

Public (1898) Department.

ORDINARY MS.

G.O., No. 1135

Dated 5. 9. 98

INCURRED.

[Despatch Abstract.]

Record & Pro: of the Lt. M. Dept directing the Agent, Southern Mahratta RY Co., to erect at Hospet an inspection shed similar to that erected at Tungabhadra by the Madras RY Co., and increasing the Plague Inspection Staff at Hospet & Tungabhadra.

BACK PAPERS.

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

FURTHER PAPERS.

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

CURRENT No. Government (1898) of Madras. LOCAL AND MUNICIPAL.

Recd.

Enclosures

Regd.

1898.

Spare copies

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

AUGUST.

proh No. 1135. 8 5th Sept 1898

Revised.

3-9-98

3/9/98

11/7/98

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 —.

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.

With reference to letter, No. 433 Ry., dated 21st instant, from the Joint Secretary to the Government of Madras, Public Works Department (Railway), and enclosures, copies of which were received under your endorsement, No. 2424, dated the 24th idem, regarding alteration of train service on the main line to allow of medical examination of passengers at Hospet taking place by daylight, I have the honour to forward herewith a copy of our Traffic Manager's letter, No. T.G.-8—98 of the 29th idem on the subject, and to state that I concur in the views therein expressed.

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.

(Signed) FRANCIS J. E. SPRING,
Joint Secretary.

7th May 1898.

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).

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

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.

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.

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

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.)

(Signed) 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.

READ—also the following papers:—

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

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

The proposal contained in letter, No. 10592—491, dated 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 does not see fit at present to order that passengers from Raichur shall only arrive at Tungabhadra by daylight.

(True Extract.)

(Signed) FRANCIS J. E. SPRING,
Joint Secretary.

To the Local and Municipal Department.
„ Agent and Manager, Madras Railway.
„ Consulting Engineer for Railways, Madras.

Letter from the Agent and Manager, Madras Railway, to the Consulting Engineer for Railways, No. 10592—506, dated 7th June 1898.

I have the honour to reply to your No. 52-O 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.:—“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.

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 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.

(Signed) H. TREMENHEERE,
Secretary to Government.

14th July 1898.

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.

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—

- One Commissioned medical officer.
- One nurse.
- Two hospital assistants.

Inspection of train occupied 1½ hours. Sixteen 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.

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.

- Two inspecting medical officers.
- Two inspectresses.
- Four hospital assistants.
- Four clerks.

At Hospet.

- Two inspecting medical officers.
- Two inspectresses.
- Two hospital assistants.
- 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.)

[Signature]
for 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.

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189 .

READ AGAIN G.O., No. _____, DATED
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CURRENT No.

ENCLOSURES TO C. No

ORDER OF GOVERNMENT A A A A A A A

LETTER OF GOVERNMENT.

STATEMENT WITH DITTO.

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