Engineer for Railways, Madras, No. ×, dated 11th April 1898.

Your 2.C and 3.C. Impossible to cancel No. 4 and return train these take through traffic and are fully loaded No. 32 and return train for which no traffic already cancelled up mail and No. 4 can be altered from 18th will this date suit.

Plague

Form No. 6.

Public Works Department,
Railway Branch.

OFFICE NOTE No. 2.R.M / O

Dated 13th April 1898.

Urgent

13/4/

From

THE JOINT SECRETARY TO GOVERNMENT, P. W. D. (RAILWAY BRANCH),

To

THE Secretary,
Local and Municipal Department.

Your Office Note No. 15, dated 6th April 1898.

A

On the 31st March 1898 the Agent and Manager, Madras Railway, applied for sanction to cancel No. 32 mixed, and return train No. 37, because of the large falling off of receipts owing to plague restrictions, and to alterations of trains on the Great Indian Peninsula Railway which had been made at short notice. As the trains proposed to be cancelled were both day trains, it was suggested to the Agent that trains Nos. 39 and 4, which ran at night nearly all the way, should be cancelled instead; but he replied giving reasons why this could not be done, and trains No. 37 and 32 were accordingly cancelled with effect from the 6th instant.

B C

2.- Telegraphic instructions were issued to the Agent and Manager, Madras Railway, on the 10th instant, to detain at Tungabhadra for the period requisite for the examination of passengers, all trains from the north, including the Mail train which does not stop there at present. On the

No 32 — Raichur — 12 0
Tungabhadra 13 6
Adoni — 14 56
Guntakal — 17 14
Madras 16 0
Cancelled from 6-4-98

No 37 — Madras — 9 0
Guntakal — 6 15
Adoni — 9 48
Tungabhadra — 12 2
Raichur — 13 10
Cancelled from 6-4-98.

No 39 - Madras — 18 40
Guntakal — 22 23
Adoni — 1 46
Tungabhadra — 4 27
Raichur — 5 45

No 4 —
Raichur — 1 0
Tungabhadra — 2 1 (Stops 8 minutes)
Adoni — 3 46 (" 21 "
Guntakal — 6 8 (" 40 "
Cuddapah — 16 25

No 14 - (Mail)
Raichur — 15 . 0
Kosgi — 15 37
Adoni — 16 41
Guntakal — 18 . 0
Madras — 5 45

same date the Agent was requested to cancel No. 4 train and to substitute No. 32 for it if possible. It will be seen from the attached copy of his telegraphic reply that this cannot be done at present, but that every thing will be ready for plague inspection at Tungabhadra from the 18th instant. The Agent has been informed that under the circumstances the arrangements proposed by him will suit.

Francis K. Spring
Joint Secretary.

Will you kindly let me know what the Agent means by saying "up Mail & No. 4 can be altered from 18th?"

H. Tremenheere
Ag Sec L & M.

He only means that their detailed timing can be altered so as to allow of the necessary halt at Tungabadra for plague inspection.

Francis K. Spring
Jt. Sec. PWD.

14/4/98

Kindly let me know whether you cannot see your way to altering the timing of the night train so that it might reach Tungabadra at 5.30 instead of 2.9.-? In a

[illegible]

Seems to be very difficult, but it would facilitate Plague Inspection immensely.

H. Tremenheere
Ag Sec L & M 14.4.98

I have ordered Mr. Sewell, Dy. Cn. Eng. to interview the Traffic Manager of the Madras Ry. with a view to if possible inducing the Agent to reconsider his decision about the night train. We have no control in such matters over this old Guaranteed Railway except moral influence. The trouble is that No. 4. is said to be an important through train and a well paying one. which they don't want to alter.

F.K.S.
14/4/98

(Office Await J. Secy's further reply for four days
H.T.
15.4.98)

Kindly let me know the result of Mr. Sewell's interview with the Traffic Manager of the Madras Railway.

H. Tremenheere.
Ag Secretary to Govt, L & M Depts

Toongabudra papers — were not the proposal for stopping the trains dropped? File

8/4
7/6/8

G.O. 20536 P d/ 3rd 6-98 is submitted. It deals with the question of altering the Hospet night train with a day train. Mr. Spring's notes on the file, especially that dated 25-5-98 relate also to the night train at Tungabhadra. The file relating to the latter has not yet been ~~[illegible]~~ finally disposed of and is still pending in the Ry Branch.

~~7/6/98~~

7/6/98

My dear Spring
Please see office note above.
Yours
S.A.

Dy. Secy

Local & Munl. (1898) Department.

office note
~~CURRENT~~ No. 78

From The P. W. Deptt, Railway Branch

Order

No.

Dated 7-6-1898

Received 7-6-1898

Registered 7-6-1898.

Enclosures

Spare copies.

SUBJECT.

Proposing that he will authorise the Agent and Manager, Madras Railway, to alter the hour for the local train leaving Raichore from 1.0 to 0.45 O'clock so as to allow a little more time for inspection at Tungabhadra

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Form No. 6.

Public Works Department,
Railway Branch.

OFFICE NOTE No. 7/

Dated ______ 189 .

From

THE JOINT SECRETARY TO GOVERNMENT, P. W. D. (RAILWAY BRANCH),

To

THE Sec. L & M.

Sec. L & M asks for the result of Mr. Sewell's interview with Traffic Manager Madras Ry. The result after several D.O.s and Notes was my letter to Agent, flagged X, No. 52/0. dated 4th June 98. This was crossed by Agent's letter flagged Y. 10592/491 dated 2nd June 98. which has been followed by his telegram received this morning flagged Z.

I cannot press the Agent any more in the exercise of my powers as Con. Eng.; and if the L & M. Dept do not propose for the moment to force him to afford a daylight inspection under the powers conferred by the E. D. Act, I propose to authorise him to alter the time for the local train leaving Raichur from 1.0 to 0.45 o'clock so as to allow a little more time for inspection at Tungabhadra.

F.R.S.

With P.W.D. file & papers in original

LOCAL AND MUNICIPAL DEPARIMENT.

Again G.O., dated 189 , No.

Office note ~~Current~~ No. 7 of 1898, dated 7-6-98 from the S. W. Depty Ry Branch

Current No. of 189 , dated from the

SUBJECT.
Medical inspection at Tungabhadra

FOR ORDERS.

In connection with the transfer of the plague inspection station from Guntakal to Tungabhadra, the S. W. Dept was requested to arrange

(1) for the detention of the mail train at Tungabhadra where it ~~[illegible]~~ was not stopping formerly.

(2) for altering No 4 night train (arriving at Tungabhadra at 2.1) into a day train.

(1) has been settled. As regards (2) the Madras Railway Company at first ~~declined to~~ said it was impossible to cancel No 4 train. The Acting Secretary ([illegible]) then inquired whether the timing of this train could not be ~~to~~ altered so that it might arrive at Tungabhadra at

5-30 instead of 2·1. The ~~Ry~~ ~~Secretary~~ Consulting Engineer for Railways has been in correspondence with the Ry authorities on this point but no final settlement has yet been arrived at. An abstract of the correspondence is given in the Consulting Engineer's letter dt 4-6-98 (Flag X), in which the Agent, Madras Railway Company was reminded that "under the Epidemic Diseases "Act III of 1897 Govt have the most "ample powers to enforce your "carrying out their wishes, but as "Consulting Engineer for Railways, "I preferred, if possible, to induce you "to do what was wanted without "Govt being driven to compel you to "do so under the Act referred to". ~~With reference to this letter~~, The Agent's telegraphic reply to this letter is — "We must, I find, run No 4 train for goods from Raichur whatever ~~charges~~ changes are made for passengers, as No 32 without ~~provision~~ revision the engine cannot deal with goods traffic. It is a passenger train from Nandalur South and runs with

⊗

× Between [illegible]

"a light load. We can run No "32 for passengers if Govt "wishes and confine No 4 to "goods traffic, but as a practical "man I don't see how we can "otherwise meet medical officer. "~~Of~~ Expense to us will be heavy".

2. It is submitted that the Agent's proposal to confine No 4 train (arriving at Tungabhadra at 2·1) to goods traffic and to revive No 32 train (which was cancelled on the 6-4-98 & which was arriving at Tungabhadra at 13·6) for passenger traffic may be approved. A

3. The Agent's letter No $\frac{10592}{491}$ dt 2-6-98, flag Y proposes that No 4 train which now leaves Raichur at 1·0 & stops for only 9 minutes at Tungabhadra should start at 0·45, so ~~that~~ as to provide for a detention of 41 minutes at Tungabhadra for medical examination. B This would be unnecessary if the proposal in para 2 above is sanctioned.

4. At Hospet, the mail train from the west arrives at 1·20. The question of making it a day train has

4

has been ordered to be dropped for the present – (G.O. No 536 P dt 3-6-98 in the linked file).

Lew
8/6/98

H.M.

The proposal at A in office note may be accepted ~~if Govt. agrees with the San. Commr. (Col. ? D.~~)
~~that at the late hour~~

8/6/98

It may have to come to this if plague draws nearer – but it hardly seems necessary at present to upset the Railway arrangements as much as apparently it will to carry out the proposal at A. I would ask how many passengers come (mean av.) daily from the Raichore side to Tungabhadra by No 4 train & | C
meanwhile Wd. sanction arrangement B | D

11/6/98 Urgent

~~Forwarded to the P.W. Dept,~~

Ry Branch, for favour of making the enquiry at C and issuing the | made by wire. result still to be reported. 5/6/98
necessary orders with regard to D. | Done. See G.O. in this Dept going to-day

---

Local & Munl. (1898) Department.

office note
~~CURRENT~~ No. 8 P

From The Public Works Deptt
Railway Branch

Order

No. 42 R.M. / 0

Dated 13-6-1898

Received 14-6-1898

Registered 14-6-1898

Enclosures 6

Spare copies.

SUBJECT.

Forwarding letter from the Agent and Manager Madras Railway regarding the running of a daylight train for passengers who have to undergo plague examination at Tungabhadra.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

---

100 18-1-97.

V.E.

PUBLIC WORKS SECRETARIAT,
RAILWAY BRANCH.

Station Ooty date 13th June 1898.

No. 42. R.M / 0

No 8 P.

OFFICE NOTE.

SECRETARY TO GOVERNMENT
14 · JUN · 1898
LOCAL & MUNICIPAL DEPARTMENT

From

The Joint Secretary to Govt.,
P. W. D. Railway Branch.

To

The Secretary,
Local & Municipal Department.

Agent, Madras Railway's letter No. 10592/506, with enclosures is herewith sent to Local and Municipal Department in continuation of papers sent on the 7th June 1898 for perusal, issue of such orders as may be considered necessary under the Epidemic Diseases Act, and return.

Francis J. E. Spring
Joint Secretary.

2.

File this for the present.
K
H T
15-6-98

Keep till the reply comes from P.W. Dept
15/6

The P.W. Dept (Railway) re forwards a letter from the Agent, Madras Railway explaining his telegram quoted on page 2 of this file. The Agent writes "If you tell us plague examination cannot be conducted at Tungabhadra between 6-30 p.m. and 5-30 A.M., we will shut out passengers from No 4 train and let this train run as a goods train from Raichur, and we will send forward the passengers by No 32 train."

"We quite recognise that Govt has full power to require us to run a daylight train for passengers who have to undergo plague examination at Tungabhadra and if you say that such a train must run, No 32 and its return train shall be re-entered in the time-table"

2. The P.W. Dept (Ry) has already issued a G.O. (C. No 885-P) stating that "Govt does not see fit at present to order that passengers from Raichur× shall

only

× Raipur in original

ly arrive at Tungabhadra by daylight". Perhaps the Hon. M. did not intend that this order should be issued before considering the reply to his query at C, page 4.

Leng
15/6/98.

The Ry Dept is requested to communicate the result of the enquiry or if no reply has been received, to send a reminder for it. (vide foot of page 4).

H. 1/7/98

Leng
30/6/98

To P.W. Dept (Ry Branch) U.O.

Reply recd from Agent. vide flag K linked file.

Copy of reply from Agent & Manager Madras Railway No. 10592/595 dated 29th June 1898 is attached

Under Secretary
12. 7. 98

L & M. Dept

Please see H.M's query C at page 4. The statement flagged H gives the answer

H. M. H.T.
12 7 98

Leng.
13/7/98

The Agent, M.R.Co., does not now seem so unwilling to shut out passengers from No 4 train & to use No 32 only for passengers. When does this train start from Raichur? or does it start from Nandalur South only (see ⊗ above)? I don't understand. Also why would the change cause heavy expense to the Ry Company? The change would no doubt be a very good one, if it could be made without serious inconvenience & expense to the Ry Company. I should like the Ry Dept's opinion. The Ry Sec. (or Under Sec., if Sec is absent) had better come & speak to me, bringing a copy of the Co's working timetable

HS
19/7/98

Ho.
E Ilk Dept
Please return one copy papers when done with.

1/8/98

Forwarded to the P.W. (Railway Branch) with ref to H.M's note on page 6.

H. Tremenheere
19.7.98.

Leng
19/7/98

Return to L. & M. Dept. with all papers, and with a note dated 18-7-98, which has been seen by the Hon M., but which he wishes to be sent to him again through L & M. Dept.

Francis J. E. Spring
23/7/98

S.A. Bring with Coll'r's report about Hospet; it will come very soon. H.T.
25 7 98

Form No. 18

COPY of a communication from the Agent and Manager, Madras Railway, to the Consulting Engineer for Railways, Madras, No. $\frac{10592}{595}$ dated 29th June 1898.

With reference to your telegram of the 14th instant, I have the honour to confirm my telegram of date as follows:-

"Your telegram of 14th average "number of passengers daily "by No 4 train 67 statement fol"lowing"

I enclose statement showing the number of Passengers booked from Raichure and Malinari by No 4 train from 1st to 26th June 1898.

ement shewing the number of Passengers booked fro
nd Matmari by No 4 train from 1st to 26th June 1898.

Date		No of Passengers		Total
		Raichur	Matmari	
June	1	15	"	15
"	2	27	1	28
"	3	35	"	35
"	4	14	5	19
"	5	36	2	38
"	6	70	3	73
"	7	135	14	149
"	8	89	9	98
"	9	68	8	76
"	10	106	24	130
"	11	38	8	46
"	12	73	20	93
"	13	39	1	40
"	14	76	7	83
"	15	70	13	83
"	16	62	3	65
"	17	53	5	58
"	18	25	6	31
"	19	76	4	80
"	20	39	4	43
"	21	62	5	67
"	22	64	16	80
"	23	93	2	95
"	24	83	13	96
"	25	40	4	44
"	26	78	6	84
				26) 1749 (63 166 89

N.B. The Raichur figures include passengers holdin
through tickets and those actually booked at that station

Raichur

7 18

Government of Madras

Local and Municipal Dept.

—

Read-again the following papers:—

G.O. No 201P dt 14.3.98.

Abstract Stating that the Government of Bombay will be addressed as to whether the time-table of the Southern Mahratta Railway may not be altered so that trains may arrive at Hospet during day light for facility of plague examination.

—

G.O. No 536 P dt 3.6.98.

Read the following paper:—

Letter from the Secretary to the Govt of Bombay, P.W.D (Ry branch) to the Joint Secy to the Government of Madras, P.W.D (Ry Branch), dated Mahabaleshwar, 28th April 1898, No 2-P.

With reference to your letter No 433-Ry. dt 21-3-98 I am direct

Fri 773 P 8 & 8

to forward, herewith, a copy of a letter No. 7952/3139 d/ 30-3-98, from the Agent Southern Mahratta Ry Company together with a copy of its enclosure from which it will be seen that the train service of that railway cannot without very great inconvenience be altered so as to admit of the train which reaches Hospet at 1.20 in the morning arriving at that Station at a later and more convenient hour for the plague inspection.

Enclosures

Letter from the Agent, S.M. Ry Co. to the Consulting Engineer for Railways, Bombay, No. 7952/3139 d/ 30-3-98.

With reference to letter No. 433-Ry d/ 21st instant, from the Joint Secy. to the Govt of Madras, P.W.D (Ry) and enclosures, copies of which were received under your endorsement No. 2424 d/ the 24th idem, regarding alteration of train service on

on the Main line to allow of medical examination of ~~Ry~~ passengers at Hospet taking place by day light, I have the honour to forward herewith a copy of our Traffic Manager's letter No. T.98/98 of the 29th idem on the Subject, and to state that I concur in the views therein expressed.

Letter from the Traffic Manager S.M. Ry, to the Agent, S.M. Ry, No. T.98/98 d/ 29.3.1898.

In reply to your No. 7979/3016 of the 28th instant, I beg to say that if the wishes of the Madras Government were complied with we should require to alter the whole service from Hubli to Bezwada and would have no connections with our own main line at Hubli or we should have to alter the service between Hubli and Guntakal and have no connection with the main line on either side. We should also have to alter the trains on the Bijapur branch.

The traffic past Hospet is not very large and as no great difficulty is experienced at Rajewadi and Harihar where trains are now examined in the dead of night, I do not see why there should be any difficulty at Hospet.

To alter the trains in the manner proposed would cause very considerable inconvenience and I feel sure the Post Office people would object. But even if they did not, I think we should not accept the change unless very much better reasons were advanced than those mentioned.

—

No 18 R.M/O d/ 7-5-98

Transferred to the Local and Municipal department with reference to its Proceedings No. 201 P d/ 14-3-98.

(Signed) Francis J. E. Spring
Joint Secy

Order No. 536 P mis. d/ 3-6-98

Recorded with the remark that the Collector of Bellary or the Sanitary Commissioner may re-open the matter of the passage of trains past the inspection Stations at night time is found seriously to interfere with efficient inspection, or if the plague should approach this Presidency nearer. In the meantime, the inspecting medical officers at Hospet and Tungabhadra should be informed that they have authority to remove passengers from the trains and to detain them until the next train for disinfection.

(Signed) G. S. Forbes
Secy to Govt.

To
The Collr of Bellary
" Sanitary Commr
" P.W.D (Ry Branch)

—

G/o No 567 P d/ 11-6-98.

[Print only heading of the order]

—

Read

Read also the following papers:—

G.O. No. 810 Ry, dt 14th June 1898.

The proposal contained in letter No. $\frac{10592}{491}$ dt 2nd June 1898, from the Agent and Manager Madras Railway, to alter the hour of starting of the 10 o'clock train from Raichur to 0-45 o'clock, is hereby sanctioned so as to allow of more time for plague inspection at Tungabhadra.

2. Government does not see fit at present to order that passengers from Raichur shall only arrive at Tungabhadra by day light.

(True Extract)

(Signed) Francis J. E. Spring
Joint Secretary

To
The Local & Munl dept
" Agent and Manager, M.R.
" Consulting Engineer for Rys, Madras.

Letter from the Agent and Manager Madras Railway to the Consulting Engineer for Railways, No. 10592/506 dt 7-6-98.

I have the honour to reply to your No. $\frac{52}{0}$ of the 4th instant.

My No. 10592/491 of the 2nd idem on the subject of your letter appears to have crossed yours under reply.

I spent an hour at the Central Station last evening and telegraphed to you direct from there before I left as follows viz— "Yours 52 of 4th crossed "mine of 2nd. We must I find run "No. 4 train for goods from Raichur "whatever changes are made for "passengers, as No. 32 without revision "throughout cannot deal with goods "traffic. It is a passenger train "from Nandalur South and runs with "a light load. We can run No. 32 for "passengers if Government wishes con-"fining No. 4 to goods traffic but a "a practical man I don't see how we "can otherwise meet. Medical Officer "Expense to us will be heavy." No 4 train is very heavily loaded when it leaves Raichur and its load consists ~~mainly~~ mostly of through foreign wagons for Madras, Jalarpet, Salem and Bangalore. Our object is to get this traffic forward as soon as possible as much of it is competitive traffic, and the train is arranged to fit in with the 5-30 A.m train at Arkonam on the following morning. No 32 train is a mixed train up to Nandalur only but as it travels with a smaller engine it is not as is the No 4, looked upon as a heavy goods train. From Nandalur South No 32 train runs as a passenger train. No 32 is a useful train to shunt at road side stations but it is not expected to carry foreign goods traffic. We have run the train twice as an

E train. I find since we attempted in the middle of April to reduce expenses.

If you tell us plague examination cannot be conducted at Tungabhadra between 6-30 P.m and 5-30 A.m, we will shut out passengers from No 4 train and let this train run as a goods train from Raichur and we will send forward the passengers by No 32 train.

We quite recognise that Government has full power to require us to run a daylight train for passengers who have to undergo plague examination at Tungabhadra and if you say that such a train must run, No 32 and its return train shall be re-entered in the time table.

In returning the enclosures to your letter I beg to say you may accept my assurance ~~that most~~

"a practical ma

to mislead your office or to place you in a wrong position with the other departments of the Govt.

Memorandum No. 64 P d/ 14-7-98

With reference to G.O. No. 536 P d/ 3-6-98, the Collector of Bellary is requested to report urgently through the Sanitary Commissioner whether the spread of plague in Hubli and in Belgaum district renders it advisable to re-open the question of having daylight inspection at Hospet.

(Signed). H. Tremenheere
Secy. to Govt.

with

Letter from the Sanitary Commr. for Madras to the Secretary to Govt. Local & Munl. Dept., No. 1674/S d/ 29-7-98.

the honour to forwa

Collector of Bellary and to state that I concur with his opinion. I have lately visited Hospet and taken part in the inspection of trains at that Station and can certify that inspection at night with the aid of one or two weak lamps on an exposed railway platform is neither efficient nor expeditious.

Letter from the Collector of Bellary to the Secretary to Govt. Local and Municipal dept. through the Sanitary Commissioner, Ref on C No. 899-P d/ 25-7-98.

In Continuation of my letter Ref on C No. 899-P d/ 21-7-98 promising to reply at an early date to your memo. 64 P d/ 14-7-98, I have the honour to submit the following remarks:—

There is no reason to think that the medical inspection at

Hospet of railway passengers entering this district from the Bombay Presidency is less efficiently carried out than at the time of the issue of G.O. 536 P. mis. d. 3-6-98 when Govt was not prepared to insist on the change in their train service on the Hubli-Guntakal line by the Southern Mahratta Railway Company, nor has the plague approached this Presidency nearer since that date. On the other hand, the plague is increasing most alarmingly at Hubli, the latest return received this morning by Surgeon Captain Pereira direct from the Collector of Dharwar showing no less than 35 attacks and 20 deaths in one day, and it is therefore necessary that every possible precaution towards preventing the introduction of the disease into this Presidency should be taken. Feeling sure as I do that inspection

made at night by lamp light can under no circumstances be so efficient as daylight inspection, I beg to recommend that the question of having daylight inspection at the frontier be re-opened.

—

Sanitary Commissioner's report, dated 30th July 1898, No. 1692-S, on plague arrangements in Bellary.

* * *

3. [Here enter portion portion of para 3, page 3, marked] in G.O. 767 P. d. 8-8-98.

—

Order No. 773 P. d. 8-8-98.

The Government has considered the representations made by the Madras and Southern Mahratta Railway Administrations and has resolved not to insist on their revising their time tables so as to arrange for daylight inspection of trains at Tungabhadra and Hospet. The Railway authorities are however as much interested as Government in keeping out plague from this Presidency, and it is absolutely essential that they should afford every facility to the inspecting staffs at both the stations in order to ensure as thorough and efficient an examination as possible. H.E. the Governor in Council accordingly directs under the E.D Act, 1897 that the Agent S.M.Ry Company shall immediately erect at Hospet at the cost of the Railway Company an inspection shed similar to that erected at Tungabhadra by the Madras Railway Company in accordance with G.o 567 P dt 11.6.98 and that at both the places, the Railway authorities shall light the platforms and the inspection sheds to the entire satisfaction of the medical officers in charge and the Sanitary Commissioner. The Collector of Bellary is requested to report in due course of the action taken upon this order.

2. Though the inspecting medical officers have yet made no complaint on the score of broken rest, a fact which does them credit, the Government recognizes the hardship in requiring them to conduct at almost the middle of the night a monotonous and undue examination of several hundreds of passengers every day. The staff must always be kept in an efficient working condition, and to ensure this, it should be strengthened so that it may be divided into two sections, and the division of the duties (appertaining to both inspection and camp works) should be so arranged that each section may if possible have night duty only on alternate days. The following establishment seems required for this purpose —

At Tungabhadra	At Hospet
Two inspecting medical officers.	Two inspecting medical officers
Two inspectresses.	Two inspectresses
Four hospital Assistants	Two hospital Assistants
Four clerks	Two clerks

The Collector of Bellary is requested to obtain and post the additional Subordinate Staff at once, and as regards the inspecting medical officers, the Surgeon-General is requested to report whether he can send without delay a Second Commissioned Medical Officer or an English doctor to Hospet and whether the present Assistant Surgeon at Tungabhadra can be allowed to conduct the inspection of trains alone taking turns with Surgeon Major Hakim. If not arrangements should be made for obtaining competent officers from the grade of pensioned Assistant Surgeons or other suitable class 3

Commissioner. The Collector of Bellary

3. The Collector of Bellary should report what accommodation is available or required for the additional Staff proposed in para. 2.

(True Extract)

Sd/ H. Tremenheere
Secretary to Govt.

To

The Agent & Manager, Madras Ry. 6 } Despd. 30/8/98
" Agent, S. M. Ry. 1
" Collector of Bellary 1 (A, B, C, F, G, H, K, L) 7 Bs
" Surgeon-General 1 /3
Despd 30/8/98 " Sanitary Commissioner /31
" P. W. D. (Ry. Branch)
" Public dept. 1

Copy to all Collectors. (A) Despd 31/8/98

Despd 30/8/98 Accountant General 11
Jt. M. C. Madras 6

Endorsement No. P. 61

Copy to the Govt. of Bombay General dept. – Plague. Despd 30/8/98

Secy. to Govt.

3. The Collector of Bellary shoul
report what accommodation is
available or required for the ad-
ditional staff proposed in para
(True Extract)
Sd/ H Tremenheere
Secretary to Govt.

To

The Agent & Manager Madras Rly
Agent S.M. Rly
} O.N. 30/8

Collector of Bellary (A B C D E F G H K L)
Surgeon General
Accountant General
P.W. Dept
Public Dept
} O.N. 30/8/98

Copy to the Collectors (A)
Accountant General
} O.N. 30/8/98

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31-8-98

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Again G.O. No. 18 Dated.

Current No.

Enclosures to C. No.

of Government

iter of Government

Statement with ditto.

Papers not filled up being meant for despatch in original.

N.B.—
A = Print in full.
B = Not to be printed.
P = Print abstract only.
Q = Print heading only.