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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

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Dated 3. 6 -	18 6 5.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
3rd October 1865:2*

No. 12. Read the following letter from Honorable R. S. ELLIS, C. B., President, Sanitary Commission, Madras, to Honorable A. J. ARBUTHNOT, Chief Secretary to Government, Fort Saint George, dated Madras, 22nd April 1865, No. 670 :—

SIR,

1. I have the honor to submit a copy of a letter (Appendix B.), addressed by me to the Agent and Manager of the Madras Railway, calling for information as to the measures taken by the Railway Company for securing the proper conservancy and cleanliness of Railway stations and their immediate vicinity.

2. From the return made by Mr. Elwin, it would appear that except at Coimbatore, and that only as a temporary measure, nothing has been done to secure the cleanliness of the Railway stations and their neighbourhood, and for the protection of the health of the public who travel by the Railway, except the provision of urinals, and occasionally privies, on the Railway platforms. This is manifestly insufficient. Where there is considerable traffic, and consequently where large numbers of Natives assemble daily, it is certain that unless public latrines are built, and unless a sufficient establishment is maintained to keep these and the immediate neighbourhood of the station clean, the Railway stations must become permanent nuisances, and a serious danger to the health of the public.

3. It is idle to attempt to punish Natives for committing nuisances in the neighbourhood of the stations unless means are provided to enable them to relieve the wants of nature in proper places. These once provided, and if the Police on duty are vigilant, there seems no reason why these stations should not be kept clean and healthy.

4. It is also worthy of consideration, whether some of the higher Railway officials at some of the principal stations, might not, with advantage, be vested with Magisterial powers sufficient to enable them to punish persons found committing nuisances. Mr. Elwin, at my request, has furnished me with the names of seven gentlemen, as given in the margin, of sufficient position and otherwise well

qualified, who might with advantage be vested with this authority.

5. I would also beg to draw the attention of the Government to the necessity of the Railway obtaining sufficient land at all important stations, where all carts bringing goods to the Railway should be required to stop if they remain for more than six hours. This land once made over to the Railway, it will be the duty of the Railway officials to see that it is kept clean, that a public latrine is provided for the bandymen, and that this latrine is properly attended to.

6. From the Statement furnished by Mr. Elwin, I have prepared the accompanying Statement (Appendix A.), which exhibits the deficiencies in conservancy arrangements of the more important stations. There have already been indications of epidemic disease at some of these places.

7. The question of the responsibility of the Railway Company in this matter is of great importance, and requires, I submit, the early notice of the Government.

There can be no doubt that to the presence of the Railway stations is attributable the existence of nuisances dangerous to public health, and it seems to me that to the Railway belongs the provision of the remedy which will abate these nuisances.

8. The erection of proper public latrines on the plan recommended by this Commission, which has been communicated to Mr. Elwin, and the maintenance of a proper conservancy establishment at all large Railway stations are absolutely necessary, and should no longer be delayed.

9. It will be perceived from this statement that although the Government has sanctioned choultries being built at all the more important Railway stations, none of these have been yet commenced. The buildings are so essential to the comfort of Native travellers, that I trust the Government will order them to be built with as little delay as possible.

APPENDIX A.

Statement of the more important Railway Stations, which are deficient in Conservancy and Sanitary arrangements.

Madras Station.—There is at this station an average daily Traffic of 900 persons.

Privies and Urinals have been provided for the passengers, Native and European, and also a detached Privy and Urinal for the employés in the General Office. This is not sufficient. The employés consist of 34 Europeans, 56 East Indians, and 486 Natives. To this must be added a very large number of Natives, who come with Carriages, Carts, and as Coolies to the Railway Station. A large well-constructed public Latrine should be erected by the Railway Company, with a sufficient number of Scavengers, and arrangements should be made with the Municipal Commissioners for the removal of the Sewage.

Perambore.—The choultry which has been sanctioned by Government at this station, and which is very much required, has not been commenced. It should be built without further delay.

There is only one European Urinal in the Godowns. Urinals should be provided specially for passengers at the Station. The daily Traffic is 400.

There are of Railway employés 88 Europeans, 191 East Indians, 2,011 Natives. Suitable Latrines should be erected for these, or it is impossible that the place can be kept clean. A sufficient conservancy establishment of Scavengers and Carts must be provided for the removal and burial of the excreta in pits which should be covered with earth, as each day's excreta are deposited therein.

Trivellore.—Urinals have been provided on the platforms for Passengers; a public Latrine should be made near the station. The daily Traffic is 450, and without a public Latrine the neighbourhood of the station must necessarily be filthy; sufficient conservancy establishments to secure the cleanliness of the Latrine should also be maintained.

Arcot.—Urinals have been provided on the platforms. But as there is an average daily Traffic of 300 Passengers, and this is likely to increase, a public Latrine near to the Station with suitable conservancy establishments is required.

Vellore.—This is a large Railway Station, and a choultry is much required for Native Passengers. Such a building has been sanctioned by the Government, but has not been commenced. The average Passenger Traffic is 400, and the Railway employés consist of 1 European, 3 East Indians, and 35 Natives; Urinals on the platforms have been provided. There should also be provided a Latrine in close proximity to the Railway Station to accommodate Native Passengers, with a suitable conservancy establishment.

Salem.—At this very considerable station, where there is a considerable number of resident employés on the Railway premises (the total number of actual Railway employés being 10 Europeans, 13 East Indians, and 71 Natives), with a passenger Traffic of 500 daily, there have not

apparently, been made any conservancy arrangements either within or without the Railway premises, except two Urinals on the Railway platform. A suitable Latrine for the Railway employés and a Latrine for the Passengers should be constructed with an adequate conservancy establishment. The Government have sanctioned a choultry at this important station, but as in the other instances noticed it has not been commenced.

Errode.—A choultry has been sanctioned by Government at Errode, but has not been commenced.

Coimbatore.—A choultry has been sanctioned here by the Government, but has not been commenced.

More has been done here lately to secure cleanliness than at other stations. It is stated that Latrines have been built for workmen and bandymen in the compound, and one for the private houses, and that one sweeper, two carts, and eight men are now employed clearing the village near the gate of the Railway premises and the Pothanore village.

But it would appear that these establishments are only temporary. It is clear that unless permanent conservancy establishments are maintained it is impossible that this important station can be kept in a proper sanitary condition.

There is a Passenger Traffic of 400 daily, and an establishment of Railway employés consisting of 15 Europeans, 29 East Indians, and 151 Natives.

It is of essential importance both for the health of the public and that of the Railway employés, and the numerous persons connected with the Railway, that the speedy attention of the Railway authorities should be called by the Government to remedy these deficiencies.

Paulghat.—A choultry which is much required here has been sanctioned by the Government, but has not been commenced.

There is a daily Passenger Traffic of 300—a sufficiently large public Latrine should be erected here, with a sufficient establishment to ensure its being properly attended to.

Beypoor.—This is an important station, and a choultry has been sanctioned by the Government, but has not been commenced. There is a Passenger Traffic of 350, and a large number of Railway employés—namely, 14 Europeans, 35 East Indians, and 324 Natives.

The Railway premises are also very extensive, but as far as can be judged from the statement forwarded by the Railway authorities no conservancy arrangements whatever have been made beyond providing one Urinal and Privy for Europeans on the Railway platform.

The Railway Company should be required at once to erect sufficient Latrine accommodation and provide a sufficient conservancy establishment to secure the Railway premises, the public Latrines and the neighbourhood of the Railway station being kept in a proper state of cleanliness.

Arconum Junction.—The remarks made above on the Beypoor station apply with equal force to the Arconum Junction.

A choultry has been sanctioned by the Government, but has not been built.

There is a Passenger Traffic of 800. There is an establishment of Railway employés consisting of 3 Europeans, 7 East Indians, and 78 Natives. There are workmen's huts within the Railway premises, and a camping place for bandies in a tope close by; there are also numerous bungalows of Railway employés and large Railway premises. There do not appear to be any public Latrines or any conservancy establishment. In the case of the Europeans and more respectable East Indians care is doubtless taken to keep their houses clean—but with the large numbers of Natives that frequent the Arconum Junction public Latrines and systematic conservancy are urgently necessary.

Trittany and Tripputty Stations.—At these stations there is a daily Passenger Traffic of 200 and 250, and no public Latrine accommodation, or general conservancy. A choultry has been sanctioned by Government at Tripputty, but it has not yet been commenced.

Jolarapett Junction Station.—This is a very important station, a choultry has been sanctioned by Government, but has not been commenced.

*Proceedings of the Madras Government, Public Works Department,
3rd October 1865.*

There is a daily Passenger Traffic of 600, and a Railway establishment of 17 Europeans, 26 East Indians, and 332 Natives. An application has been made to Government for proper camping ground. But there are no public Latrines for Natives, nor is there any conservancy establishment kept to secure the cleanliness of the Railway premises and that of their immediate neighbourhood.

Bangalore.—There is a daily Passenger Traffic of 400, and a Railway establishment consisting of 22 Europeans, 22 East Indians, and 181 Natives. There is at this station no public Latrine, which is essential, if it is expected that the neighbourhood of the station is to be kept in a proper sanitary condition.

(Signed) R. S. ELLIS,
President, Sanitary Commission.

No. 13. ORDER THEREON, 3rd October 1865, No. 2,905.

RAILWAY, No. 1.

1. In this letter the President of the Sanitary Commission brings to the notice of Government the condition of some of the stations upon the Madras Railway and their immediate neighbourhood, and recommends the adoption of certain measures to secure their proper conservancy and cleanliness.

2. The Governor in Council observes that an application has been already made to the Secretary of State for India to permit the Railway Companies to construct, out of their Capital, choultries for the accommodation of Native travellers in the immediate vicinity of the principal Railway stations; and that a Bill to make provision for improving the sanitary condition of such places will shortly be introduced into the Legislative Council.

3. These measures, if successful, will go far to remedy the state of things noticed by the Honorable Mr. Ellis, and the recommendations made in the letter quoted at the head of these Proceedings will, therefore, lie over for the present.

(True Extract.)

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

To the Sanitary Commission.

.. Consulting Engineer for Railways.

Exd. S. T. Augustin.

[5]

APPENDIX B.

OFFICE OF SANITARY COMMISSION,
24th February 1865.

No. 524.

From
HON'BLE R. S. ELLIS, C. B.,
President, Sanitary Commission.

To
R. B. ELWIN, Esq.,
Agent and Manager, Madras Railway.

SIR,
The subject of the sanitary condition of the principal Railway Stations of this Presidency is under investigation by the Sanitary Commission.

2. From the communications which have been addressed to the Government and to this Commission, it appears that there is reason to apprehend an outbreak of sickness along the line of Railway, from the want of cleanliness and the non-observance of ordinary sanitary precautions at the Railway Stations.

3. The Sanitary Commission observe that, under the direction of the Government much has been done to secure the cleanliness of the Stations themselves in respect of the buildings actually used by passengers; but there is unfortunately too much reason to believe that other portions of the Railway premises are not sufficiently cared for as regards their conservancy.

4. There are also camping grounds used by Railway workmen, and by bandymen, bringing goods for conveyance by Railway which are so filthy as to render nugatory precautions confined to the Railway premises.

5. Villages or scattered clusters of huts connected with the Railway have grown up near to Railway stations, which are, as regards their conservancy, in a very unsatisfactory condition. The Railway premises are under the control of the Railway authorities who can be held responsible for their condition; but the conservancy of these camping grounds and villages beyond the Railway premises, and not under the control of the Railway authorities, will require the interference of the Magistracy and the Police, and special provisions for their conservancy will have to be made either from local funds or from other sources.

6. To enable the Sanitary Commission to lay a complete proposal before Government, the information called for in the accompanying Return is necessary, and you are requested to fill in this Return and to send it to the President of the Sanitary Commission with the least possible delay.

7. Any remarks which you may wish to offer on this subject, will receive the attention of the Sanitary Commission, and should, if brief, be entered in the column of remarks, or if of any length, in a separate letter which should accompany the Return.

I have the honor to be,

Sir,

Your most obedient Servant,

/Signed/ R. S. Ellis
President, Sanitary Commission.

[Duplicate]

7

No. 670.

OFFICE OF SANITARY COMMISSION,
MADRAS, 22nd April 1863.

FROM

HON'BLE R. S. ELLIS, C. B.,
President, Sanitary Commission, Madras.

TO

HON'BLE A. J. ARBUTHNOT,
*Chief Secretary to Government,
Fort St. George.*

SIR,

I have the honor to submit a copy of a letter (Appendix B.) addressed by me to the Agent and Manager of the Madras Railway, calling for information as to the measures taken by the Railway Company for securing the proper conservancy and cleanliness of Railway stations and their immediate vicinity.

2. From the return made by Mr. Elwin, it would appear that except at Coimbatore, and that only as a temporary measure, nothing has been done to secure the cleanliness of the Railway stations and their neighbourhood, and for the protection of the health of the public who travel by the Railway, except the provision of urinals, and occasionally privies, on the Railway platforms. This is manifestly insufficient. Where there is considerable traffic and consequently where large numbers of natives assemble daily, it is certain that unless public Latrines are built, and unless a sufficient establishment is maintained to keep these and the immediate neighbourhood of the station clean, the Railway stations must become permanent nuisances and a serious danger to the health of the public.

3. It is idle to attempt to punish Natives for committing nuisances in the neighbourhood of the stations unless means are provided to enable them to relieve the wants of nature in proper places. These once provided, and if the Police on duty are vigilant, there seems no reason why these stations should not be kept clean and healthy.

4. It is also worthy of consideration, whether some of the higher Railway Officials at some of the principal stations, might not with advantage be vested with Magisterial powers sufficient to enable them to punish persons found committing nuisances. Mr. Elwin at my request has furnished me with the names of seven Gentlemen, as given in the margin, of sufficient position and otherwise well qualified who might with advantage be vested with this authority.

5. I would also beg to draw the attention of the Government to the necessity of the Railway obtaining sufficient land at all important stations, where all carts bringing goods to the Railway should be required to camp if they remain for more than six hours. This land once made over to the Railway, it will be the duty of the Railway Officials to see that it is kept clean, that a public Latrine is provided for the bandymen and that this Latrine is properly attended to.

6. From the Statement furnished by Mr. Elwin I have prepared the accompanying Statement (Appendix A.) which exhibits the deficiencies in Conservancy arrangements, of the more important stations. There have already been indications of epidemic disease at some of these places.

7. The question of the responsibility of the Railway Company in this matter, is of great importance and requires, I submit, the early notice of the Government. There can be no doubt that to the presence of the Railway stations is attributable the existence of nuisances

*Sanitary Commission
22nd April 1863
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dangerous to public health, and it seems to me that to the Railway belongs the provision of the remedy which will abate these nuisances.

8. The erection of proper public Latrines on the plan recommended by this Commission, which has been communicated to Mr. Elwin—and the maintenance of a proper Conservancy Establishment at all large Railway stations are absolutely necessary—and should no longer be delayed.

9. It will be perceived from this Statement that although the Government has sanctioned choultries being built at all the more important Railway stations, none of these have been yet commenced. These buildings are so essential to the comfort of native travellers that I trust the Government will order them to be built with as little delay as possible.

I have the honor to be,
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Your most obedient Servant,

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President, Sanitary Commission.

APPENDIX A.

STATEMENT of the more important Railway Stations, which are deficient in Conservancy and Sanitary arrangements.

Madras Station.—There is at this station an average daily Traffic of 900 persons.

Privies and Urinals have been provided for the passengers, Native and European, and also a detached Privy and Urinal for the employes in the General Office. This is not sufficient. The employes consist of 34 Europeans, 56 East Indians and 486 Natives. To this must be added a very large number of natives, who come with Carriages, Carts and as Coolies to the Railway Station. A large well-constructed public Latrine should be erected by the Railway Company, with a sufficient number of Scavengers, and arrangements should be made with the Municipal Commissioners for the removal of the Sewage.

Perambore.—The choultry which has been sanctioned by Government at this station and which is very much required has not been commenced. It should be built without further delay.

There is only one European Urinal in the Godowns. Urinals should be provided specially for passengers at the Station. The daily Traffic is 400.

There are of Railway employes 88 Europeans, 191 East Indians 2011 Natives. Suitable Latrines should be erected for these or it is impossible that the place can be kept clean. A sufficient conservancy establishment of Scavengers and Carts must be provided for the removal and burial of the excreta in pits which should be covered with earth, as each day's excreta are deposited therein.

Trivellore.—Urinals have been provided on the platforms for Passengers; a public Latrine should be made near the station. The daily Traffic is 450, and without a public Latrine the neighbourhood of the station must necessarily be filthy; sufficient conservancy establishments to secure the cleanliness of the Latrine should also be maintained.

Arcot.—Urinals have been provided on the platforms. But as there is an average daily Traffic of 300 Passengers, and this is likely to increase, a public Latrine near to the Station with suitable conservancy establishments is required.

Vellore.—This is a large Railway Station and a choultry is much required for Native Passengers. Such a building has been sanctioned by the Government, but has not been commenced. The average Passenger Traffic is 400, and the Railway employes consist of 1 European 3 East Indians and 35 Natives; Urinals on the platforms have been provided. There should also be provided a Latrine in close proximity to the Railway Station to accommodate Native Passengers, with a suitable conservancy establishment.

Salem.—At this very considerable Station where there is a considerable number of resident employes on the Railway premises, (the total number of actual Railway employes being 10 Europeans, 13 East Indians and 71 Natives) with a Passenger Traffic of 500 daily, there have not, apparently, been made any conservancy arrangements either within or without the Railway premises, except two Urinals on the Railway platform. A suitable Latrine for the Railway employes and a Latrine for the Passengers should be constructed with an adequate conservancy establishment. The Government have sanctioned a choultry at this important station but as in the other instances noticed it has not been commenced.

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But it would appear that these establishments are only temporary. It is clear that unless permanent conservancy establishments are maintained it is impossible that this important Station can be kept in a proper Sanitary condition.

There is a Passenger Traffic of 400 daily, and an establishment of Railway employes consisting of 15 Europeans, 29 East Indians and 151 Natives.

It is of essential importance both for the Health of the Public and that of the Railway employes and the numerous persons connected with the Railway that the speedy attention of the Railway authorities should be called by the Government to remedy these deficiencies.

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Beypoor.—This is an important station and a choultry has been sanctioned by the Government but has not been commenced. There is a passenger traffic of 350, and a large number of Railway employes—namely 14 Europeans, 35 East Indians and 324 Natives.

The Railway premises are also very extensive, but as far as can be judged from the Statement forwarded by the Railway authorities no Conservancy arrangements whatever have been made beyond providing one Urinal and Privy for Europeans on the Railway platform.

The Railway Company should be required at once to erect sufficient Latrine accommodation and provide a sufficient Conservancy Establishment to secure the Railway premises, the public Latrines and the neighbourhood of the Railway station being kept in a proper state of cleanliness.

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R. S. Ellis
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A choultry has been sanctioned by the Government but has not been built.

There is a passenger traffic of 800. There is an Establishment of Railway employes consisting of 3 Europeans, 7 East Indians and 78 Natives. There are workmen's huts within the Railway premises and a camping place for bandies in a tope close by; there are also numerous bungalows of Railway employes and large Railway premises. There do not appear to be any public Latrines or any Conservancy Establishment. In the case of the Europeans and more respectable East Indians care is doubtless taken to keep their houses clean—but with the large numbers of Natives that frequent the Arconum Junction public Latrines and systematic Conservancy are urgently necessary.

Tritlany and Tripetty Stations.—At these stations there is a daily passenger traffic of 200 and 250, and no public Latrine accommodation, or general Conservancy. A choultry has been sanctioned by Government at Tripetty but it has not yet been commenced.

Jolarapett Junction Station.—This is a very important station, a choultry has been sanctioned by Government but has not been commenced.

There is a daily passenger traffic of 600, and a Railway establishment of 17 Europeans, 26 East Indian and 332 Natives. An application has been made to Government for proper camping ground. But there are no public Latrines for Natives nor is there any Conservancy establishment kept to secure the cleanliness of the Railway premises and that of their immediate neighbourhood.

Bangalore.—There is a daily passenger traffic of 400, and a Railway Establishment consisting of 22 Europeans, 22 East Indians, and 181 Natives. There is at this station no public Latrine, which is essential if it is expected that the neighbourhood of the station is to be kept in a proper Sanitary condition.

R. S. Ellis.

President, Sanitary Commission.

APPENDIX B.

OFFICE OF SANITARY COMMISSION,
24th February 1865.

No. 524.

From

HON'BLE R. S. ELLIS, C. B.,
President, Sanitary Commission.

To

R. B. ELWIN, Esq.,
Agent and Manager, Madras Railway.

SIR,

The subject of the sanitary condition of the principal Railway Stations of this Presidency is under investigation by the Sanitary Commission.

2. From the communications which have been addressed to the Government and to this Commission, it appears that there is reason to apprehend an outbreak of sickness along the line of Railway, from the want of cleanliness and the non-observance of ordinary sanitary precautions at the Railway Stations.

3. The Sanitary Commission observe that, under the direction of the Government much has been done to secure the cleanliness of the Stations themselves in respect of the buildings actually used by passengers; but there is unfortunately too much reason to believe that other portions of the Railway premises are not sufficiently cared for as regards their conservancy.

4. There are also camping grounds used by Railway workmen, and by bandymen bringing goods for conveyance by Railway which are so filthy as to render nugatory precautions confined to the Railway premises.

5. Villages or scattered clusters of huts connected with the Railway have grown up near to Railway stations, which are, as regards their conservancy, in a very unsatisfactory condition. The Railway premises are under the control of the Railway authorities who can be held responsible for their condition; but the conservancy of these camping grounds and villages beyond the Railway premises, and not under the control of the Railway authorities, will require the interference of the Magistracy and the Police, and special provisions for their conservancy will have to be made either from local funds or from other sources.

6. To enable the Sanitary Commission to lay a complete proposal before Government, the information called for in the accompanying Return is necessary, and you are requested to fill in this Return and to send it to the President of the Sanitary Commission with the least possible delay.

7. Any remarks which you may wish to offer on this subject, will receive the attention of the Sanitary Commission, and should, if brief, be entered in the column of remarks, or if of any length, in a separate letter which should accompany the Return.

I have the honor to be,
Sir,

Your most obedient Servant,

R. S. Ellis.
President, Sanitary Commission.

Public Works Dept
2905
No 2905
Proceedings of the Madras Government
Under date the 3rd September 1865
Recd the following

From the President
Sanitary Commission
Brings to notice the
want of conservancy arrange-
ments in most of the Railway
Stations of the Madras Presi-
dency and submits a statement
of them; and suggests measures
to meet this deficiency

(Here enter 22nd April 1865
No 346)

In this letter the
President of the Sanitary
Commission brings to the
notice of the Government
the condition of some of
the Stations upon the
Madras Railway and their
immediate neighbourhood,
and recommends the adop-
tion of certain measures
to

Wm
gpo

Received 1865-1866
Chief Secretary to
Government

Dated 22nd April 1865
Recd 25th Oct 1865
1865
No 346

Brings to notice the want
of conservancy arrangements
in most of the Railway
stations of the Madras
Presidency and submits
a statement of them; and
suggests measures to meet
this deficiency.

225th Sept 1865 O. 27th
21/12
22905, 22906, 22907/65

to secure their proper
Convenience and Cleanliness

2 The Governor in
Council observes that an
application has been
already made to the
Secretary of State for India
to permit the Railway
Companies to construct
out of their Capital, Chal-
-tries for the accommodation
of native travellers in the
immediate vicinity of the
Principal Railway Station
and that a Bill to make
Provision for improving the
Sanitary condition of such
places will shortly be
introduced into the Legisla-
-tive Council

These

3. These measures, if
successful, will go far to
remedy the state of things
noticed by the Honorable
Mr. Ellis, and the recommen-
-dations made in the letter
quoted at the head of these
Proceedings, will therefore
be over for the present.

W.

5 To The Sanitary Commission
3 To The Comr Genl for Railways

18

3

Done at 14th October -

701. 1800 Dpto
Plan of Govt for October

702900

Plan of the Govt
of 3 October/50

Amended
Plan
of 3 October/50

Stations on the Madras
Railway. Piping orders and
letter from the Honorable R.
S. Ellis, regarding the sanitary
condition of-

No. 12. 18