

(1) Number of pages 16

(2) Date of repair 11-9-42

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. <u>46</u>	Press <u>Mis.</u>
<u>202210</u>	
Dated <u>9-2-</u> 18 <u>64.</u>	

Not to be folded or roughly handled

11

*Proceedings of the Madras Government, Public Works Department,
9th February 1864.*

No. 209. Read the following Proceedings of the Madras Government in the Financial
Railway Department :—

Requesting that orders may be issued for the erection of
a Choultry for Native Travellers in the neighbourhood of
the Coimbatore Railway Station, and for the immediate
removal of the Parcherry at its gate. } (Here enter 2nd February 1864, No. 62.)

No. 210. ORDER THEREON, 9th February 1864, No. 410.

1. Communicated to the Superintending Engineer, 7th Division, with reference to G. O. No. 3,571, dated 4th December 1863.
2. The building should be at once proceeded with, a Plan and Estimate being in the mean-
time submitted for the sanction of Government.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 7th Division.

- „ Controller and Auditor of Public Works Accounts.
- „ Accountant General.

FINANCIAL RAILWAY DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following papers:—

From Captain P. P. L. O'CONNELL, R. E., Consulting Engineer for Railways; to A. J. ARBUTHNOT, Esq., Chief Secretary to Government, Fort Saint George, dated Madras, 27th January 1864, No. 43.

Referring to the Orders of Government of the 12th and 14th instant, I have the honor to forward a Report from Captain Lindsay on the stations on the North West and South West Lines. Dr. Mackay's Report will, I conclude, be submitted through the Principal Inspector General of the Medical Department.

2. Dr. Day in his letter to the "Madras Times" newspaper, while complaining generally of the filthy state of the Railway stations between Madras and Coimbatore, adverted specially to the "Vellore station," and stated that it "was disgusting in the extreme."

3. The Acting Traffic Manager, Mr. Dartnell, in his letter of the 13th instant, No. 10, to the address of the Agent, does "not hesitate to say that the complaint against Vellore station without foundation." In looking over the premises he found as he always found "the waiting-rooms, offices, platform, urinals, and compound in a neat and clean condition."

4. The Consulting Physician Dr. vanSomerén, who inspected the station between Arconum, and Tripatore, states in his letter of the 16th instant, No. 152, to the address of the Agent, that "the waiting-rooms and privies at Vellore were remarkably clean and pure, and their condition unexceptionable."

5. Captain Lindsay in his Report states that:

"The Ladies and other waiting-rooms and station buildings generally very clean; privies and urinaries were clean on the occasion of my visit with Dr. Mackay, but not so at the time of my former inspection when they were extremely dirty."

6. It is obvious from the statements of the three gentlemen, from whose letters I have quoted, that the assertion in the "Times" newspaper of the Vellore station being "disgusting in the extreme," is not correct. But from what Captain Lindsay states, the privies and urinaries, were no doubt in the state described in the newspaper.

7. I shall now endeavour to summarize the report on the condition of the other stations on the two lines:—

South West Line.

Madras....	Clean.....	Walls discolored and dirty looking.
Perambore.....	do.	Ladies' room and station buildings want white-washing; ground in the vicinity excessively dirty.
Avady.....	do.	
Arconum	do.	Privies and urinaries not clean on first inspection.
Arcot.....	Tolerably clean.	South side of Railway enclosure dirty.
Goriattun.....	Clean.	
Mailputty... ..		
Amboor.....		
Vaniembady... ..	do.	The Ladies' rooms were dirty on first inspection.
Tripatore.....	Tolerably clean..	Privies, &c. very dirty on first inspection, but clean on the second; compound far from clean.
Samulputty.....	Clean... ..	Urinaries dirty.
Morapoor.. ..	do.	
Mullapooram... ..	do.	
Shevaroy Hill... ..		On first inspection the privies at both stations were very dirty.
Salem.....	do.	Privies and urinaries far from clean on first inspection; compound dirty, and ground in rear extremely dirty.
McDonald's Choultry }	do.	Neighbourhood of stations not clean.
Senkerrydroog... ..		
Errode.....	do.	Requires white-washing. Neighbourhood not clean, and dirty huts erected within the enclosure.

Perandoray.....	Clean	Ground in the vicinity dirty.
Watkalee.....	do.	
Avenashy.....	do.	
Somanoor.....	do.	
Coimbatore.....	do.	One of the privies dirty.
		In want of white-washing; privies and urinaries on first inspection very filthy; ground within enclosure dirty, and in many places filthy in the extreme.
Maddikerry.....	do.	Privies used for other purposes.
Conjcode.....	do.	Neighbourhood generally untidy.
Paulghat.....	do.	Ground in rear of station dirty.
Purley.....	do.	Urinaries in an unfinished state.
Luckady.....	do.	
Watapoliem.....	do.	
Shoranoor.....	do.	
Puttamby.....	do.	
Coimpooram.....	do.	The privies and urinaries dirty.
Tirur.....	do.	
Tanoor.....	do.	
Perpengady.....	do.	
Beypore.....	do.	
		Station in a state of confusion, in consequence of the erection of an upper story.
		North West Line.
Tirutany.....	Clean.....	
Naggery.....	do.	
Puttoor.....	do.	
Poody.....	do.	Compound untidy.
Tiruputty.....	do.	

8. From this it will be observed that with the exceptions noticed of the privies and urinaries being dirty, the Station-houses as a rule were found clean by Captain Lindsay on his first, as well as his second inspection. Hence the statement in the "Times" newspaper of the stations between Madras and Coimbatore being generally in a "filthy state" is also not correct.

9. In reference to the privies and urinaries on the South West Line, I have to remark that the designs were adopted at a time when there was not sufficient experience, as to what the requirements of Native travellers would be. The designs, moreover, followed more the European style. But as experience had shown them to be unfit, the plans were improved upon very considerably, as will be seen from the accompanying drawings.

10. For the Coimbatore station, Government sanctioned in Order, dated the 24th December last, a sum of Rupees 4945 for privies, latrines and urinaries. The designs for each, in respect to the persons for whose use they were intended, are all unexceptionable.

11. But I see no objection to the adoption of the improvements suggested by Dr. vanSomeren and Captain Lindsay, and to separate latrines being constructed for the use of Native passengers.

12. It is evident from Captain Lindsay's report that the accommodations on the South West Line, although defective in design to meet the wants of Natives, are not so defective that they cannot be kept clean. Their want of cleanliness appears to me to be due either to the want of an adequate establishment, or to gross negligence on the part of the persons nominated to keep the places clean.

13. Government have sanctioned a sweeper for each station, but the Acting Traffic Manager, from motives of economy, reduced the total number on the line. I was aware of the circumstance, but did not interfere, it being one connected with the details of management. I concur, however, with Dr. vanSomeren that the arrangement is objectionable, and that "it is impossible for one man to attend to two privies so far apart satisfactorily. Each station should have its own scavenger." At large stations as Arcunum, Tiruvellore, Arcot, Vellore, Tripatore, Salem, Coimbatore, Paulghat, and Beypore, there should be at least two sweepers to each station, whose duty should be to clean up the privies and urinaries immediately after the arrival and departure of each train. The night soil should in all cases be removed to some spot away from the stations.

14. Considering the state of the Coimbatore, Salem, and Tripatore stations at present, I would recommend that until proper accommodation is provided at each station, there should be two additional scavengers appointed for each place in excess of the number to be retained permanently.

15. Captain Lindsay remarks upon the neighbourhood of some of the stations being dirty. The Railway Company cannot be expected to keep it clean; and I would suggest, therefore, that provision be made in the Public Works Department for the maintenance of an establishment at each of the stations named in paragraph 13 for the purpose of keeping the ground clean.

16. I would also suggest that provision be made in the same Department for the construction of Choultries for Native travellers at Arcunum, Tiruputty, Arcot, Vellore, Salem, Paulghat and Beypore. They should be erected at about 400 or 500 yards from the station, which may be provided with larger bells than those now in use, in order that the sound may be distinctly heard at the Chuttrums. One cause of the dirt at stations is the want of punctuality on the part of Natives: with their habits they are obliged to come to stations distant from towns over-night, otherwise they would never feel sure of reaching a station before the train starts. I do not recommend a Chuttrum at Tripatore, as on the opening of the Bangalore Branch line, accommodation would most probably be found to be required at Jalarapett, the junction station, instead of at Tripatore.

17. I would recommend in conclusion that the reports of Dr. Mackay and the Officers of this Department, together with the orders Government may pass thereon, be communicated to the Agent and Manager, in view to his carrying out the suggestions contained in them.

From Captain J. G. LINDSAY, R. E., Deputy Consulting Engineer for Railways; to Captain P. P. L. O'CONNELL, R. E., Consulting Engineer for Railways, dated Madras, 26th January 1864, No. 4.

I have the honor to report that, in accordance with the instructions contained in your letter, No. 6 of the 15th January, I have inspected all the principal stations on the South West and North West Lines of the Madras Railway in company with Dr. Mackay, the Medical Officer nominated by the Principal Inspector General of the Medical Department, pursuant to Government Order, No. 18 of the 12th January 1864.

2. Before giving a detailed account of the state of the different stations, I will make a few remarks, which apply generally to all the privies and urinaries on the line.

3. The privies are, in almost every instance, close, dark, and badly ventilated; at some stations when the privy door is shut, there is absolutely no opening whatever for air or light; as long as this is the case, it is out of the power of Station Masters to keep the places clean. The rattan commodes which are provided are ill-suited for the purpose, and the number is insufficient; the fact of all classes of Natives being admitted to the privies is enough to prevent all chance of their being kept in that state of cleanliness in which 1st Class passengers would like to find them.

4. The urinaries also are, in my opinion, faulty in construction, and totally inadequate to the requirements of the passengers, they are as a rule devoid of the means of effective drainage; and the chunam flooring (in itself unsuited for the purpose) not formed so as to ensure the running off of the urine.

5. At Royapooram I found the correct amount of furniture, all in good repair, the Ladies' room clean, but the walls much discoloured; the 2nd Class Ladies' room and Gentlemen's room are being used for other purposes, and not available for the public. The privies and urinaries clean, boards indicating their position are being prepared; the station building generally was clean, but it is a pity that the walls do not admit of white-washing, as they are discoloured and dirty looking in many places. The station compound was as clean as the presence of so many carts and bullocks can be expected to admit of.

6. *Perambore*.—Two chairs and one commode wanting; the urinaries at this station were found to be clean, but in a position quite inaccessible to the general public; there are no privies. The Ladies' room, and station buildings are much in want of white-washing; the ground in the vicinity of the station is excessively dirty, and within the enclosure filthy; the sweepings from the station are apparently thrown down close to the building. Natives seem to be allowed to sleep in the back Verandah, which does not tend to increase the cleanliness of the station. I may here remark that the size of the platform at this station appears to be quite inadequate to accommodate the number of passengers, European and Native, who make use of it.

NOTE BY CONSULTING ENGINEER,

The Railway authorities had it in contemplation for several years past to abandon the Perambore Station, and to have a station for passengers more in the heart of Madras, consequently expenditure at this station has been restricted. In August 1862, however, an estimate for Rupees 2701 was sanctioned for a temporary timber platform, which has been put up.

(Signed) P. P. L. O'CONNELL,
Consulting Engineer.

7. At *Avady* the furniture was found correct, and the station clean. The remarks in paragraph 2 apply to the privies and urinaries at this, and all other stations, the fact of their faulty construction in the first instance rendering it impossible for them to be kept free from a smell more or less offensive.

8. *Arconum*.—I found two chairs wanting in the Gentlemen's room, and the bath-room attached applied to other purposes; the Ladies' room was clean, and properly furnished, with the exception of two basins which were removed; the privies and urinaries clean, although they were not so on the occasion of my former inspection. The ground in vicinity of this station is clean, but care is not taken to remove the sweepings to a sufficient distance.

9. *Arcoot*.—Two chairs were found to be missing; the privies and urinaries, besides being open to all the objections before enumerated, are placed in such a position as to be useless to passengers; the station buildings are tolerably clean; the south side of the Railway enclosure was found to be very dirty.

I do not consider the position of the privies, &c., to be such as to render the buildings "useless." That such is not the case is proved from the dirty state in which they were found by Dr. van Someren.

(Signed) P. P. L. O'CONNELL,
Consulting Engineer.

10. *Vellore*.—Furniture found correct, with the exception of two chairs missing from the Gentlemen's room. The Ladies' and other waiting-rooms and station buildings generally very clean; privies and urinaries were clean on the occasion of my visit with Dr. Mackay, but not so at the time of my former inspection, when they were extremely dirty. The enclosure on north side of Railway is very dirty, the sweepings of the yard having been allowed to accumulate, and remain on the ground for a long time past.

11. The stations of *Goriattum*, *Mailputty*, *Amboor* and *Vaniembady* were all found clean in every respect, the only exception being in the case of the Ladies' room at the last named place, which was dirty when I first inspected it.

12. *Tripatore*.—One chair wanting; the privies and urinaries I found very dirty on the occasion of first inspection, but clean at the time of my recent visit. The Railway compound is far from clean, Native huts and other buildings are allowed to be erected, around these much dirt must necessarily accumulate. Station buildings tolerably clean.

13. *Samulputty*.—Benches for Natives not visible, privies clean, urinaries dirty, station buildings and neighbourhood clean.

14. At *Morapoor*, *Mullapooram* and *Shevaroy Hill* stations the privies, urinaries, &c., were found to be clean; the station buildings and ground in the vicinity also clean. On a former occasion I found the privies at Mullapooram and Shevaroy Hill stations very dirty, those at the former apparently being never cleaned.

15. At *Salem*. I found three chairs and one wash-hand basin wanting in the Ladies' room; also the ventilators of bath-room broken, the privies and urinaries clean, station buildings clean, but the compound dirty, and ground in rear of the station extremely dirty. At this station also I found a marked improvement in the state of the station, the privies and urinaries being far from clean when I first inspected them.

16. *McDonald's Choultry*.—Privies and urinaries quite clean, station buildings clean, neighbourhood of station not clean; the same observations apply to *Senkerrydroog*, where also four chairs were wanting.

17. *Erode*.—Three chairs missing; privies and urinaries clean; station building require white-washing; the neighbourhood of the station is not clean, dirty huts being allowed within the enclosure. As this will become an important station on the junction being effected by Great Southern of India Railway, it is important that the compound should be kept free from buildings of an objectionable description.

18. *Perandoray*.—Privies and urinaries clean; station buildings also clean; but ground in the vicinity of station dirty, irregular buildings allowed to be erected within the Railway boundaries.

19. *Watkullee* and *Avenashy* stations were found clean in every respect.

Somanoor was the same, with the exception of one of the privies which was dirty.

20. *Coimbatore*.—It is imperatively necessary that immediate steps should be taken with regard to this station, not only to remove the actual filth, with which it is at present surrounded, but to prevent a recurrence of the present state of things, by providing means to ensure the requisite sanitary measures being carried out for the future.

21. It is the only station on the Madras Railway, the state of which I have found to be correctly described by Dr. Day's words; but to it certainly strong terms are applicable, and strong measures are necessary to prevent serious consequences.

22. When with Dr. Mackay I found the privies and urinaries clean; but on former occasions I have always found them very filthy; but the accommodation afforded to the public is so very inadequate, and the buildings so particularly badly constructed, that it would be unfair to attach blame to the Station Master in charge.

23. The back Verandah of the station has, on every occasion of my seeing it, been closely packed with sleeping Natives, and the smell there most offensive; there is no other place for intending travellers to go to, and humanity, as well as unwillingness to drive these passengers away, combine to induce the Railway authorities to submit to the nuisance. The Station buildings, as far as mere sweeping is concerned, are clean, but much in want of white-washing; the furniture was found correct.

24. The ground within the Railway enclosure was dirty, and in many places filthy in the extreme, the crowds of Natives congregated at the station having covered the adjacent ground with most noxious matter. Immediately outside the compound gate there is a collection of dirty and objectionable mud huts built in a low position, and without any means of drainage; and on the south side of the station at a distance of about 400 yards there is a small village which is gradually encroaching towards the station; it is described as a perfect hot-bed of cholera, and filthy in the extreme.

I was informed that five of the Railway employes or their servants have been attacked by cholera since 1st January, and ten within the last two months.

25. *Maddikerry* station I found clean in every respect, but the privies used for other purposes.

26. *Conjecode*.—Privies and urinaries clean, but the outside dirty, and neighbourhood generally untidy.

27. *Palghaut*.—Privies and urinaries clean; ground in rear of station dirty.

28. *Purley*.—Urinaries in an unfinished state; privies, station buildings and ground in the vicinity clean.

29. *Luckady*, *Wotapolliem*, and

30. *Shoranoor* stations were found clean in every respect, a room for ladies is being prepared at the last named place.

31. At *Puttamby* and *Cootipooram* the privies and urinaries were found dirty, the rest of the buildings clean.

32. *Tiroor*, *Tanoor*, and *Perpengady* all clean.

33. *Beypore* station is at present in a state of confusion, as an upper story is being built for the purpose of an Hotel; the furniture I found all correct, and the privies and urinaries clean; at this and the other large stations on the line there are no latrines for the Native employes, which I think there ought to be.

34. On the North West Line at *Tirutany* and *Naggery* I found the privies and urinaries, station buildings, and ground in the vicinity quite clean.

35. *Puttoor* station was also free from impurities, but the compound untidy, the drainage from the urinary is made to come out on the platform; it is fortunately but little used.

The urinary is not the one sanctioned as per plan No. 202. It is one attached to the out-houses of the Station.
(Signed) P. P. L. O'CONNELL,
Consng. Engineer.

36. At *Poody* there are no privies or urinaries; the station buildings and ground in the vicinity were clean.

37. At *Tiruputty* every thing was particularly clean, and the furniture correct.

38. I consider that at present the privies and urinaries are only sufficient for the accommodation of European passengers, and that if they are altered, proper attention paid to their ventilation and drainage, and Natives excluded from them, the different Station Masters on the line will find no difficulty in keeping them pure. The walls of privies above seven feet should be perfectly open, all, or nearly all round, only sufficient masonry for the support of the roof being left; small round holes, or bits of venetian shutters do not afford sufficient ventilation, and cells without any opening are unbearable.

39. The flooring of urinaries requires great attention, it should be formed of dressed stone, or, if under cover, of asphalt; and one uniform and approved plan should be adhered to.

40. For Native passengers latrines should be provided, as constructed for the Native community in Madras by the Municipal Commissioners; simple walled enclosures, with a flooring of sand, well exposed to the deodorising action of the sun, is all that is necessary, the dimensions varying according to the number of passengers frequenting the different stations. The upper soil will have to be removed at stated intervals, but I do not think that much extra labor will be entailed.

41. The following Sweeper Establishment is maintained for purposes of conservancy.

1	Sweeper at	Beypore.
2	Do. at	Coimbatore.
1	Do. at	Tripatore.
1	Do. at	Salem.

All other stations have one sweeper between every two.

42. With regard to Coimbatore station I would recommend that immediate measures be taken for building the Bungalow and Choultry lately sanctioned, and that great care be taken in choosing sites for the same; at the same time a fixed plan should be adhered to, in the construction of the Native buildings forming the bazaar, at the compound gate; their presence is unavoidable, and even necessary, but there is no reason why they should be allowed to become a nuisance; public latrines should be constructed outside the Railway boundaries.

43. When proper accommodation is provided for Native travellers, there will be no reason for admitting them within the compound, except at the time of the arrival and departure of trains. I would also suggest the expediency of excluding carts and bullocks from the enclosure when they are not actually engaged in loading or unloading. If the Railway authorities are of opinion that these measures cannot be carried out, and that they are unable to prevent their premises being occupied by the public at all seasons, their only alternative is to maintain such a Conservancy establishment as will enable them to keep the ground within their boundaries clean, notwithstanding the difficulties they have to labor against.

44. There is no doubt but that complaints may with justice be made regarding the state of several of the stations on the line, but I have endeavoured to show that the evil lies in the faulty construction of privies and urinaries in the first instance. On the part of the Railway authorities I know there is every desire to ensure the comfort of travellers.

From R. COLE, Esq., Principal Inspector General, Medical Department, Fort Saint George; to the Honorable A. J. ARBUTHNOT, Chief Secretary to Government, Fort Saint George, dated 29th January 1864, No. 27.

Referring to Orders of Government* I have the honor to transmit for submission to His Excellency the Governor in Council a Report from Surgeon Mackay on the sanitary condition of the Railway stations; their out-houses; and their neighbourhood—in the observations and recommendations contained in which I beg to say I entirely concur.

* Dated 12th January 1864, No. 18.
Do. 14th do. " " 22.

2. If Dr. Mackay is no longer required for this duty, I beg to be apprised thereof that his services may be replaced at the disposal of His Excellency the Commander-in-Chief.

From Surgeon G. MACKAY, M.D., L.R.C.P.; to the Secretary to the Principal Inspector General, Medical Department, dated Saint Thomas' Mount, 26th January 1864.

With reference to the Proceedings of Government, Financial Railway Department, dated 12th January 1864, and Extract from Orders by the Principal Inspector General, Medical Department, dated the 16th instant, I have the honor to report that in company with Captain Lindsay, Deputy Consulting Engineer for Railways, I have visited the stations on the Line of Railway from Madras to Beypore and those on the North West Branch from Arcunum to Tiruputty. I shall first state the sanitary condition in which I found each station, and then add some general remarks and suggestions more or less applicable to all.

2. *Madras; Royapoorum Station.*—The buildings require white-washing; the yard latrines and urinaries were clean.

3. *Perambore.*—Public road immediately outside the station very dirty and offensive—from cattle and apparently sheep and goats having been allowed to remain there during the night; also from the natives making use of the ground along the station wall as a latrine. Previous to the departure of the morning train, a number of natives were found sleeping in the Verandah of the Station-house; they had evidently been using the ground adjoining the house (within the enclosure) in answering the calls of nature; it was filthily, dirty and smelt most offensively; the ground within the enclosure was altogether dirty and neglected—the sweepings from the Station-house being thrown carelessly about. The Station-house is greatly in want of white-washing. The urinary is in an out-of-the-way-corner of the compound on the opposite side of the Line to that on which the trains stop, consequently perfectly useless as regards the convenience of passengers. There is no latrine; but one seat with a chatty is placed in a compartment of the urinary, clean. Latrines and urinaries, clean.

4. *Avady and Tricellore.*—Ground around the station, clean; but sweepings of the yard thrown on one side instead of being removed. The refreshment and waiting-rooms clean; but the bath-room attached to the gentlemen's waiting-room was locked up, being appropriated to some other purpose. The latrines and urinary to all appearance clean; but smelt most offensively.

5. *Arcunum.*—Neighbourhood of the station, clean; but sweepings of the yard thrown on one side instead of being removed. The refreshment and waiting-rooms clean; but the bath-room attached to the gentlemen's waiting-room was locked up, being appropriated to some other purpose. The latrines and urinary to all appearance clean; but smelt most offensively.

6. *Arcot.*—Yard, particularly on the south side of the station tolerably clean; that on the north very clean; but the smell in them very offensive.

7. *Vellore.*—Yard on the south side of the station tolerably clean; that on the north very dirty; rubbish and filth in heaps—seemingly the accumulation of some time. Buildings, clean. Waiting-rooms, comfortable looking. The latrines and urinary washed out; but wall's dirty and smelling most offensively.

8. *Gooriattum.*—Station-house, clean; also the ground around. Latrines and urinary seem little used.

9. *Mailputty, Amboor and Vaniembaddy.*—ground and buildings, clean.

10. *Tripatore.*—Yard on the south side of the station seemingly used as an encamping ground and very dirty. Station-house, clean. Latrines and urinary, smelling offensively.

11. *Samu'putty.*—Station-house and vicinity, clean. Latrines and urinary, tolerably clean.

12. *Morapoor, Mullaparam and Shervaroy Hills.*—Station-houses and vicinity, clean; also the latrines and urinaries.
13. *Salem.*—Ground behind the Station-house, very dirty. Waiting-rooms, clean; also the latrines and urinary; but the latter offensive.
14. *McDonald's Choultry.*—Ground around rather dirty and neglected looking; latrines and urinary very clean—seem little used.
15. *Sunkery Droorg.*—Ground around the Station-house, dirty. Station-house, clean; latrines and urinary look very clean—the floors being freshly white-washed; but the smell in them was very offensive.
16. *Errode.*—Ground at the back of the Station-house, very dirty. Native huts erected on it. Station-house, clean. Latrines and urinary, tolerably clean.
17. *Perunduray.*—Ground behind the Station-house, dirty—some objectionable native huts close to the Station house. Latrines and urinary, clean.
18. *Wutkallee and Avenashy Road.*—Ground around and buildings, clean.
19. *Somanoor.*—Ground around, clean. Latrines, dirty; urinary tolerably clean.
20. *Coimbatore.*—The state of this station may truly be said to be "disgusting in the extreme." The ground around the enclosure is very dirty. A native village is rising immediately outside the gate on the Coimbatore side of the station; it consists already of a considerable number of miserable huts built on a low swampy ground without any basement; whatever the inhabitants make use of the ground along the outside of the hedge round the compound as a public latrine rendering it most offensive. On the opposite side of the enclosure there is another native village of miserable huts—a few of which I understand have existed for some time; but I was informed that they are increasing in number and gradually approaching towards the station; there is no attempt at cleanliness about them, and the offensive smell from that direction is complained of by the Railway officials. The filth outside the station boundary is quite equalled by that within it. A large number of native travellers sleep in the Verandah at the back of the Station-house—there being no other accommodation for them; they use the compound freely in attending to the calls of nature, rendering it quite unsafe to walk out at the back of the Station-house; and in the morning the smell even in the Verandah was most disgusting and sickening. There was also a collection of filth in the compound from bullock-bandies being allowed to congregate there. The refreshment and waiting-rooms were tolerably clean; also the latrines and urinary, but the smell in the latter was very offensive. The accommodation at this station, both for Europeans and natives, is very insufficient—being the place where trains from the east and west arrive in the evening and remain for the night, and also the station where passengers to and from the Hills remain. The station is certainly most dangerous to travellers in its present neglected sanitary condition. Cholera has lately been prevalent in the neighbourhood; it has visited the two native villages above alluded to; and during the present month five native servants of the Railway officials residing within the compound have been attacked.
21. *Muddikurry.*—Ground and buildings, clean—the latter seem little used.
22. *Conjecode.*—Ground around the station, dirty; buildings clean—seem little used.
23. *Palghaut.*—Ground around the station, dirty; latrines and urinary very offensive.
24. *Purley.*—Ground around the station, clean; latrines, clean; urinary seems to be unfinished.
25. *Luckady.*—Ground around the station, clean; latrines used for other purposes; urinary, dirty.
26. *Wootapollum and Shoranoor.*—Ground around and buildings, clean.
27. *Puttamby and Cootipurum.*—Ground around, clean; latrines and urinaries, dirty and offensive.
28. *Tiroor, Tanoor and Perpengady.*—Ground around, clean; latrines and urinaries, clean.
29. *Beyypore.*—Ground around, tolerably clean; station house in confusion, from building going on; latrines and urinary, clean in appearance but offensive.

North West Line.

1. *Terutany.*—Ground around station house, latrines and urinaries—all clean.
2. *Naggery.*—Ground around and buildings, clean.
3. *Putloor.*—Ground around station house, latrines and urinaries, all clean; but the last so badly constructed that the contents run out on the surface of the ground at the end of the platform.
4. *Poody.*—Ground and station house, clean. No latrines nor urinaries.
5. *Tiruputty.*—Ground around station house, latrines and urinaries—all clean.
6. It must not be supposed that the state of cleanliness in which many of the stations are reported as having been found is the usual condition in which they are kept. I am quite sure it is not; in some instances the latrines and urinaries found clean on my progress westward were quite the contrary on my return; at some stations the yards were being swept up at the time of inspection; and the rubbish being collected was evidently the accumulation of some time.
7. The want of suitable accommodation in the neighbourhood for native travellers is a fruitful source of filth about some of the station houses; they sleep in the Verandahs at night, and make use of the compound in answering the calls of nature; the latrines and urinaries are totally unsuited for them; at the larger stations quite inadequate for their numbers; and when they do make use of them it is not in the European fashion for which they are intended; but they sit down on the floor according to their custom; and when water is used for cleansing these places, solid as well as fluid excrement is washed out to pollute the soil around. At many stations the native passengers may be seen leaving the carriages in much larger numbers than the present latrines and urinaries can possibly accommodate; there seems to be no attempt made to restrain them in their shameless habits; they may be seen sitting down on the ground at the nearest convenient spot, or even on the platform itself!—this is not altogether to be wondered at—for there is really no accommodation for them, and the Station Masters being generally natives themselves are not alive to the injurious consequences likely to result. At a few stations there are conveniences intended for native females only; but these are as unsuitable as those for the males. Suitable latrines for men and women separately should be provided at the stations chiefly resorted to by natives; these need not be expensive—merely an enclosure with a wall sufficiently high to ensure decency and without any roof; the floor should be made of granite, well rammed clay, or other impermeable material and covered with sand—which should be removed and renewed daily. The strictest watch should be kept to prevent the native passengers from using any other place. The latrines and urinaries throughout the Line are very faulty in construction for the use either of Europeans or natives. The latrines are generally dark; some are totally devoid of ventilation; and nearly all the others are deficient in that respect; the conveniences in them are too few and unsuitable; they are generally baskets which require the most scrupulous attention to preserve them clean. I would recommend that the latrines should be thoroughly ventilated, and provided with wooden seats and glazed earthenware pans. The flooring of the urinaries is generally made of brick and chunam, also the channel which is very objectionable, as the acid in the urine combines with the lime and forms a most offensive compound which no amount of washing can remove, and which is the cause of the offensive smell in many of these places even though to all appearance clean. Asphalte would answer well for the flooring of the latrines; but the urinaries being open large slabs of granite would be preferable as Asphalte cracks and breaks when exposed.
8. Two or three different plans are in use for getting rid of the urine; the most common is to allow it to run through a hole in the wall and expend itself on the surface of the ground, as already stated with the native habit of using these places, it is not fluid alone which is thus washed out; another plan is to conduct it into a drain which is cut for a few feet under ground, and thus it is allowed to be absorbed into the earth; at the Coimbatore Station a covered channel of this description carries it into a pit dug for the purpose only a few feet distant from the building. These plans are all bad, tending to saturate the soil in close proximity to the Station-houses, which must sooner or later prove injurious. Undoubtedly the best plan would be to have no channel at all but to use iron vessels as urinals, to be emptied into a larger covered vessel kept outside; another covered vessel of the same description

should be kept for the latrine pans to be emptied into, and both should be removed once or twice a day to a convenient spot at some distance from the station and there emptied—the liquid into a well dug for the purpose, and the solid into a trench. These vessels may all be kept free from offensive odour by being painted inside and out with coal tar to be renewed twice a week or oftener if necessary. I would recommend that the walls of the present urinaries should be scraped so as to remove all the plaster, and that they should then be made smooth if necessary with a plaster of mud painted with coal tar, and the use of lime prohibited. With these alterations the present latrines and urinaries would be amply sufficient for European and East Indian passengers. The present Scavenger Establishment, as far as I could learn, is very deficient. There is one Toty only at each of the larger stations—except Coimbatore which has two; but they are not restricted to the duty of the public Station-house only. There is but one Toty for every two of the smaller stations. It is desirable that the Verandah at most of the stations should be prolonged; it covers only a small space, and the latrines and urinaries being placed at the end of the platform necessitates a walk of some distance in the sun, which is objectionable for Europeans and particularly for invalids.

9. The cleanliness, particularly of the ladies waiting-rooms, might be better secured by a female attendant being entertained for each, whose special duty should be to see that they are kept clean and not made use of by any but the passengers for whom they are intended. This would add greatly to the comfort of Lady travellers, and such a person might be procured for a very small salary at each of the principal stations, as it might be made known that passengers are expected to pay her which would also have the effect of making her more attentive. There is one such servant at the Coimbatore station. It would be very desirable to prevent cattle being picketed at night within the compound of the stations—a suitable place might be provided for them outside, and cleanliness enjoined. The sweepings of the yards are at present I believe disposed of under a contract, and surely there should be no difficulty in making their frequent removal a part of the bargain.

10. Whatever trouble may be taken to preserve the Station-houses and their vicinity to all appearance clean, it is very certain that the present state of matters must lead to very deplorable results; the ground around each station is becoming saturated with filth—the baneful effects of which must sooner or later show themselves, and when they do it will be too late to attempt a remedy—the consequences must either be endured or the locality abandoned; the subject is therefore one of paramount importance. A long Railway journey, extending over some hours during the heat of the day in this climate, is very fatiguing; the passenger reaches the end of it exhausted, and consequently predisposed to be affected by morbid influences which makes it the more necessary that sanitary precautions should not be neglected, which they certainly are at present.

11. Prickly Pear has been planted to some extent to mark the boundary line; it is desirable that it should be rooted out at once. A narrow strip of this plant cannot be very injurious; but it is impossible to prevent the seeds being scattered about; and it spreads so very rapidly that in a few years it will be most difficult to eradicate it.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company; to Captain P. P. L. O'CONNELL, R. E., Consulting Engineer for Railways, dated Madras, 28th January 1864, No. 60.

I have the honor to submit, for the information of Government, copy of a report from Mr. Stutz, this Company's Apothecary at Coimbatore, with reference to the filthy condition of the Parcherry situated outside the compound at that station, and trust that His Excellency the Governor in Council will be pleased to direct the Collector at Coimbatore to issue instructions for the removal of the nuisance complained of.

From Captain P. P. L. O'CONNELL, R. E., Consulting Engineer for Railways; to the Collector of Coimbatore, dated Madras, 29th January 1864, No. 10.

The Governor in Council having, in Order dated the 25th November last, No. 623, directed you to have the ground in the neighbourhood of the Railway station frequently inspected, and kept free from nuisances, I have the honor to forward a transcript of a letter* from the Agent and Manager, and of its enclosure, complaining of

* No. 60, dated 28th January 1864.

the filthy condition of the Parcherry adjoining the Railway station at Coimbatore, and to request you will be so good as to take such steps as you may consider expedient in the matter.

2. The Railway Apothecary, it will be seen, refers to "two ditches containing dirty stagnant water, and which the people are endeavoring to fill in by throwing all kinds of filth." In reference to this, I would suggest for your consideration whether a party of prisoners from the Jail at Coimbatore could not be deputed to fill up the ditches with earth from some other locality. Also, whether a Police Peon could not be permanently stationed near the Coimbatore station to prevent, as far as lay in his power, the people of the village committing nuisances in the vicinity of the village and the station compound.

(True Copy.)

(Signed) P. P. L. O'CONNELL, Captain, R. E.,
Consulting Engineer for Railways.

From Mr. S. J. STUTZ, Apothecary, Madras Railway Company; to A. T. WILKINSON, Esq., Engineer, 3rd Division, Coimbatore, dated 22nd January 1864.

As directed, I made it my duty to visit the Parcherry situated outside of the Railway gate on the Coimbatore road, and from inquiries instituted, I find the number of deaths from cholera to be 10. There have been a great number of people attacked, especially amongst that number of people who encamped at this Parcherry en-route to the hills a short time ago. These having left, I of course could not find out the loss sustained, but of a Parcherry of about twelve huts, I think the mortality very great. All the 10 deaths above-mentioned took place in this month.

2. This Parcherry is kept in a very filthy state, one or two ditches containing dirty stagnant water, and which the people are endeavoring to fill in by throwing all kinds of filth, which must engender disease on the occasion of the least breeze blowing across these.

3. The sooner these huts were demolished, and the people directed to build places for themselves elsewhere, the better.

(True Copy.)

(Signed) R. B. ELWIN,
Agent and Manager.

No. 44.

Observations by the Consulting Engineer for Railways.

As the Government have at present under their consideration the Reports on the sanitary condition, &c. of the Railway stations, I forwarded this letter and its enclosure, with a copy of my communication to the Collector of Coimbatore, for their orders.

(Signed) P. P. L. O'CONNELL, Captain, R. E.,
Consulting Engineer for Railways.

MADRAS 29th January 1864.

To the Chief Secretary to Government, Fort Saint George.

ORDER THEREON, 2nd February 1864, No. 62.

The foregoing papers contain the reports of the Deputy Consulting Engineer and of Surgeon Mackay, on the sanitary condition of the Station-houses of the Madras Railway, which they inspected in pursuance of the orders conveyed in the Proceedings of Government under date the 12th ultimo, No. 18.

2. These reports show the urgent necessity that existed for the careful inspection which has now been made. It appears that the urinaries and latrines throughout the line are faulty in their construction and unsuitable for the use either of Europeans or Natives. They are

generally ill-ventilated. The conveniences in the latrines are too few and are unsuitable; and in the urinaries, the materials of the flooring are ill-adapted, and, when saturated with urine, give forth an offensive smell which no amount of washing will remove. At many of the stations, the size and number of the urinaries and latrines are insufficient for the number of passengers who require to use them.

3. At some stations, the ground around them is kept in a very dirty state; and native huts have been allowed to be erected objectionably near the Station-house. There is a great want, at some of the more important stations, of Rest-houses or Choultries for native travellers, who, in the absence of such accommodation, sleep in the verandahs and yards of the stations, and, by their uncleanly habits, render them intolerably offensive. This is especially noticed with reference to the stations of Perambore, Arcot and Coimbatore. The following is Dr. Mackay's account of the last mentioned stations:—"Coimbatore. The state of this station may truly be said to be 'disgusting in the extreme.' The ground around the enclosure is very dirty. A native village is 'rising immediately outside the gate on the Coimbatore side of the station; it consists already 'of a considerable number of miserable huts, built on a low swampy ground, without any basement 'whatever; the inhabitants make use of the ground along the outside of the hedge round the compound as a public latrine, rendering it most offensive. On the opposite side of the enclosure there 'is another native village of miserable huts, a few of which, I understand, have existed for some 'time; but I was informed that they are increasing in number, and gradually approaching 'towards the station; there is no attempt at cleanliness about them, and the offensive smell 'from that direction is complained of by the Railway officials. The filth outside the station 'boundary is quite equalled by that within it. A large number of native travellers sleep in the 'verandah at the back of the Station-house, there being no other accommodation for them; they 'use the compound freely in attending to the calls of nature, rendering it quite unsafe to walk out 'at the back of the Station-house; and in the morning, the smell, even in the verandah, was most 'disgusting and sickening. There was also a collection of filth in the compound, from bullock- 'bodies being allowed to congregate there. The refreshment and waiting-rooms were tolera- 'bly clean; also the latrines and urinary, but the smell in the latter was very offensive. The 'accommodation at this station, both for Europeans and natives, is very insufficient, being the 'place where trains from the east and west arrive in the evening and remain for the night, and 'also the station where passengers to and from the Hills remain. The station is certainly most 'dangerous to travellers in its present neglected sanitary condition. Cholera has lately been 'prevalent in the neighbourhood; it has visited the two native villages above alluded to; and 'during the present month, five native servants of the Railway officials residing within the com- 'pound have been attacked."

4. The filthy state of the Parcherry outside this station is specially brought to notice in the Consulting Engineer's letter of the 28th ultimo, with reference to a representation from the Railway Apothecary forwarded by the Agent and Manager.

5. The Governor in Council directs that copies of the Deputy Consulting Engineer's and Surgeon Mackay's reports be forwarded to the Agent and Manager, in order that effectual measures may be immediately taken to carry out Surgeon Mackay's very practical suggestions; which, it is observed, though more full and detailed, are very similar to those made by Dr. vanSomeren in his letter of the 16th ultimo. The Consulting Engineer will impress upon the Agent the importance of immediate action in this matter, and the heavy responsibility which attaches to the Railway authorities in a matter so seriously affecting the health of the public. Those stations which are the most frequented—such as Perambore, Arcot, Vellore, Tripatore, Salem and Coimbatore—should be first attended to. The Consulting Engineer will report forthrightly what progress is being made.

6. As regards the ground in the neighbourhood of the Coimbatore station, the Governor in Council directs that the Collector will report what steps he has taken to remove the nuisance referred to in the Consulting Engineer's letter of the 28th ultimo. On the 25th November last, Mr. Grant was directed to have the ground in the neighbourhood of that station frequently inspected and kept free from nuisances. From the facts stated in the Apothecary's report, it

will appear that these instructions have been neglected. The Governor in Council will expect to receive a full explanation on the subject from the Collector. The Parcherry at the gate of the station should be at once removed; and no time should be lost in erecting a Choultry for native travellers in the neighbourhood of the station, as directed in the Proceedings of Government of the 25th November last. Orders on this subject will be issued in the Department of Public Works; and as similar accommodation is evidently needed at many of the more important stations, the Governor in Council directs that Captain O'Connell will report, in communication with the Agent, at what stations Choultries are most wanted, and the extent of accommodation required. The necessary orders will thereupon be issued in the Department of Public Works for their immediate erection.

7. The Governor in Council directs, in conclusion, that a further inspection of the sanitary condition of the several stations shall be made in July next by the Consulting Engineer, or his Deputy, and Surgeon Mackay, if his services should then be available. If not, the Principal Inspector General of the Medical Department will nominate another Medical Officer for the duty. The Governor in Council desires that the thanks of Government may be conveyed to Surgeon Mackay for the efficient manner in which he has discharged the duties assigned to him.

(True Extract.)

Chief Secretary.

To the Consulting Engineer for Railways.

- " Collector of Coimbatore.
- " Department of Public Works. ✓
- " Principal Inspector General, Medical Department.

Promo Time for Leo

64351

1000 of Coats in
Railway Depot

*Dated 20
Received 4 July*

7.62

Pro Rec Sept 25 - AM/64
C#1492

Feb. 12 9^m February

Respecting that I
may be injured for the use
of a Camel, for Indian
travellers in the neighbour-
hood of Coimbatore &
the other 9 and of the
the at removal of the
at

1. Communicate to the Superintendent Engineer of the Division
with reference to G. O. No 351 dated 4th December 1863.
2. The building should be at once proceeded with a plan
and estimate being in the meantime submitted for the sanction
of Government.